



## PLANNING DIVISION STAFF REPORT

May 23, 2016

PREPARED FOR THE PLAN COMMISSION

**Project Address:** 6302 Town Center Drive (3<sup>rd</sup> Aldermanic District – Ald. Hall)  
**Application Type:** Planned Development (PD) Zoning Map Amendment  
**Legistar File ID #** [42643](#)  
**Prepared By:** Kevin Firchow, AICP, Planning Division  
Report Includes Comments from other City Agencies, as noted  
**Reviewed By:** Jay Wendt, Principal Planner

### Summary

**Applicant | Owner:** Joel Zielke; Steamfitters Local Union 601; 3300 South 103<sup>rd</sup> Street; Milwaukee, WI 53227

**Contact:** Jody Shaw; Potter Lawson Inc; 749 University Row Suite 300; Madison, WI 53705

**Requested Action:** The applicant requests approval of an amended PD-GDP (Planned Development-General Development Plan) and new PD-SIP (Planned Development Specific Implementation Plan).

**Proposal Summary:** The applicant proposes to develop a training center for the Steamfitters Union on three undeveloped properties within the “Metrotech” development. This request includes two components- a revision to the underlying GDP to add trade and technical school to the approved use list and a new SIP with the development details. While the existing zoning allows for professional office, banks, and medical office, trade and technical schools are currently not identified as a permitted use. In regards to the SIP, the facility is approximately 58,450 square feet in area and includes office, education, and community room components. Future components include a medical clinic. The proposal includes 156 automobile and 12 bicycle parking stalls.

**Applicable Regulations & Standards:** This proposal is subject to the approval standards for Zoning Map Amendments [MGO Section 28.182(6)] and Planned Developments [MGO 28.098]. The Urban Design Commission is required to review and make a recommendation to the Plan Commission on both the GDP and SIP based on the design objectives in Subsection 28.098(1) and other PD requirements.

**Review Required By:** Urban Design Commission (UDC), Plan Commission (PC), and Common Council.

**Summary Recommendation:** The Planning Division recommends that the Plan Commission find the standards for Zoning Map Amendments and Planned Developments are met and forward Zoning Map Amendment 28.022-00235, rezoning 6302 Town Center Drive (Lots 1A, 1B, and 2B) of the Metrotech development) from PD-GDP (Planned Unit Development Plan-General Development Plan) to amended PD-GDP and PD-SIP (Planned Development – General Development Plan and Specific Implementation Plan) with a recommendation of **approval**. This recommendation is subject to input at the public hearing and the conditions recommended by the reviewing agencies.

### Background Information

**Parcel Location:** The subject properties are Lots 1A, 1B, and 2B of the Metrotech Development, near the intersection of Sprecher Road and Milwaukee Street. (These lots are also labeled as Lots 2,3, and 4 of CSM

12761.) The subject site sits between Town Center Drive and Interstate 94. The site is within Aldermanic District 3 (Ald. Hall) and is within the limits of the Madison Metropolitan School District.

**Existing Conditions and Land Use:** The lots are currently undeveloped.

**Surrounding Land Use and Zoning:** Most surrounding properties are within the Metrotech Planned Development (PD). All properties within Metrotech are subject to the underlying General Development Plan (GDP) and the developed properties also include an approved Specific Implementation Plan (SIP).

North: Interstate 94;

South: Fire Station 13, zoned PD-GDP-SIP with undeveloped properties zoned PD-GDP. A condominium development, zoned PD-GDP-SIP is located to the southeast;

East: Undeveloped properties within Metrotech, zoned PD-GDP; and

West: Private golf course, not part of Metrotech, zoned Agriculture.

**Adopted Land Use Plan:** The Comprehensive Plan recommends employment uses for the subject property. The Sprecher Neighborhood Development Plan recommends office uses for the subject property.

