



Report to the Plan Commission

June 20, 2011

Legistar I.D. #22455
4716 Verona Road
Rezoning

Report Prepared By:
Heather Stouder, AICP
Planning Division Staff

Requested Action: Approval of a rezoning of property from PUD-GDP-SIP (Planned Unit Development – General Development Plan - Specific Implementation Plan) to Amended PUD-GDP-SIP for a U-Haul storage, truck and equipment rental, and retail facility.

Applicable Regulations & Standards: Section 28.12 (9) provides the process for zoning map amendments. Section 28.07 (6) provides the requirements and criteria for approval of Planned Unit Development Districts.

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the Planned Unit Development standards can be met and forward the request to the July 5 meeting of the Common Council with a recommendation to **approve** the requested rezoning, subject to input at the public hearing and conditions of approval from reviewing agencies.

Alternatively, should the Plan Commission wish to see revisions to the proposal following a final recommendation by the Urban Design Commission, the Plan Commission could **refer** this item to a future meeting.

Background Information

Applicant / Project Contact: David Pollock; AMERCO Real Estate Company, Inc.; 2727 Central Ave.; Phoenix, AZ

Property Owner: Supervalu Holdings, Inc.; 11840 Valley View Rd.; Eden Prairie, MN

Proposal: The applicant has an option to purchase the property and proposes a rezoning of the property from PUD-GDP-SIP to Amended PUD-GDP-SIP for reuse of a vacant grocery store building and site for a U-Haul storage, equipment and truck rental, and retail facility.

Parcel Location: 4716 Verona Road is a 6.8-acre parcel located on the west side of Verona Road roughly a quarter mile south of the West Beltline Highway. 4740 Verona Road, also included within the rezoning request, is an undeveloped 1.4-acre parcel immediately to the south.

Existing Conditions: 4716 Verona Road is developed with a vacant roughly 70,000 square foot building in the north portion of the property formerly used as the Cub Foods grocery store. A 3.5-acre surface parking lot south of the building can be accessed from the Verona Road frontage road by two driveways on the east side of the property. A third service driveway on the north side of the property connects the property to the Home Depot site to the north.

4740 Verona Road is currently undeveloped, but is shown as a site for future commercial development within the recorded PUD-GDP. However, the 1.4-acre parcel has recently been identified by the Wisconsin Department of Transportation as necessary for stormwater management associated with the planned changes to the Verona Road Interchange.

Surrounding Land Use and Zoning:

- North:** Home Depot and Goodwill stores in the C3L (Commercial Service and Distribution) District.
- South:** Across Verona Road to the southeast, a mix of childcare, restaurant, entertainment, and other commercial uses in the C2 (General Commercial) District. Further south, a series of 8-unit apartment buildings along Allied Drive in the R4 (General Residence) District.
- East:** Across the Verona Road Frontage Road to the east, a bank in the PUD-SIP (Planned Unit Development – Specific Implementation Plan) District, which lies within the same “Nakoma Plaza” PUD-GDP originally approved in 1999
- West:** The Southwest Bike Path lies immediately west of the site within the 190-foot wide state-owned right-of-way. Across the path to the west is the Sub Zero Freezer Company and other light industrial and warehousing uses in the M1 (Limited Manufacturing) District.

Adopted Land Use Plan: The Comprehensive Plan (2006) recommends General Commercial land uses for this property.

Environmental Corridor Status: This property is not located within a mapped environmental corridor.

Public Utilities and Services: The property is served by a range of urban services, including Metro Transit routes 18, 19, and 55.

Zoning Summary: The property is currently in the in the PUD-GDP-SIP District.

