

**PLANNING DIVISION REPORT  
DEPARTMENT OF PLANNING AND COMMUNITY  
AND ECONOMIC DEVELOPMENT  
November 14, 2008**

**RE: I.D. #12573, Demolition Permit – 2014 Allied Drive**

1. Requested Action: Approval of a demolition permit for a four-unit apartment building at 2014 Allied Drive in R4 (General Residence District) zoning.
2. Applicable Regulations: Section 28.12 (12) provides the guidelines and regulations for the approval of demolition permits.
3. Report Prepared By: Heather Stouder, AICP, Planner

**GENERAL INFORMATION:**

1. Applicant & Property Owner: State of Wisconsin Department of Transportation  
Contact: Lorraine Winchel, Wisconsin Department of Transportation SW Region, 2101 Wright Street, Madison, WI
2. Development Schedule: The applicant wishes to begin demolition as soon as all necessary approvals have been obtained.
3. Parcel Location: A 17,350 square-foot (0.4-acre) parcel generally located on the west side of Allied Drive at the intersection with Thurston Lane; Aldermanic District 10; Madison Metropolitan School District.
4. Existing Conditions: The site is zoned R4 (General Residence District) and developed with a vacant two story four-unit apartment building and a small surface parking lot.
5. Proposed Use: The site will be seeded with grass in the short term, and later utilized for transportation purposes at the time of improvements to the Verona Road, USH 18/151 interchange.
6. Surrounding Land Use and Zoning:  
North: Across Verona Road, Cub Foods zoned PUD-SIP (Planned Unit Development – Specific Implementation Plan District) and warehouse buildings zoned M1 (Limited Manufacturing District).  
South: 8-unit multifamily buildings zoned R4 (General Residence District).  
East: 8-unit multifamily buildings zoned R4 (General Residence District).  
West: City of Madison bicycle path and residential and commercial properties in the City of Fitchburg.
7. Adopted Land Use Plan: The Comprehensive Plan identifies this area for medium-density residential uses (MDR). The Allied-Dunn's Marsh Belmar Neighborhoods Physical Improvement Plan, adopted in February 2005, identifies the property as one of a handful that may be required as right-of-way for a new extension of Raymond Road to connect to Thurston Lane. If, when detailed engineering takes place, this property were to be

determined to be unnecessary for use as right-of-way, it is recommended as part of a larger redevelopment area for a mixed-use neighborhood commercial center.

8. Environmental Corridor Status: This property is adjacent to a mapped environmental corridor to the west, which includes an existing regional bicycle path.
9. Public Utilities & Services: This property is served by a full range of urban services, although gas and electricity meters have been removed and water service has been disconnected.

### **STANDARDS FOR REVIEW:**

This application is subject to the demolition standards of Section 28.12 (12).

### **ANALYSIS, EVALUATION AND CONCLUSION:**

The applicant is requesting approval to demolish a vacant 4-unit residential building and associated surface parking lot to be used in the near future as grass-covered open space and eventually as potential transportation right-of-way for an improved Verona Road.

The subject site is 2014 Allied Drive, located on the west side of Allied Drive at the intersection with Thurston Lane in R4 (General Residence) district. The parcel has an approximately 200-foot frontage on Allied Drive, with an area of 17,350 sq. ft. The four-unit residential building on the site, constructed in 1965, is currently vacant with a completely gutted interior and boarded up windows. The applicant indicates that paraphernalia found inside the building suggests that it may be occasionally used for unsafe, unlawful purposes.

Plans submitted with this request include the demolition and removal of the vacant four-unit building, associated driveway and surface parking lot, and public utility infrastructure. Demolition as proposed will be followed by the restoration of the site to grass-covered open space. The applicant has specified that all excavated areas will be backfilled, compacted, and graded to prevent storm water runoff to the north and west. All disturbed areas will be restored with topsoil and seeded with grass. In response to concerns expressed by the City of Madison Police Department, the applicant has also proposed to remove shrubs and a dilapidated fence from the rear of the property, and to erect a new fence upon completion. The WDOT intends to accomplish the demolition work by utilizing an existing City Public Works contract with R.G. Huston Company, Inc., and will reimburse the City for all costs associated with the demolition. The WDOT has already completed necessary work related to the removal of asbestos prior to demolition activity.

