

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
July 13, 2005

RE: LD. #01575, Conditional Use Application – 1010 Ann Street

1. Requested Action: Approval of a conditional use permit to allow used automobile sales on a parcel located at 1010 Ann Street.
2. Applicable Regulations: Section 28.09 (3) identifies automobile sales establishments in abandoned automobile service stations as conditional uses in C2 zoning. Section 28.12 (11) provides the guidelines and regulations for the approval of conditional uses.
3. Report Drafted By: Timothy M. Parks, Planner

GENERAL INFORMATION

1. Applicant: Miguel Brube, Brube Motor Works, 2317A South Stoughton Road, Madison, Wisconsin 53716.

Property Owner: James Shapiro, 1010 Ann Street, LLC, 10 North Charter Street, Madison, Wisconsin 53715.
2. Development Schedule: The applicant wishes to proceed as soon as all necessary approvals have been granted.
3. Location: Approximately 0.59 acres located on the north side of Ann Street (Beltline frontage road), approximately 800 feet west of Perry Street; Aldermanic District 14; Madison Metropolitan School District.
4. Existing Conditions: Abandoned service station, zoned C2 (General Commercial District).
5. Proposed Land Use: Used automobile sales establishment.
6. Surrounding Land Use and Zoning:

North: ABC Rentals, former K-Mart, zoned C3 Highway Commercial District.

South: Beltline Highway (U.S. Highways 12, 14, 18 & 151).

West: ABC Rentals, zoned C3.

East: Mayflower Motel, zoned C2 General Commercial District.
7. Adopted Land Use Plan: This property is identified as "Community Commercial" according to the 1988 Land Use Plan. This area is also located within the limits of the recently adopted

South Madison Neighborhood Plan, which governs redevelopment of an area bounded by Fish Hatchery Road on the west, Lake Monona and John Nolen Drive on the east, Monona Bay and Regent Street on the north and the Beltline on the south. The plan identifies the area surrounding and including the site for potential commercial and industrial redevelopment and suggests a future realignment of Ann and Perry Streets to permit additional development opportunities north of the Beltline between Fish Hatchery Road and South Park Street.

8. Environmental Corridor Status: The subject site is not located in a mapped environmental corridor.
9. Public Utilities and Services: The property is served by a full range of urban services.

STANDARDS FOR REVIEW:

This application is subject to the conditional use standards of Section 28.12 (11)(g). In addition, the Zoning Ordinance also requires that the Plan Commission shall find the following standards for automobile sales establishments in abandoned automobile service station sites are met:

- a. That there is adequate screening and landscaping, including between the site and residential uses.
- b. That no permanent or temporary storage of vehicles in disrepair shall occur on the premises unless within a completely enclosed building.
- c. That the site fronts on either a street designated as an arterial street or on a frontage road adjacent to a designated arterial street.
- d. That illumination of the site does not adversely affect adjacent properties.
- e. That signs shall conform to the size limitation of the R5 residential district if the site is opposite or adjoining residential property.
- f. That the hours of operation shall be limited to 8:00 a.m. to 8:00 p.m.

ANALYSIS, EVALUATION AND CONCLUSION:

The applicant is requesting approval to operate a used car sales establishment on a 0.59-acre parcel located on the north side of Ann Street about 800 feet west of Perry Street in C2 zoning. The site is currently developed with a vacant 2,176.5 square-foot, one-story automobile repair facility located along the western property line that includes three service bays. The site formerly was a full service gas station that housed fuel pumps located east of the building, which have

since been removed. Ann Street serves as a frontage road along the north side of the Beltline between Fish Hatchery Road and S. Park Street and is developed with a number of commercial land uses, including a transitional housing motel, commercial equipment rental, building material sales, highway-oriented commercial uses and storage facilities.

A single driveway near the western property line will provide access to the car lot. A second driveway near the eastern property line will be closed and replaced with display stalls. A total of 42 vehicle display stalls are proposed for the used car lot, with ten of the stalls provided along the Ann Street frontage. Five visitor parking spaces (including one handicapped stall) are provided near the south wall of the building, which will be used for vehicle preparation and as a show room. Employee parking will be provided along the north wall of the building. Two spaces are identified near the southeast corner of the building for display of "high end cars."

Hours of operation for the business are proposed to extend from 10:00 a.m. to 7:00 p.m. daily. No site modifications other than the driveway closure are proposed. The property is presently enclosed with chain-link fencing on all four property lines, and there are no landscaping materials present. At present, the asphalt parking lot extends to the eastern property line adjacent to the motel and the southern property line adjacent to the sidewalk along Ann Street. Three pole-mounted lights are located along the southern property line, with a fourth pole-mounted light provided along the eastern property line. The applicant proposes to plant four "2-inch trees" along the northern property line, one along the eastern property line next to the pole light, and two along the western property line.

The existing C2 zoning is consistent with the 1988 Land Use Plan, which recommends this site and properties along the Beltline for "Community Commercial" uses. The proposed used car lot would appear to comply with all of the specific standards stipulated by the Zoning Ordinance for automobile sales establishments in abandoned automobile service station sites: the subject property is located along an arterial roadway; the hours of operation comport to the hours allowed by ordinance; there are no nearby residential uses (the adjacent motel is not considered by the Zoning Administrator to be a residential use), and; no changes to site illumination are proposed. The proposed use, however, must also comply with all of the conditional standards.

