Letter of Intent

REZONING REQUEST

Planned Unit Development (PUD-GDP/SIP)
for the

Charter Street Heating Plant Rebuild Project

Application Submittal Date: May 11, 2011 for the July 11, 2011 Plan Commission Meeting

This application provides for the construction of the Charter Street Heating Plant Rebuild project, 117 N. Charter Street, allowing construction to begin in July 2011 for the second phase of construction. In the time since the SIP-01 was conditionally approved by the Common Council in August 2010, the new administration has authorized a significant change to the scope of the project. Therefore, this rezoning request covers the revised project scope for a new combined GDP-SIP that will supersede the original GDP conditionally approved in May 2010 and SIP-01.

The scope of the original GDP included two natural gas package boilers (in the Dayton Street Building) and a biomass boiler with associated material delivery and handling facilities. The new scope of the project and this GDP and SIP eliminates the biomass portion of the project and adds two new natural gas package boilers to the Dayton Street Building.

The original SIP-01 was for the Dayton Street Building located at the southwest corner of the intersection of W. Dayton Street and N. Mills Street. The first phase of that building is currently under construction. The new revised GDP-SIP covers changes to this building as a result of the project scope changes as well as a new cooling tower and water treatment building. Additional modifications are being proposed for the existing plant building as well.

Application materials bound herein:
Land Use Application
Letter of Intent
Legal Description (draft)
Zoning Text
Architectural Renderings & Color Exhibits

Bound under separate cover:
GDP-SIP drawing set dated May 11, 2011

State of Wisconsin, Division of State Facilities (DSF) Project Information:

Project Number:	09A2L
Project Title:	Charter Street Heating Plant Rebuild
For the:	University of Wisconsin-Madison Madison, Wisconsin
Type of Project:	Major Project / New Construction

Project Participants:

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Proposed Construction schedule

Construction of the first phase of the Dayton Street Building is ongoing and is anticipated to be ready for occupancy in November 2011. The foundation for the fuel oil tank will begin in May 2011. Tie-ins to City utilities (water, sanitary, storm) are expected to occur in late July 2011. Estimated substantial completion of the construction of the plant is scheduled for May 2013.

Description of Existing Conditions

The current site includes the site of the existing coal-fired heating and cooling plant, which includes the exterior coal storage pile and baghouse, and associated conveying systems. Along the south edge of the site and through the site are the heating plant rail spurs for coal delivery, which are to be removed with this project. East of N. Mills Street is the site of the former UW Parking Lot 45 and former 115 and 117 N. Mills Street buildings, which have since been demolished to provide room for construction staging for the first phase of this project. The site is bounded on the south and east by the Southwest Commuter Bike Path, on the north and east by the existing rail corridor and W. Dayton Street and on the west by N. Charter Street. The project area includes property owned by the University and railroad right of way leased from the Wisconsin Department of Transportation (WisDOT).

Description of Proposed Improvements

The proposed Dayton Street Building will be approximately 51,100 gross square feet in size and ranges in height from approximately 62 feet from the finished grade elevation (roof elevation) to 73 feet (stair tower and penthouse). This building will also house the new control room and motor control center (MCC) room.

A proposed cooling tower and water treatment (CTWT) building is planned as an extension of the Dayton Street Building and the existing plant building. The new cooling tower would replace two of the four existing cooling towers along N. Charter Street, which are to be demolished with this project. The two cooling towers to be removed are currently located above the chiller building, and are beyond their functional design life and need replacing. There are no plans to put any structures in their place above the chiller building. The new location moves the new tower further away from the street, reducing the noise impact to nearby residents. The height of the CTWT building will be approximately 97 feet above the ground level on the south end, and the gross square footage will be approximately 19,800 square feet.

Flues for the new package boilers will be contained in two concrete stacks above the Dayton Street Building, about 10 feet in diameter and 140 feet tall measured from the ground elevation. An additional new stack for Boiler No. 5 within the existing plant building will be erected on the roof of the existing plant building. This stack will also be approximately 10 feet in diameter and 140 feet tall measured from the ground. No other boiler stacks are included in this project.

Exterior modifications to the existing plant building include a relocated fire department connection along the west face of the plant, another overhead door on the west face for maintenance access to the new steam generator turbine, and some brick restoration.

The existing parking lot for plant personnel will remain along N. Charter Street, but the parking lot size will be somewhat reduced to provide landscape screening and new steel fencing around the lot to replace the existing chain link. This lot will accommodate 18 parking stalls plus one accessible (ADA) stall. Two bike racks will be added at the front entrance of the plant.

A new parking lot along N. Mills Street will be located in the place of the existing coal pile. The new lot will accommodate 62 parking stalls. The lot will be a permitted lot for UW employees.

On the east side of N. Mills Street, another parking lot will be located in the footprint of the former

The CTWT building will be faced with an insulated composite metal panel system. Lower elevations of the building will include brick faced architectural precast panels.

The general operating hours of the facility will be 24 hours a day, 7 days a week with 14 personnel on site during the day and 4 during night shifts to cover general maintenance and plant operations. The plant will operate continuously year round, providing steam and chilled water for the University, as well as peak demand electricity for campus. The buildings will not be open to the general public or to University faculty, staff and students unless as part of an organized tour of the facilities.

All facility maintenance activities, including snow removal, trash removal, and landscape maintenance will be performed by University facilities personnel on a regular basis.

The overall site of this SIP submittal is approximately 233,400 square feet, or 5.4 acres, which includes the existing plant structures.

Proposed site features include a brick faced architectural precast screen wall with integral steel fence panels along the south edge of the site and the Southwest Commuter Bike Path. The screen wall acts to secure the site and visually block much of the site, while still allowing some views into the site for the public. Vehicular and pedestrian gates for the site will be steel to match the fence panels in the screen wall.

The landscape will feature native switchgrasses and other sustainable plant species. The landscape is designed to be low maintenance and require no irrigation.

The project is targeting sustainability metrics including LEED as well as UW and State of Wisconsin's Department of Administration Sustainability Guidelines for major construction projects. Stormwater runoff from paved areas will be treated through the use of underground baffled detention systems for oil and grease control as well as total suspended solids.

Maintenance of the WisDOT rail corridor property leased by the University for this project will be maintained by University facilities personnel, including the landscape strip along the City's Southwest Bike Path. Additional project work outside of this SIP includes removal of the rail spur and restoration of the rail corridor between N. Charter Street and N. Randall Street. This property will be covered in a maintenance agreement between the University and WisDOT.

Restoration work within the City right-of-way on N. Charter, W. Dayton and N. Mills Streets around the project site will be reviewed separately through the City's Board of Public Works approval process and are not included in this zoning approval. Railroad improvements are also not included in the SIP zoning process and will be reviewed by WisDOT representatives and Wisconsin and Southern Railroad Co.