This area immediately surrounding the property includes multifamily residential buildings, the Southwest Bicycle Trail, and commercial properties to the northeast along the West Beltline frontage. The property lies within the footprint of the WDOT study area focused on evaluating alternative improvements to the Verona Road and West Beltline Highway interchange. A Draft Environmental Impact Statement (DEIS) prepared by the WDOT in 2004 illustrated two alternatives: a freeway alternative involving the lowering of Verona Road and new ramps below grade to allow for free-flowing traffic between the two facilities, and an improved single-point, urban intersection.

In response to the DEIS prepared by the WDOT, the City of Madison prepared official interagency comments (Exhibit G of the attached excerpt of the Allied-Dunn's Marsh Belmar Neighborhoods Physical Improvement Plan) for consideration in the development of a Final Environmental Impact Statement (FEIS). In these comments, the City of Madison shows general support for a below-grade freeway alternative, as long as significant improvements can be made to maximize neighborhood connectivity and safety and minimize negative affects on properties close to the interchange. Within the area directly relating to this property, City suggestions for a connection over the below-grade freeway range from the provision of an at-grade local connection between Raymond Road and Thurston Lane to a completely covered (tunneled) interchange design, which would truly maximize opportunities for connections and developable land above the depressed freeway. In these same comments, the City also recommended that the WDOT to make an effort to acquire necessary properties as early as is practical, in order to mitigate the tendency for property owners to forego property maintenance due to the knowledge that their property would soon be acquired. Since 2004, WDOT has been developing additional interim and long-term alternatives for Verona Road and the interchange. Public meetings focused on these alternatives are scheduled to occur during the week of November 17, 2008.

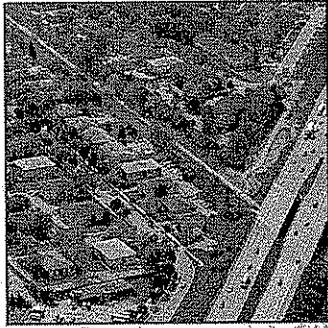
Regardless of which alternative moves forward for improvements to the interchange, construction is not likely to occur until year 2014, and the majority of right-of-way acquisition will occur in 2011 and 2012. However, consistent with suggestions from City staff, the WDOT was able to acquire this property when it was vacant, dilapidated, and under foreclosure, minimizing costs to state taxpayers and eliminating a future need to relocate households from the property. Staff believes that the applicant's designation of the future use as transportation right-of-way is adequate, and consistent with the Allied-Dunn's Marsh Belmar Neighborhoods Physical Improvement Plan.

The Planning Division does not oppose the demolition as proposed, and believes that the demolition standards can be met. The proposed future use as a transportation right-of-way is consistent with adopted plans, and the Wisconsin Department of Transportation is taking the opportunity to remove a vacant building in very poor condition in an efficient manner.

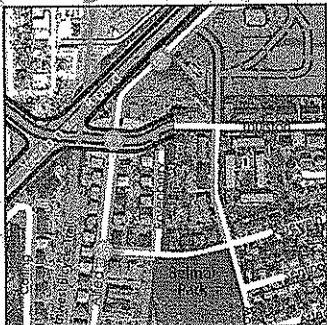
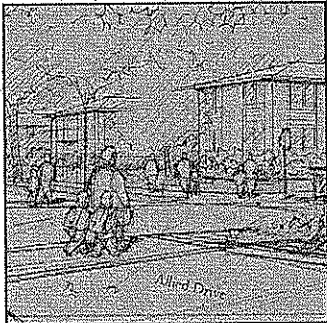
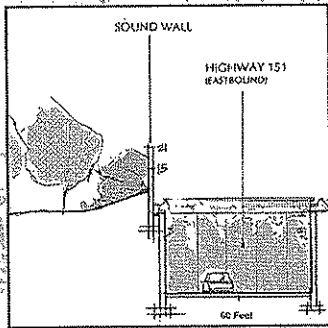
### RECOMMENDATION

The Planning Division recommends that the Plan Commission find that the demolition standards are met and **approve** demolition of a four-unit apartment at 2014 Allied Drive subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That the applicant shall have a "reuse and recycling plan" approved by the Recycling Coordinator prior to issuance of the demolition permit.