Requirements	Required*	Proposed
Lot Area	6,000 sq. ft.	8.225 ac.
Lot width	50'	As shown on plans
Front yard	0'	As shown on plans
Side yards	0'	As shown on plans
Rear yard	10'	As shown on plans
Floor Area Ratio	3.0	Less than 1.0

Site Design

No. Parking Stalls	26	116
Accessible Stalls	3	2 <i>(see Condition No. 24, p. 11)</i>
Loading	3	4
Bike Parking	12	17 <i>(see Condition No. 25, p. 11)</i>
Landscaping	Yes	TBD <i>(see Condition No. 26, p. 11)</i>
Lighting	Yes	TBD <i>(see Condition No. 27, p. 11)</i>

Other Critical Zoning Items

Urban Design	Yes (PUD)
Historic District	No
Landmark Building	No
Floodplain	No
Utility Easements	Yes
Adjacent to park	No
Barrier free (ILHR 69)	Yes

*Since this project is being rezoned to the PUD(GDP)(SIP) district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the C2 district because of the surrounding land uses.

Project Description

The applicant has an accepted offer to purchase the property and proposes to repurpose a vacant supermarket building and parking lot for use as a storage, equipment rental, and retail facility.

Existing Conditions

The property includes Lots 1 and 2 of “Nakoma Plaza”, an area approved as a PUD-GDP zoning district in early 1999 for development of a supermarket (Lot 1) and future development of two smaller commercial buildings on Lot 2 to the south and Lot 3 to the east. In November 1999, a rezoning of Lot 1 to PUD-SIP was approved for the construction of the existing building as a supermarket, which went out of business three years ago and has since been a vacant building. Lot 3, just east of the subject property was rezoned to PUD-SIP for the construction of a bank in 2003.

Undeveloped Lot 2 is currently zoned PUD-GDP for future development with a smaller commercial building, but has recently been recognized as necessary for stormwater management associated with the Wisconsin Department of Transportation (WDOT) modifications to the Verona Road interchange. As reflected in this proposal, Lot 2 will remain undeveloped for the long term, but a space available for future redevelopment will be maintained within an unused southern portion of the existing surface parking area on Lot 1.

Automobile access to the site is provided from two driveways on the eastern side of the property from the frontage road, and a third access from the Home Depot property immediately north of this site. A link to the southwest path provides access for bicycles and pedestrians from the west, and there is an existing public sidewalk along the frontage road adjacent to the site.

Proposed Land Use

The applicant proposes reuse of the existing building as a two-story self-storage facility with a small second story office component and a retail and hitch installation area on the southern portion of the building. As proposed, the existing parking lot would be reconfigured to include customer parking, a large equipment staging area to include the parking of trucks and trailers, and exterior storage units within a row of small one-story accessory buildings in the southern portion of the property. A 1,000 gallon fuel tank is proposed near the main entrance to the site for dispensing propane. The facility is projected to employ up to 22 persons, and would hold hours of operation from 7am to 7pm on most days, with Friday hours extending to 8pm and Sunday hours limited to 9am to 5pm.

Staff recognized early in the review process that the uses proposed would necessitate the use of far less surface parking area than that which exists on the site. This presented an opportunity for the applicant to organize their use of the property such that a 1.75-acre area south of the facility could remain available for future development.

As a related issue, it is now understood that the parcel immediately to the south, which was originally planned for a small commercial development when the “Nakoma Plaza” PUD-GDP was approved in 1999, will remain undeveloped. It will instead be utilized for stormwater management by the Wisconsin Department of Transportation in conjunction with the reconstruction of the Verona Road interchange.

Thus, the reservation of 1.75-acres of property on the southern portion of the lot will provide space for the long-term commercial development originally conceived for Lot 2 in the PUD-GDP, and would allow for a more efficient use of Lot 1 than that which could be realized by solely the U-Haul facility. While there is no imminent plan to divide, sell, or develop this portion of the property, the applicant has agreed to maintain it in its current state, and ensure that it is not utilized for parking or the storage of trucks, trailers, and other equipment.

