

PLANNING UNIT REPORT  
DEPARTMENT OF PLANNING AND DEVELOPMENT  
May 10, 2005

**CONDITIONAL USE/DEMOLITION PERMIT APPLICATION LOCATED AT 4629  
VERONA ROAD:**

1. Requested Action: Approval to demolish an existing commercial building and build an apartment complex with a community building on this site.
2. Applicable Regulations: Planned Residential Developments are a conditional use in the C2 General Commercial District – 28.09(3)(d). Section 28.04(22) provides the regulatory framework for approval of razing, demolition, removal or wrecking of buildings.
3. Report Drafted By: Bill Roberts, Planner IV and Bradley J. Murphy, Planning Unit Director

**GENERAL INFORMATION:**

1. Applicant: Gorman & Company, Christopher Laurent, 1244 South Park Street, Madison, WI 53715.
2. Status of Applicant: Owner
3. Development Schedule: Begin 2005.
4. Parcel Location: Southeast side of Verona Road between Red Arrow Trail and Britta Parkway, 10th Aldermanic District, Madison Metropolitan School District.
5. Development Parcel Size: 5+/- acres.
6. Existing Zoning: C2 General Commercial District.
7. Existing Land Use: Vacant grocery store and parking lot.
8. Proposed Use: Apartment complex.
9. Surrounding Land Use and Zoning: This site is surrounded by a mix of commercial uses zoned C2, C3L and PUD along Verona Road. The neighborhood located to the east of the site is predominantly single-family residential zoned R2 and R4. The land to the south is developed for medium to high density residential uses in the City of Fitchburg.
10. Adopted Land Use Plan: The overall City Land Use Plan designates this area as Cc Community Commercial District. The recently approved Allied-Dunn's Marsh Belmar Neighborhood Physical Improvement Plan supports the redevelopment of this property as residential and mixed-use commercial residential.

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

**PUBLIC UTILITIES AND SERVICES:**

The full range of urban services are available to this site.

**STANDARDS FOR REVIEW:**

The demolition permit and conditional use standards are applicable to this proposal.

**ANALYSIS, EVALUATION AND CONCLUSION:**

**Existing Site Characteristics**

This land was annexed to the City of Madison from the Town of Madison in the fall of 1954. There is an existing vacant "Super Saver" grocery store and surface parking lot on this site that takes access to the Verona Road south frontage road. This developed site is basically flat with a steep grade change and wood frame retaining wall along the southeastern edge of the property. The development site is part of a former shopping center development site. A large percentage of the square footage available within the center is currently vacant. Access to the site is from Verona via Summit Drive which dead-ends into the shopping center parking lot. The site is bordered to the east by single-family homes within the City of Madison and to the south by multi-family apartment buildings in the City of Fitchburg bordering the site to the west is additional commercial development in the City of Madison. There is currently no access to this site and properties to the east, west or south.

**Development Proposal**

The application before the Plan Commission at this time consists of a four building project surrounding a common area community building and a site for a future daycare center site, as well as an extension of Summit Drive from the current entrance point south and westerly to the west property line (see attached site plan).

There will be a total of 104 dwelling units on this site.

	<b>22-Unit Building 1</b>	<b>26-Unit Building 2</b>	<b>26-Unit Building 3</b>	<b>30-Unit Building 4</b>	<b>Totals</b>
1-Bedroom Units	4	6	6	8	24
2-Bedroom Units	10	12	12	14	48
3-Bedroom Units	8	8	8	8	32
<b>Total Units</b>					<b>104</b>

This project will have a residential density of 20.72 units per acre. A total of 191 off-street parking stalls will be provided. A total of 104 parking stalls in underground garages with surface parking for 87 stalls.

5

The project includes the construction of a 3,732 square foot community building. The plan indicates a future daycare site but is not part of the current proposal.

The applicant is seeking Federal Affordable Housing Tax Credits for this project. The ordinance provisions for inclusionary dwelling units is not applicable to developments financed in this manner. The letter of intent states that approximately 6% of the development will target households at or below 30% of AMI; 13% will target 40% of AMI; 25% will target 50% AMI; 25% will target 60% AMI; and 30% will be market rate units.

### **Consistency With Adopted Plans**

As noted above, this proposal is consistent with the adopted Allied-Dunn's Marsh Belmar Neighborhood Physical Improvement Plan. The recommendations in the plan for this area, recommend a mix of residential and mixed-uses and provided for the Summit Drive street extension from Verona Road frontage road. The plan focused on redevelopment of underutilized and underdeveloped properties in the neighborhood, as well as suggested traffic circulation system improvements and planning activities associated with the Wisconsin Department of Transportation's Verona Road/West Beltline Highway Draft Environmental Impact Study.

The City of Madison acquired the "Super Saver" site and in turn, has entered into an agreement to sell it to this applicant for redevelopment. Portions of the Allied Drive Commercial Area Redevelopment Study, and the Allied-Dunn's Marsh Belmar Neighborhood Physical Improvement Plan are attached to this staff report.

### **Demolition of Buildings**

This plan includes the demolition of the former "Super Saver" grocery store. This building is in good condition. A recycling and reuse plan will be required per the ordinance. The demolition of the building was envisioned in the adopted Physical Improvements Plan.

### **Project Design**

The proposal involves the placement of the four residential buildings along the perimeter of the site creating a community building site, children's play area and a site for a future daycare center in an interior courtyard. The site is served with a circular drive system that will take access to the proposed Summit Drive extension from the Verona Road south frontage road. Access to the underground parking will be from the ends of the proposed building.

The 2-story buildings, with lofts, will have separate entrances to each dwelling unit. The exterior building materials will consist of predominantly pre-finished fiber cement siding with a face brick veneer along the base of the buildings. The Urban Design Commission has recommended approval of this project with several changes (see attached). A good overall landscape plan has been provided. The landscape site plan designates two areas in the site for residents' use as gardens.

There are no provisions for pedestrian or vehicular access to the surrounding properties shown on the site plan. Sidewalks will be provided along both sides of the extension of Summit Drive.

Because of the significant grade change between this property and properties to the east and south and the fact that these lands are finally developed, accommodating connections in these directions will be very difficult. However, the adopted Allied Drive-Dunns Marsh-Belmar Neighborhood's Physicals Improvements Plan envisions the possibility of providing connections to the south and east between this site and other portions of the neighborhood. Staff believe that it is important to identify locations on the developer's site plan to possibly accommodate these connections in the future if they become feasible. Because of the significant grade change and the presence of a fully developed single-family neighborhood immediately to the east, is unlikely that the connection to the east will be possible unless a significant amount of redevelopment occurs within this area in the future. This redevelopment is not envisioned at this time. During the development of the Physical Improvements Plan, staff discussed possible connections between this site and lands immediately south in the City of Fitchburg fronting on Thurston Lane. Again, because of the significant grade change, the change in jurisdiction, and the presence of the fully developed lands, it was determined that a pedestrian connection may not be immediately feasible in this area. However, in both locations, staff believe that it would be important to identify locations on the site plan to accept these connections if and when they become feasible. This would result in the site plan being consistent with the adopted Physical Improvements Plans which shows these possible future connections.

### **CONCLUSION:**

The redevelopment of this site for residential and mixed-uses are envisioned in the recently adopted Physical Improvements Plan. The development project will incorporate a good mix of 1-bedroom, 2-bedroom, and 3-bedroom units which will be occupied by households with a wide range of income levels consistent with the applicant's proposal for WHEDA tax credits. The proposal will be followed by a certified survey map which dedicates the 66-foot wide extension of Summitt Drive. The Summitt Drive location has been designed by City Engineering and will allow this development to be connected to Red Arrow Trail when Summitt Drive is further extended to the southwest in a couple years as envisioned in the adopted Physical Improvements Plan.

The project is consistent with the City's adopted plans for this area. The Planning Unit believes that the project can meet the conditional use standards and is recommending approval.

