

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
April 20, 2006

ZONING MAP AMENDMENT, I.D. 03280 LOCATED AT 8240 MINERAL POINT ROAD:

1. Requested Action: Approval to rezone property from Temporary C2 General Commercial District to PUD(GDP-SIP) Planned Unit Development-Specific Implementation Plan District to allow for the construction of a 2-story bank building with drive-up teller windows and a future retail building located on a vacant site at 8240 Mineral Point Road.
2. Applicable Regulations: Section 28.12(10) provides the process for zoning map amendments. Section 28.07(6) provides the framework for Planned Unit Development Districts.
3. Report Drafted By: Peter Olson, Planner II.

GENERAL INFORMATION:

1. Applicant: Thomas J. Wilkinson, CEO, Wisconsin Community Bank, 6180 Verona Road, Madison, WI 53719; and Attorney Ronald M. Trachtenberg, Murphy & Desmond, S.C., P.O. Box 2038, Madison, WI 53701.
2. Status of Applicants: Property owner and owner's attorney.
3. Development Schedule: The applicant wishes to commence construction of the proposed bank facility as soon as all land use approvals have been obtained. The applicant hopes to construct a future retail building on the westerly portion of the subject property in approximately five years.
4. Parcel Location: Northeast corner of the intersection of Mineral Point Road with Junction Road (County Trunk Highway "M"), Aldermanic District 9, Middleton-Cross Plains School District.
5. Parcel Size: 2.36 acres.
6. Existing Zoning: A temporary zoning classification of C2 General Commercial District was placed upon this property at the time of its annexation to the City of Madison in 2001.
7. Existing Land Use: This parcel is currently vacant.
8. Proposed Use: The applicant wishes to construct a 2-story bank facility with drive-up teller windows on the easterly 2/3 of this site. The applicant is also proposing a retail

building to be located in the future on the westerly 1/3 of this property. Plans for this future structure have yet to be finalized.

9. Surrounding Land Use and Zoning (See map):

North – Target Center retail commercial development, multi-family residential and restaurants zoned PCD(SIP).

East – Retail commercial zoned PCD(SIP), PCD(GDP), C2 and C3.

South – Retail commercial and highway commercial zoned C3, C3L, C2 and PUD(SIP).

West – Retail commercial, a cemetery and the UW Experimental Farms zoned C2 and Temporary A (Agriculture).

10. Adopted Land Use Plan: The recently adopted Comprehensive Plan for the City of Madison recommends this area as GC, General Commercial. This property is also recommended for community retail uses in the adopted Junction Neighborhood Development Plan.

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

PUBLIC UTILITIES AND SERVICES:

This property is served by full range of urban services.

STANDARDS FOR REVIEW:

This applicant is subject to the Planned Unit Development District standards.

ANALYSIS, EVALUATION AND CONCLUSION:

The subject property was annexed to the City from the Town of Middleton in December, 2001. At the time of annexation, this property consisted of a vacant single-family residential building and the former Speedway Bar structure. Both of these buildings had deteriorated considerably, and had experienced significant deferred maintenance. On November 1, 2004, the Plan Commission approved a demolition permit for these two buildings. At that time, the Wisconsin Community Bank had purchased the subject property; however, final plans for the proposed banking facility had yet to be completed. In addition, engineering designs for revisions to the Junction Road-County Trunk Highway "M" and Mineral Point Road-County Trunk Highway "S" intersection had not been finalized and right-of-way dedications from the subject property were still unknown. The property owner has negotiated access and right-of-way requirements with the City and is now prepared to proceed with the construction of a new bank facility with

drive-up teller windows. The applicant has also identified a portion of the subject property to be surplus to their needs and is creating a second parcel consisting of approximately 0.58 acres along the Junction Road right-of-way (see attached certified survey map).

The subject property is currently vacant and has been cleared of the former buildings. This property is relatively level with a gentle slope down of approximately 5-feet from the northwesterly corner to a low point at the Mineral Point Road/Junction Road intersection. The applicants propose to construct a 2-story banking facility with two drive-up teller lanes and an exterior ATM on the easterly 2/3 of the subject property. The lower level will provide storage, employee break rooms and a community room for meetings and public use. The ground floor will contain active banking facilities, including the main lobby and teller windows and offices for banking personnel. The second story will consist of conference rooms and administrative offices, and vacant space which could be devoted to future administrative offices and banking facilities. That portion of the underlying property to be devoted to the Wisconsin Community Bank site will consist of approximately 1.25 acres.