The Planning Unit has concerns about the establishment of this use at this location. The City has recently adopted the South Madison Neighborhood Plan which encourages new commercial and industrial development along Ann Street to capitalize on its high visibility and relative access from the Beltline (the "Community Commercial" land use recommendation would still apply). The plan recommends the realignment of Perry Street to facilitate additional investment and redevelopment in this area.

In 2004, the Badger-Ann Street-Park Street Redevelopment Committee and the Todd-Beltline Redevelopment Committee, working with City staff, prepared "Implementation Strategies: To

achieve redevelopment within the greater South Madison area.” This document, (excerpts which are attached) contains specific recommendations for the Ann Street and Perry Street area. The implementation strategies document identifies Ann Street as a dysfunctional frontage road to the Beltline with approximately a-half dozen businesses located along its stretch. The document recommends reworking the access and circulation by relocating Perry Street and its intersection with Ann Street to create a better traffic flow and better sites for redevelopment. The plan recommends that a more detailed plan for this area be prepared. New developments within the area should center around the realignment of Perry Street to create a better connection between Park Street and Fish Hatchery Road. The realignment should create improved opportunities for existing and new commercial enterprises, as well as improved housing opportunities. The attached maps show the realignment of Perry Street could potentially extend through a portion the subject property.

In addition to the South Madison Neighborhood Plan and Implementation Strategies document, the City of Madison has been working to create a redevelopment plan, which includes lands east and west of S. Park Street both north and south of W. Badger Road, including this property. The redevelopment plan, at the time of the drafting of this report, was nearing completion. The plan also includes a blight study, which has been prepared for this general area and identifies the subject property as a blighted property.

The redevelopment plan for this area will result in portions of the lands within the Town of Madison located in close proximity to the development site being attached to the City of Madison. The attachment of these lands will help the City to achieve the overall vision and revitalization of this area.

Staff is concerned with the establishment of a used car dealership at this location in light of the significant recent efforts to prepare and implement plans to promote the redevelopment and revitalization of the area. While one may be able to argue that a proposed used car dealership may be compatible with some of the existing uses within the area, staff is concerned with the impact of the used car dealership on the normal and orderly redevelopment of properties within the area (conditional use standard #4) consistent with the redevelopment planning that the City has done for the area. Staff does not believe that the proposed use is complementary to vision and the housing and economic development opportunities envisioned in the City’s planning documents. The proposals to create a redevelopment district for this general area, to attach some of the lands located within the Town of Madison to the City of Madison to eliminate jurisdictional issues and fragmented boundaries, and the proposal to realign Perry Street and redevelop the area with new commercial and residential buildings, all call into question the appropriateness of the establishment of a used car dealership at this location at this time.

Recently proposed used car dealerships on the City’s east and west sides have been extremely controversial. Significant concerns have been expressed about the impact of these proposed uses

on nearby existing uses and on the normal and orderly development of other properties in the area. While these recent dealerships were approved, under a different set of circumstances, lengthy sets of conditions have been applied to each.

In the case of the proposed use, it appears that little is being done to enhance the appearance of the property. Staff is not aware of any proposed enhancements to the building. Very minor landscaping improvements are being proposed (parenthetically, the woefully inadequate landscaping provided by an adjoining equipment rental business demonstrates the need for an adequate landscaping for any use along the Beltline frontage road). The presence of a fence around the property, the lack of adequate landscaping, and the significant amount of impervious surface on the lot, all detract from the overall appearance of the property and will result in this property continuing to detract from the attractiveness of the Ann Street area.

The Plan Commission will need to determine whether the conditional use standards are met in this case, after considering the staff report, the information provided by the applicant, and any additional information received from nearby property owners and others at the public hearing.

RECOMMENDATION

The Planning Unit recommends that the Plan Commission carefully consider the testimony provided at the public hearing and additional information provided by any nearby property owners commenting on the application in determining whether it believes the conditional use standards can be met. Based on the information currently available to the Planning Unit, the Planning Unit questions the appropriateness of the proposed use at this location at this time and its ability to comply with all of the conditional use standards. In particular, the Planning Unit is concerned about the impact of the proposed use on the normal and orderly development of the properties within the area in conformance with the work that the City has done to promote the redevelopment and revitalization of the area and the impact of the proposed site on the uses, values and enjoyment of other properties in the area based on the attractiveness of the proposed site plan, the building plans and the proposed landscaping and fencing scheme. The Planning Unit cannot recommend approval of this application as it has been submitted.

In the event that the Plan Commission should find that the conditional use standards are met and decide that it wishes to approve this request, staff believes that many conditions of approval should be applied to this project. These conditions include the following:

1. Comments from reviewing agencies.
2. The conditional use approval shall be approved for a period not to exceed three (3) years from the date of Plan Commission approval; a renewal or extension of the conditional use permit for an additional period may be considered, after a public hearing before the Plan

Commission.

3. If this use is approved as a permanent use, then a revised landscaping plan shall be prepared that eliminates the chain link fence and provides a minimum of ten (10) feet of landscaped area around the perimeter of the property and between any parking stalls and Ann Street. The revised landscaping plan shall note the size and species of landscape materials to be provided. All landscaped areas shall be separated from parking areas by a raised concrete curb. The Planning Unit shall approve this revised landscaping plan. In the event this is approved on a temporary basis, the Plan Commission will need to determine the level of aesthetic improvements required.
4. The used automobile sales shall be limited to no more than 42 automobiles at any time to be located on the property as shown on the attached site plan.
5. That all advertising of the used automobiles for sale shall be limited only to the model year and the sales price of the vehicle placed on the windshield or other comparable surface; no inflatable devices, non-business identification signs, flags or streamers shall be allowed.
6. That this conditional use approval be non-transferable to any future owners or tenants of the property.