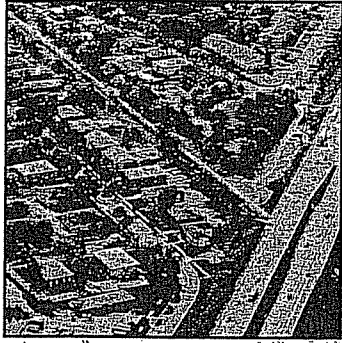
### **RECOMMENDATIONS:**

The Planning Unit recommends that the Plan Commission finds that the conditional use standards and demolition standards and demolition permit standards are met and approve the conditional use permit and demolition permit for this project subject to the following:

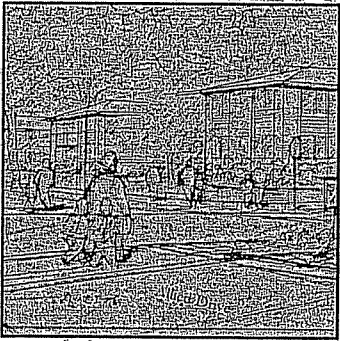
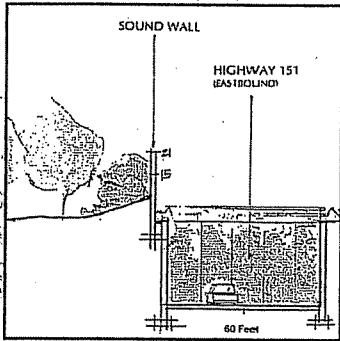
1. The reviewing agency comments.
2. The conditions recommended by the Urban Design Commission and final approval by the Urban Design Commission.
3. Amending the site plan to identify the future location of pedestrian connections to the south and east.
4. Final approval of the landscaping plan by Planning Unit staff.
5. The approval of the building plan and site plan for the future daycare center shall be approved by the Urban Design Commission and considered as a minor alteration to the conditional use permit for the development. It is anticipated that adjustments may be

made to the location of the community building and its design at the time the final plans for the daycare center are prepared. These changes shall be considered minor alterations following the review and recommendation by the Urban Design Commission.

6. Approval and recording of the Certified Survey Map dedicating the extension of Summit Drive prior to the issuance of permits.



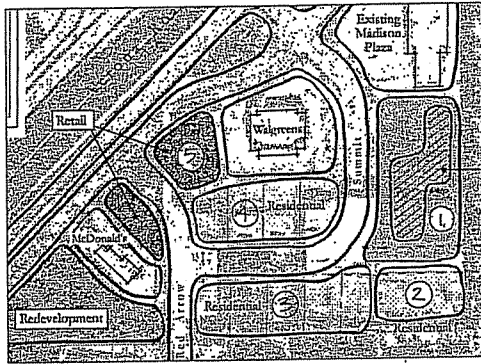
# Allied - Dunn's Marsh Belmar Neighborhood's Physical Improvement Plan



**DRAFT**

November 30, 2004

**Summary of Recommendations**



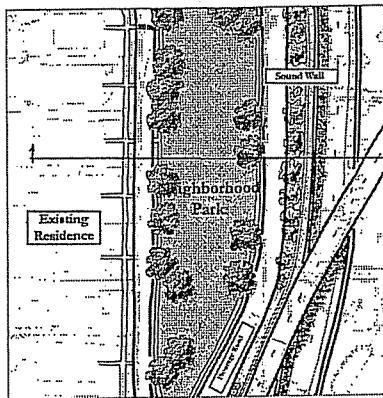
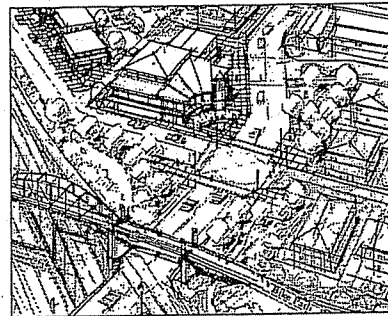
*Neighborhood Commercial Center*

Neighborhood commercial centers provide services within walking distance to residents. The existing commercial center is not suitable as a neighborhood center because of its large scale and orientation toward Verona Road. This area should be revitalized into a human-scale neighborhood center with a mix of uses that serve the neighborhood. Proposed buildings should be oriented toward the neighborhood. Summit Drive

should extend into the site to allow residents to enter the site interior and break the site into smaller redevelopment parcels. Retail uses should serve the community.

*Raymond Road Extension*

Extending Raymond Road into the neighborhood will provide an important connection to other parts of Madison. Residents will have another path across Verona Road and will not need to rely only on Verona Road to travel locally.



*Britta Parkway*

The WISDOT Verona Road/West Beltline study will impact the existing parkway due to roadway expansion. A new frontage road should be constructed to the south of the Beltline to direct traffic away from residents. The neighborhood park should remain between the existing residential buildings and the proposed frontage road.

*Physical Improvements Plan*

Physical improvements should be made to improve safety, circulation, and quality of life for neighborhood residents. These improvements include traffic calming islands, sidewalks, lighting, park improvements, and trail enhancements.



## Inventory & Analysis

### Background Research

Vandewalle & Associates reviewed the following studies as part of this project:

- *Allied-Dunn's Marsh Neighborhood Plan, 1990*
- City of Fitchburg, Dane County BUILD Program  
*Lots 12 and 13 Belmar – Better Urban Infill Development, 1999*
- *Allied Drive Commercial Area Redevelopment Study, 2002*
- *Mayo/REDI Allied Drive Housing Study, 2003*

The following summarizes the findings of the *Allied Drive Commercial Area Redevelopment Study* that are important to this study:

- Madison Plaza could likely support 60,000 to 70,000 square feet of retail space, as opposed to 128,000 square feet currently available.
- Existing major tenants visible from Verona Road including Walgreen's, McDonald's, Einstein's Bagels and Blockbuster Entertainment are successful.
- Physical design and layout of Madison Plaza contributes to its failure to function successfully as a neighborhood shopping center.
- There is no market support for a supermarket on the site.
- The most probable tenants of the former supermarket and smaller strip mall are 'back office' uses, service businesses, social service agencies, neighborhood-oriented services, and other businesses not dependent on high visibility or access.
- Market demand currently supports 40 to 50 housing units in the Allied Drive area, which could be located in portions of the Allied Drive Commercial Area.

The following summarizes the findings of the *Mayo/REDI Allied Drive Housing Study* that are important to this study:

- The area has 1,526 dwelling units, 1,101 of which are rental units.
- The City of Madison contains 105 rental buildings and 725 rental units in this area.
- Allied Drive contains 73 rental buildings, which house 344 rental units (5-8 units per building).
- Average vacancy is estimated at 3.25%.
- The area has market demand for 41 additional rental units and 46 owner-occupied units.
- Study recommends no net loss of housing.

At the time of this study no major capital improvements were scheduled in either the Allied-Dunn's Marsh or Belmar Neighborhoods.



