

# PLANNING DIVISION STAFF REPORT

October 3, 2022



PREPARED FOR THE PLAN COMMISSION

**Project Address:** 3206 E Washington Avenue  
**Application Type:** Demolition Permit and Conditional Use  
**Legistar File ID #** [73204](#) and [73205](#)  
**Prepared By:** Chris Wells, Planning Division  
Report Includes Comments from other City Agencies, as noted  
**Reviewed By:** Kevin Firchow, AICP, Principal Planner

## Summary

**Applicant & Contact Person:** Jeffrey Natrop; Renner Architects; 643 E Erie Street; Milwaukee, WI 53202

**Property Owner:** Lakhbir Singh; 1359 N Bird Street; Sun Prairie, WI 53590

**Requested Actions:** Consideration of a demolition permit to demolish a car wash and consideration of a conditional use in the Commercial Corridor-Transitional (CC-T) District for a new car wash at 3206 E Washington Avenue.

**Proposal Summary:** The applicant proposes to demolish a one-story, 3,800-square-foot self-service car wash. Following demolition, the applicant proposes construction of a partial two-story, roughly 4,390-square-foot car wash facility, which will include a tunnel-style car wash. Ten outdoor vacuum stations will be located along southeast property line.

**Applicable Regulations & Standards:** This proposal is subject to the standards of approval for demolition permits which are found in §28.185(6) M.G.O. It is also subject to the standards for Conditional Uses [MGO §28.183(6)] as Table 28D-2 [MGO §28.061] lists a *car wash* as a conditional use in the Commercial Corridor-Transitional (CC-T) District. The Supplemental Regulations [MGO §28.151] contain further regulations for this use.

The UDC is also an approving body on this application request as the site is within Urban Design District No. 5 ("UDD 5"), which requires that the Urban Design Commission review the proposed project using the design requirements and guidelines of [Section 33.24](#)(12).

**Review Required By:** Urban Design Commission (UDC) and Plan Commission (PC)

**Summary Recommendation:** The Planning Division recommends the following to the Plan Commission:

- That the Plan Commission that the standards for demolition permits are met to **approve** demolition of the one-story car wash at 3206 E Washington Avenue; and
- If the Plan Commission can find that the conditional use standards are met, it **approve** the request to construct a partial two-story car wash facility subject to input at the public hearing and the conditions from reviewing agencies beginning on page 7.

## Background Information

**Parcel Location:** An approximately 26,390-square-foot (0.6-acre) site is located to the north of the intersection of E Washington Avenue and Melvin Court. It is also located within Alder District 12 (Alder Abbas) and the Madison Metropolitan School District.

**Existing Conditions and Land Use:** The subject site is developed with a roughly 3,800-square-foot car wash located near and parallel to the northwest property line. City Assessor’s Office records note the building was constructed in 1983. Photos provided by the applicant of the existing structures are available [here](#) under Legislative file [73204](#). The majority of the rest of the site is paved. A drive aisle loops around the building, taking access from Melvin Court via two curb cuts located along that frontage. The site is located in the Commercial Corridor-Transitional (CC-T) District.

**Surrounding Land Use and Zoning:**

- Northeast:** A two-story, mixed-use building with roughly 3,600 square-feet of retail and office space and one apartment. It is located in the Commercial Corridor-Transitional (CC-T) District;
- Northwest:** Four 6-unit apartment buildings in the Suburban Residential – Varied 1 (SR-V1) District;
- Southeast:** Across E Washington Avenue is a one-story, roughly 6,700-square-foot office building in the CC-T District; and
- Southwest:** Across Melvin Court is a one-story commercial building in the CC-T District.

**Adopted Land Use Plan:** The 2018 [Comprehensive Plan](#) recommends the subject site for Low Residential (LR) uses but notes that a limited amount of non-residential uses, like for example, small-scale commercial uses, may also be located within these areas. The [Carpenter-Hawthorne-Ridgeway-Sycamore-Truax Neighborhood Plan](#) (2001) does not provide specific recommendations regarding the subject site while the [Hawthorne-Truax Neighborhood Plan](#), which is currently under development (a draft of the Plan was presented at virtual meetings held in late August 2020), recommends Medium Residential (LR) uses.