**Zoning Summary:** The property is an existing Planned Development (PD).

Requirements	Required	Proposed
Lot Area (sq. ft.)	As per approved plans.	As per proposed plans.
Lot Width	As per approved plans.	As per proposed plans.
Front Yard Setback	As per approved plans.	As per proposed plans.
Side Yard Setback	As per approved plans.	As per proposed plans.
Rear Yard Setback	As per approved plans.	As per proposed plans.
Maximum Lot Coverage	As per approved plans.	As per proposed plans.
Maximum Building Height	As per approved plans.	As per proposed plans.
Number Parking Stalls	As per approved plans.	157
Accessible Stalls	Yes	6
Loading	As per approved plans.	2 loading areas
Number Bike Parking Stalls	Schools, arts, technical or trade: 1 space per 5 students (63)	12
Landscaping	Yes	Yes
Lighting	Yes	Yes
<b>Other Critical Zoning Items</b>	Urban Design, Barrier Free (ILHR 69), Utility Easements	

*Table Prepared by Jenny Kirchgatter, Assistant Zoning Administrator*

**Environmental Corridor Status:** The subject site is not located in a mapped environmental corridor.

**Public Utilities and Services:** This property is served by a full range of urban services. Metro Transit only operates weekday peak-hour transit service along Milwaukee Street through the Metro Terrace intersection, near the project site. Daily, all-day transit service is on Thompson Drive west of the Interstate, approximately 1 mile walking distance from the project site.

## Project Description

The applicant, the Steamfitters Local Union 601, requests approval of two zoning map amendments to establish a training center. The subject site includes three undeveloped properties within the “Metrotech” Planned Development, originally approved in 2002. This request is subject to the approval standards for Planned Developments.

The first component of this request is an amendment to the underlying General Development Plan (GDP) to add “Trade and Technical School” to the list of permitted uses. Currently, the site is approved for general office, banking, and medical office uses.

The second component of this request is for a new Specific Implementation Plan (SIP) for the site and building plan details. The proposed facility is a two-level structure with approximately 58,450 square feet of area and includes office, education, and community room components. Future components include an in-building medical clinic. The letter of intent notes that portions of the rooftop will be used as a training area.

The building materials are generally industrial in character and include flat-lock metal panels, corrugated metal panels, and precast architectural concrete.

The proposed site plan includes 156 parking stalls, located along the building’s east side. A wide planting and landscape buffer surrounds the site on three sides and is planted with larger canopy trees including swamp white oaks and bur oaks.

As part of this request, the applicant requests approval to reduce the required bicycle parking. The code requires a minimum of 63 stalls. The applicant is proposing 12 stalls and the letter of intent provides their justification for this request. In particular, their letter of intent notes existing facilities operated by the Steamfitters in Milwaukee, Madison, St. Paul, MN, and Aurora, IL had little documented use or provided no bicycle parking. Their letter further notes that trainees often bring their own equipment, making bicycle travel difficult. Finally, the applicant notes proximity to bus service, though staff notes that is currently limited to week day peak-hour service.

## Analysis and Conclusion

This proposal is subject to the standards for Zoning Map Amendments [M.G.O. Section 28.182(6)] and Planned Developments [M.G.O 28.098]. The below analysis begins with a summary of adopted plan recommendations as the applicable standards site these recommendations.

### Conformance with Adopted Plans

The Comprehensive Plan and the Sprecher Neighborhood Development Plan recommend employment and office uses for this site, respectively. While not an office use, staff believes the training center use is related to employment and could generally found consistent with the adopted Plan Recommendations.

## **Zoning Map Amendment Standards**

Staff believes that the broad standards for Zoning Map Amendments can be met. Such standards state that such amendments are legislative decisions of the Common Council that shall be based on public health, safety and welfare, shall be consistent with the Comprehensive Plan, and shall comply with Wisconsin and federal law. Chapter 66.1001(3) of Wisconsin Statutes requires that zoning ordinances (of which the zoning map is part) enacted or amended after January 1, 2010 be consistent with the City's Comprehensive Plan. 2010 Wisconsin Act 372 clarified "consistent with" as "furtheres or does not contradict the objectives, goals and policies contained in the comprehensive plan."

## **Planned Development Standards**

Planned Developments are intended to facilitate the development of land in an integrated and innovative fashion, to allow for flexibility in site design, and to encourage development that is sensitive to environmental, cultural and economic considerations. Specific design objectives include promoting green building technologies, integrated land uses, preservation and enhancement of environmental features, preservation of historic buildings, enhanced open space, and the facilitation of high-quality development consistent with adopted plans. See Zoning Code Section 28.098 (1) for further information.

The specific approval standards for Planned Developments are provided in Section 28.098(2) of the Zoning Code. In summary, staff believes the standards can be found met, with the recommended conditions. Staff provides some additional discussion on Planned Development Standards (d) regarding traffic and parking demands and (e) which requires the PD District plan to coordinate architectural styles and building forms to achieve greater compatibility with land use.

