

right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).

26. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management File including: SLAMM DAT files; RECARGA files; TR-55/HYDROCAD/etc., and; 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.
27. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
28. Prior to approval of the issuance of a demolition permit, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged, the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1) \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2) \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner.

Traffic Engineering Division (Contact Bryan Walker, 267-8754)

29. The applicant shall reconstruct and widen both W. Dayton Street and N. Mills Street, including the intersection of Dayton and Mills, to address the new traffic impacts to these streets by the proposed new facilities. This includes new railroad signals, potential new traffic signals, wider bike lanes and space for parking if so required on N. Mills Street. The plans and financing by UW will need to be reviewed and approved by the City Traffic Engineer.
30. The applicant shall reconstruct and widen both N. Charter Street and Spring Street, including the intersection of Charter and Spring, to address the new traffic impacts to these streets by the proposed new facilities. This includes new railroad signals, potential new traffic signals, wider bike lanes and space for parking if so required on these two streets. The plans and financing by UW will need to be reviewed and approved by the City Traffic Engineer.
31. The applicant shall show the truck turning movements at the W. Dayton Street service access driveway shown on sheet C-001 using an Autoturn program. Trucks will need to ingress and egress the driveway and park at the loading dock without blocking any of the right of way or backing off of the public street. If necessary, the applicant will reconstruct and widen W. Dayton Street to accommodate the proposed new major truck service. There is a major concern that this proposal will block and congest W. Dayton Street.
32. The applicant shall show and demonstrate the rail operations and rail car storage, including a schedule of planned operations intended to minimize traffic impacts and peak hour traffic in the area (a.m. and p.m.). There is a major concern that this proposal will block and congest W. Dayton Street.
33. The applicant shall redesign the truck entrance off of Spring Street according to the design criteria for a "Street Type Entrance" driveway in accordance to MGO Section 10.08(4). The maximum permitted width of the entrance shall be 40 feet with a maximum curb cut width of 60 feet. No driveway shall encroach into the city sidewalk or crosswalk according to MGO 10.08(5)(a)6. A curb