Building Details

As shown in submitted floor plans, the interior of the building would be reconfigured into two-levels of small storage rooms ranging from 25 to 150 square feet, a 15,000 square foot area for stacked "U-Box" storage containers, 2,300 square foot retail area, and a 2,000 square foot area for hitch installation. An existing 5,000 square foot office area on the second floor would remain.

The exterior of the main building would remain essentially the same with a few changes as follows: two overhead doors are proposed for the east side of the south facade for the hitch installation area, and a third overhead door on the north side of the building would lead to the "U-Box" area.; over 300 square feet of new window openings are proposed on the south facade of the second floor; the applicant has indicated the intent for the proposed signage throughout the exterior, which will require a separate review by the Zoning Administrator and the Urban Design Commission at a later date.

Site Details

Changes to the site include a reconfigured parking lot, the addition of three small buildings to be used as exterior storage facilities, a new propane tank, the addition of three new bicycle-parking stalls near the retail area, a canopy to be used within an equipment-receiving area, and site landscaping. Approximately half of the existing parking lot (1.75-acres) on the southern portion of the site will be unutilized, and will remain available for future development at such time as the applicant would be willing to sell or develop that portion of the property.

Submitted plans show 78 parking stalls on the site. Approximately 20 customer parking stalls are proposed in the area closest to the retail portion of the building, and an additional 14 stalls are provided for employees. 4 automobile stalls are provided for short term loading near the self-storage area. 13 "Display Parking" stalls are shown near the frontage road in the southeast part of the property, for which the intended use is not clear. Finally, a 25,000 square foot portion of the existing lot would be restriped as an area for the outdoor storage of trucks, trailers, and other rental equipment.

Three small new accessory structures are proposed in the southeast portion of the property, to be used as a linear set of exterior storage units running parallel to the frontage road. Collectively, they are approximately 190 feet long, 15 feet deep, and just over 10 feet tall. As proposed, the buildings have operable orange overhead doors on the west side and false orange overhead doors on the east side facing the frontage road. Near these accessory buildings, a 1,000 gallon horizontal propane tank is proposed to be located immediately south of the main access driveway from the frontage road.

Also in this area, the site plan shows a proposed "canopy" to be utilized as a sheltered area where customers can pick up or drop off equipment. Details for the canopy show a simple fabric top supported by four metal poles, similar to a large version of a residential carport covering. After considering recommendations from staff and the UDC to propose a more durable canopy to match the buildings, the applicant has indicated that they would prefer to remove it altogether.

The landscape plan includes 14 new crabapple trees distributed close to the perimeter of the newly configured parking area and near the exterior storage buildings, along with a few shrubs near the storage buildings and propane tank. Along the western edge of the property and parallel to the southwest bike path is a line of dogwood shrubs planted between the existing trees.

Related Approvals

On May 25, 2011, after a lengthy deliberation, the Urban Design Commission granted **initial approval** for the design, noting the following (see attached report for more detail):

- The location and design of the exterior storage units are not part of the initial approval and require further attention to address Planning staff and UDC comments.

- Review of the signage package and relative issues with the Zoning Administrator against the standards of the Sign Control Ordinance.
- Work with the neighborhood on the landscaping along the bike path to address security issues as well as improvement to the property with the plantings.

At the time of this report, the applicant has not yet submitted revised plans for review by the Urban Design Commission despite two possible submittal opportunities.

Public Input

Through speakers at the May 25 UDC meeting, the Orchard Ridge Community Club and the Dunn's Marsh Neighborhood Association showed support for the proposal, due to the fact that a commercial building which has been vacant for three years would be reutilized at this location, and that new jobs would be available for area residents. Many Orchard Ridge Community Club members have expressed safety concerns about potential landscaping along the bike path that is large enough for people to hide behind. Staff understands this concern, and will work with the applicant to ensure that the landscaping along the western edge of the property is sufficiently sparse and low so as to be an asset, rather than a public safety concern.

The District 10 Alder is generally supportive of the proposal, so long as the design can meet the standards for planned unit development zoning.