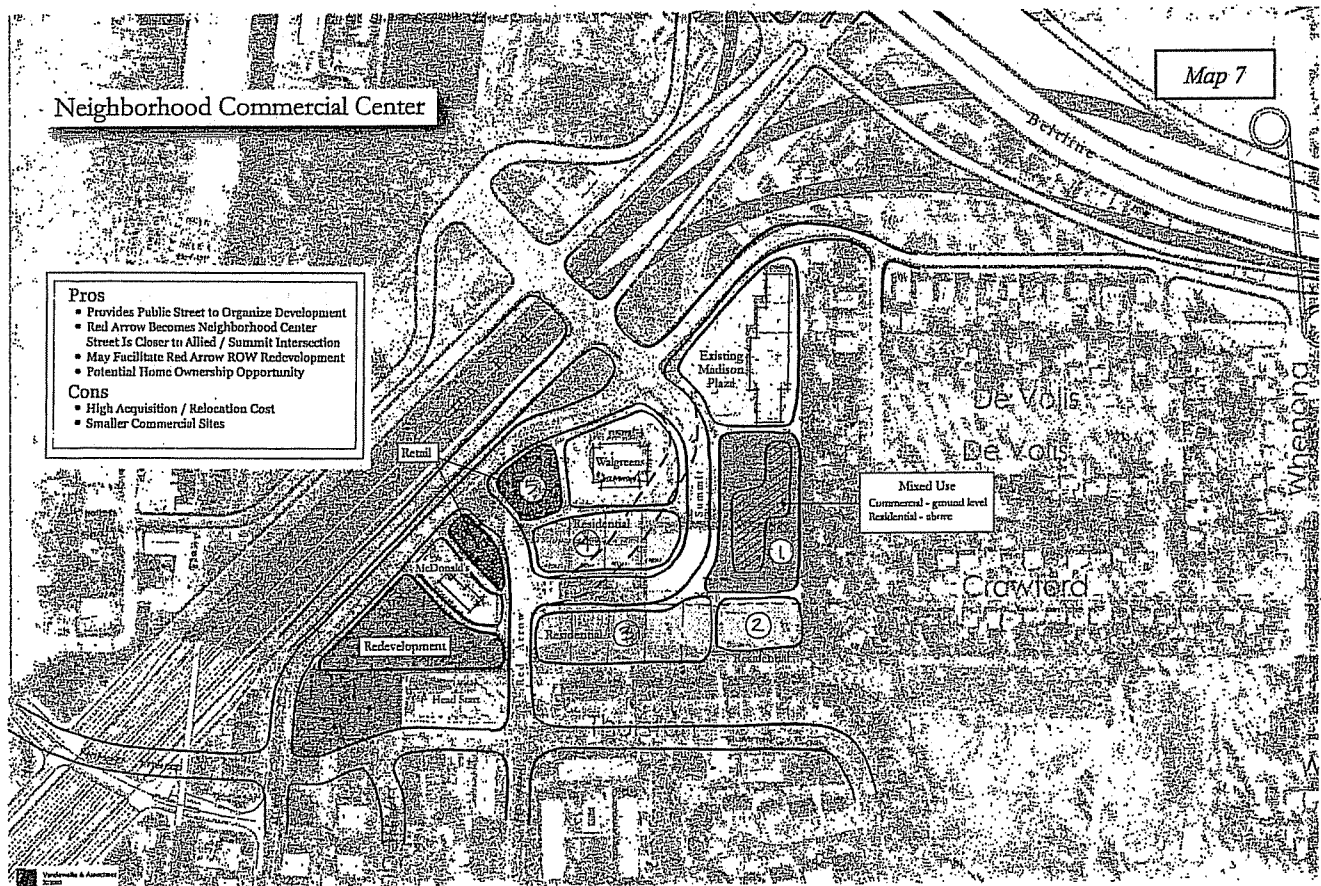
## Physical Improvement Recommendations

Design recommendations were made for the four improvement concentration areas as well as physical improvements for the entire neighborhood.

### Neighborhood Commercial Center

A neighborhood commercial center is a place where residents live, work, and shop. This mix of uses provides an opportunity to obtain daily needs within walking distance, thereby reducing the need to travel long distances by automobile.

The Madison Plaza shopping area is designed as a regional destination center. Businesses have not historically been successful in this area. The *Allied Drive Commercial Area Redevelopment Study* found that the physical design of Madison Plaza contributes to its failure to function as a neighborhood shopping center. The fronts of the buildings are located away from the neighborhood, toward Verona Road. The area can support approximately one-half of the existing retail space, and existing uses do not benefit the neighborhood. In addition, the regional/auto-oriented scale of the center is not suitable for a neighborhood commercial center. This area should be revitalized into a human-scale commercial center that serves the neighborhood and additional housing.



\* See Exhibit D on p.43 for estimated development for sites 1-5.

The following are the revitalization goals for the Neighborhood Commercial Center:

- Redesign the center to serve the community – not the region
- Provide pedestrian access into the site from all directions
- Orient the center toward the surrounding neighborhood
- Break up the scale of the site
- Explore home-ownership opportunities
- Supply rental units for those displaced by the Raymond Road extension
- Reduce the amount of retail space to a level the market can support
- Create an identifiable pedestrian-oriented neighborhood center

The following section represents the best redevelopment opportunities of those identified and evaluated. The timing of these projects will depend on the further discussions with property owners and potential developers.

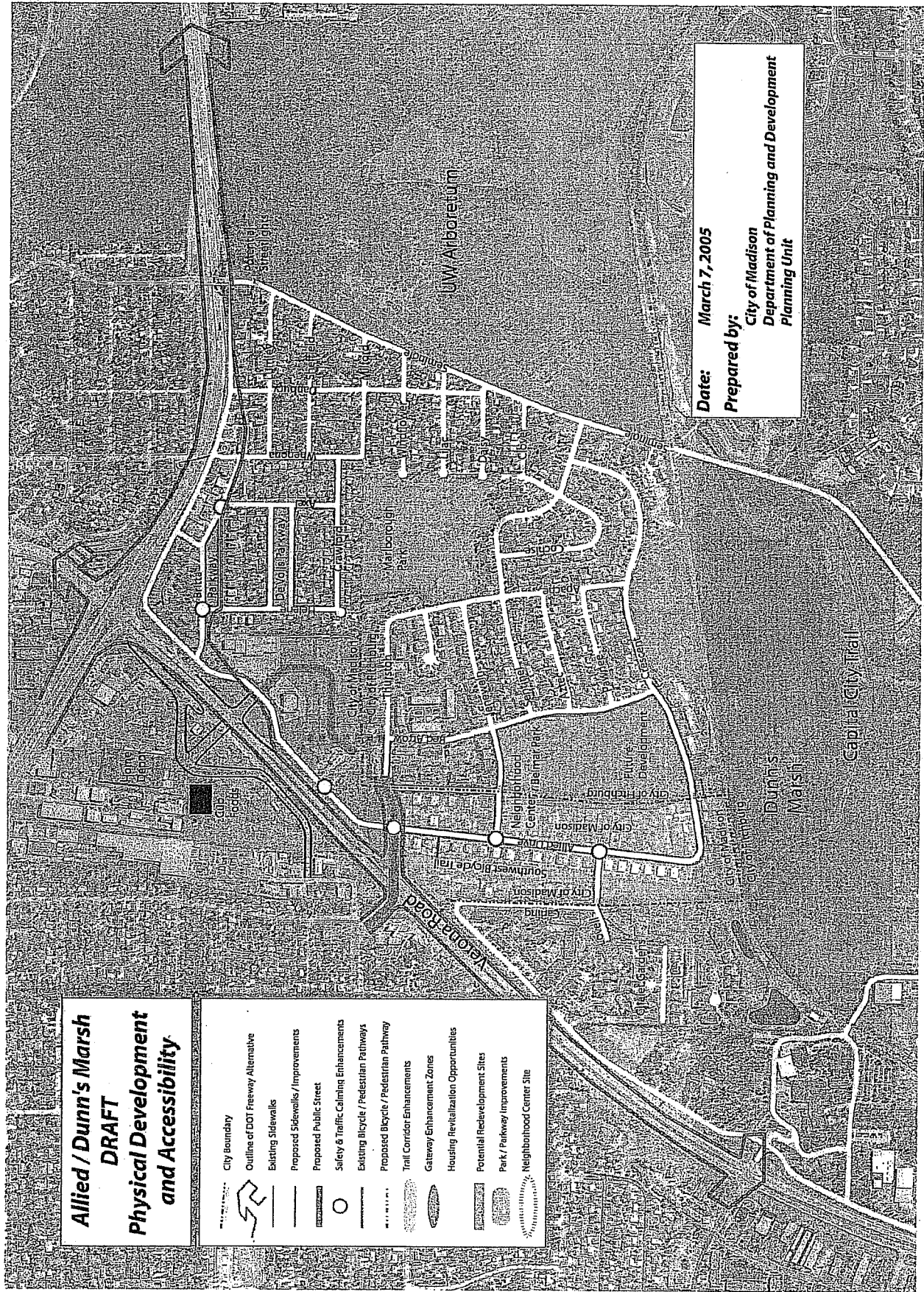
- Summit Road extends into the site and curves to the west where it intersects with a realigned Red Arrow Trail. This new road network sets the framework for the site redevelopment. The street configuration allows pedestrians and vehicles to access the center of the site and breaks the site into smaller redevelopment parcels. The exact alignment of Summit Road has not yet been determined. Two possible alignments are shown on Map 7.
- The *Allied Drive Commercial Redevelopment Study* found that retail is viable close to the highway due to visual access from Verona Road. For this reason, Walgreens, McDonald's and the northern half of Madison Plaza all remain in the center revitalization. This plan provides two new retail areas that could house some of the businesses that may be relocated as part of the Verona Road/West Beltline Study.
- The area between the retail and existing residential neighborhoods is proposed to contain new owner-occupied condominium housing or new rental housing. The buildings should have front porches, shallow street setbacks and each unit should have its own entrance. This area also could contain a mixed-use area with limited retail or commercial space on the ground level and rental units above. The new center could have up to 100 additional new residential units.
- Possible retail/commercial uses include those businesses relocated from the frontage road, day care, medical clinic, incubator offices, food pantry and community center. All uses should directly benefit the neighborhood.
- Other design alternatives can be found in Exhibit E. These alternatives were explored and discussed with City Staff, but did not satisfy the neighborhood center design goals. Exhibit E also contains general revenue and project cost projections for the alternatives considered.

