

**PLANNING DIVISION REPORT  
DEPARTMENT OF PLANNING AND COMMUNITY  
AND ECONOMIC DEVELOPMENT  
Of May 2, 2007**

**RE: I.D. # 06309, Demolition Permit – 1506-18 N. Stoughton Road, et al.**

1. Requested Action: Approval of a demolition permit to allow a former gas station located at 1506 N. Stoughton Road and 3608-3618 E. Washington Avenue to be razed to accommodate additional surface parking for an adjacent car sales lot at 1518 N. Stoughton Road.
2. Applicable Regulations: Section 28.04 (22) provides the guidelines and regulations for the approval of demolition permits.
3. Report Prepared By: Timothy M. Parks, Planner

**GENERAL INFORMATION**

1. Applicant: Jeff Riegert, Gass & Riegert Auto Complex; 4910 Meinders Road; McFarland.

Agent: Brian Reddeman, Sieger Architecture; 1501 Monroe Street; Madison.

Property Owners (from City Assessor records):

- Suburban Land Holdings, LLC; 4910 Meinders Road; McFarland, owner of 1518 N. Stoughton Road and applicant;
  - State of Wisconsin Department of Transportation, owners of 1506 N. Stoughton Road and 3608-3618 E. Washington Avenue.
2. Development Schedule: The applicants wish to proceed as soon as all necessary approvals have been granted. Completion of the overall project is scheduled for spring 2007.
  3. Location: Approximately 0.75-acres generally located at northwest corner of N. Stoughton Road and E. Washington Avenue; Aldermanic District 17; Madison Metropolitan School District.
  4. Existing Conditions: A vacant one-story gas station on three parcels, zoned C3 (Highway Commercial District) and C3L (Commercial Service & Distribution District).
  5. Proposed Land Use: A 95-space parking lot addition for the car sales establishment under construction at 1518 N. Stoughton Road
  6. Surrounding Land Use and Zoning:  
North: Truax Air Park East, zoned PUD-SIP;

East: Subway and Walgreens, zoned C3L (Commercial Service & Distribution District);

South: Mixed commercial uses located across E. Washington Avenue, zoned C2 (General Residence District);

West: Two-family residences on Rowland Avenue, zoned R4 (General Residence District); retail building at the corner of Rowland and E. Washington avenues, zoned C3.

7. Adopted Land Use Plan: The Comprehensive Plan identifies the subject site and properties to the north for employment uses, with neighborhood mixed-use development recommended to the west along E. Washington Avenue. The site is also located within the boundaries of the Carpenter-Ridgeway-Hawthorne-Truax Neighborhood Plan, which does not include specific recommendations for this site, which is generally shown as greenspace adjacent to an envisioned grade-separated interchange of N. Stoughton Road (US Highway 51) and E. Washington Avenue (US Highway 151). The plan generally encourages creating a gateway to the City along E. Washington Avenue at the Stoughton Road intersection, with a down-zoning of the C3L lands on the north side of E. Washington to R4 to facilitate new residential infill development.
8. Environmental Corridor Status: The subject site is not located in a mapped environmental corridor. The County-owned lands north of the project are mapped as public lands.
9. Public Utilities & Services: The property is served by a full range of urban services.

### **STANDARDS FOR REVIEW**

This application is subject to the demolition standards of Section 28.04 (22).

### **PREVIOUS APPROVAL**

On August 7, 2006, the Plan Commission approved a demolition permit to allow the former Red Pepper restaurant located at 1518 N. Stoughton Road to be razed and a two-story, 10,700 square-foot car sales facility with 76 surface parking spaces to be constructed. Construction of the new facility is ongoing.

### **PLAN REVIEW**

The subject of the demolition request consists of three tax parcels containing approximately 0.75-acres of land located at the northwest corner of N. Stoughton Road and E. Washington Avenue. The three parcels are owned by the State of Wisconsin Department of Transportation and were formerly occupied by a BP/ Amoco gas station. While the former fuel dispensing islands have

been removed, a gray, one-story, concrete block building that housed a convenience store remains near the middle of the three-parcel site along the western property line.

The applicant proposes to demolish the former convenience store to accommodate installation of approximately 95 additional parking stalls for a new car sales facility currently under construction on the property next north of the subject site at 1518 N. Stoughton Road. The car sales building will replace the former Red Pepper restaurant, which was demolished in the fall of 2006 following an August 2006 Plan Commission approval. The additional parking spaces will result in a total of 159 parking and inventory stalls to serve the new facility. Access to the combined site encompassing the four parcels will be from a single driveway from N. Stoughton Road on the 1518 N. Stoughton Road property.