**Zoning Summary:** The project will be developed in the Commercial Corridor-Transitional (CC-T) District.

Requirements	Required	Proposed
Front Yard Setback	0’ or 5’	Adequate
Max. Front Yard Setback	65’	47’ 4”
Side Yard Setback: Street side yard setback	0’ or 5’	Adequate
Side Yard Setback: Where buildings abut residentially-zoned lots at side lot line	Minimum side yard required in the adjacent residential district (SR-V1): 5’	8’
Rear Yard Setback	The lesser of 20% of lot depth or 20’	50’ 3”
Maximum Lot Coverage	85%	82%
Maximum Building Height	5 stories/ 78’	1 story

Requirements	Required	Proposed
Number Parking Stalls	No minimum required	6 parking stalls 10 vacuum stalls
Accessible Stalls	Yes	1
Loading	Not required	None
Number Bike Parking Stalls	Car wash: 1 per 5 employees (2 minimum)	None <i>(See Comment #34)</i>
Landscaping and Screening	Yes	Yes <i>(See Comments #30, #31 &amp; #35)</i>
Lighting	Yes	No <i>(See Comment #37)</i>
Building Forms	Yes	Free-standing commercial building <i>(See Comment #36)</i>

<b>Other Critical Zoning Items:</b>	Yes: Urban Design (UDD #5); Barrier Free (ILHR 69); Utility Easements
	No:; Floodplain, Wellhead Protection District, Landmarks, Adjacent to Park; Historic District

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

**Public Utilities and Services:** The subject site is served by a full range of urban services, including Metro Transit, which operates daily, all-day transit service along E Washington Avenue adjacent this property, with trips at least every 30 minutes.

## Project Description

The applicant first proposes to demolish the existing building on the site - a roughly 3,800-square-foot, self-service car wash located near and parallel to the northwest property line. City Assessor's Office records note the building was constructed in 1983. Photos provided by the applicant of the existing structures are available [here](#), under Legislative file [73204](#).

In approximately the same area of the site, the applicant then proposes to construct a roughly 4,390-square-foot car wash. The building's car wash component will be enclosed and located at the rear of the building. Cars will pay and enter on the east side of the building and exit on the west. While primarily one-story in height, the building has a small two-story component – located at the southeast corner – with roughly 380 square-feet of office space on the second floor.

Along the site's E Washington Avenue frontage, the proposal has located ten vacuum stations. Submitted materials note that while the patrons will vacuum their cars in these stalls, the actual vacuums (i.e. the machines) will be located within the main building – in order to greatly reduce the external noise – with the vacuum piping running underground from the building to the individual stalls.

As for the exterior materials, the applicant is proposing a combination of red metal paneling and grey masonry block. Silver paneling will be used above the storm front windows.

As for site changes, the drive aisle which previously ran behind the building will be removed and replaced with grass. Landscaping is also being added along all four frontages. In order to comply with the Zoning Code's supplemental requirements for car washes, the applicant will need to widen the planting area along the northwest property line to eight feet and add one shade tree per 50 feet along that property line. Furthermore, the applicant will need to install a minimum six-foot tall masonry or wood fence along the northeast and northwest property lines.

## Supplemental Regulations

According to Table 28D-2 [MGO §28.061], *Car Washes* must adhere to the following Supplemental Regulations found in MGO §28.151:

- (a) The car wash shall be completely enclosed when not in operation.
- (b) Any access drive shall be located at least thirty (30) feet from any public street intersection, measured from the interior curb line commencing at the intersection of the street.
- (c) Any car wash line exit shall be at least thirty (30) feet from any street line.
- (d) The car wash shall be screened along all property lines with a minimum six-foot high (6) masonry or decorative wood fence. Along any property line that abuts a residential zoning district, an additional planted area shall be provided, with a minimum width of eight feet and planted with a minimum of one shade tree per fifty (50) linear feet and one shrub per four (4) linear feet.