The applicants have been meeting with City of Madison Traffic Engineering and City Engineering staff regarding improvements to the adjacent Mineral Point Road and Junction Road pavements, and land dedication requirements for these adjacent road rights-of-way. In addition, the applicants have been working with City staff regarding vehicular access and exiting to and from this site. Right turn in/right turn out access has been granted from the Mineral Point Road right turn lane onto Junction Road, and from the right hand Junction Road northbound lane. Main access to and from other directions will be via the adjacent Target Center site on the north. Cross-access easements have existed since the approval of that large retail development. Access to the retail property adjacent on the east is not available. Planning Unit staff are aware that the Junction Road/Mineral Point Road intersection is already quite congested. Traffic Engineering and City Engineering staff are actively working on redesigning this intersection to help alleviate some of this congestion. City staff have also worked closely with the applicants regarding traffic access and motor vehicle circulation on this site and are satisfied that this development proposal will meet the requirements of the applicants and provide the least negative impacts on the adjacent traffic patterns and street rights-of-way.

During construction of the proposed banking facility, the applicants propose to locate a temporary bank facility in a mobile building to be located in the northeasterly corner of proposed Lot 2 (see attached certified survey map and site plans). Staff have no objection to the provision and location of this temporary facility, subject to its removal as soon as possible after the main bank building construction has been completed.

The applicants have also worked closely with Traffic Engineering, Urban Design Commission and Planning Unit staff regarding the placement of the proposed bank facility, drive-up teller windows, and off-street parking facility. Staff are satisfied that the proposed arrangement is the best that can be accommodated on this site and will provide the maximum flexibility and workability in conjunction with future retail/office development on adjacent proposed Lot 2. That development, although not yet designed and ready for review, will locate the future building close to the Junction Road right-of-way and provide a row of parking along the easterly property line of Lot 2 to be used in conjunction with the bank parking facility. This will help to achieve the objectives of buildings located nearer to the public street rights-of-way and placing off-street motor vehicle parking to the rear or between proposed buildings. A total of 55 off-street parking

stalls will be provided for the banking facility. Staff feels that this amount of off-street parking should be sufficient to support the proposed use without being excessive. Some of this parking will also be shared with the future retail development to be located on adjacent Lot 2. The applicant expects that development on the adjacent lot will likely occur at the end of 2011, or after reconstruction of the Mineral Point Road/Junction Road intersection, whichever occurs first (see letter of intent and PUD zoning text). The future commercial development proposed for Lot 2 will return to the Plan Commission and Common Council as a major alteration to this Planned Unit Development-Specific Implementation Plan District in the future.

The applicants have submitted a proposed landscape plan which provides a variety of evergreen and deciduous trees and shrubs around the proposed building and throughout the proposed parking facility. As part of the Planned Unit Development District requirements, the Urban Design Commission has reviewed the design and location of the proposed structure, the arrangement of the site plan and proposed landscaping plan and has recommended initial approval at their April 5, 2006 meeting (see attached report). The applicant gave the Urban Design Commission an informational presentation at their February 22, 2006 meeting, and has made a number of improvements to this development proposal based upon Urban Design Commission suggestions and recommendations. The applicant will be returning to the Urban Design Commission for final approval in the near future.

The applicant has met with the Junction Ridge Neighborhood Association, and as a result of suggestions made and concerns expressed by the neighborhood association, the applicant has voluntarily proposed a deed restriction on the subject property prohibiting restaurant facilities with drive-up service windows on proposed Lot 2, which would effectively eliminate that lot for consideration as a fast food franchise restaurant site (see attached letter from Attorney Ronald M. Trachtenberg dated April 14, 2006 regarding this issue). Planning Unit staff have no objection to this restriction, however, staff suggest including this use restriction in the PUD zoning text as an alternative.