The proposed parking lot addition will feature a substantial landscaping plan that includes a line of shade trees and coniferous trees along the western edge of the property between the parking area and adjacent residential and retail properties generally located along Rowland Avenue. The street frontages along N. Stoughton Road and E. Washington Avenue will be planted with a line of materials consisting of a mix of perennials and various shrubs located between the parking area and sidewalk.

The three parcels formerly occupied by the gas station are located in Urban Design District #5. The Urban Design Commission has reviewed the proposed demolition and parking lot expansion plans and granted the project final approval on April 11, 2007 (see attached report).

### **EVALUATION & CONCLUSION**

The applicant has submitted photos of the exterior of the building and property and staff is generally familiar with the condition of the building and site. The existing building is in average to below average condition for a building of its age and generally lacks any identifiable significant architectural features that would encourage reuse or relocation, though the Planning Division has not conducted a formal inspection of the interior and has no information indicating that the building is not structurally sound or capable of being rehabilitated or repaired.

The subject site is located within the boundaries of the Carpenter-Ridgeway-Hawthorne-Truax Neighborhood Plan, which does not include specific recommendations for this site. The plan generally encourages creating a gateway to the City along E. Washington Avenue at the Stoughton Road intersection, with a long-term goal of down-zoning the C3L lands on the north side of E. Washington to R4 to facilitate new residential infill development. Future plans for the E. Washington Avenue/ N. Stoughton Road intersection include the construction of a grade-separated "diamond" interchange that would include ramps from N. Stoughton Road to E. Washington Avenue. The neighborhood plan shows the subject site as greenspace adjacent to the future interchange. The Comprehensive Plan recommends the subject site for employment uses

as a southerly extension of similar uses north of the new car sales facility in the Truax Air Park East development.

In general, the Planning Division believes that the demolition standards can be met with this request. While staff would ordinarily discourage development of a surface parking lot to replace a demolished building, the subject site presents challenges to new development not typically present as part of most demolition permit review. In anticipation of the future construction of the grade-separated interchange at this intersection, the Wisconsin Department of Transportation purchased the former gas station site for future roadway purposes and established a 60 to 75-foot building setback on the 1518 N. Stoughton Road property to allow flexibility for future highway design. WisDOT has reviewed the development plans for the expanded car sales lot and believes that they will satisfy their requirements (see attached letter). To that end, the Planning Division views the expanded car sales lot as an acceptable interim use for the property.

Should the Plan Commission determine that the demolition standards are not met with this request, the Commission should be aware that the applicant could still use the three State-owned parcels for an expanded car sales lot by working around the existing building, since car sales are permitted uses in the C3 and C3L zoning districts. It is staff's opinion that the preservation of the gas station building would serve no public benefit and that it could be more detrimental to the future enhancement of the E. Washington Avenue/ N. Stoughton Road intersection than if the building were removed.

### **RECOMMENDATION**

The Planning Division recommends that the Plan Commission find the demolition standards are met and **approve** the demolition of an existing gas station building located at 1506 N. Stoughton Road and 3608-3618 E. Washington Avenue to allow additional surface parking for a car sales facility located at 1518 N. Stoughton Road, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That a note be placed on the final plans per Planning Division approval prohibiting use of a public address system (for music, announcements, etc.) for the parking lot addition to serve the car sales facility to the north, which has a similar restriction.
3. That the final plans for the parking lot addition clarify the number of stalls proposed on the three-parcel subject site as well as the entire Gass-Reigert project overall.

**TRANSPORTATION CORRIDORS:  
IMPROVEMENTS TO EAST WASHINGTON  
AVENUE AND VEHICULAR AND PEDESTRIAN  
MOVEMENT IMPROVEMENTS**