- (e) Sound from any speakers used on the premises shall not be audible at the boundary of any surrounding residential district or on any residential property.
- (f) Water from the carwash shall not drain across any sidewalk or into a public right-of-way.
- (g) Vacuuming and cleaning are allowed outside if located within the rear yard and/or building envelope, and at least fifty (50) feet from a residential zoning district.

Staff believe these supplemental regulations can be found met.

## Analysis

The Plan Commission is required to approve the demolition of the existing car wash. Car washes are identified as a conditional use in the Commercial Corridor-Transitional (CC-T) District zoning district, subject to supplemental regulations in Section 28.151, as noted in the preceding section.

### Conformance with Adopted Plans

The 2018 [Comprehensive Plan](#) recommends the subject site and other parcels on the two blocks on the north side of E Washington Avenue – from Melvin Court to Grover Street – for Low Residential (LR) uses, which it notes is one to two stories in height, up to 15 dwelling units per acre, and predominantly made up of single-family and two-unit structures. The Plan does however note that a limited amount of non-residential uses, like for example, small-scale commercial uses, may also be located within areas recommended within residential categories. Regarding such small-scale commercial uses, the Plan further notes that such uses “*should be limited to small establishments providing convenience goods or services primarily to neighborhood residents, either as a freestanding business or within a larger, predominantly residential building.*” The [Carpenter-Hawthorne-Ridgeway-Sycamore-Truax Neighborhood Plan](#) (2001) does not provide specific recommendations regarding the subject site while the [Hawthorne-Truax Neighborhood Plan](#), which is currently under development (a draft of the Plan was presented at virtual meetings held in late August 2020), recommends Medium Residential (MR) uses.

E Washington Avenue is also identified as a regional growth corridor, which the [Comprehensive Plan](#) suggests has the potential to support a mix of uses along their length as they transition from an auto-oriented development pattern to one that is more transit-, walk-, and bike-friendly.

### Demolition Permit Standards

At its October 5, 2021 meeting, the Common Council adopted Ordinance 21-00065 (ID [67074](#)) to revise the standards and process for demolition and removal permits in Section 28.185 of the Zoning Code to remove consideration of proposed future use as a factor in approving demolition requests. The Plan Commission shall consider the seven approval standards in §28.185(9)(c) M.G.O. when making a determination regarding demolition requests and find them met in order to approve. The factors include a finding that the proposed demolition or removal is consistent with the statement of purpose of the demolition permits section and with the health, prosperity, safety, and welfare of the City of Madison. The statement of purpose in Section 28.185 states, in part:

*“The purpose of this section is therefore to ensure the preservation of historic buildings, encourage applicants to strongly consider relocating rather than demolishing existing buildings, aid in the implementation of adopted City plans, maximize the reuse or recycling of materials resulting from a demolition, protect the public from potentially unsafe structures and public nuisances...”*

Staff believes that standards can be found met for demolition permits and provides the following additional information.

In regards to Standard 1 related to the possible building relocation efforts, the Plan Commission is required to consider any information provided related to possible relocation activities. In communications with staff, the applicant stated that they did not believe relocation of the roughly 145-foot-long building was economically or physically possible.

Regarding Standard 4, at its May 23, 2022 meeting, the Landmarks Commission found that the existing building at 3206 E Washington Avenue has no known historic value.