City of Madison, Wisconsin

A **SUBSTITUTE** RESOLUTION _____

Adopting the South Madison Neighborhood Plan and recommendations contained in the Plan.

Drafted By: Jule Stroick, Department of Planning and Development

Date: August 3, 2004

Fiscal Note: CDBG Commission has allocated \$152,000 to implement eligible projects recommended within the Plan. Final authorization for CDBG eligible projects and other future projects must be approved by the Common Council.

Sponsors: Mayor David J. Cieslewicz;
Ald. Andy Heidt, District 13;
Ald. Tim Bruer, District 14

PRESENTED August 3, 2004
REFERRED Plan Commission; Board of Estimates; Board of Public Works; CDA; CDBG Commission; Long-Range Transportation Planning Commission; Madison CitiARTS Commission; Parks Commission; Pedestrian, Bicycle, and Motor Vehicle Commission; Transit Parking Commission, and Urban Design Commission

REREFERRED _____

REPORTED BACK _____

ADOPTED _____ POF _____

RULES SUSPENDED _____

PUBLIC HEARING _____

APPROVAL OF FISCAL NOTE IS NEEDED
BY THE COMPTROLLER'S OFFICE
Approved By

Comptroller's Office

SUBSTITUTE
RESOLUTION NUMBER _____
ID NUMBER 36588

WHEREAS the adopted Land Use Plan for the City of Madison recommends the preparation of neighborhood plans for older, built-up residential neighborhoods located in the City; and

WHEREAS the Community Development Block Grant (CDBG) Commission has designated the South Madison area (Census Tracts 13 and part of 14.01) as a CDBG Concentration Neighborhood for the purposes of providing planning assistance and CDBG funding for eligible neighborhood improvements; and

WHEREAS the South Madison Neighborhood Steering Committee (SMNSC) guided the preparation of the Plan with input from the Bay Creek, Bram's Addition, Burr Oaks, and Capitol View Heights Neighborhood Associations as well as neighborhood residents, business community, and other interested stakeholders;

WHEREAS the SMNSC prioritized the top six overall plan recommendations, in priority order: 1) Redevelop the Villager Mall-Comstock Tire sites for commercial and neighborhood-oriented development; 2) Improve South Park Street intersections at West Badger Road, Hughes Place, Buick Street, and Haywood Drive for

pedestrian safety; 3) Create and expand recreational opportunities at Lincoln Elementary School playground; 4) Improve Wingra Creek waterway and shore land amenities for water quality and recreational purposes; 5) Promote business retention and redevelopment opportunities in the Wingra Creek BUILD project area (bounded by South Park Street, Fish Hatchery Road, and West Wingra Drive); and 6) Increase owner-occupancy in existing single-family and multi-family buildings or new housing stock.

WHEREAS after the South Madison Neighborhood Plan process was completed, the Ad Hoc Swimming Pool Committee selected Franklin Field as its #1 preferred site, and

WHEREAS the Plan recommendations have been reviewed by City Department/Agencies and approved by the appropriate City boards and commissions; and

WHEREAS this is a mid-range plan where City Departments/Agencies are expected to work with neighborhood associations, property owners, and other pertinent stakeholders to assist in the implementation of Plan recommendations over a ten-year time frame.

NOW THEREFORE BE IT RESOLVED that the Common Council does hereby adopt the South Madison Neighborhood Plan as a supplement to the City's Land Use Plan and a part of the Master Plan for the City of Madison.

BE IT FURTHER RESOLVED that the following text be included in the neighborhood plan for the Ann-Badger Street Area: Ann Street is a frontage road paralleling the West Beltline Highway. Access to Ann Street is directly off of Fish Hatchery Road on the western edge and Badger Road via Perry Street on the northeastern edge. Realignment of Perry Street would improve access and visibility of this commercial area. New light industrial and/or commercial development along Ann Street and improved housing opportunities along Perry Street would provide additional new investment in this geographic area of the neighborhood.

BE IT FURTHER RESOLVED that pedestrian and bicycle access to the proposed swimming pool site at Franklin Field should be planned and implemented in a manner consistent with all of the other recommendations contained in the South Madison Neighborhood Plan.

BE IT FURTHER RESOLVED that the following specific recommendations have been organized according to the agency responsible to take the lead for implementation with plan recommendation listed in priority order by implementation agency; and

BE IT FURTHER RESOLVED that prior to the commencement of the annual budget process, the Department of Planning & Development will prepare a status report on the implementation of the neighborhood plan recommendations and forward said status report to City agencies for consideration in establishing future agency work plans and budget submittals.

BE IT FURTHER RESOLVED that for those plan recommendations with capital budget implications, the Department of Planning & Development will forward this information to the Capital Improvement Review Committee (CIRC) for their consideration as part of annual capital budget review process.

BE IT FINALLY RESOLVED that the appropriate City agencies be requested to consider assigning priority in future work plans to proceed with the implementation of the highest priority projects and activities in the Plan.

Inspection Unit

1. Request the Inspection Unit to inspect and monitor residential buildings to ensure compliance with minimum housing and property maintenance codes.