RECOMMENDATIONS:

The Planning Unit recommends that the Plan Commission forward rezoning Ordinance, I.D. 03280 rezoning property located at 8240 Mineral Point Road from C2 General Commercial District to PUD(GDP-SIP) Planned Unit Development-Specific Implementation Plan District to allow for the construction of a 2-story banking facility with drive-up teller windows and a future retail commercial site to the Common Council with a favorable recommendation, subject to input at the public hearing and the following conditions:

1. Reviewing agency comments.
2. The applicant shall obtain final Urban Design Commission approval prior to submitting Planned Unit Development District documents to City staff for final sign-off.
3. The applicant shall amend the PUD zoning text to exclude drive-up windows for restaurants from the list of permitted uses.

CERTIFIED SURVEY MAP

PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 22,
TOWNSHIP 7 NORTH, RANGE 8 EAST, CITY OF MADISON, DANE COUNTY, WISCONSIN



SCALE : ONE INCH = ONE HUNDRED FEET

CURVE TABLE

NUMBER	ARC LENGTH	CENTRAL ANGLE	RADIUS	CHORD DIRECTION	CHORD LENGTH
C1	11.99	91°33'36"	7.50	N 45°01'48" W	10.75
C2	250.71	03°34'08"	4025.00	S 89°50'27" W	250.67
C3	175.66	02°30'02"	4025.00	N 89°37'30" W	175.65
C4	75.05	01°04'06"	4025.00	S 88°35'26" W	75.05

**JUNCTION
RIDGE
PLAT**

WEST LINE SW 1/4,
SE 1/4, SE 1/4
SECTION 22-7-8

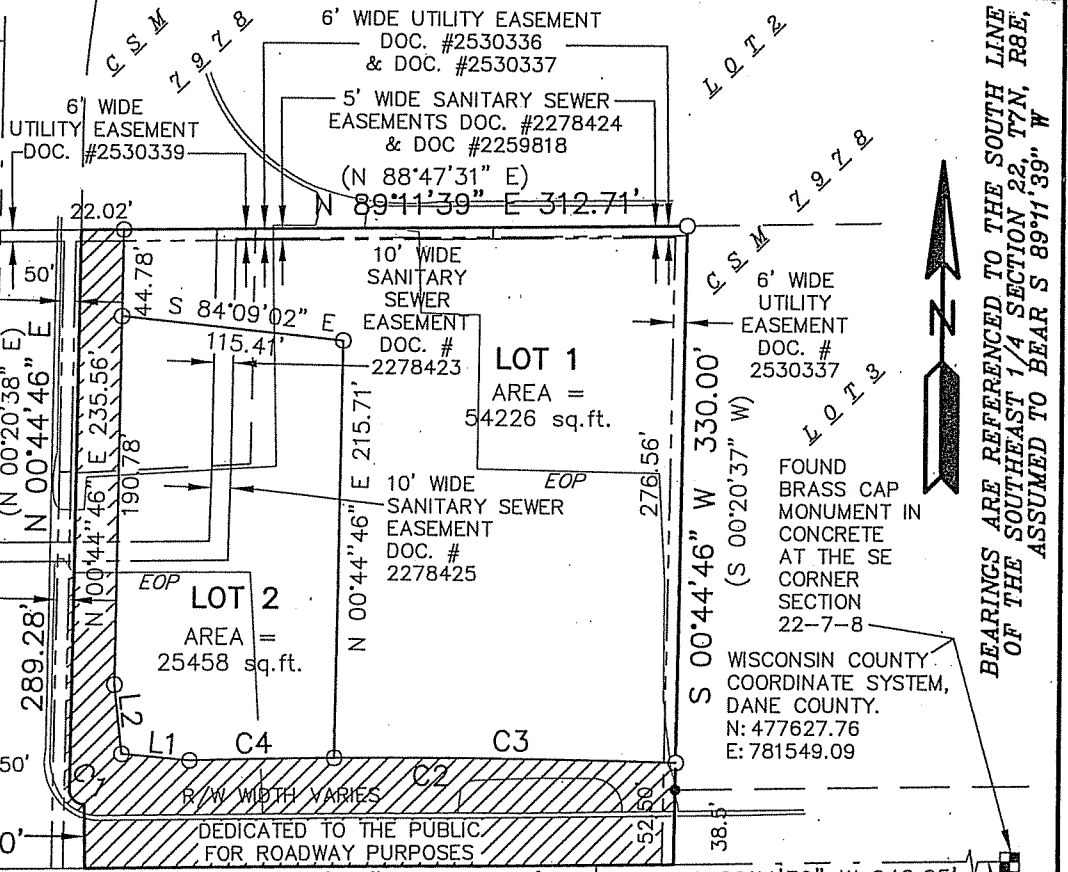
LANDS
6' WIDE
UTILITY EASEMENT
DOC. #2530339