Evaluation and Conclusion

Land Use

The land uses proposed include storage and warehousing and the rental of trucks, trailers, and other moving equipment, which are uses not allowable under the current PUD-GDP-SIP zoning for the site. While many other commercial or employment uses may be a better fit for this large, highly visible site, the proposal is consistent with the Comprehensive Plan recommendation for General Commercial uses in this area, and should not negatively impact the specific commercial and light industrial uses in the C3L and M1 zoning districts adjacent to the site.

The neighborhood association representatives participating in the review process have stressed that the proposal would be an improvement to the existing vacant building, which has not garnered much interest from commercial users since the Cub Foods supermarket went out of business in 2008.

Staff recommends that the same parameters for commercial development formerly planned for Lot 2 be placed on the southern portion of Lot 1, reviewable as an amendment to the PUD-SIP for Lot 1 at some time in the future.

Building Details

Staff believes that the reuse of an existing vacant building is a positive aspect of the proposal. Minor changes to the building exterior are generally appropriate, although all signage on the building will need to be reviewed by the Zoning Administrator and the Urban Design Commission following a separate signage submittal. The relationship between the proposed second floor windows and the floor plan is unclear. The applicant had originally proposed false windows in this location to be used as signage, but followed an early recommendation from the UDC to provide real windows. In the elevations provided to the Plan Commission for review, the windows appear to look into a corridor with storage doors, while the floor plans show offices in this area. The applicant should maintain real windows in this location, but will need to reconcile the floor plans and elevations for final plans submitted to staff for review and approval.

Site Details

With regard to the broader site, staff has emphasized since early discussions with the applicant in late 2010 the importance of utilizing landscape screening and thoughtful placement of accessory structures on this highly visible site to ensure a well-organized, improved appearance from Verona Road to the east and the southwest bike path from the west. Since the original submittal, the applicant has made small positive changes, including the addition of a line of shrubs along the western edge of the property and a horizontal, rather than vertical propane tank.

Most significantly, the applicant has agreed to consolidate parking and staging areas such that nearly half of the existing surface lot is reserved for future commercial development. Detail for this area has not been provided, but it will be important for the applicant to clearly indicate the intended treatment for this portion of the site (see Zoning Condition No. 22). One option would be to maintain the existing pavement and provide permanent barriers to limit access to the area from the U-Haul site. A landscaped swale running east to west through the property to clearly delineate the separation of the sites would be ideal in this situation. A second option would be to fully remove the existing parking lot in this area and seed the site with grass or landscaping.

Despite these changes, staff believes that the exterior storage buildings, the propane tank, and the "display parking" area adjacent to the frontage road essentially serve as additional signage for the site, and the applicant has not indicated a willingness to relocate them to the western part of the site. So long as it is well-screened, the placement of the horizontal propane tank in this location may be sufficient. However, staff recommends that the applicant provide a detailed drawing of the tank with the existing and proposed landscaping surrounding it for review by the Urban Design Commission and staff, prior to final approval for the rezoning request.

The linear exterior storage buildings in this location may be an asset if they can be effectively utilized as screening elements for the equipment staging area immediately behind them. As was communicated to the applicant and the Urban Design Commission, staff recommends a reorientation of the buildings so as to provide for a clear view into the "future commercial development site", as well as the removal of the false orange overhead doors on the eastern side of these buildings facing the frontage road. The applicant has indicated a willingness to reorient the buildings into an "L" shape to better frame the usable portion of the site, but has not responded regarding removal of the false orange overhead doors. The initial design approval by the Urban Design Commission explicitly excluded the placement and design of these structures and it is up to the applicant to propose detailed revisions suitable for approval by the UDC.

The intended use of the 13 "display parking" spaces in front of the exterior storage units has not been described, but it is assumed that these will be utilized to store trucks or other equipment that would essentially function as additional signage. Staff believes that these spaces are unnecessary, and recommends that they be unutilized and included in the area being maintained for "future commercial development", since they are situated immediately between this area and the frontage road.