**EAST WASHINGTON AVENUE**

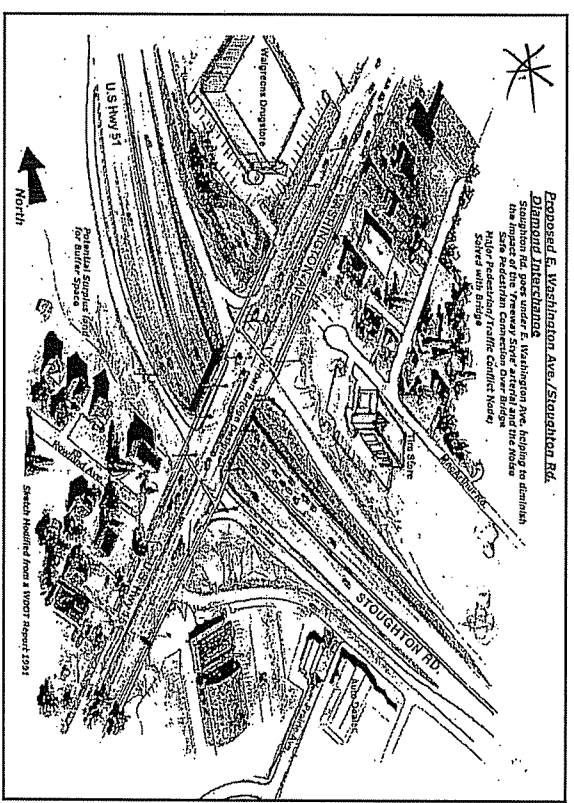
East Washington Avenue is one of the most prominent entrances into the City of Madison. One of the most spectacular views from the neighborhood is that of the State Capitol. The Carpenter-Hawthorne-Ridgeway-Sycamore-Truax Neighborhood recognizes the reconstruction of East Washington Avenue as a significant opportunity to improve the image of the neighborhood as well as the City of Madison.

East Washington Avenue serves many purposes beyond its obvious transportation functions. The street is important to the neighborhood because it serves as the spine uniting the areas' neighborhood associations and provides local gathering and shopping areas for its residents. Public and private investment in the East Washington Avenue corridor, especially those that improve the movement of pedestrians, will enhance the livability of the neighborhood.

**Neighborhood Goals**

- ✓ Enhance the aesthetics of East Washington Avenue by installing streetscape amenities, approving high design standards for public infrastructure improvements, and encouraging private enterprises to upgrade their properties to showcase this major gateway into Madison.

- ✓ Enhance pedestrian and bicycle networks that improve the safety and connections to frequently traveled locations.
- Neighborhood Objectives, Issues, and Strategies**  
The Carpenter-Hawthorne-Ridgeway-Sycamore-Truax Neighborhood has identified three major public improvements that would enhance the stretch of East Washington Avenue from Highway 30 to North Stoughton Road:



Map 14: Proposed East Washington-North Stoughton Road diamond interchange

- ✓ Continue to explore the likelihood of a North Stoughton Road underpass at the intersection of East Washington Avenue and North Stoughton Road. Construction of an underpass would facilitate safe pedestrian crossing at the intersection as well as improve the overall appearance of this six-lane intersection (see Map 14).

## AGENDA # 3

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION	<b>PRESENTED:</b> April 11, 2007
TITLE: 1518 North Stoughton Road, Display Area Addition to an Existing Automobile Dealership in Urban Design District No. 5. 17 <sup>th</sup> Ald. Dist. (02514)	<b>REFERRED:</b> <b>REREFERRED:</b> <b>REPORTED BACK:</b>
AUTHOR: William Fruhling, Acting Secretary	<b>ADOPTED:</b> <b>POF:</b>
DATED: April 11, 2007	<b>ID NUMBER:</b>

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Members present were: Paul Wagner (Chair); Richard Slayton, Ald. Noel Radomski, Michael Barrett, Lou Host-Jablonski, Todd Barnett and Bruce Woods.

### SUMMARY:

At its meeting of April 11, 2007, the Urban Design Commission **GRANTED FINAL APPROVAL** for a display area addition to an existing automobile dealership located at 1518 North Stoughton Road, in Urban Design District No. 5. Appearing on behalf of the project were Jeff Riegert and Brian Reddeman. Riegert reviewed the three changes to address issues raised by the Commission during the last review of this project:

1. Lighting cut sheets were provided;
2. A 2-stall landscaping/tree island was added along Stoughton Road; and
3. A landscape worksheet was provided.

The Commission pointed out that the above-noted landscaping/tree island is shown on the landscape plan (Sheet C 1.3) but not on the site plan.

### ACTION:

On a motion by Barrett, seconded by Barnett, the Urban Design Commission **GRANTED FINAL APPROVAL** for a display area addition to an existing automobile dealership located at 1518 North Stoughton Road, in Urban Design District No. 5, with the clarification that the landscaping/tree island shown on Sheet C 1.3 be provided. The motion was passed on a unanimous vote of (7-0).