City Engineering Division

1. ~~Request that the City Engineering Division, in conjunction with Parks Division, improve stream bank stabilization, install canoe launches and canoe storage facilities, and improve the navigability of Wingra Creek from Fish Hatchery Road to John Nolen. As part of improving Wingra Creek Parkway, install park benches along North Wingra Drive from Arboretum Drive to Fish Hatchery Road.~~
2. Request that the City Engineering Division, in conjunction with Traffic Engineering Division, explore the possibilities of extending North Avenue westerly and constructing other new streets to facilitate east-west connections.
3. Request that the City Engineering Division, in conjunction with Parks Division and Traffic Engineering Division, install sidewalks on the south side of the 200-300 blocks of West Olin Avenue at Franklin Field.
4. Request that the City Engineering Division, in conjunction with Traffic Engineering Division, install sidewalks on Bram Street (directly to the west of Quann Park) and sidewalks, curb and gutter on Koster Street. Work with Bram's Addition Neighborhood, Capitol View Heights Neighborhoods, and adjacent property-owners to determine the final infrastructure improvements, including stormwater management.

Community Development Authority

1. Request that the CDA, in conjunction with the CDBG Office, promote owner-occupancy in multi-family buildings, especially in the 900 block of Magnolia Lane, 900-1100 block of West Badger Road, and 2400 block of Cypress Way. Explore redesigning the existing multi-family buildings, such as combining units, constructing garages, and developing shared parking to facilitate more green space.
2. Request that the CDA, in conjunction with Bay Creek Neighborhood Association and Romnes Apartment Resident Association, explore the possibility of improvements to the green space on the northeast corner of Romnes Apartments (500 block of Lakeside Street). Improvements could include conversion to owner-occupied housing, possibility townhouses, while the remainder of the property remains in open space for Romnes Apartment residents and neighborhood enjoyment. In addition, pursue other site improvements, such as improved patio area, on-site walking paths, and additional parking spaces that would make the public housing facility more attractive to its residents.

Madison Metro Transit

1. ~~Request Madison Metro Transit to explore the feasibility of implementing streetcar or trolley service in the Park Street corridor. Such a service could be linked to the serve the major shopping areas (Villager Mall and Wingra Creek area), local hospital and health care providers, and major employment centers in the corridor.~~
1. Request that Madison Metro Transit **evaluate the need to install bus benches or shelters on both sides** ~~install bus benches on the east side~~ of South Park Street between West Olin Avenue and Haywood Drive.
2. **Request that Planning Unit, in conjunction with Madison Metro, maintain an open dialogue with the City of Fitchburg to take advantage of opportunities for streetcar or park and ride expansions.**

Parks Division

1. **Request that Parks Division, in conjunction with City Engineering Division, improve stream bank stabilization, install canoe launches and canoe storage facilities, and improve the navigability of Wingra Creek from Fish Hatchery Road to John Nolen. As part of improving Wingra Creek Parkway, install park benches along North Wingra Drive from Arboretum Drive to Fish Hatchery Road.**
2. Request that the Parks Division reexamine the master plan for Olin-Turville Community Park, especially for the northern portion of the park area. In addition to community-wide input, solicit direct input from the Bay Creek, Bram's Addition, and other adjacent neighborhood organizations in preparing the plan. In the review of the master plan, address the following issues: 1) boat landing/launching areas; 2) other lake access and shoreline uses; 3) vehicular traffic circulation; 4) preservation of undeveloped, natural areas; 5) construction of a children's fishing pond; 6) explore the development of a passive, pedestrian-oriented gathering place at the northern portion of the park. If feasible, reconstruct the Olin Terrace fountain at this location or elsewhere within the Park. In addition, improve the park use and resources by: 7) protecting the oak grove, possibly by fencing off the area at the times when there are large events at Olin-Turville Park; 8) stationing certified lifeguards at the swimming beach; 9) restoring cross-country trails in non-sensitive areas of the park and increase grooming of the trails; and 10) continuing to remove invasive plants.
2. Request that the Madison Metropolitan School District, in conjunction with Madison Parks Division, develop a master plan for Lincoln Elementary School area. As part of the design, explore developing a city park on the southeastern corner of school property with the possible expansion of the open space area to the south at 902 Magnolia Lane. Incorporate playground equipment and other recreational features for younger children that would compliment the existing school playground.
3. Request that the Parks Division, in conjunction with Dane County Alliant Energy Center, revise the master plan for Quann Park **and Franklin Field**. Possible changes include, but are not limited to: 1) installing other amenities such as bathroom facilities, benches, and picnic tables; 2) new vegetative plantings such as flowers, native grass, or other variety of shrubs and trees; 3) improving screening along the perimeter of the parkland; 4) improving access to parking lot from Bram Street that would be gated to prevent through traffic; and 5) improving pedestrian access from Lyckberg Park. As part of the review of the master plan, explore alternatives of the uses of the southern bike path with park users. Part of this effort should include repairing the pedestrian footbridge, stabilizing the shoreline adjacent to the pedestrian footbridge, and installing a canoe launch and/or swimming platform for dogs to enter waterway.
4. Request that the Parks Division, in conjunction with adjacent property owners, explore the use of the 1100 block of Van Deusen Street right-of-way area as a passive (low activity) recreation area. Install benches, community gardens, flower gardens, and/or gazebo for neighborhood residents' use.
5. Request that the Parks Division improve the lighting at Fisher Street Playground.
6. Request that the Madison Parks Division improve Bernie's Beach area by stationing a lifeguard at Bernie's Beach, installing playground equipment, increasing cleaning of shoreline weeds, and enforcing motor/no wake zone.
7. At the time that the Parks Division reconstructs its Franklin Field service facility; request that the Parks Division explore building design and materials that would be compatible with the park. Encourage development that is compact in nature. A two-story facility that does not encroach into playfields would

likely be supported. With any improvement at Franklin Field, preserve the oak grove located near the existing playground area.