LANDS
6' WIDE
UTILITY EASEMENT
DOC. #2530338

FOUND ALUMINUM
MONUMENT IN
CONCRETE AT THE
S 1/4 CORNER
SECTION 22-7-8

SW CORNER, SE 1/4,
SE 1/4, SECTION 22-7-8

JUNCTION ROAD



BEARINGS ARE REFERENCED TO THE SOUTH LINE
OF THE SOUTHEAST 1/4 SECTION 22, T7N, R8E,
ASSUMED TO BEAR S 89°11'39" W



FOUND
BRASS CAP
MONUMENT IN
CONCRETE IN
AT THE SE
CORNER
SECTION
22-7-8
WISCONSIN COUNTY
COORDINATE SYSTEM,
DANE COUNTY.
N: 477627.76
E: 781549.09

DEDICATED TO THE PUBLIC
FOR ROADWAY PURPOSES
CTH "S" aka

MINERAL POINT ROAD

MENARD COMMERCIAL PARK

LINE TABLE

NUMBER	DIRECTION	DISTANCE
L1	N 84°55'57" W	35.61'
L2	N 06°24'49" W	35.61'

LEGEND AND NOTES

- 3/4" SOLID IRON ROD FOUND
- 3/4" X 24" SOLID IRON RE-ROD SET, WT. 1.50 lbs./ft.
- SEE SHEET 2 FOR ADDITIONAL NOTES.

PREPARED FOR : PREPARED BY :

AGENDA # 4

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: February 22, 2006

TITLE: 8140 Mineral Point Road – PUD(GDP-SIP), Bank Offices. 9th Ald. Dist. (03009)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: February 22, 2006

ID NUMBER:

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

SUMMARY:

At its meeting of February 22, 2006, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** on a PUD(GDP-SIP) for bank offices located at 8140 Mineral Point Road. Appearing on behalf of the project were Matt Collins, Stephen Harvey, Attorney Ron Trachtenberg, Mark Greenfield and Rick Cushman. Trachtenberg provided an update to the Commission on traffic, access and site planning issues that impact the redevelopment of the site as a follow-up to the Commission's informational review of the project in March of 2005. Trachtenberg elaborated on significant requirements from the City Traffic Engineer and City Engineer relevant to site impediments, including extensive dedication requirements for future improvements to both Junction and Mineral Point Roads, including access restrictions, along with required no-build setbacks. The net result provides for the development of the bank site as a separate parcel with future development of a corner parcel with cross-access with the bank under a proposed future Planned Unit Development. The building plans feature a two-story plus basement, office/commercial building including a bank with drive-up window. The architecture incorporates "branding elements" from an existing Wisconsin Community Bank facility located in another city. The building materials consists of cultured stone, precast composition stone, combined with EIFS and reflective glass. Signage is as indicated on the plan including a proposed monument sign, which will come back for formal consideration by the Commission. Following the presentation, the Commission expressed concerns on the following:

- Add interior and tree islands at the northerly shared parking area and along the west side of the building.
- Provide openings in curbs for drainage.
- Concern with level of parking. Consider banking of westerly stalls based on demonstrated use along with shared parking arrangement with Target.
- Consider the elimination of accessible stall along south elevation and relocate to the west to enhance additional greenspace at entry on south elevation.
- Reexamine the church-like architecture of the structure.

ACTION:

Since this was an **INFORMATIONAL PRESENTATION**, no action was taken by the Commission.