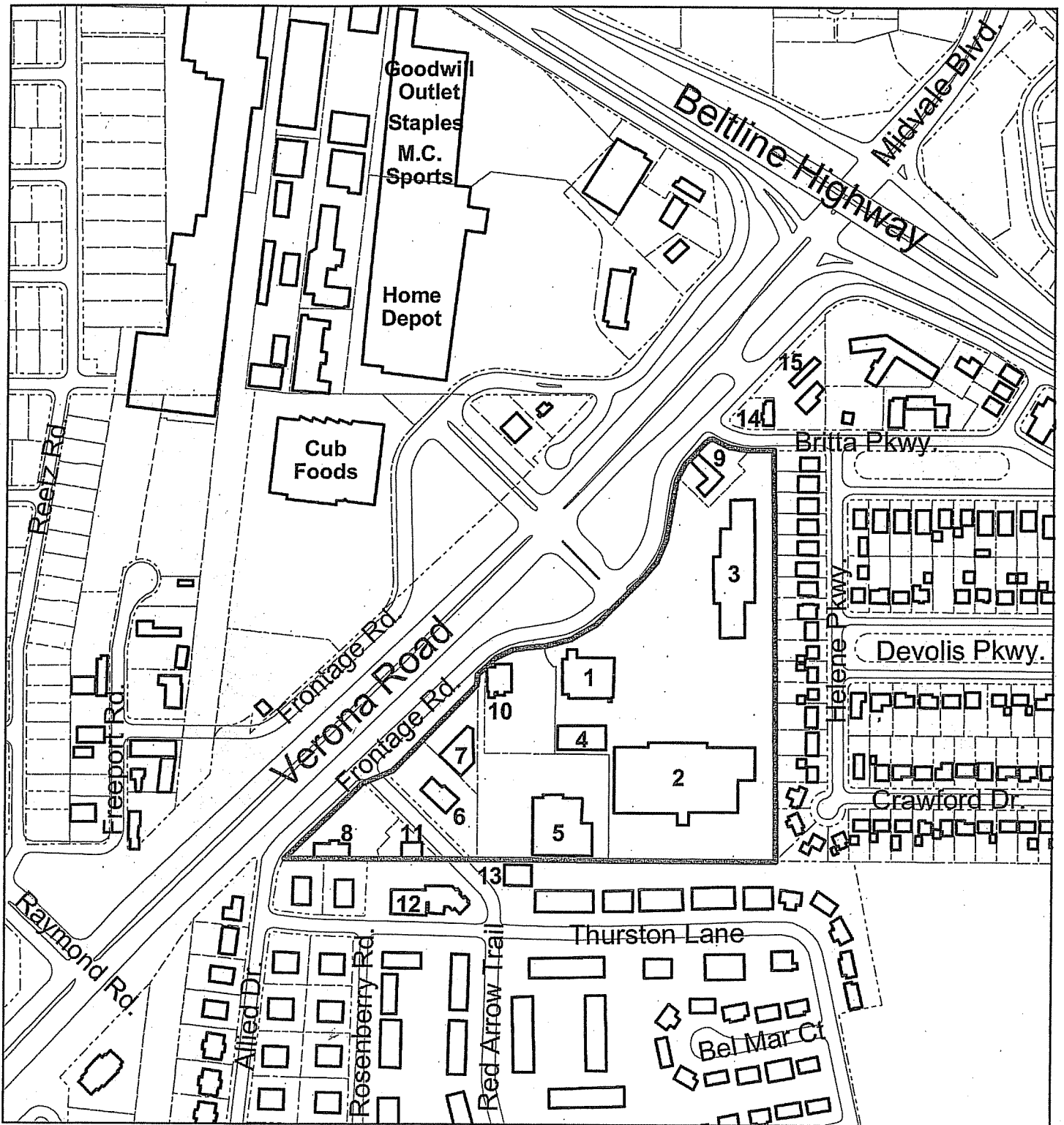
5

**Allied / Dunn's Marsh**  
**DRAFT**  
**Physical Development**  
**and Accessibility**

	City Boundary
	Outline of DOT Freeway Alternative
	Existing Sidewalks
	Proposed Sidewalks / Improvements
	Proposed Public Street
	Safety & Traffic Calming Enhancements
	Existing Bicycle / Pedestrian Pathways
	Proposed Bicycle / Pedestrian Pathway
	Trail Corridor Enhancements
	Gateway Enhancement Zones
	Housing Revitalization Opportunities
	Potential Redevelopment Sites
	Park / Parkway Improvements
	Neighborhood Center Site

**Date:** March 7, 2005  
**Prepared by:**  
 City of Madison  
 Department of Planning and Development  
 Planning Unit





Base Map Source Data:  
City of Madison Planning & Development

**Legend**

- |                              |                                    |                                  |
|------------------------------|------------------------------------|----------------------------------|
| 1. Walgreens                 | 6. McDonald's                      | 11. Cash Express / Einstein Cell |
| 2. Super Saver (Vacant)      | 7. FNB Properties - Leased Offices | 12. Headstart                    |
| 3. Madison Plaza Building A  | 8. Family Resource Center          | 13. Stepping Stone Day Care      |
| 4. Madison Plaza Building B  | 9. Mobil Station                   | 14. Einstein Bagels              |
| 5. Fast Forward Skate Center | 10. Wisconsin Auto Title Loans     | 15. Amoco Station                |