8. Request that the Parks Division explore design features that would modify the existing Penn Park shelter and park area to make it more aesthetically pleasing and functional for people to use.
9. Request that the Parks Division, in conjunction with Bram's Addition Neighborhood Association, develop a master plan for the open space area at Newville Park. Neighborhood residents would like to promote more neighborhood use of this open space area.

Department of Planning & Development

1. Request that the Department of Planning & Development investigate establishing redevelopment district plans for the Villager Mall (2200-2400 blocks of South Park Street) and Wingra Creek (1300-1600 blocks of South Park Street) commercial areas. Explore economic incentives to aid in the revitalization of the areas.
2. As part of the City of Madison Comprehensive Plan, request that the Department of Planning & Development incorporate the proposed land use changes identified in the *South Madison Neighborhood Plan* into the adopted Comprehensive Plan (See Attachment A).
3. Upon the request of the District Alderperson, request that the Planning Unit prepare zoning map amendment to rezone six geographic areas within the Bay Creek and Bram's Addition Neighborhood (See Attachment B). The objective of the proposed zoning change is to preserve existing housing characteristics in the West Olin Avenue-Gilson Street, West Lakeside Street-Lake Court, Beld Street, and Fisher-Baird Street areas: Disallow the assemblage of properties for larger multi-family residential housing complexes that would not reflect the height, mass, and scale of existing residential structures in these areas. **Planning Unit staff should also consider land use options that call for increased density on any arterial corridor that may be considered for possible streetcar implementation.**
4. **Request the Planning Unit explore the feasibility of implementing streetcar or trolley service in the Park Street corridor. Such a service could be linked to the serve the major shopping areas (Villager Mall and Wingra Creek area), local hospital and health care providers, and major employment centers in the corridor.**
5. **Request that Planning Unit, in conjunction with Madison Metro, maintain an open dialogue with the City of Fitchburg to take advantage of opportunities for streetcar or park and ride expansions.**

Madison CitiARTS

1. Request that the Madison CitiARTS Commission, in conjunction with City Engineering, Parks Division, Traffic Engineering Division, and adjacent neighborhood associations, work with UW Space Place and other interested organizations to site an artistic, educational Solar System Walk along Wingra Creek Parkway from the South Park Street-West Wingra Drive intersection to Park and Pleasure Drive at Edgewood College.

Police Department

1. Request the Madison Police Department, in conjunction with local community groups, to continue to work toward eliminating inappropriate behavior at Penn Park.

Traffic Engineering Division

1. Request that the Traffic Engineering Division improve pedestrian crossing of South Park Street at West Badger Road, Haywood Drive, Hughes Place, Buick Street, and West Wingra Drive and at Fish Hatchery Road at West Wingra Drive.

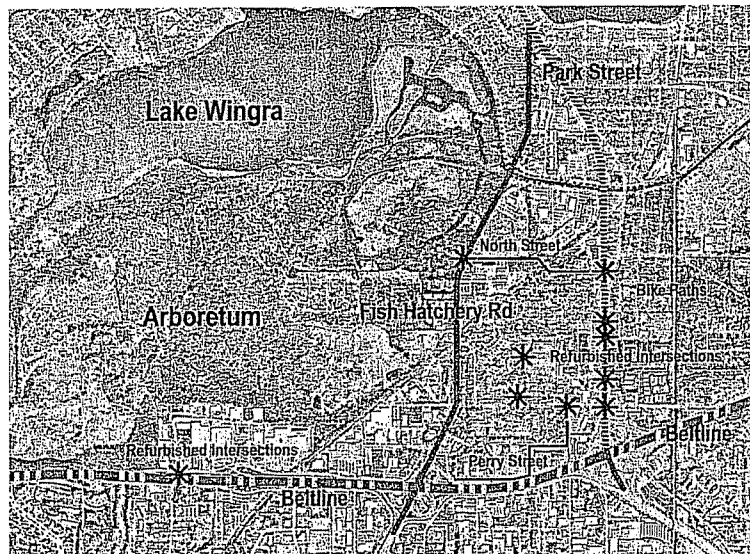
2. Request Traffic Engineering to consider an application for Neighborhood Traffic Management Program from neighborhood residents to develop traffic calming measures for West Lakeside Street from South Park Street to John Nolen Drive. Work with the neighborhood association and affected property-owners in planning and design phases.
3. Request Traffic Engineering to consider an application for Neighborhood Traffic Management Program from neighborhood residents to develop traffic calming measures along 1900-2000 blocks of Beld Street to control the speed of vehicular traffic exiting north from South Park Street and Koster Street, especially at the intersection of North Rusk and Koster Street to control the speed of vehicular traffic heading northbound. Work with the neighborhood association and affected property-owners in planning and design phases.
4. Request that the Traffic Engineering Division explore new bicycle connections from: 1) Lincoln Elementary School to Wingra Creek Parkway at West Wingra Drive and 2) East and West Badger Road to Wingra Creek Parkway at Quann Park. Accommodate bicycles in new street construction.
5. Request that the Traffic Engineering Division, in conjunction with City Engineering Division, improve pedestrian **and transit** access and safety at the Union Pacific Railroad viaduct at Bram and Koster Streets and/or explore other possible alternatives for pedestrian **and transit** movement. **The desire of the neighborhood residents to retain the sandstone railroad viaduct should be balanced with these safety and access goals.** ~~Retaining the sandstone railroad viaduct is important to neighborhood residents.~~
6. Request that the Traffic Engineering Division redesign the intersection of South Park-Cedar-Beld Streets to improve pedestrian safety. Tightening the width of the intersection would improve pedestrian safety, especially in terms of slowing down vehicular speed from vehicles exiting and/or entering South Park Street.
7. Request that the Traffic Engineering Division, in conjunction with Parks Division, shift Department of Transportation materials storage adjacent to Wingra Creek away from the waterway. Shifting the storage of materials will provide additional space to develop a passive recreational gathering spot adjacent to the bike path for neighborhood residents as well as trail users.
8. Request Traffic Engineering to consider an application for Neighborhood Traffic Management Program from neighborhood residents to develop traffic calming measures along Gilson Street from W. Olin Avenue to Beld Street. Work with the neighborhood association and affected property-owners in planning and design phases.
9. In the event that the Union Pacific Railroad is declared surplus property, request that the Traffic Engineering Division explore the acquisition of the railroad corridor for future transportation and/or recreational uses.
10. Request that the Traffic Engineering Division improve screening of the City of Madison Department of Transportation operations facility and storage areas along Sayle and Van Deusen Streets.