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 4, 5.5 and 5.5.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 8140 Mineral Point Road

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	-	5	-	-	-	-	-	-
	5	5	7	-	-	5	6	5.5
	5	5	6	-	-	-	5.5	5.5
	5	4	6	-	6	4	4	4

General Comments:

- Look at shared parking with Target.
- Overly church-like architecture, and lots of impervious surface. However, this is a difficult site because of (external) street and access issues.
- Burden of traffic problems made this hard to do well.
- Difficult site, difficult corner. Building looks liturgical.
- Interior parking lot islands need to have shade trees, need more islands to break up the long expanse of parking.
- Not the best visual statement for this prominent location.



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: March 31, 2006
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 8240 Mineral Point Road Rezoning

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. All the requirements of the CSM for the Wisconsin Community Bank shall be satisfied.
2. Access to Mineral Point Road must be approved and permitted by Dane County Highways.
3. The City has met with the developer and the following has been agreed to in regards to the driveway on Mineral Point Road. The driveway on Mineral Point Road will be maintained until 2010. After 2010, the driveway can be removed without compensation to the developer. A deed restriction shall be required to secure the right of the City to remove the driveway.
4. Full development of this lot shall require a Developer Agreement to relocate the existing Public Sanitary Sewer.

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: 8240 Mineral Point Road Rezoning

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 [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 The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.
- 4.8 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. Specifically, this development is required to:
 - Detain the 2 & 10-year storm events.
 - Detain the 2, 10, & 100-year storm events.
 - Control 40% TSS (20 micron particle).
 - Control 80% TSS (5 micron particle).
 - Provide infiltration in accordance with NR-151.
 - Provide substantial thermal control.
 - Provide oil & grease control from the first 1/2" of runoff from parking areas.

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

- 4.11 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.)
- e) Right-of-Way lines (public and private)
- f) Lot lines
- g) Lot numbers
- h) Lot/Plat dimensions
- i) Street names

NOTE: Email file transmissions preferred lzenchenko@cityofmadison.com . 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.

- 4.15 The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set.

PDF submittals shall contain the following information:

- a) Building footprints.
- b) Internal walkway areas.
- c) Internal site parking areas.
- d) Lot lines and right-of-way lines.
- e) Street names.
- f) Stormwater Management Facilities.
- g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).

- 4.16 The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including:

- a) SLAMM DAT files.
- b) RECARGA files.
- c) TR-55/HYDROCAD/Etc...
- d) Sediment loading calculations

If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided.

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.



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

April 20, 2006

TO: Plan Commission

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

SUBJECT: **8240 Mineral Point Road – Rezoning – C2 to PUD (GDP- SIP) – Bank with Drive Up Window / Future Retail**

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

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

1. The attached Traffic Signal and St. Light declaration of conditions and covenants shall be executed and returned to City Traffic Engineering.
2. The applicant's contractor shall be responsible for securing all proper permits and driveway approvals from Dane County Highway and Transportation Department for grading along County Trunk Highway "S" in the right-of-way. The contractor shall provide copies of all approved permits to Traffic Engineering prior to approval of plans. Contact City Traffic Engineering if you have questions.

GENERAL OR STANDARD REVIEW COMMENTS

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

3. The applicant shall revise plan sheets to show existing conditions on Junction Road and Mineral Point Rd. The applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
4. The applicant shall note Mineral Point Road and Junction Road proposed dedication to the public for roadway purposes on the site plans.

5. The applicant shall revise Parking Lot Plan Site Information Block on Sheet C103 to Wisconsin Community Bank plan.
6. The applicant shall provide to Traffic Engineering for approval, a Queuing Model showing provision for adequate queue storage that prevents queue interference with pedestrian or other vehicular movements with site plans for approval.
7. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
8. The applicant shall modify the noted Junction Rd. & Mineral Point Road driveway approaches according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4). The proposed twenty (20) foot width for the driveway approach, with two 5-foot flares with the sidewalk going through the approaches. In addition, the applicant shall show existing conditions on Junction Rd. & Mineral Point Rd. on the revised plan sheets submitted for approval.
9. All existing Junction Road and Mineral Point Road driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
10. "Stop" and "No Left Turns" signs shall be installed at a height of six (6) feet to the bottom of the first sign at the driveway approaches to Mineral Point Rd. and Junction Road. 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.
11. The intersection shall be so designed so as not to violate the City's sight-triangle preservation requirement which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
12. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
13. 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: Ron Trachtenberg
Fax: 608-257-2508
Email: rtrachtenberg@murphydesmond.com