In regards to Standard (d), the applicant is requesting the Plan Commission waive the minimum bicycle parking standards in the Zoning Code (Sections 28.141(4)(g) and 28.141(11)) in order to provide only 12 of the required 63 stalls. Among the most compelling arguments in the applicant's materials is that students often bring tools and materials that are difficult to transport on bicycles and that existing occupancy studies at other locations indicate a low utilization of bicycle parking. Based on review of this information, the Planning Division would support this request with a condition that allows the Zoning Administrator and Traffic Engineer to require bicycle parking to be added should it be determined such parking is necessary.

In regards to Standard (e), the building has a light-industrial character. A design intent stated by the project architect is to utilize a material pallet for this training facility that reflects the work of the steamfitters. As far as context, the building sits between Fire Station and a private golf course, which is planned long term for low-density residential uses. Existing condominium units are located to the southeast. While there is existing and planned residential development in the vicinity, the Planning Division believes that the large project site and large resulting setbacks help achieve design compatibility through physical separation. In regards to building forms, while a large building, the two-level building has a height of 44 feet, in those areas where both levels are exposed. The Planning Division notes that the underlying General Development Plan allows heights up to eight stories on portions of the subject property. For further comparison, the nearby condominium developments are approximately 30 feet in height to the base of the roof and about 50 feet to the roof peak. Staff have also requested a clarification on rooftop equipment and screening as a condition of approval.

Staff notes that the building signage depicted on the plans is not included in this review. Based on a review by the Zoning Administrator, this signage, including the interstate-fronting signage was too large and didn't comply with ordinance standards. Signage is not approved by the Plan Commission.

In regards to the underlying GDP, it states that vegetative screening should be used to help screen surface parking lots. As the grade of the Interstate sits above the surface parking lot, it will likely not be possible to completely screen the parking lot, However, the Planning Division recommends some additional taller vegetation, including some coniferous plantings be added to limit views of this parking lot.

The Urban Design Commission (UDC) reviewed this request on an informational basis at their February 24, 2016 meeting. Based on their initial favorable response, the UDC recommended final approval on their consent agenda of May 11, 2016.

Finally, staff notes that all Planned Developments are required to have a site-specific zoning text. The applicant's zoning text includes modifications to the existing text. The Planning Division has recommended modifications that are listed in the Recommendation section of this report.

### **Public Comment**

At the time of report writing, staff had not received comments from nearby residents or property owners on this request. A neighborhood meeting was held by Ald. Hall on May 16. Staff has not received specific feedback from that meeting.

### **Conclusion**

The Planning Division believes the standards for Zoning Map Amendments and Planned Developments can be met. Staff believes that the proposed trade use school is an employment-related use and generally consistent with adopted plan recommendations. Staff anticipates that the impacts will be similar to other larger office, banks, or medical offices that are currently allowed. While the proposed building's design is industrial in character, the Planning Division believes its orientation on a large, interstate-fronting lot provides for appropriate transitions to existing uses. The Urban Design Commission granted final approval of this request. Staff notes this application includes a formal request to reduce the required bike parking. Should a waiver to the bicycle parking requirement be granted, the Planning Division has recommended a condition allowing additional bicycle parking to be added, should a demand be determined at a later time. At the time of report writing, the Planning Division was not aware of neighborhood concerns on this proposal.

## **Recommendation**

### **Planning Division Recommendation** (Contact Kevin Firchow, (608) 267-1150)

The Planning Division recommends that the Plan Commission find the standards for Zoning Map Amendments and Planned Developments are met and forward Zoning Map Amendment 28.022-00235, rezoning 6302 Town Center Drive (Lots 1A, 1B, and 2B) of the Metrotech development) from PD-GDP (Planned Unit Development Plan-General Development Plan) to amended PD-GDP and PD-SIP (Planned Development – General Development Plan and Specific Implementation Plan) with a recommendation of **approval**. This recommendation is subject to input at the public hearing and the conditions recommended by the reviewing agencies.