Finally, the submitted plans do not show the location of an equipment cleaning area, although staff assumes from early discussions with the applicant that this will be an activity taking place on the property. If an equipment cleaning area is proposed, it would ideally be located inside the building, but should otherwise generally be located on the western edge of the site. Detail on the area shall be provided on plans submitted for staff review and approval.

With regard to the landscape plan, additional detail is required to identify species of existing plantings, and the planting size for proposed plantings. Along the western edge of the property parallel to the bike path, staff had recommended that the applicant provide additional landscaping to better screen the proposed equipment staging area. Subsequently, some neighbors indicated safety concerns related to any opaque landscaping that could be utilized as a place to hide near the bike path. The applicant has

proposed a line of red twig dogwood along this line, but has agreed to work with staff and the neighborhood to ensure that proposed plantings will not provide places to hide. No changes have been proposed at this time, but are anticipated in the submittal to the UDC for further consideration. In final plans submitted for staff review and approval, staff also recommends additional plantings along the eastern side of the exterior storage units, and request more detail in the area surrounding the propane tank near the frontage road.

Criteria for Approval of Planned Unit Development Zoning

Since an initial meeting with the applicant in December 2010, staff has explained that the proposed land uses may be supportable, but that the site design details would be very important to ensure that the Planned Unit Development criteria could be met. Throughout the review process, the proposal has evolved to address many staff recommendations related to landscaping, accessory storage buildings, and the efficient reorganization of the surface parking lot. The Urban Design Commission will still need to review the proposal and grant final approval for the design. Staff recommends that this be required before final approval can be granted by the Common Council for the rezoning request.

As outlined below, staff believes that the criteria for Planned Unit Development zoning can be met subject to the recommended conditions of approval.

MGO Section 28.07(6)(f) - PUD Criteria for Approval

1) Character and Intensity of Land Use- *"In a planned unit development district the uses and their intensity, appearance, and arrangement shall be of a visual and operational character which:*

- a) Are compatible with the physical nature of the site or area.*
- b) Would produce an attractive environment of sustained aesthetic desirability, economic stability, and functional practicality compatible with the general development plan.*
- c) Would not adversely affect the anticipated provision for school or other municipal service unless jointly resolved.*
- d) Would not create a traffic or parking demand incompatible with the existing or proposed facilities to serve it unless jointly resolved.*

Staff believes that **a)**, **c)**, and **d)** are met by the proposal. The use is generally compatible with the commercial and light industrial uses in the surrounding area, and will not have significant impacts on traffic or municipal services. The existing surface parking area far exceeds the parking demand for the proposed use, which is being addressed by the reservation of nearly half of the surface parking lot as unused space for future development.

The proposal needs improvement with regard to **b)** above, particularly in the details which can provide a more attractive environment of sustained aesthetic desirability. With regard to economic stability, the proposed use is one that generally locates and remains on a particular property for decades. Since this particular site has been vacant for three years and difficult to market, neighbors eager for a new use are very supportive of the proposal. Staff believes that by meeting the recommended conditions of approval, these criteria can likely be met.

2) Economic Impact- The proposal should not significantly increase the cost of municipal services, nor should it significantly affect the \$2 million assessed value of the subject property, according to staff from the Assessor's Office. The use is expected to generate up to 22 jobs, which is a very small number for a retail or employment site of this size.

3) Preservation and Maintenance of Open Space- Usable open space is less relevant for this proposal, since it does not involve a residential component. The proposal would not significantly change the amount of impervious surface on the site, since the existing surface parking lot would be maintained. The addition of a few small planting islands will slightly reduce the overall impervious area on the site.

4) Implementation Schedule- If approved, the reutilization of the vacant commercial building and reorganization of the parking lot are anticipated in the very near future. The applicant has not indicated a timeline for development of the portion of the property retained for “future redevelopment”. Feasibility for development of the property with a commercial use may decline following modifications to the Verona Road interchange, which will likely make the site less visible.