Urban Design Commission

1. Request that the Urban Design Commission adopt the Park Street Urban Design District and associated design guidelines for the South Park Street corridor from the West Beltline Highway to Regent Street.

Achieving the Vision

Implementation Strategies To achieve redevelopment within the greater South Madison area



July 8, 2004

Mayor David J. Cieslewicz

Alders Tim Bruer and Matt Sloan

Mark A. Olinger, Director, Department of Planning and Development and Executive Director, CDA

Badger-Ann-Park Street Redevelopment Committee: Jim Garner, Chair, Jeanne Hoffman, Matt Sloan, Tim Bruer, James Hegenbarth, Jerry Archer, Russell Endres, Peter Muñoz, LaMarr Billups, Jeffrey Richter, Bradley Boyle

Todd-Beltline Redevelopment Committee: Jim Garner, Chair, Jeanne Hoffman, Tim Bruer, James Campbell, Bradley Hutter, Gary Johannsen, Norma DeHaven, Richard Glesner, Edward Terry

With the staff support of Hickory R. Hurie, Percy Brown, Rebecca Cnare, David Dryer, Bill Fruhling, Joe Gromacki, Warren Kenney, Don Marx, Dan McCormick, Brad Murphy, P. Katherine Naherny, Larry Nelson, Archie Nicolette, Nancy Prusaitis, and Jule Stroick

Introduction

In the autumn of 1999, the Madison Common Council recognized the opportunities emerging in the South Madison area by adopting a CDBG Commission recommendation that the City designate the South Madison area as its next neighborhood planning area. Earlier in 1998, the City had also budgeted some planning funds for the South Metropolitan Planning Council, a community-based group of residents and businesses. In 2000, the Planning Council undertook a visioning process using the planning funds to identify the unrecognized potential for the entire length of Park Street.

This visioning effort produced a document called *Park Street: Possibilities to Reality* that articulated several unifying themes to be used to guide the growth and development of the street and the neighborhoods adjacent to Park Street:

- Park Street is a gateway street with distinct sub-districts, which should be developed to add more character to the street;
- Greater attention should be focused on the pedestrian and vehicular crossings of Park Street in order to better link adjacent neighborhoods together; (See Figure 1)
- Park Street's private and public appearance is aging and more attention should be paid to its street lighting, median landscaping, parking lot maintenance and building facade treatments. (See Figure 2)
- Key parcels along the street could be developed in ways that enhance the other businesses and lend more vitality to the area;