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 5, 5, 5, 5, 5, 5.5 and 6.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 1518 North Stoughton Road

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>	6	-	6	6	-	-	5	5
	-	-	-	-	-	-	-	5.5
	6	-	6	6	-	-	-	6
	5	-	5	5	-	5	3	5
	5	5	-	-	-	-	-	5
	5	-	5	5	-	5	-	5
	5	-	5	-	-	-	5	5

General Comments:

- Can't get real excited about a parking lot that is so constrained by DOT limits.
- Too bad such a prominent corner is going to be covered with cars. But as a car lot it is well landscaped.



Department of Public Works  
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.  
City Engineer

City-County Building, Room 115  
210 Martin Luther King, Jr. Boulevard  
Madison, Wisconsin 53703  
608 264 9275 FAX  
608 267 8677 TDD

**Deputy City Engineer**  
Robert F. Phillips, P.E.

**Principal Engineers**  
Michael R. Dalley, P.E.  
Christina M. Bachmann, P.E.  
John S. Fahrney, P.E.  
David L. Benzschawel, P.E.  
Gregory T. Fries, P.E.

**Operations Supervisor**  
Kathleen M. Cryan

**Hydrogeologist**  
Joseph L. DeMorett, P.G.

**GIS Manager**  
David A. Davis, R.L.S.

DATE: April 25, 2007

TO: Plan Commission

FROM: Larry D. Nelson, P.E., City Engineer

SUBJECT: 1518 North Stoughton Road Demolition

The City Engineering Division has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. Prior to approval, applicant shall provide evidence that all past due billings of the Storm Water Utility have been paid. Applicant shall also provide evidence that all tax delinquencies associated with these parcels have also been paid.
2. Applicant shall provide the City with lease information for the right to use lands owned by the Wisconsin Department of Transportation for this proposed development. The City of Madison suggests that the lease shall include language which addresses the fact that there will be significant potential for non-compensatory loss of site plan use, for example parking stalls, within the leased lands upon future planned improvements to North Stoughton Road.

**GENERAL OR STANDARD REVIEW COMMENTS**

In addition, we offer the following General or Standard Review Comments:

**Engineering Division Review of Planned Community Developments, Planned Unit Developments and Conditional Use Applications.**

Name: 1518 North Stoughton Road Demolition

**General**

- 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.
- 1.2 The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
- 1.3 The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.

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- 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- 1.5 The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
- 1.6 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

**Right of Way / Easements**

- 2.1 The Applicant shall Dedicate a \_\_\_\_\_ foot wide strip of Right of Way along \_\_\_\_\_.
- 2.2 The Applicant shall Dedicate a \_\_\_\_\_ foot wide strip of Right of Way along \_\_\_\_\_.
- 2.3 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping \_\_\_\_\_ feet wide along \_\_\_\_\_.
- 2.4 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and finds that no connections are required.
- 2.5 The Applicant shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement \_\_\_\_\_ feet wide from \_\_\_\_\_ to \_\_\_\_\_.
- 2.6 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from \_\_\_\_\_ to \_\_\_\_\_.
- 2.7 The developer shall be responsible for the ongoing construction and maintenance of a path within the easement. The maintenance responsibilities shall include, but not be limited to, paving, repaving, repairing, marking and plowing. The developer shall work with the City of Madison Real Estate Staff to administer this easement. Applicable fees shall apply.

**Streets and Sidewalks**

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along \_\_\_\_\_.
- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along \_\_\_\_\_. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.5 The Applicant shall grade the property line along \_\_\_\_\_ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees.
- 3.8 The Applicant shall make improvements to \_\_\_\_\_ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) \_\_\_\_\_.
- 3.9 The Applicant shall make improvements to \_\_\_\_\_. The improvements shall consist of \_\_\_\_\_.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.

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- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 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.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.

**Storm Water Management**

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 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.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.4 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.5 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 7.5-tons per acre per year.
- 4.6 The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.
- 4.7 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.8 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.9 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
  - Detain the 2 & 10-year storm events.
  - Detain the 2, 10, & 100-year storm events.
  - Control 40% TSS (20 micron particle).
  - Control 80% TSS (5 micron particle).
  - Provide infiltration in accordance with NR-151.
  - Provide substantial thermal control.
  - Provide oil & grease control from the first 1/2" of runoff from parking areas.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

- 4.10 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.11 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or

flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.