The Planning Division recommends that the Plan Commission find that the Planned Unit Development standards can be met and forward the request to the July 5 meeting of the Common Council with a recommendation to **approve** the requested rezoning, subject to input at the public hearing and conditions of approval from reviewing agencies.

Alternatively, if the Plan Commission would prefer to review plan revisions following a final recommendation by the Urban Design Commission, the Plan Commission could **refer** this item to a future Plan Commission meeting.

Recommendations and Proposed Conditions of Approval

Major/Non-Standard Conditions are shaded

Planning Division Recommendation (Contact Heather Stouder, 266-5974)

The Planning Division recommends that the Plan Commission find that the demolition standards and the criteria for approval of Planned Unit Development zoning can be met and **approve** the request subject to input at the public hearing and the following conditions:

Planning Division (Contact Heather Stouder, 266-5874)

1. A revised zoning text shall for both the PUD-GDP and the PUD-SIP shall be prepared by the applicant for approval by staff to include the following:
 - a) The PUD-GDP and PUD-SIP zoning texts shall be revised to explicitly allow for the uses proposed on Lot 1, including potential commercial uses within the area reserved for future commercial development.
 - b) The PUD-SIP zoning text shall include a commitment to physically maintain over time the existing surface parking area to be made available for future commercial development.
 - c) The PUD-SIP zoning text shall include a detailed list of items to be stored in the equipment staging area, which shall be limited to U-Haul’s equipment available for rental.
2. Prior to final review and approval by staff, the applicant shall obtain a recommendation from the Urban Design Commission for *final approval* of the design.
3. In final plans submitted for approval by staff, the elevation drawings and floor plans shall be reconciled to show an accurate view into the new second story windows shown on the south facade of the main building.

4. The applicant shall physically maintain but may not utilize for parking, storage, advertisement, or any other accessory use the southern portion of the existing parking lot delineated on submitted plans as "space for future development". In final plans submitted for review and approval by staff, this area shall be expanded to the east so that it includes the area immediately adjacent to the frontage road currently delineated as the "display parking" area.
 5. In final plans submitted for review by staff, the exterior storage buildings shall be reconfigured in an L-shape so as to frame the usable portion of the property and avoid blocking views to the southern portion of the property to be maintained in its current state for future commercial development.
 6. In final plans submitted for review by staff, the false orange overhead doors shown on the south and east sides of the exterior storage buildings proposed within the southeast portion of the site shall be removed. Additional landscaping to include evergreen shrubs and other perennials with varying heights shall be added along the foundation of the exterior storage buildings in a revised landscape plan to be reviewed and approved by staff. Some of the proposed plantings in this area shall have a mature height of at least 5 feet
 7. Final plans submitted for approval by staff shall either remove the proposed canopy in the customer parking area or replace it with a revised canopy with architectural materials similar to the buildings on the site. If a revised canopy is proposed, detail shall be provided for review and approval by staff.
 8. Final plans submitted for approval by staff shall include detail on any proposed equipment cleaning area. This activity should generally take place either within the building or on the western side of the property.
 9. A revised landscape plan prepared for staff review and approval shall include a detailed landscape schedule including species of existing and proposed plantings, and the planting size for proposed plantings. The landscape plan shall include detail surrounding the proposed propane tank, and detail along the foundations of the exterior storage buildings (see Condition 6 above).
10. Signage for the property is not part of the Plan Commission approval, and shall require subsequent review by the Zoning Administrator for consistency with MGO Chapter 31, or the Urban Design Commission for a Comprehensive Sign Package.