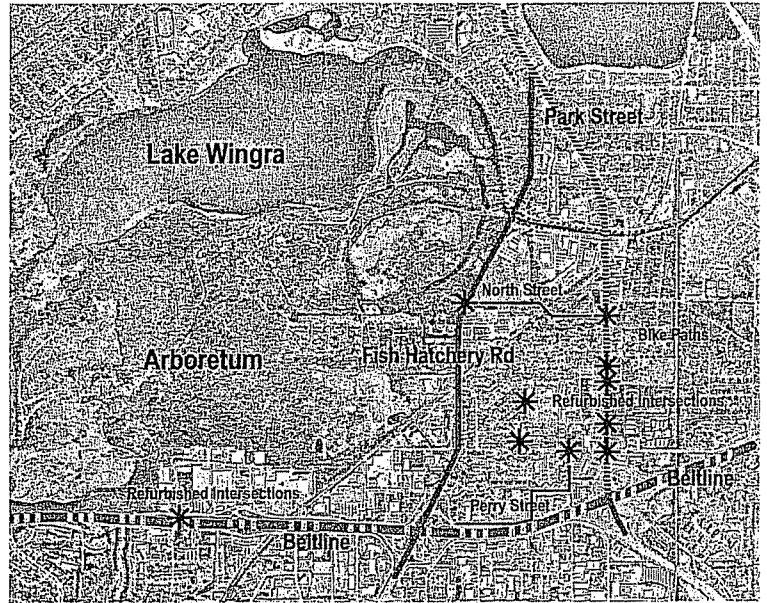


Fig.1

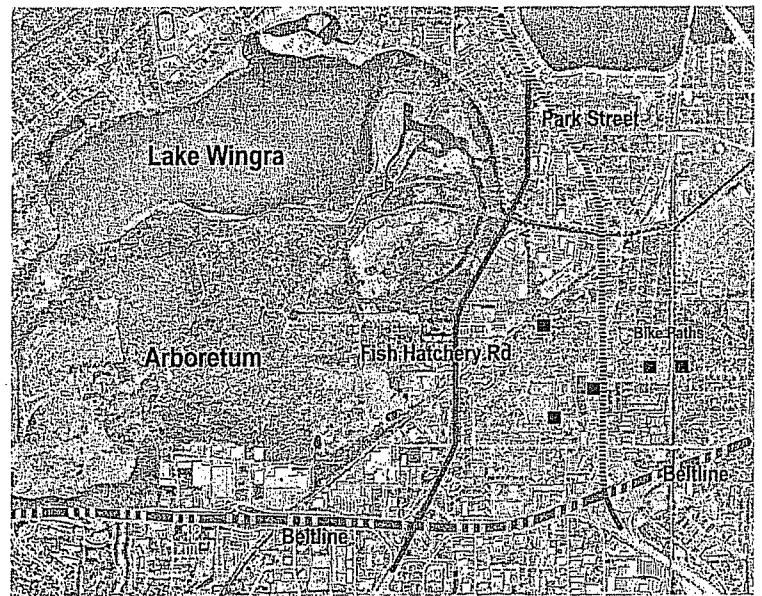
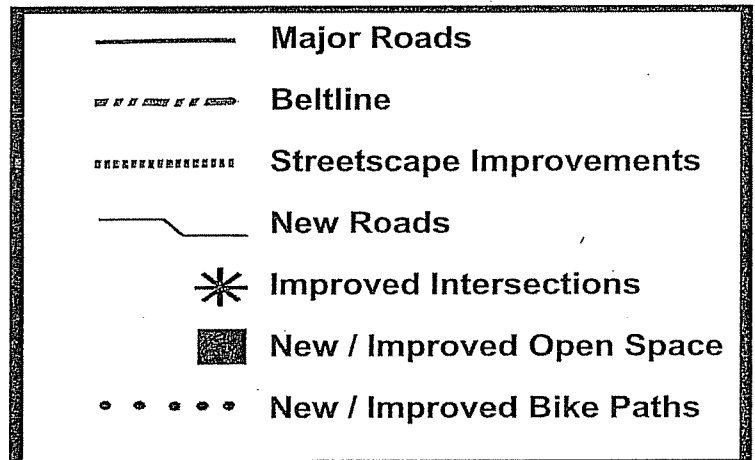


Fig.2



Key

Area D: Ann and Perry

Opportunity

Ann Street acts as a dysfunctional frontage road to the Beltline Highway and approximately a half-dozen businesses located along Ann Street. While access from the west end of Ann Street from Fish Hatchery is serviceable, access to the east end of Ann Street is through a non-standard town road called Perry Street. Commercial development along Perry and Ann reflect the difficulty of access and visibility, and several properties are either for sale or are underutilized. By reworking the access and circulation, it is possible to create better flow and create better sites for redevelopment.

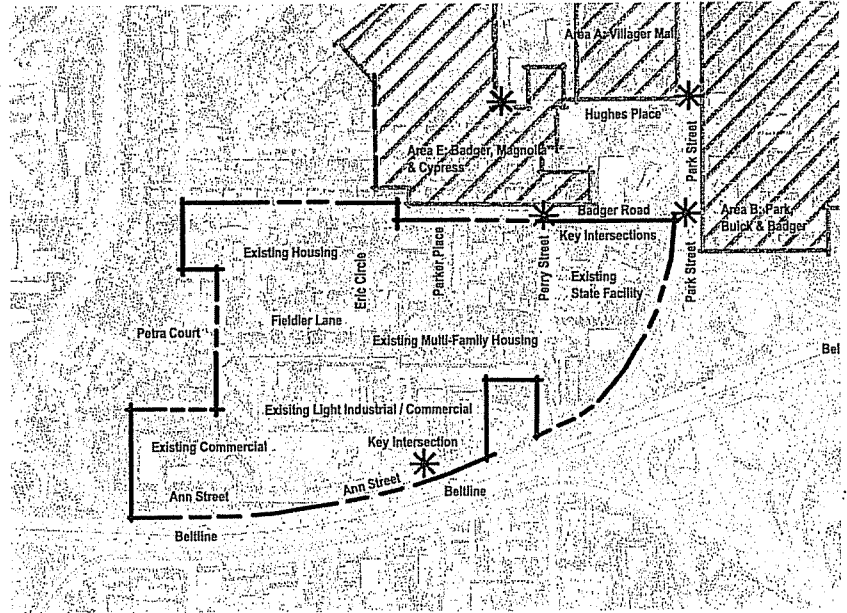


Fig.10

Strategy

The City should begin work on a more detailed plan for this area, including discussions with private developers interested in redevelopment of portions of parcels facing Ann Street.

Organizational Vehicle

The Real Estate Section, Planning Unit, and Office of Business Assistance should take the lead in exploring the potential for better access in this area, and the creation of larger redevelopment sites along Ann Street. Public Works staff will take the lead in engineering and traffic concerns.

The CDA may play an initial role in land assembly of several of the critical properties now under-utilized, or for sale, if the need arises.

Resources

With the adoption of a TIF for the area east of Park Street, the City may be able to use the redevelopment of that site as a generator for road improvements in this area. In the alternative, a TIF District in this area may help stimulate the redevelopment of the larger potential sites.

Timeline

The City should be prepared to move forward in this area when and if a private developer, or current owners, commit to working in this area, and obtain site control.

Development Concepts:

New developments should center around the re-alignment of Perry Street to create a better connection between Park Street and Fish Hatchery Road

Infrastructure Improvements:

- Realignment of Perry Street

Development Potential:

- Improved opportunities for existing and new light industrial and commercial enterprise exits in areas adjacent to Ann and Perry Streets
- Improved housing opportunities in the area could provide for improved rental housing or for opportunities to increase owner occupancy.