**Recommended Conditions of Approval** Major/Non-Standard Conditions are Shaded

**Planning Division** (Contact Kevin Firchow, (608) 267-1150)

1. If the waiver of the requested bicycle parking is granted, the following provision shall be added to the Zoning Text: "Should the Traffic Engineer and Zoning Administrator determine that bicycle parking is not meeting demand, they shall have the ability to require additional bicycle parking be implemented. Supporting evidence to document the need for more bicycle parking should be provided and may include complaints, evidence of bicycles being parked not in accordance with approved plans, or other information."
2. That additional trees and other vegetation be added to better screen views of the parking lot from Interstate-94. This information shall be approved by the staff.
3. That plans for rooftop equipment screening be specified and approved by staff.
4. That the Zoning Text be revised as follows with the final language to be approved by Planning Division staff and the Zoning Administrator:
  - a. That the subject property be labeled Lot 1.
  - b. That the proposed use is labeled "Schools, arts, technical or trade. References to "Training School shall be removed.
  - c. Street "A" should be relabeled as "Town Center Drive"

**City Engineering Division** (Contact Brenda Stanley, (608) 261-9127)

5. All outstanding Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder (608-261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff. (MGO 16.23(9)(d)(4))
6. All outstanding City of Madison sanitary sewer connection charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. This property is subject to Sanitary Connection charges for the Door Creek North Sewer Interceptor.
7. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service. (POLICY)
8. This development is subject to impact fees for the Door Creek North Phase 2 Stormwater Impact Fee District. All impact fees are due and payable at the time building permits are issued. (MGO Ch 20)The following note shall put on the face of the plans:LOTS / BUILDINGS WITHIN THIS DEVELOPMENT ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE AT THE TIME BUILDING PERMIT(S) ARE ISSUED.
9. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in the ROCK RIVER TMDL ZONE and by Resolution 14-00043 passed by the City of Madison Common Council on 1/21/2014. You will be expected to meet a higher standard of erosion control than the minimum standards set by the WDNR.

10. The applicant shall submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the Engineering Division. Email PDF file transmissions are preferred to: [bstanley@cityofmadison.com](mailto:bstanley@cityofmadison.com) (East) or [ttroester@cityofmadison.com](mailto:ttroester@cityofmadison.com) (West). The digital copies shall be to scale, and shall have a scale bar on the plan set. (POLICY and MGO 37.09(2))PDF submittals shall contain the following information: a) Building Footprints b) Internal Walkway Areas c) Internal Site Parking Areas d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.) e) Right-of-Way lines (public and private) f) Lot lines or parcel lines if unplatted g) Lot numbers or the words unplatted h) Lot/Plat dimensions i) Street names j) Stormwater Management Facilities k) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).
11. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including: a) SLAMM DAT files b) RECARGA files c) TR-55/HYDROCAD/Etc d) Sediment loading calculations. If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided. (POLICY and MGO 37.09(2))
12. Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer. (POLICY AND MGO OVER 10,000 SF OF IMPERVIOUS AREA 10.29 and 37.05(7)(b))
13. Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any BMP used to meet stormwater management requirements on this project. Include copies of all stormwater, utility, and detail plan sheets that contain stormwater practices on 8.5x14 size paper in the draft document. These drawings do not need to be to scale as they are for informational purposes only. Once City Engineering staff have reviewed the draft document and approved it with any required revisions submit a signed and notarized original copy to City Engineering. Include a check for \$30.00 made out to Dane County Register of Deeds for the recording fee. City Engineering will forward the document and fee for recording at the time of issuance of the stormwater management permit. Draft document can be emailed to Tim Troester (west) at [ttroester@cityofmadison.com](mailto:ttroester@cityofmadison.com), or Jeff Benedict at [jbenedict@cityofmadison.com](mailto:jbenedict@cityofmadison.com) final document and fee should be submitted to City Engineering.
14. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
15. This site appears to disturb over one (1) acre of land and requires a permit from the WDNR for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line <http://dnr.wi.gov/Runoff/stormwater/constrformsinfo.htm> (NOTIFICATION)
16. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to reduce TSS by 80% (control the 5 micron particle) off of newly developed areas compared to no controls.

17. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to provide infiltration in accordance with Chapter 37 of the Madison General Ordinances.
18. Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website - as required by Chapter 37 of the Madison General Ordinances.
19. The applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction. (POLICY)
20. All work in the public right-of-way shall be performed by a City licensed contractor. (MGO 16.23(9)(c)5) and MGO 23.01)
21. All damage to the pavement on Town Center Dr, adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria. For additional information please see the following link: <http://www.cityofmadison.com/engineering/patchingCriteria.cfm> (POLICY)

**City Engineering Division - Mapping** (Contact Jeffrey Quamme, (608) 266-4097)

22. This site as designed is not utilizing the vehicular portion of the Access Easement Agreement per Document No. 4595093 and CSM No. 12761 over the adjacent City of Madison Fire Station lands. An amendment to the easement agreement and the easement per CSM No. 12761 shall be drafted and recorded to terminate the vehicular access portion of the agreement and limit the easement to the pedestrian connection element shown on the site plan and reduce the width of the easement. Coordinate the amendment with Jeff Quamme ([jrquamme@cityofmadison.com](mailto:jrquamme@cityofmadison.com) - 266-4097) The City of Madison Office of Real Estate Services shall draft and administer the amendment.

23. The proposed building is assigned an address of 6310 Town Center Dr.

24. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.

**Traffic Engineering Division** (Contact Eric Halvorson, (608) 266-6527)

25. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface



types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.

26. The developer shall post a security deposit prior to the start of development. In the event that modifications need to be made to any City owned and/or maintained traffic signals, street lighting, signing, pavement marking and conduit/handholes, the Developer shall reimburse the City for all associated costs including engineering, labor and materials for both temporary and permanent installations.
27. The City Traffic Engineer may require public signing and marking related to the development; the Developer shall be financially responsible for such signing and marking.
28. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
29. All pedestrian walkways adjacent parking stalls shall be 7 feet wide to accommodate vehicle overhang, signage and impediments to walkway movements. Any request for variance shall be submitted to and reviewed by City Traffic Engineering.
30. Provide a bicycle access ramp directly from the drive aisle to the bicycle racks. One way this could be accomplished is with realigning the parking island to the north and adding a ramp.
31. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.

**Zoning Administrator** (Contact Jenny Kirchgatter, (608) 266-4429)

32. The applicant proposes a development that does not comply with the bicycle parking requirements of Sections 28.141(4)(g) and 28.141(11). Due to the nature of the proposed trade school and training facility, the applicant is requesting a reduction in the required number of bicycle stalls. Where the applicant proposes a development that does not comply with one or more of the regulations in Subchapter 28I General Regulations or Subchapter 28J Supplemental Regulations, they shall specifically request that the Plan Commission consider the application of those regulations in making its recommendations on the development, including specific language in the zoning text or depiction on the plans.

33. 26. Submit a detail of the proposed bike rack. Note a bicycle stall is a minimum of two (2) feet by six (6) with a five (5) foot wide access area.
34. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per Section 28.142(3) Landscape Plan and Design Standards, landscape plans for zoning lots greater than ten thousand (10,000) square feet in size must be prepared by a registered landscape architect.
35. 2Revise the Sign Requirements section of the Zoning text as follows: Signage will be allowed as per Chapter 31 of the Madison General Ordinances, as compared to the SE (Suburban Employment) district, or signage will be provided as approved on the recorded plans.

36. Per Section 28.186(4)(b), the property owner or operator is required to bring the property into compliance with all elements of the approved site plans by the date established by the Zoning Administrator as part of the site and building plan approval. Work with Zoning staff to establish a final site compliance date.
37. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with Chapter 31 Sign Codes of the Madison General Ordinances and Chapter 33 Urban Design District ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.

**Fire Department** (Contact Bill Sullivan, (608) 261-9658)

38. MGO 34.503/IFC 503 Appendix D105, Provide an aerial apparatus access fire lane that is at least 26-feet wide, if any part of the building is over 30 feet in height. The near edge of the aerial fire lane shall be within 30-feet and not closer than 15 feet from the structure, and parallel to one entire side. The aerial fire lane shall cover not less than 25% of the building perimeter.
39. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.

**Parks Division** (Contact Janet Schmidt, (608) 261-9688)

The agency reviewed and there are comments for this proposal.

**Water Utility** (Contact Dennis Cawley, (608) 261-9243)

40. All operating private wells shall be identified and permitted by the Water Utility in accordance with MGO 13.21. All unused private wells shall be abandoned in accordance with MGO 13.21.

**Metro Transit** (Contact Tim Sobota, 261-4289)

41. Metro Transit only operates weekday peak-hour transit service along Milwaukee Street through the Metro Terrace intersection, near the project site. Daily, all-day transit service is on Thompson Drive west of the Interstate, approximately 1 mile walking distance from the project site.