- 4.12 The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain the following data, each on a separate layer name/level number:
- 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
  - g) Lot numbers
  - h) Lot/Plat dimensions
  - i) Street names

NOTE: Email file transmissions preferred [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com) . Include the site address in this transmittal.

- 4.13 NR-151 of the Wisconsin Administrative Code will be effective on October 1, 2004. Future phases of this project shall comply with NR 151 in effect when work commences. Specifically, any phases not covered by a Notice of Intent (NOI) received from the WDNR under NR-216 prior to October 1, 2004 shall be responsible for compliance with all requirements of NR-151 Subchapter III. As most of the requirements of NR-151 are currently implemented in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

NR-151 requires infiltration in accord with the following criteria. For the type of development, the site shall comply with one of the three (3) options provided below:

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or dedicated a maximum of 1% of the site area to active infiltration practices.

Commercial development shall infiltrate 60% of the predevelopment infiltration amount, 10% of the runoff from the 2-year post development storm or dedicate a maximum of 2% of the site area to active infiltration practices.

- 4.14 The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set.
- PDF submittals shall contain the following information:
- a) Building footprints.
  - b) Internal walkway areas.
  - c) Internal site parking areas.
  - d) Lot lines and right-of-way lines.
  - e) Street names.
  - f) Stormwater Management Facilities.
  - g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).

- 4.15 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.

- 4.16 The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances.

#### Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.
- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the

storm sewer construction.

- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall be satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

**Sanitary Sewer**

- 6.1 Prior to approval of the conditional use application, 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.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
- 6.3 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
- 6.4 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.



## Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager

Suite 100  
215 Martin Luther King, Jr. Boulevard  
P.O. Box 2986  
Madison, Wisconsin 53701-2986  
PH 608 266 4761  
TTY 866-704-2315  
FAX 608 267 1158

April 26, 2007

TO: Plan Commission  
FROM: David C. Dryer, P.E., City Traffic Engineer and Parking Manager  
SUBJECT: **1518 North Stoughton Road – Demolish – Build Auto Sales**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The applicant shall be responsible for securing all proper permits and approvals from any municipality or government unit having jurisdiction with the project. In particular, the applicant shall contact John Steiner, Wisconsin Department of Transportation (608-246-3862), with site plans sets of plans for review and approval. The applicant shall return a set of site plans or letter with WDOT-approved copies to the City of Madison Traffic Engineering Division.

### PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

2. None

### GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

3. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
4. The applicant should show the dimensions for proposed and existing parking stalls' items B, C, E, and F, for the degree angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2.

5. A "Stop" sign shall be installed at a height of seven (7) feet at the driveway approach. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
6. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
7. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
8. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items:

Contact Person: Brian Reddeman  
Fax: 608-283-6101  
Email: [siegerarchitects@sbcglobal.net](mailto:siegerarchitects@sbcglobal.net)

DCD: DJM: dm

**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** April 23, 2007

**To:** Plan Commission  
**From:** Kathy Voeck, Assistant Zoning Administrator  
**Subject:** 1518 N Stoughton Rd

**Present Zoning District:** C3L

**Proposed Use:** Demolish gas station to construct a parking lot addition for Suburban Wheels

**Conditional Use:** 28.04(22) Demolition of a principal building requires Plan Com app.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project). **NONE.**

GENERAL OR STANDARD REVIEW COMMENTS

1. Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.) Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover. All plant materials in islands shall be protected from vehicles by concrete curbs.
2. Lighting for an outdoor merchandising area, the maximum level in 75% of the lot shall not exceed 20 footcandles. A contiguous area not to exceed 25% of the lot may be illuminated to a level which shall not exceed 40 footcandles.

**ZONING CRITERIA**

<b>Bulk Requirements</b>	<b>Required</b>	<b>Proposed</b>
Lot Area	6,000 sq. ft.	46,424 sq. ft.
Lot width	50'	261'
Building height	n/a	existing

<b>Site Design</b>	<b>Required</b>	<b>Proposed</b>
Number parking stalls	n/a	additional inventory pkg.
Accessible stalls	n/a	existing
Loading	n/a	existing
Number bike parking stalls	n/a	existing
Landscaping	Yes	(1)
Lighting	No	(2)

<b>Other Critical Zoning Items</b>	
Urban Design	Yes
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	None shown
Water front development	No
Adjacent to park	No
Barrier free (ILHR 69)	Yes

With the above conditions, the proposed project **does** comply with all of the above requirements.