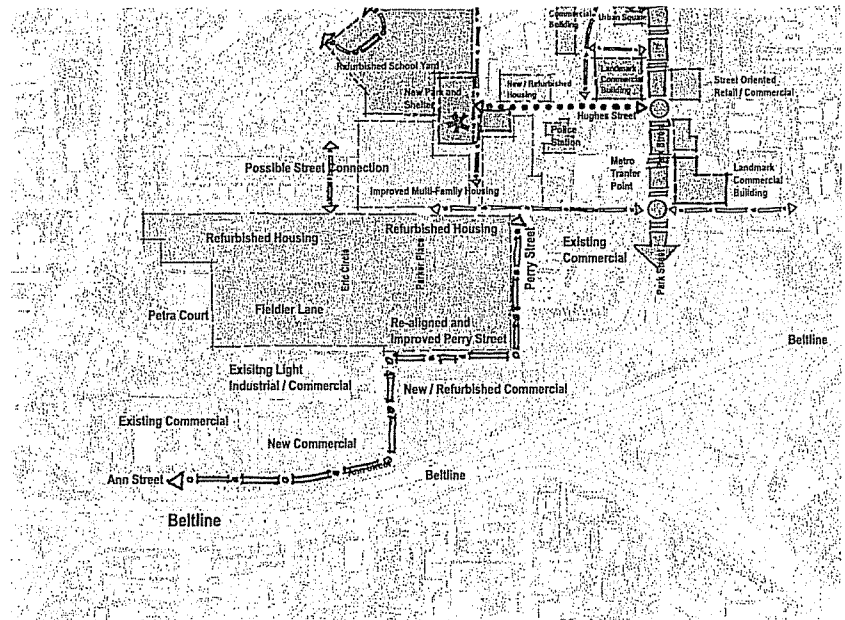


Fig.11



Department of Public Works
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
City Engineer

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

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

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

Operations Supervisor
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

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

DATE: June 29, 2005
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 1010 Ann Street Conditional Use

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. N/A

GENERAL OR STANDARD REVIEW COMMENTS

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

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

Name: 1010 Ann Street Conditional Use

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

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

Streets and Sidewalks

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

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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 26, 2005

July 7, 2005

TO: Plan Commission
FROM: David C. Dryer, P.E., City Traffic Engineer
SUBJECT: **1010 Ann Street – Conditional Use – Auto Sales**

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

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

1. None

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), adjacent driveway approaches to lots on either side, signage, percent of slope, vehicle routes, dimensions of display sale auto area, radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
3. The existing driveway approach on which is to be abandoned shall be removed and replaced with curb and gutter and noted on the plan. The most easterly driveway approach is proposed to be abandon by parking or displaying vehicles blocking the driveway approach.
4. The applicant shall show the dimensions for proposed parking stalls items A, B, C, D, E, F, H, and O degree angle parking with nine (9) foot wide stalls and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. (If two (2) feet of overhang are used for a vehicle, it shall be shown on the plan.) The applicant will need to modify the parking to comply with M.G.O.

In addition, the applicant will need to dimension the drive aisle between the display vehicles to min. of 24 ft.

5. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
6. 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: Miguel Brube

Fax: 608-222-6916

Email:

DCD:DJM:dm



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: 6/24/05
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **1010 Ann St.**

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.)

1. None.

GENERAL OR STANDARD REVIEW COMMENTS

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

2. 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.

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

cc: John Lippitt

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: June 13, 2005

To: Bill Roberts, Planner III
From: Kathy Voeck, Assistant Zoning Administrator
Subject: 1010 Ann St.

Present Zoning District: C-2

Proposed Use: Auto Sales

Conditional Use: 28.09(3)(d)16 Automobile sales establishments in abandoned automobile service stations are a conditional use in the C-2 district. (See below conditions).

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).

GENERAL OR STANDARD REVIEW COMMENTS

1. Conditions from above code requirement:
 - a. That there is adequate screening and landscaping.
 - b. That no permanent or temporary storage of vehicles in disrepair shall occur on the premises unless within a completely enclosed building.
 - c. That the site fronts on either a street designated as an arterial street or on a frontage road adjacent to a designated arterial street.
 - d. That illumination of the site does not adversely affect adjacent properties.
 - e. That the hours of operation shall be limited to 8:00 a.m. to 8:00 p.m.
2. Provide 10 customer/employee parking stalls that meet traffic engineering criteria.
3. Meet all applicable State accessible requirements, including but not limited to:
 - a. Provide a minimum of one accessible stall striped per State requirements. A minimum of one 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 stall to the building, including ramp, wheel stops or curb where needed.

4. Provide two bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices.

5. Provide a detailed landscape plan. Show species and sizes of landscape elements. 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.)

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	6,000 sq. ft.	25,600 sq. ft.
Lot width	50'	175'
Usable open space	n/a	n/a
Front yard	0'	Existing building
Side yards	0'	Existing building
Rear yard	10'	adequate
Floor area ratio	3.0	less than 1.0
Building height	--	1 story

Site Design	Required	Proposed
Number parking stalls	4 car sales/showroom 5 repair bays 9 total plus display stalls	(2)
Accessible stalls	1	(3)
Number bike parking stalls	2	(4)
Landscaping	Yes	(5)
Lighting	No	(6)

Other Critical Zoning Items	
Adjacent to park	No
Barrier free (ILHR 69)	Yes

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