### **Conditional Use Standards**

Similarly, the Plan Commission may not approve an application for a conditional use unless it can find that all of the standards found in Section 28.183(6)(a), Approval Standards for Conditional Uses, are met. That section states: *“The City Plan Commission shall not approve a conditional use without due consideration of the recommendations in the City of Madison Comprehensive Plan and any applicable, neighborhood, neighborhood development, or special area plan, including design guidelines adopted as supplements to these plans. No application for a conditional use shall be granted by the Plan Commission unless it finds that all of the [standards for approval in Section 28.183(6) are met].”*

In reviewing the conditional use request to establish a car wash, staff believes that standards 4 and 9 are the most salient to the Plan Commission’s review. Conditional Use standard 4 states:

*“The establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.”*

The above standard addresses the impact that a proposed conditional use could have on the development pattern planned for a particular area as well as the impact the proposed use could have on existing uses continuing in much the same fashion as the area has functioned historically. Whether a request meets this standard is informed not only by the specific aspects of the proposal but also the recommendations contained in adopted plans. Staff believes that the Plan Commission should evaluate whether establishing this conditional use would impede the development of other permitted uses in the Zoning district on *surrounding properties*.

The Planning Division notes the inconsistencies between the Comprehensive Plan’s Low Residential land use recommendation for the site and block, the property’s CC-T (Commercial Corridor-Transition) Zoning, and the fact that this block is located along a Regional Growth Corridor with planned Bus Rapid Transit service. However, the property’s existing zoning is one of the more permissive of the mixed-use and commercial zoning districts and allows a number of auto-oriented land uses, including motor vehicle sales as permitted uses, and auto vehicle repair and car washes, as conditional uses. The statement of purpose for the CC-T zoning district states that it is *“established to recognize the many commercial corridors within the City that remain largely auto-oriented, and to encourage their transformation into mixed-use corridors that are equally conducive to pedestrian, bicycle, transit and motor vehicle activity.* The statement of purpose also includes considerations related to facilitating plan consistency, improving landscaping and site design, maintaining the viability of existing residential uses, and encouraging appropriate transitions between higher-intensity uses along commercial corridors and adjacent lower-density residential districts. The district also allows a limited amount of surface parking between buildings and streets and does not include a minimum number of floors to mandate vertical forms of development.

Staff note that this the proposed facility would replace an existing car wash. Resulting improvements include enhanced landscaping, screening, and building design. Further, various noise mitigation features are proposed, including enclosing the car wash feature and locating the vacuum machines within the building and running the vacuum pipes underground to an area of the site far away from the nearby residential units, which may help address potential negative impacts to the existing residential uses. On balance, staff believes it may be possible to find that Conditional Use Standard 4 met.

Conditional Use standard 9 states:

*“When applying the above standards to any new construction of a building or an addition to an existing building the Plan Commission shall find that the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the zoning district. In order to find that this standard is met, the Plan Commission may require the applicant to submit plans to the Urban Design Commission for comment and recommendation.”*

Regarding this standard, staff note that the Commission is asked to determine if the proposed conditional use creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the surrounding area. While an improved car-wash facility is arguably not in keeping with the recommended low residential character generally outlined in the Comprehensive Plan, staff believes that the facility could be found compatible with the existing character. Further, as the subject site is located within Urban Design District 5, this proposal has already been reviewed by the UDC, who is also an approving body on this request. At its September 21, 2022, meeting, the UDC granted initial approval with the following comments and recommendations:

1. Create formal planting beds for the plantings along the north side of the property.
2. Update the landscape plan to show bark mulch instead of rock mulch.
3. Provide more specific data on the expected noise levels generated by the inside blowers. Noise levels shall be reported in dBA.
4. Bring down the scale of the north tower to be more in scale with the other.
5. Remove the seashell element from the elevations.

Given the UDC’s initial approval and associated conditions, along with other factors described above, staff believe the Plan Commission can find standard 9 met.

### **Public Input**

At the time of report writing, staff has not received any public comments regarding this proposal.

## **Conclusion**

The applicant proposes to demolish an existing, one-story, 3,800-square-foot, self-service car wash and construct a partial two-story, roughly 4,390-square-foot car wash facility.