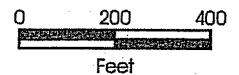


Figure 1

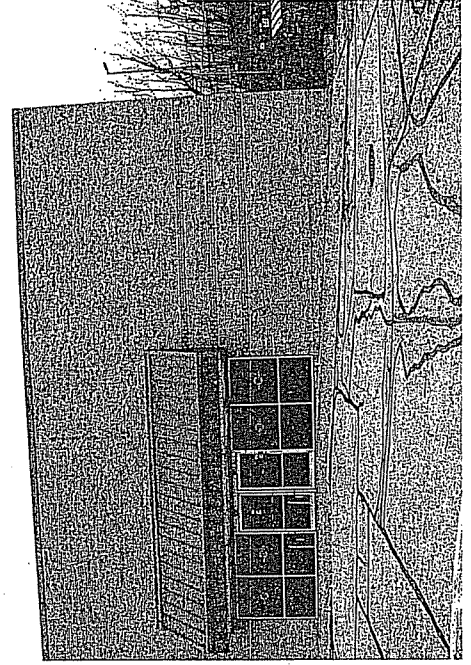
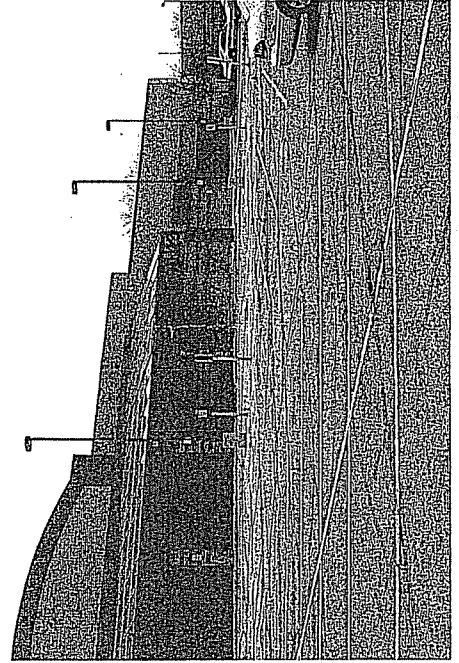
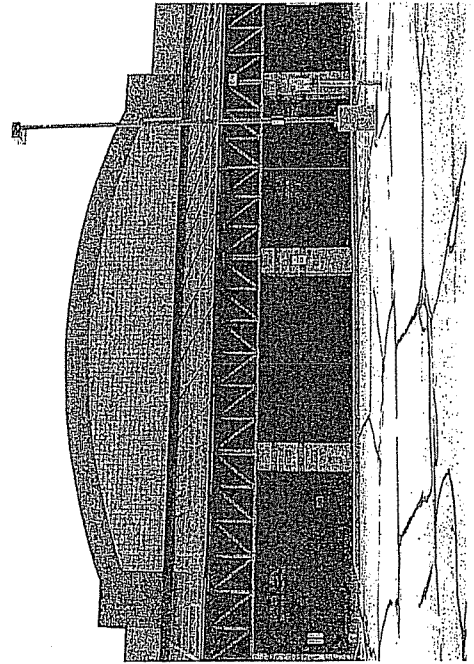
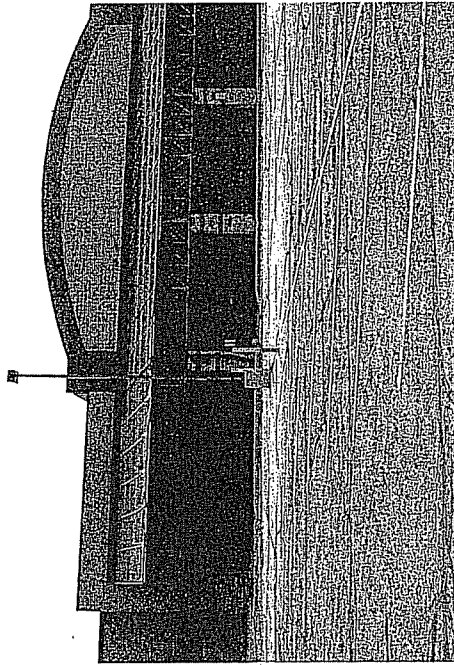
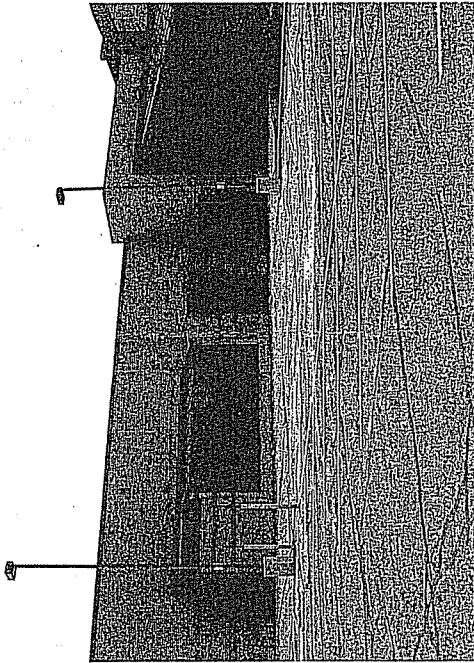
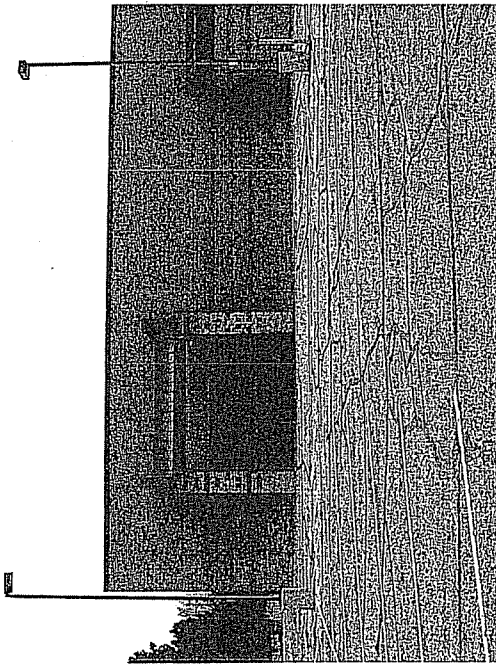
# Allied Drive Commercial Area

Allied Drive Area Redevelopment Study  
City of Madison, Wisconsin

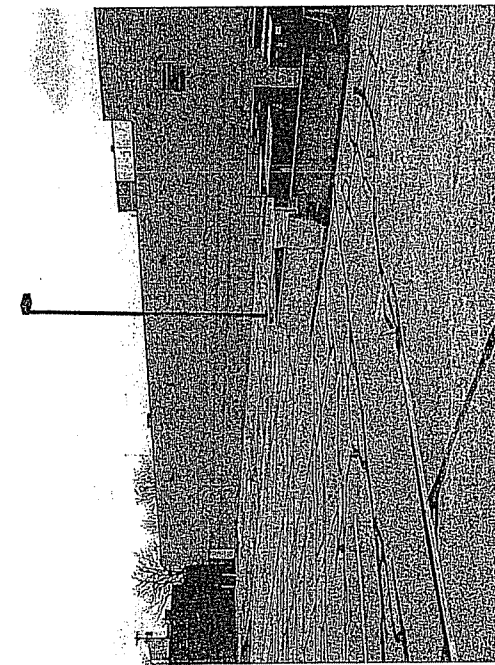
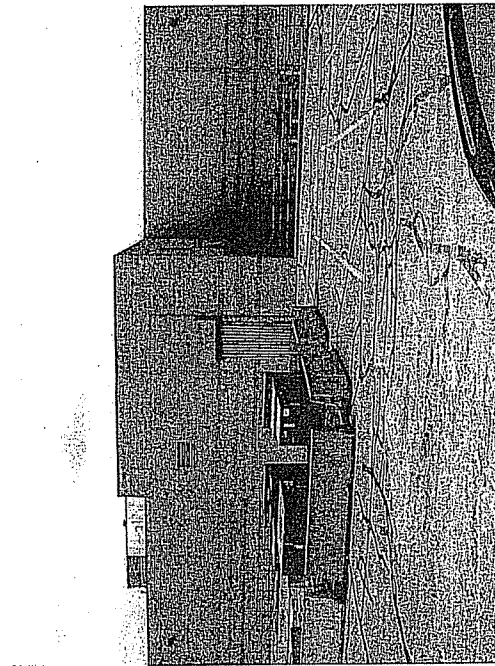
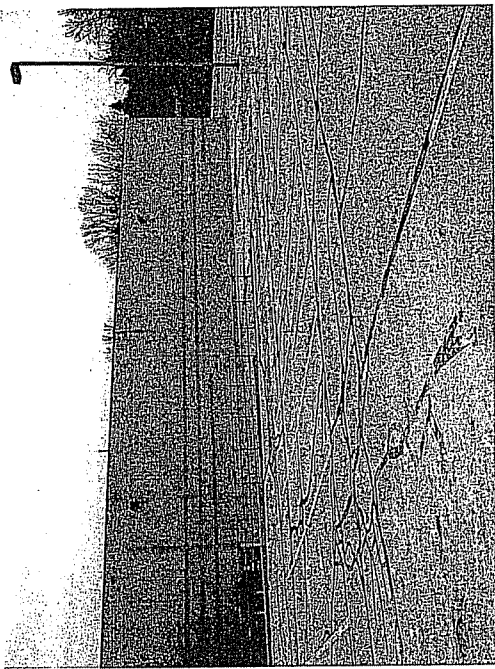
# TIF DISTRICT #29 CITY OF MADISON