DCD:DJM:dm

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: April 27, 2006

To: Plan Commission

From: Kathy Voeck, Assistant Zoning Administrator

Subject: 8240 Mineral Point Rd, CSM and Rezoning

Present Zoning District: C-2

Proposed Use: Lot 1, Bank (17,979 sq. ft.) with drive-up window & Lot 2, Future Retail Office Space

Proposed Zoning District: PUD(GDP-SIP)

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. Meet all applicable State accessible requirements, including but not limited to:
 - a. Provide a minimum of three accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
 - b. Show signage at the head of the stalls with a **minimum of 60" between the bottom of the sign and the ground.**
 - c. Show the accessible path from the stalls to the building. The stalls shall be as near the accessible entrance as possible. Show ramps, curbs, or wheel stops where required.

2. Provide **one** 10' x 35' loading areas with 14' vertical clearance to be shown on the plan. The loading area shall be exclusive of drive aisle and maneuvering space. Demonstrate the truck maneuvering into the proposed loading area. The applicant may have to modify access to the loading area and the location should be usable for trash and loading into the building.

3. Provide **six** 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.
4. 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.
5. In the Zoning Text regarding signage include ... as compared to the C-3 and as approved by the Urban Design Commission and Zoning.
6. Lighting is not required. However, if it is provided, it must comply with City of Madison outdoor lighting standards. (See parking lot packet). Lighting will be limited to .08 watts per square foot.
7. Show a phasing plan for Phase I showing the Temporary bank that meets Madison General Ordinances and State building codes. The applicant shall meet drive through facilities and/or parking requirements approvable by the City of Madison.

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	6,000 sq. ft.	25,458 sq. ft. & 54,226 sq. ft.
Lot width	50'	adequate
Usable open space	n/a	n/a
Front yard	0'	adequate
Side yards	0'	adequate
Rear yard	30'	adequate
Floor area ratio	3.0	less than 1.0
Building height	---	2 stories

8240 Mineral Point Rd

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Site Design	Required	Proposed
Number parking stalls	60	52 *
Accessible stalls	3	3 (1)
Loading	1 (10' x 35') area (office/bank 17,979 sq. ft.)	(2)
Number bike parking stalls	6	(3)
Landscaping	Yes	(4)
Lighting	No	(6)

Other Critical Zoning Items	
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.

* Since this project is being rezoned to the **(PUD)** district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the C-2 district, because of the surrounding land uses.



Madison Metro Transit System

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



April 20, 2006

TO: Plan Commission
FROM: Timothy Sobota, Transit Planner, Metro Transit
SUBJECT: 8240 Mineral Point Road – Wisconsin Community Bank – Speedway project

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 Junction Road, approximately 120 feet north of Mineral Point Road, within the area of the driveway apron proposed to be abandoned. The concrete pad shall occupy the full distance of the terrace, measure 6 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
2. The developer shall consult with City of Madison Engineering and Traffic Engineering staff to determine if a bus cut-out bay shall be installed to accommodate a bus stopped at this location.
3. The developer shall include the location of these passenger amenities 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:

4. Metro Transit operates bus service seven days a week along Junction Road.
5. 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.

Digitally signed
by Tim Sobota
Date: 2006.04.21
15:20:23 -06'00'

CC: Project contact person, Ron Trachtenberg: rtrachtenberg@murphydesmond.com (email)
City Traffic Engineering, Tom Walsh: twalsh@cityofmadison.com (email)
City Engineering, Janet Gebert: jgebert@cityofmadison.com (email)

Atch. Exhibit page "C103 Site Plan" [3/1/2006], notated with approximate amenity location



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: 4/17/06
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **8240 Mineral Point 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.)

1. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. Where there is a change in the direction of a fire lane, the minimum inside turning radius shall be at least 28-feet.
 - b. 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:

2. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. The site plans shall clearly identify the location of all fire lanes.
 - a. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.
3. Provide an additional fire hydrant on the site plans; see MGO 34.20 for additional information. A minimum of 2 shall be shown.

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

cc: John Lippitt

Manchester Place
2 East Mifflin Street, Suite 800
Madison, Wisconsin 53703-4217

Mailing Address:
P.O. Box 2038
Madison, Wisconsin 53701-2038

Telephone (608) 257-7181
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Ronald M. Trachtenberg
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Facsimile (608) 257-2508
rtrachtenberg@murphydesmond.com



14 April 2006

HAND DELIVERED

Mr. Peter Olson
Dept. of Planning and Development
City of Madison
215 Martin Luther King, Jr. Blvd.
Madison, WI 53703

Re: Wisconsin Community Bank PUD-GDP-SIP Application for
8420 Mineral Point Road and 117 Junction Road, City of Madison

Dear Mr. Olson:

This is to confirm our telephone conference of Thursday, April 13, 2006.

As we advised you, we had just spoken with James Boll, the president of the Sauk Ridge Neighborhood Association.

By way of background, in our meeting with the Sauk Ridge Board and with the Neighborhood Association at the Association's annual meeting, both the Board and the Association members had stated concern relative to the potential traffic generation of a fast food restaurant on the Wisconsin Community Bank site. We advised both the Board and the Association members that with the construction of the Wisconsin Community Bank on one of the two lots, we could not foresee any circumstances under which there would be any potential for a fast food restaurant on the "vacant" lot based upon area restrictions and ingress and egress (traffic) issues.

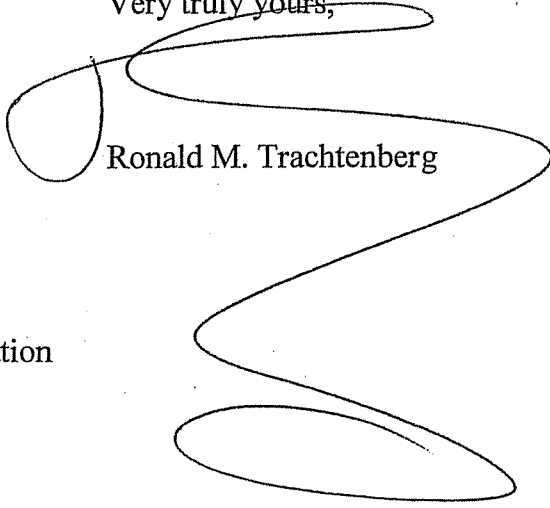
Based upon those comments, Mr. Boll requested that we deed restrict the whole parcel to prohibit fast food restaurants as a potential use. We understand that because there is no formal definition in the zoning code as to what constitutes a fast food restaurant, the City normally defines a fast food restaurant as a restaurant which provides, at least in part, service through a drive up window.

Mr. Peter Olson
14 April 2006
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Further, as we advised you, we spoke with Tom Wilkinson, the CEO of the Wisconsin Community Bank, who advised us that the bank would be willing to deed restrict the whole parcel to prohibit restaurants with drive through service as a potential use, that deed restriction running for the benefit of and enforceable by the City of Madison.

Based upon the foregoing, it is our understanding that you have no objection to and will add as a staff recommendation a prohibition against restaurants with drive through service. We do not know whether or not it makes more sense to have that as a separate deed restriction or to have that prohibition as part of the PUD-GDP-SIP (with any amendment being required to be a major alteration), both of which would have the exact same effect. In any event, the Wisconsin Community Bank would have no objection to and would support the staff requirement for such a restriction.

Very truly yours,



Ronald M. Trachtenberg

RMT:srp
221563

olson 041406

cc: Sauk Ridge Neighborhood Association
Attn.: Mr. James Boll
Wisconsin Community Bank
Attn.: Mr. Thomas J. Wilkinson
Mayo Corporation
Attn.: Mr. Matt M. Collins
BrandPartners
Attn.: Mr. Mark Greenfield
Attorney Vernon J. Jesse