The Planning Division believes that the proposed demolition can be found to meet the standards for approval. In regards to the Conditional Use, staff note that due consideration of adopted plans is required and while car washes

are allowed as conditional uses under the CC-T Zoning District, plans recommend Low Residential (LR) land uses. The Planning Division anticipates that if well-managed, the proposed car wash will likely result in less negative impacts to the surrounding properties than the current facility. Factors influencing this belief are: 1) the noise mitigating features which will be added, such as the enclosed nature of the car wash, the location of the vacuum stalls along the E Washington Avenue sidewalk, as far away from the residential units (to the northwest) as possible and in a location where staff believe the nearby traffic will help muffle the noise, and the fact that the vacuum machines are enclosed within the building; 2) the additional screening provided in the form of landscaping, including over-story trees, which will be added along the northwest property line, and the six-foot-tall wall or fence which will be added along both the northwest and northeast property lines; and 3) the other conditions recommended by City agencies.

On balance, staff believe it is possible that the Plan Commission can find the conditional use standards met. Reviewing agencies have not submitted any major or non-standard comments that would suggest that the conditional use standards cannot be met.

In the event that the Commission is not able to find the standards are met, the Plan Commission shall specify its findings of fact and list the standard(s) that have not been met and the reasons such standard(s) were not met. Those findings shall be based on “substantial evidence” that directly pertains to each standard and not based on personal preference or speculation.

## Recommendation

### Planning Division Recommendation (Chris Wells, (608) 261-9135)

The Planning Division recommends the following to the Plan Commission:

- That the Plan Commission that the standards for demolition permits are met to **approve** demolition of the one-story car wash at 3206 E Washington Avenue; and
- If the Plan Commission can find that the conditional use standards are met, it **approve** the request to construct a partial two-story car wash facility subject to input at the public hearing and the conditions from reviewing agencies that follow.

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

#### City Engineering Division (Contact Timothy Troester, 608-267-1995)

1. The applicant shall connect to or extend public storm sewer connecting directly to a public storm structure that is either in the public sidewalk or terrace area, or inlet at the curb on the side of the street, adjacent to the development. Any storm lateral extension crossing any lanes of traffic or running longitudinally within a public street right of way for over 20ft, in order to connect to the public system, shall be considered a private storm sewer lateral and will require an approved and recorded privilege in streets agreement. (POLICY)
2. The property is a closed WDNR contaminant site (BRRTS# 03-13-548440 4 SEASONS CAR WASH). If contamination is encountered during construction, follow all WDNR and DSPS regulations for proper handling and disposal. Contact Brynn Bemis at [bbemis@cityofmadison.com](mailto:bbemis@cityofmadison.com) or 608.695.1385 with questions).

3. Proposed car wash may result in an increase in wastewater generated which may result in needing to upsize City sanitary sewer facilities. Applicant shall provide projected wastewater calculations to verify that no offsite sanitary sewer improvements are required as a condition for site re-development.

4. Obtain a permit to Excavate in the Right-of-Way for completing the improvements in the public Right-of-Way. The permit application is available on the City Engineering Division website at <http://www.cityofmadison.com/engineering/Permits.cfm>. As a condition of the permit a deposit to cover estimated City expenses will be required.
5. 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. Obtain a permanent sewer plug permit for each existing sanitary sewer lateral serving a property that is not to be reused and a temporary sewer plug permit for each sewer lateral that is to be reused by the development. The procedures and fee schedule is available online at <http://www.cityofmadison.com/engineering/permits.cfm>. (MGO CH 35.02(14))
7. An Erosion Control Permit is required for this project. See Storm comments for permit specific details and requirements.
8. A Storm Water Management Report and Storm Water Management Permit is required for this project. See Storm comments for report and permit specific details and requirements.
9. Revise the site plans to show the location, depth, type, and size of existing and proposed private utilities (gas, electric, phone, steam, chilled water, etc.) in the project area or the adjacent right-of-way. (POLICY)
10. This project will disturb 20,000 sf or more of land area and require an Erosion Control Plan. Please submit an 11" x 17" copy of an erosion control plan (pdf electronic copy preferred) to Megan Eberhardt (west) at [meberhardt@cityofmadison.com](mailto:meberhardt@cityofmadison.com), or Daniel Olivares (east) at [daolivares@cityofmadison.com](mailto:daolivares@cityofmadison.com), for approval.

Demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. Include Universal Soil Loss Equation (USLE) computations for the construction period with the erosion control plan. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year. The WDNR provided workbook to compute USLE rates can be found online at <https://dnr.wi.gov/topic/stormwater/publications.html>

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.

11. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Stormwater Management Permit application can be found on City Engineering's website at <http://www.cityofmadison.com/engineering/Permits.cfm>.



The Storm Water Management Plan & Report shall include compliance with the following:

**Report:** Submit prior to plan sign-off, a stormwater management report stamped by a P.E. registered in the State of Wisconsin.

**Electronic Data Files:** Provide electronic copies of any stormwater management modeling or data files including SLAMM, RECARGA, TR-55, HYDROCAD, Sediment loading calculations, or any other electronic modeling or data files. 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 to City Engineering. (POLICY and MGO 37.09(2))

**Rate Control Redevelopment:** By design detain the 10-year post construction design storm such that the peak discharge during this event is reduced 15% compared to the peak discharge from the 10-year design storm in the existing condition of the site. Further, the volumetric discharge leaving the post development site in the 10-year storm event shall be reduced by 5% compared to the volumetric discharge from the site in an existing condition during the 10-year storm event. These required rate and volume reductions shall be completed, using green infrastructure that captures at least the first 1/2 inch of rainfall over the total site impervious area. If additional stormwater controls are necessary beyond the first 1/2 inch of rainfall, either green or non-green infrastructure may be used.

**TSS Redevelopment with TMDL:** Reduce TSS by 80% off of the proposed development when compared with the existing site.

**Oil/Grease Control:** Treat the first 1/2 inch of runoff over the proposed parking facility and/or drive up window.

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.

12. 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 [ttrvester@cityofmadison.com](mailto:ttrvester@cityofmadison.com) (West).

**City Engineering Division – Mapping Section** (Contact Julius Smith, (608) 264-9276)

13. Show 10' Utility Easement Per Document 1810352 on proposed plan sheets.
14. Coordinate and request from the utility companies serving this area the easements required to serve this development.
15. Site has been surveyed and appears to be designed in the National Geodetic Vertical Datum of 1929 (NGVD 29). City of Madison Datum is North American Vertical Datum of 1988 (NAVD88) and is required under the Madison General Ordinance under Stormwater Management Plan Requirements 37.09(2)(f)8
16. Other than Survey sheet North arrow appears to only reference plan North. Include a reference from plan North to true North or correct North arrow.
17. Confirm locations of the boundary lines and/or existing features shown on the site plans. The relationship of the northwesterly boundary line and the Existing Retaining wall to remain do not appear the same on the provided survey and the site plans.

18. The address of the new car wash is 801 Melvin Ct. 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.

**Traffic Engineering Division** (Contact Sean Malloy, (608) 266-5987)

19. 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; vision triangles; 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.
20. 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.
21. 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.
22. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
23. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
24. The applicant shall adhere to all vision triangle requirements as set in MGO 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO 27.05(2)(bb) – Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.
25. The applicant shall provide a clearly defined 5' walkway from the front door to the public Right of Way clear of all obstructions to assist citizens with disabilities, especially those who use a wheel chair or are visually impaired. Obstructions include but are not limited to tree grates, planters, benches, parked vehicle overhang, signage and doors that swing outward into walkway.
26. "Stop" signs shall be installed at a height of seven (7) feet from the bottom of the sign at all Class III driveway approaches, including existing driveways, behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
27. One way operation of the site shall be secured by placing a "One Way" sign at the entrance and a "Do Not Enter" sign at the Exit.

28. Dimensions of the driveways shall be noted on the plan including the width of driveway and width of driveway flares or curb cut.
29. Note: The applicant shall be made aware that the current proposed plans for the Bus Rapid Transit (BRT) implementation show the removal of the Eastbound Left Turn movement at the Rethke/Melvin/E. Washington intersection.

