



**Madison Water Utility
Paterson Street Ops Center
Public Meeting Minutes**

Project name: Paterson Street Ops Center

Client: Madison Water Utility

Project location: Madison, Wisconsin

Mead & Hunt, Inc. Manager: Rich Lundeen/Jeff Gaard

Mead & Hunt Project Number: 3235300-131021.01

Mead & Hunt, Inc. phone: 608-273-6380

Date: 11/18/13

Attendees: Al Larsen, Dan Rodefeld, Amy Robb
Stacey Keller, Rich Lundeen, Kary Beck, Ken Saiki
Public: See attached.

The attached report represents this writer's interpretation of items discussed during the meeting. Any corrections or additional information should be brought to our attention for clarification.

Items discussed were as follows:

1. Introduction

- A. The Madison Water Utility is governed by the Water Board which consists of 7 members, including 2 alders. The current alders are Lauren Cnare and Anita Weier.
- B. The design team contacted Alder Rummel about assisting with the project and gaining public engagement.
- C. Planning for this project began in 2005, but it was eliminated from the city budget three times. Now, it is back in the budget, and is beginning again with new design parameters.
- D. Mead & Hunt was the successful firm to work on the building design and construction documents.
- E. The Water Utility would like construction to start by the fall of 2014 for a duration of 12-15 months.
- F. The Water Utility has two functioning components/sites:
 - 1) Olin Avenue with administrative functions, meter servicing, and construction inspectors.
 - 2) Paterson Street Operations Center with *The Main Gang* (hydrant inspectors, valve turners, and locators), Well Maintenance, Fleet Maintenance, Dispatch, and managerial and support administration staff.
 - 3) No other properties are currently owned by the Water Utility.
- G. The Water Utility has 101 vehicles that are serviced by 2 of their own mechanics, 70 of the vehicles are located at the Paterson site.
- H. The Water Utility serves the City and the Town of Madison, Shorewood Hills, Blooming Grove, the Town of Burke, and Maple Bluff. MWU pumps 30 million gallons of water per day on average. The utility maintains 850 miles of pipe, and responds to 200-250 main breaks per year. In 2009, MWU crews responded to a record 120 main breaks in one month alone. Madison Water Utility is moving forward with a long-range plan to replace 400 miles of deteriorating pipeline over the next 40 years – or about 10 miles every year.

- I. The Water Utility is an Enterprise Fund of the City of Madison; therefore its operation funds come from fees from water rates. It is regulated by the Public Service Commission. The Water Utility owns properties separate from the City and other City Enterprise Funds. They pay the city fees on those properties as a PILOT (payment in lieu of taxes).
- J. The project plans to abandon the current site, and consolidate all operations behind and within the Vehicle Storage Building (VSB, a.k.a. Big Blue). The current site is slated for a purchase by the Parking Authority, allocated in the Mayor's Facility Report. The lot on the Northern corner of Main and Paterson will be maintained. The City is investigating a property to the south of the VSB, owned by the Mullins Group. There is also a desire to provide circulation space along the abandoned railroad line, on the block known as "Railroad Street."
- K. The current building includes one section that dates back to 1917 additions dating to 1930s. The sites have had numerous functions ranging from gas station to alcohol warehouse storage, to the Water Utility since the 1970s. The VSB was built in the 1980s.
- L. The Water Utility and the design team are looking to develop a Citizens Advisory Committee (CAP). The committee would meet approximately 6-12 times between now and the end of the project. The design team is looking for input on layout, design, and cost. The general public is invited to attend to attend all CAP meetings.
- M. The design will also be reviewed by the Urban Design and Planning Commission and the Neighborhood Associations for additional input.

2. BUILDING TOURS

- A. Meeting attendees toured the Operations Center lunch room, locker rooms, administrative areas, and the well maintenance shop.
- B. Attendees toured the fleet maintenance bays and fabrication shops.
- C. Attendees toured the Vehicle Storage Building and viewed its back lot.

3. ARCHITECTURAL PROCESS

- A. To date, the design team has performed much of the early programmatic groundwork for the project through an existing building evaluation, verification of the program content, and interviewed staff.
- B. The next step is to analyze options, discuss site access, vet out needs, and provide an image to the new work. This will be done with both staff and public involvement.
- C. The design team is interested in gaining input from area neighborhoods. The project team's desire is for the new building to contribute value to the area by having a smaller footprint and being located on a less conspicuous site. Ultimately, the neighborhood impact will be minimal, and the functional needs will dominate the project outcomes.
- D. The design team will further investigate the East Rail Corridor's Plan. It is understood that the neighborhoods in the area embrace this plan, and suggest the plan emphasizes economic development and job conditions for the area.
- E. The parking use is not going to be reviewed as part of this project. That determination will need to be vetted when the Parking Utility or a private developer who may choose to develop the parcel in the future. This was a directive from the City outside of this project.
- F. Ideally, using Railroad Street as a circulation route and alley will be beneficial, as it would mean there would be less traffic conflicts on Main Street with the Water Utility's large vehicles. This will also allow the building to present a more inviting storefront façade on Main Street.
- G. Some of the preliminary concepts involve additions to the VSB, moving fleet maintenance within

the VSB, moving smaller vehicle storage to an addition, adding covered storage out of the VSB for the sand, gravel, and dirt piles. The design team is considering the overall functionality, overhead views from future adjacent buildings, and addressing image and sustainability.

- H. If it proves impossible to fit all of the current equipment and functions on one site, there is potential to put additions on to the Olin buildings. However there are limitations to the Olin site as it is located on a remediated landfill which limits the extent of development.
- I. Environmental concerns are not limited to Olin, much of the East Isthmus is sitting on fly ash fill causing additional work to remediate those sites.

4. NEXT STEPS

- A. The Water Utility has posted an [Operations Center Reconstruction page](#) on its website where interested community members can access detailed information about the project, follow its progress and provide feedback. Ongoing updates and meeting announcements will also be posted on MWU's [Facebook](#) page and [Twitter](#) feed, informing and engaging key audiences such as the CAP and neighborhood groups.
- B. Volunteers are needed for the project's Citizen's Advisory Panel. Everyone at the meeting will be notified of future CAP meetings. Email invitations will be sent to other contacts and associations.
- C. CAP meetings could start as early as in Mid-December, with an expected 1-2 meetings a month at the Paterson Operations Center.
- D. Questions from this evening added to the FAQ section of the [Operations Center Reconstruction page](#).

Respectfully submitted,

MEAD & HUNT, Inc.

Stacey Z. Keller, AIA, NCARB

cc: To all attendees