The following conditions have been submitted by reviewing agencies:

City Engineering Division (Contact Janet Dailey, 261-9688)

11. The ALTA survey completed by James L. Harpole does not show a remediation building on the south end of the site. Engineering staff has confirmed the status of the remediation on this site is closed. With the combination of the building not being shown on the ALTA and remediation status of closed, the building has apparently been razed rather than overlooked on the survey.
12. The ALTA survey prepared by James L. Harpole is stamped with an Illinois Professional Land Surveyor seal. This property is located in Madison, WI and the ALTA should be revised to include a Wisconsin Professional Land Surveyor seal. The final ALTA survey shall also be filed with the Dane County Surveyor's Office. Attach the revised ALTA survey to the final plan set submittal.
13. The property transfer shall be completed by recorded deeds for both Lots 1 & 2, CSM 10220 prior to issuance of building permits.
14. The Developer shall modify the site plan to reflect current WISDOT Verona Road project.
15. WDOT proposes to expand the existing detention basin as part of the Verona Road Reconstruction. The applicant shall work with WDOT Staff to show the revised "detention" area on the plan.
16. Prior to approval, the owner shall enter into a maintenance agreement for the private detention facility. Said facility needs immediate maintenance to comply with the original design.

17. 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 only 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) All Underlying Lot lines or parcel lines if unplatted
- g) Lot numbers or the words "unplatted"
- h) Lot/Plat dimensions
- i) Street names

All other levels (contours, elevations, etc) are not to be included with this file submittal.

NOTE: Email file transmissions preferred addressing@cityofmadison.com . Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file. (POLICY and MGO 37.09(2) & 37.05(4))

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

18. When the applicant submits final plans of one contiguous plan 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, 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'.
19. 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.
20. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.
21. A "Stop" sign shall be installed at a height of seven (7) feet at the driveway approaches. 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.

Zoning Administrator (Contact Matt Tucker, 266-4569)

22. Submitted plans show a propane tank to be placed within 42' highway building setback area. Prior to final signoff by staff, the applicant shall verify the ability to place a propane tank in this area with the Wisconsin Department of Transportation, and provide written assurance from WisDOT staff that this installation / location is allowable as an encroachment.
23. Submitted plans do not indicate the proposed improvements to the area reserved for future commercial retail/business development. If this area is to remain paved, it must be approved as such, and permanent physical barriers must be installed to prevent access and usage. As an alternative, all existing improvements could be removed and the area restored to landscaped area. Final plans prepared for staff review and approval shall include detail for this area and the delineation between the two parts of the property.

24. Parking requirements for persons with disabilities must comply with City of Madison General Ordinances Section 28.11(3)6(m) which includes all applicable State accessible requirements, including but not limited to:
- a) Accessible stalls shall be striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
 - b) Show signage at the head of the stalls.
 - c) Show the accessible path from the stalls to the building.
 - d) Show ramps, curbs, or wheel stops where required to protect the accessible path and provide access to the building and to the street right-of-way.
25. Bike parking shall comply with MGO Section 28.11. Provide twelve (12) bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The bike racks shall be securely anchored to the ground or building to prevent the racks from moving. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Call out and dimension on final plans.
26. Parking lot plans with greater than twenty (20) stalls shall comply with MGO Section 28.04 (12). 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.
27. Exterior lighting. It appears as though exterior lighting is required for this project. If provided, exterior lighting must comply with MGO Section 10.085, outdoor lighting standards.
28. Work with Planning and Zoning staff in amending the zoning text. Signage shall be amended to include "Signage will be allowed as provided by MGO 31, including all provisions of MGO 31, and further as regulated for the C-2 district, with signage as approved by the Urban Design Commission and Zoning Administrator."

Water Utility (Contact Dennis Cawley, 261-9243)

29. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.
30. This property is not in a Wellhead Protection District. The Water Utility will not need to sign off the final plans, and not need a copy of the approved plans.

Fire Department (Contact Bill Sullivan, 266-4420)

31. A detailed review of the fire protection approach for the "U-Box" area is warranted if the project is approved and moves forward.
32. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.

Parks Division (Contact Kay Rutledge, 266-4714)

This agency did not submit a response for this request.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency did not submit a response for this request.