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

30. The car wash shall be screened along the northeast and northwest property lines with a minimum six-foot high (6) masonry or decorative wood fence. Provide details of the existing or proposed screening wall or fence.
31. Along the northwest property line that abuts a residential zoning district, a planted area shall be provided. The planted area shall have a minimum width of eight feet and shall be planted with a minimum of one shade tree per fifty (50) linear feet and one shrub per four (4) linear feet. Update the landscape plan to provide the required landscape buffer and plantings.
32. Section 28.185(9) requires that every applicant for a demolition or removal approval that requires approval by the Plan Commission is required to get a Reuse and Recycling Plan approved by the City Recycling Coordinator, Bryan Johnson at [streets@cityofmadison.com](mailto:streets@cityofmadison.com) prior to receiving a raze permit. Every person who is required to submit a reuse and recycling plan pursuant to Section 28.185(9) shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition. A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.
33. The car wash facility shall comply with the supplemental regulations Section 28.151 Car Wash.
34. Bicycle parking for the car wash facility shall comply with the requirements of Sections 28.141(4)(g) and 28.141(11). Provide a minimum of two (2) short-term bicycle parking stalls located in a convenient and visible area on a paved or pervious surface. Bicycle parking shall be located at least as close as the closest non-accessible automobile parking and within one hundred (100) feet of a principal entrance. Note: A bicycle stall is a minimum of two (2) feet by six (6) feet with a five (5) foot wide access area. Provide a detail of the proposed bike rack.
35. 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.
36. Provide details showing that the East Washington Avenue primary street façade meets the door and window opening requirements of Section 28.060(2)(d). For nonresidential uses at ground floor level, windows and doors or other openings shall comprise at least sixty percent (60%) of the length and at least forty percent (40%) of the area of the ground floor of the primary street facade. At least fifty percent (50%) of windows on the primary street facade shall have the lower sill within three (3) feet of grade.
37. Exterior lighting shall be provided in accordance with City of Madison General Ordinances Section 10.085. Provide an exterior lighting photometric plan and fixture cut sheets with the final plan submittal.

- 38. 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.
- 39. 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)

- 40. Confirm the need for an address update to Melvin Ct with City Engineering.

**Parks Division** (Contact Kate Kane, (608) 261-9671)

The agency reviewed this request and has recommended no conditions of approval.

**Forestry Division** (Contact Bradley Hofmann, (608) 267-4908)

- 41. On this project, street tree protection zone fencing is required. The fencing shall be erected before the demolition, grading or construction begins. The fence shall include the entire width of terrace and, extend at least 5 feet on both sides of the outside edge of the tree trunk. Do not remove the fencing to allow for deliveries or equipment access through the tree protection zone. Add as a note on both the site and street tree plan sets.

**Water Utility** (Contact Jeff Belshaw, (608) 261-9835)

- 42. Update Utility Plan to indicate if the proposed building will be using the existing water service or if new one will need to be installed. Also indicate the size of the proposed water service

**Metro Transit** (Contact Tim Sobota, (608) 261-4289)

- 43. The applicant shall maintain or replace the accessible bus stop boarding pad & shelter at the Metro bus stop zone that is on the north side of E Washington Avenue, east of Melvin Court.
- 44. The existing curbside bus stop zone and accessible pedestrian sidewalk, terrace area and shelter on the north side of East Washington Avenue, east of Melvin Court, provide critical access to the City's transit operations, and any planned or permitted obstruction of the existing bus stop zones in excess of thirty (30) days may require additional right-of-way improvements and/or other mitigation measures in coordination with Traffic Engineering and Metro Transit staff - in order to create an alternate bus stop zone that would serve the Park Street at Regent Street intersection area in a comparable operational and accessible manner.
- 45. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review the design.

- 46. Metro Transit operates daily all-day transit service along East Washington Avenue adjacent this property -with trips at least every 30 minutes.