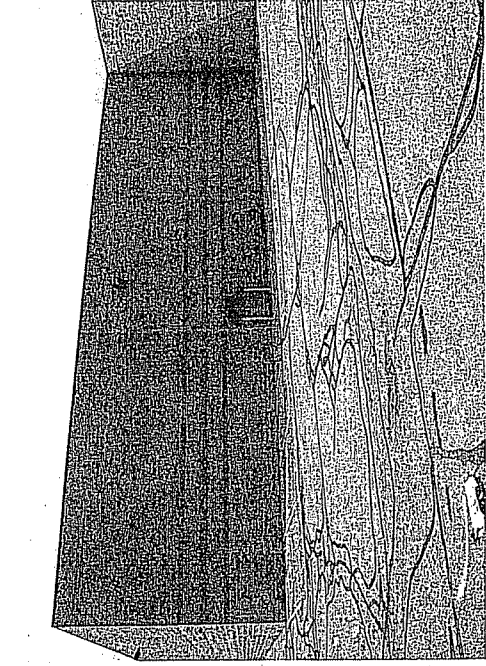
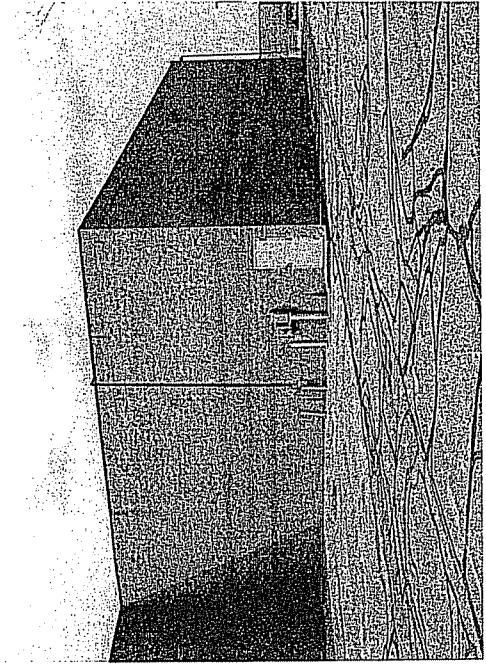
Figure 4



NORTH



SOUTH



EAST

**AGENDA # V.C.**

City of Madison, Wisconsin

---

**REPORT OF:** URBAN DESIGN COMMISSION

**PRESENTED:** April 20, 2005

**TITLE:** 4629 Verona Road - Demolition, Planned Residential Development (PRD)

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

**AUTHOR:** Alan J. Martin, Secretary

**ADOPTED:**

**POF:**

**DATED:** April 20, 2005

**ID NUMBER:**

---

Members present were: Paul Wagner, Chair; Lou Host-Jablonski, Todd Barnett, Robert March, Michael Barrett, Lisa Geer, Bruce Woods, and Ald. Noel Radomski.

**SUMMARY:**

At its meeting of April 20, 2005, the Urban Design Commission **GRANTED INITIAL APPROVAL** of the demolition of the former "Super Saver" grocery and construction of a Planned Residential Development, located at 4629 Verona Road. Appearing on behalf of the project was Chris Laurent and Michael Jeffers, both of Gorman & Company, and Douglas Duren of the Rettler Corporation. The plans as presented provide for the development of four three-story multi-tenant residential buildings ranging from twenty-two to thirty units in each building, centered around a community building spray ground and future day care on the site. The plans as presented featured the following:

- All apartments will have individual entries with second-floor walkout balconies.
- The primary building material on each of the buildings will be hardiplank siding, in combination with double-hung windows and an asphalt-shingled roof.

Following the presentation of the plans, the Commission expressed concerns on the following:

- The façade of the buildings appears blank, with underscaled windows as a primary feature and too little architecture.
- The garden area and the spray ground and overall site design was looked upon favorably.
- Correct the architectural detailing relevant to the appearance of windows on doors, not shown appropriately on the architectural renderings.
- Some concerns were raised relevant to neighborhood and planning efforts in the area; with an emphasis on appropriate communication measures with the neighborhood and other area organizations.
- The 194 parking spaces proposed for the 104 units appeared to be excessive, and is missing opportunity for creating more open space.
- Consider reducing parking levels by way of the administrative variance process, or consider the reservation of space for potential surface parking based on a demonstration of need.
- Provide more detail on the relationship of the site to Walgreen's and other existing adjacent retail.
- Enhance pedestrian access by bringing the sidewalk to the street and providing patterned paving at street crossings.
- Detail connectivity to bus routes.



- Provide more site context, for sense of connectivity to surrounding area, emphasizing pedestrian access.
- Push garage entry on westerly building off of the relocated street or offset appropriately.
- Resolve problem with blank gable projections and provide windows and articulation.
- Firm up road/parking issues to provide for more outdoor open space in front of buildings' entries; reduce overall drive aisle width and continue to meet fire access requirements.
- Reduce the number of parking stalls (levels) to enhance "village" green space and landscaping.
- Look at opportunities for shared parking.

**ACTION:**

On a motion by Geer, seconded by March, the Urban Design Commission **GRANTED INITIAL APPROVAL** of this project. The motion was passed on a unanimous vote of (8-0). The motion required address of the above stated concerns.

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, 6, 6.5, 6.5, 7, 7, and 8.5.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 4629 Verona Road

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	7	6	6	6	-	6	7	7
	5	5	5	5	5	3	4	5
	7	6	6	7	-	6	7	6.5
	7	6	6	7	-	6	7	6.5
	6	5	5	-	-	5	-	-
	8	8	8	10	-	7	9	8.5
	7	6	7	7	-	6	7	7
	-	-	-	-	-	-	-	6
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-

General Comments:

- Needs work on: 1) decreasing parking/increasing green space; 2) connectivity; 3) community input at Urban Design Commission.
- Look at parking count, detailing at projecting gables and pushing street-facing garage to rear.
- Great start – more green space, less asphalt.
- Great job for an affordable project.
- Try to create a more homey feel to the facades: larger windows, windows in door, more green space for picnicking where possible. Do like the spray park and the play area centrally located with the community center. Emphasize the pedestrian connections and their safety where crossing the busier streets. Warmer façade color.
- This has too little open space, just because the City is behind it. If this were a normal development, there would be more green space and better access for pedestrians to the park.



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

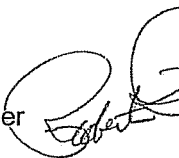
**Deputy City Engineer**  
Robert F. Phillips, P.E.

**Principal Engineers**  
Michael R. Dailey, 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: May 4, 2005  
TO: Plan Commission  
FROM: Larry D. Nelson, P.E., City Engineer   
SUBJECT: 4629 Verona Road Conditional Use & 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. Show proposed right-of-way limits (Summit Drive) on the site plan and label as right-of-way.
2. Owner / Applicant must submit and record a certified survey map of these development lands prior this approval.
3. Add to first sentence "if any work is required in the right-of-way".
4. Grades shown at property line appear low. Back of sidewalk will be 0.5' above centerline for standard installation with 15' terrace.
5. Need drawings for new street (Summit Drive) from Verona Road to Red Arrow Trail.
6. The applicant shall provide storm water calculations showing 40% control of TSS, and oil and grease control. A maintenance agreement for these treatment systems shall be recorded.
7. The applicant shall show existing stormwater facilities on the plan.
8. The proposed plan calls for connection to a private storm system. The applicant shall provide Engineering with a copy of a signed agreement showing that both parties agree to this stormwater system.
9. Revise plan to show existing sanitary main on east property line.
10. Consider revising sanitary layout to connect to existing sanitary main on east property line.

**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.

15



**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.
- 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 Summit Drive 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

45

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.
- 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.

**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.
- 4.5 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.6 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.
- 4.7 This site is greater than one (1) acre and the applicant is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources. Contact Jim Bertolacini of the WDNR at 275-3201 to discuss this requirement.
- 4.8 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.
- 4.9 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.
- 4.10 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Please contact Greg Fries at 267-1199 to discuss this requirement.
- 4.11 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.

15

- 4.12 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.
- 4.13 The Applicant shall submit, prior to plan sign-off, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.
- CAD submittals can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) formats 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.)
- NOTE: Email file transmissions preferred [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com) . Include the site address in this transmittal.
- 4.14 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.

#### 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 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 to connection to the public sewerage system.
- 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 and alignment of the proposed service.

15



## Traffic Engineering Division

David C. Dryer, City Traffic Engineer

Madison Municipal Building  
215 Martin Luther King, Jr. Boulevard  
P.O. Box 2986  
Madison, Wisconsin 53701-2986  
PH 608/266-4761  
TTY 608/267-9623  
FAX 608/267-1158

May 9, 2005

TO: Plan Commission

FROM: David C. Dryer, P.E., City Traffic Engineer

SUBJECT: **4269 Verona Road- Conditional Use / Demolition - Build 104 Apartments  
Units with Community Building / 169 Parking Spaces / 167741 Sq. Ft.  
Buildings (Future Daycare)**

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. To provide for adequate future pedestrian pathways/linkage to connect into the adjacent neighborhoods the applicant should provide public sidewalk through the site for a future pedestrian linkage.

### GENERAL OR STANDARD REVIEW COMMENTS

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

2. 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'.
3. A "Stop" sign shall be installed at a height of seven (7) feet at all 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.
4. The applicant shall execute a waiver of notice and hearing on special assessments for the future traffic signal, st. lights and associated street. The traffic signal waiver may

- also require a deposit for future area traffic signals and associated intersection changes.
5. The Developer shall post a deposit or reimburse the City for all costs associated with any modifications to Street Lighting, Signing and Pavement Marking including labor and materials for both temporary and permanent installations.
  6. 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: Christopher Laurent  
Fax: 608-257-8797  
Email: [claurent@gormancompany.com](mailto:claurent@gormancompany.com)

DCD:DJM:dm



**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** May 7, 2005

**To:** Bill Roberts, Planner III  
**From:** Kathy Voeck, Assistant Zoning Administrator  
**Subject:** 4629 Verona Rd

---

**Present Zoning District:** C-2

**Proposed Use:** Demolish a commercial building & build 104 affordable apartment units with a community building (24-one bdrms, 48-two bdrms, and 32-three bdrms)

**Conditional Use:** 28.09(3)(d)35 A Planned Residential Development is a conditional use.

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. Provide 83 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.
2. Meet applicable State building and State setback requirements.
3. 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.
4. Lighting plans are required for this project. Provide a plan showing at least .25 footcandle on any surface of the lot and an average of .75 footcandles.

5. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with Chapter 31 of the Madison General Ordinances. Permits must be issued by the Zoning Section of the Department of Planning and Development.

**ZONING CRITERIA**

Bulk Requirements	Required	Proposed
Lot Area	137,600 sq. ft.	218,660 sq. ft.
Lot width	50'	adequate
Usable open space	34,560 sq. ft.	121,301 sq. ft.
Front yard	0'	22.46'
Side yards	Min. 6', total 15' (zoning)	31.12' min., 62.65' total
Rear yard	30'	63'
Floor area ratio	3.0	less than 1.0
Building height	---	2 stories plus lofts

Site Design	Required	Proposed
Number parking stalls	134 (of these min. 34 surface) <u>13 (future day care)</u> 147 total	104 garage <u>87 surface</u> 191 total
Accessible stalls	4 gar. (1 stall per building) 2 surface (1 ea. com ctr & d.c.) <u>4 surface min. residential</u> 10 total	4 garage 3 surface (com ctr & day care) <u>8 surface residential</u> 15 total
Loading	1 (10' x 35') per apt. bldg.	Provided in drive aisles (res. bldgs between 10,000-50,000 s.f. can provide in drive aisles)
Number bike parking stalls	77 (residential) 2 (future daycare) <u>6 Community center</u> 85 total	(1)
Landscaping	Yes	(3)
Lighting	Yes	(4)

4629 Verona Rd

May 7, 2005

Page 3

<b>Other Critical Zoning Items</b>	
Urban Design	Yes
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	Yes
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.



Department of Public Works  
**Parks Division**

Madison Municipal Building, Room 120  
215 Martin Luther King, Jr. Boulevard  
P.O. Box 2987  
Madison, Wisconsin 53701-2987  
PH: 608 266 4711  
TDD: 608 267 4980  
FAX: 608 267 1162

May 11, 2005

TO: Plan Commission

FROM: Simon Widstrand, Parks Development Manager

*S.W.*

SUBJECT: 4629 Verona Road

1. The developer shall pay \$172,235.44 for park dedication and development fees. Some private open space areas may receive credit toward these fees.
2. Park Fees shall be paid prior to SIP signoff, or the developer may pay half the fees and provide a letter of credit for the other half.

Calculation of fees in lieu of dedication plus park development fees:

Park dedication = (104 multifamily @ 700 square feet/unit) = 72,800 square feet. The developer shall pay a fee in lieu of dedication based on the land value of the square footage of parkland required (up to a maximum of \$1.65 / square foot). Maximum Fee is **\$120,120.00**  
Park Development Fees = (104 @ \$501.11) = **\$52,115.44**  
**TOTAL PARK FEES = \$172,235.44**

Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816.

Please contact Simon Widstrand at 266-4714 or [awidstrand@cityofmadison.com](mailto:awidstrand@cityofmadison.com) if you have questions regarding the above items.

15





# City of Madison Fire Department

## Fire Prevention Division

325 W. Johnson St., Madison, WI 53703-2295  
Phone: 608-266-4484 ♦ FAX: 608-267-1153

DATE: 5/6/05  
TO: Plan Commission  
FROM: Edwin J. Ruckriegel, Fire Marshal  
SUBJECT: 4629 Verona Rd.

The City of Madison Fire Department (MFD) 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.)

The fire lanes shown on the site plans do not comply with Comm 62.0509, and/or MGO Chapter 34; the owner must revise the plans or apply for and receive approval of a Petition for Variance from the Board of Building Code, Fire Code and Licensing Appeals prior to construction of the project. If the Board does not approve the Petition for Variance, then the owner must submit a new application for approval of revised plans.

A dead-end fire lane that is longer than 150-feet shall terminate in a turnaround. Provide an approved turnaround (cul-de-sac, 45 degree wye, 90 degree tee) at the end of a fire lane that is more than 150-feet in length.

Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet of the structure, and parallel to one entire side of the structure.

Provide a fire lane that extends to within 150-feet of all exterior portions of the structure.

### **GENERAL OR STANDARD REVIEW COMMENTS**

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

All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. Distances are measured along the path traveled by the fire truck as the hose lays off the truck. See MGO 34.20 for additional information.

Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:  
The site plans shall clearly identify the location of all fire lanes.

Please contact John Lippitt, MFD Fire Protection Engineer, at 608-261-9658 if you have questions regarding the above items.



## Madison Metro Transit System



1101 East Washington Avenue  
Madison, Wisconsin 53703  
Administrative Office: 608 266 4904  
Fax: 608 267 8778

May 6, 2005

TO: Plan Commission

FROM: Timothy Sobota, Transit Planner, Metro Transit

SUBJECT: 4629 Verona Road – Demolition and Conditional Use – Avalon Madison Village

Metro Transit 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 install a concrete passenger boarding pad on the east side of the new street segment, aligned with the eight-foot wide walkway leading from the Community Center building to the sidewalk, for a proposed Metro bus stop. The concrete pad shall occupy the full distance of the terrace, continue the same measure of 8 feet in width, and lie flush between the sidewalk and the top of curb.
2. The applicant shall install and maintain a passenger waiting shelter with bench seating on top of a concrete pad or other suitable surface on the east side of the new street, in the area immediately north of the eight foot walkway leading from the Community Center building to the street adjacent the east edge of the sidewalk. The site layout plan submitted by the applicant shows a passenger waiting shelter further north on the property near the intersection with the Verona Frontage Road. This location is not suitable for a new Metro bus stop.
3. The applicant shall install and maintain a trash receptacle adjacent the shelter amenity.
4. The developer shall include this concrete passenger boarding pad, shelter with bench, and trash receptacle on the final documents filed with their permit application so that Metro Transit may review and approve the design.

### GENERAL OR STANDARD REVIEW COMMENTS

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

5. Metro Transit operates bus service seven days a week along the Verona Frontage Road and Red Arrow Trail generally surrounding this development site. Metro bus stop #4901 is on the east side of the Verona Frontage Road, approximately 80 feet north of the new street intersection.
6. The developer may propose to delay the purchase and installation of the passenger shelter with bench and trash receptacle until such time that the new street is completed to connect from the Verona Frontage Road south all the way to Red Arrow Trail. Metro Transit would not be able to re-route buses and serve the proposed stop location until this entire street segment was constructed.

May 6, 2005

Page 2

7. The applicant may select the passenger amenity designs given their preference of materials, color, etc. to match building or landscape elements. The applicant may contact Metro Transit to discuss any questions regarding size or exact placement requirements, including Federal ADA access dimensions for the passenger shelter.
8. Metro Transit requests to sign and review final documents submitted for this project.

Please contact Tim Sobota, Metro Transit at 261-4289  
or by email at <tsobota@cityofmadison.com>  
if you have questions regarding the above items.



A handwritten signature in black ink, appearing to read 'Tim Sobota', written over a horizontal line.

Digitally signed  
by Tim Sobota  
Date: 2005.05.06  
10:34:22 -05'00'

CC: Project contact person, Chris Laurent: <claurent@gormancompany.com> (email)



City of Madison  
PLAN COMMISSION

Legislative File ID 00337

Type: Resolution Status: Passed  
 Title: **SUBSTITUTE - Adopting the Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan. 10th Ald. Dist.**  
 Introduced: 1/20/2005 Version: 2  
 Final Action: 4/19/2005 Contact: Bradley J. Murphy  
 Enactment Date: 4/25/2005 EnactmentNumber: RES-05-00401  
 Name: **Adopting the Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan.**  
 Requester: PLAN COMMISSION  
 Sponsors: Mayor Cieslewicz, Kenneth Golden  
 Attachments: Legislative File Text  
 AlliedPlan113004.pdf  
 LRTPC Comment.pdf  
 Map.pdf

Next Meeting:

**Legislative History**

Date	Acting Body	Action Taken	Motion
1/24/2005	BOARD OF ESTIMATES	Rerefer to the BOARD OF ESTIMATES Completed on 2/14/2005	Pass
1/25/2005	PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION	Refer to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION	Pass
1/25/2005	Planning Unit	Rerefer to the PLAN COMMISSION Completed on 2/7/2005	
1/27/2005	PLAN COMMISSION	Refer to the COMMON COUNCIL Completed on 4/19/2005	
<i>Notes: REREFER TO PLAN COMMISSION, BOARD OF ESTIMATES, PED-BIKE-MOTOR VECHICLE COMMISSION, TRANSIT PARKING COMMISSION, LONG RANGE TRANSPORTATION COMMISSION FOR 90 DAYS.</i>			
2/1/2005	COMMON COUNCIL	Refer to the PLAN COMMISSION due on 5/3/2005. Completed on 3/17/2005	Pass
2/1/2005	COMMON COUNCIL	Refer to the BOARD OF ESTIMATES due on 5/3/2005.	
2/1/2005	COMMON COUNCIL	Refer to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION due on 5/3/2005.	
2/1/2005	COMMON COUNCIL	Refer to the TRANSIT AND PARKING COMMISSION due on 5/3/2005.	
2/1/2005	COMMON COUNCIL	Refer to the LONG RANGE TRANSPORTATION PLANNING COMMISSION due on 5/3/2005.	
2/7/2005	PLAN COMMISSION	Refer to the PLAN COMMISSION Completed on 3/17/2005	Pass
2/8/2005	TRANSIT AND PARKING COMMISSION	Return to Lead with the Recommendation for Approval PLAN COMMISSION Completed on 3/17/2005	Pass (6:0)
2/14/2005	BOARD OF ESTIMATES	Return to Lead with the Recommendation for Approval PLAN COMMISSION Completed on 3/17/2005	Pass
2/23/2005	PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION	Return to Lead with the Recommendation to Approve as Substituted PLAN COMMISSION Completed on 3/17/2005	Pass
<i>Notes: Motion to approve as revised to recommend the inclusion of the additional bike path along the rail bed, inclusion of reference to accessibility as it relates to traffic island design (especially for wheelchair access related to winter/snow conditions), and inclusion of LRTPC recommendation relative to desirability of a future pedestrian facility connecting the commercial area with Thurston Lane and Crawford Drive carried unanimously.</i>			
3/7/2005	PLAN COMMISSION	Rerefer to the PLAN COMMISSION Completed on 3/17/2005	Pass
3/31/2005	PLAN COMMISSION	Fiscal Note Required / Approval to the Comptroller's Office/Approval Group due on 3/31/2005.	
4/4/2005	PLAN COMMISSION	RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER	Pass

*Notes: The Plan Commission motion included a recommendation to add the following language to the resolution: "Be It*

15



*Further Resolved that the Allied Drive Task Force should explore, with the assistance of the Police Department, returning parking to Allied Drive and other streets to further assist in traffic calming measures." - Long-Range Transportation Planning Commission and Board of Public Works also recommend approval. The Long-Range Transportation Planning Commission recommended that the plan map show a future pedestrian connection between the Super Saver site and Crawford Drive and Thurston Lane.*

4/4/2005

Comptroller's Office/Approval Group

Approved Fiscal Note By The Comptroller's Office to the PLAN COMMISSION Completed on 4/4/2005

*Notes: Bohrod*

4/4/2005

PLAN COMMISSION

Refer to the PLAN COMMISSION Completed on 4/4/2005

4/19/2005

COMMON COUNCIL

Adopt

Pass

---

Last Updated On: 4/22/2005 2:18:41 PM

15

5/10/2005

City of Madison

Legislative File Number 00337 (version 2)

Title

SUBSTITUTE - Adopting the Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan. 10th Ald. Dist.

Body

WHEREAS the City of Madison, in cooperation with the City of Fitchburg and Wisconsin Department of Transportation jointly funded the preparation of a physical improvement plan for the Allied-Dunn's Marsh-Belmar Neighborhood focusing on physical infrastructure improvements within the neighborhood, redevelopment of underutilized and undeveloped properties, traffic circulation system improvements, and recommendations to address the negative effects associated with the Wisconsin Department of Transportation's Verona Road/West Beltline Highway reconfiguration; and

WHEREAS in order to inform the recommendations included in the plan, the City funded the preparation of the "Allied Drive Commercial Area Redevelopment Study", which produced findings and recommendations for the Madison Plaza (Super Saver) area and the "Allied Drive Housing Study" that provided findings related to the demand for additional owner-occupied and rental housing within the area which are summarized in the Plan; and

WHEREAS the physical improvement plan recommendations informed the City's adoption of a resolution in September, 2004 commenting on the Draft Verona Road/West Beltline Highway Environmental Impact Statement; and

WHEREAS as part of the plan preparation, three public meetings were held to review findings and recommendations; and

WHEREAS the Draft Physical Improvements Plan has informed the preparation of the broader "vision for the Allied community" plan, which provides a statement of goals and strategies to guide City staff and policy bodies as they work to carry-out neighborhood improvement activities within the Allied Drive area; and

WHEREAS the Draft Physical Improvements Plan has served as a basis for ongoing discussions related to the development and implementation of neighborhood improvement activities; and

WHEREAS it is important to recognize that the recommendations included in the plan were developed with the cooperation and involvement of the City of Fitchburg as much of the area lies within the City of Fitchburg.

NOW THEREFORE BE IT RESOLVED that the Common Council hereby adopts the Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan as an element of the City's Master Plan to guide the City's future investment decisions related to physical infrastructure improvements, traffic circulation system improvements, ongoing efforts to work with the Wisconsin Department of Transportation on the Verona Road/West Beltline Highway Reconfiguration Project, and the redevelopment of underutilized and undeveloped properties within the neighborhood.

BE IT FURTHER RESOLVED that the Common Council accepts the findings of the Allied Drive Commercial Area Redevelopment Study focused on the Madison Plaza (Super Saver) area and the Allied Drive Housing Study focused on the market for owner-occupied and rental housing within the area, as summarized in the Physical Improvements Plan.

BE IF FURTHER RESOLVED that the recommendations from the reviewing commissions are

incorporated into the adopted plan and Planning staff are directed to make the necessary changes to the maps and text to incorporate the comments.

**BE IT FINALLY RESOLVED** that the Allied Drive Task Force should explore, with the assistance of the Police Department, returning parking to Allied Drive (and other streets) to further assist in traffic calming measures.

**Fiscal Note**

The adoption of the plan establishes recommendations to guide future investments in capital facilities and infrastructure within the neighborhood. As such, the adoption of the plan does not approve specific expenditures. Any additional capital expenditures to implement plan recommendations will require specific Common Council review and approval.