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



February, 2005

## Acknowledgements

### Mayors

Fitchburg Mayor Thomas Clauder  
Madison Mayor Dave Cieslewicz

### Aldermen

Andrew Potts, City of Fitchburg, District 1, Seat 1  
Jason Williams, City of Fitchburg, District 1, Seat 2  
Ken Golden, City of Madison, District 10

### WISDOT

Rose Phetteplace  
Mike Rewey

### City Staff

John Davenport, Police Department  
Bill Fruhling, Planning Unit  
Joseph Gromacki, Community & Economic  
Development Unit  
Jeanne Hoffman, Mayor's Office  
Hickory Hurie, Community Development  
Block Grant Office  
Tom Hovel, Fitchburg City Planner  
Dan McCormick, Traffic Engineering  
Annette Miller, Mayor's Office  
Brad Murphy, Madison Planning Unit Director

Larry Nelson, City Engineer  
Mark Olinger, Madison Director of  
Planning and Development  
Agustin Olvera, Housing Unit  
Carol Reiss, Heath Department  
Tim Sobota, Madison Metro  
David Trowbridge, Planning Unit  
Lorri Wendorf, Office of Community  
Services  
Si Widstrand, Parks

### Plan Prepared for:

City of Fitchburg  
5520 Lacy Road  
Fitchburg, Wisconsin 53711-5318  
[www.city.fitchburg.wi.us](http://www.city.fitchburg.wi.us)

City of Madison  
210 Martin Luther King Jr. Blvd.  
Madison, Wisconsin 53703  
[www.cityofmadison.com](http://www.cityofmadison.com)

### Planning and Design Assistance by:

VANDEWALLE & ASSOCIATES  
120 East Lakeside Street  
Madison, Wisconsin 53715  
608.255.3988 tel  
608.255.0814 fax  
[va@vandewalle.com](mailto:va@vandewalle.com)

Rob Gottschalk, RLA, AICP, Urban Design, Project Manager  
Melissa Huggins, AICP, Public Participation Manager, Survey Author  
Dean Proctor, AIA, Urban Design, Visual Communication  
Jeff Maloney, Urban Design, Plan Author  
Jamie Radel, Survey Author

## Letter of Introduction

The Allied-Dunn's Marsh Neighborhood of Madison and the Belmar Neighborhood of Fitchburg have historically contained a diverse range of businesses, housing types, and residents. The neighborhoods are surrounded by regional open spaces and transportation corridors that isolate the neighborhoods from other parts of Madison and Fitchburg. This project identifies physical improvements within the Allied-Dunn's Marsh and Belmar neighborhoods that will improve neighborhood connectivity, functionality, safety, and appearance. These recommendations are directed toward improving residents' day to day quality of life and encourage a sense of community pride in their environment.

This project is partly in response to the Wisconsin Department of Transportation (WISDOT) Verona Road/West Beltline Study, which provides regional and local roadway improvement alternatives for the Beltline and Verona Road.

This project has the following planning objectives:

- Understand residents' concerns and wishes regarding their physical environment
- Determine existing site conditions through a thorough site analysis
- Design a traffic circulation system and physical improvement plan to reduce neighborhood isolation
- Mitigate the negative effects associated with the Verona Road/Beltline reconfiguration
- Recommend uses for under-utilized and undeveloped properties
- Recommend other physical infrastructure improvements
- Create an implementation timeline
- Estimate a project implementation budget

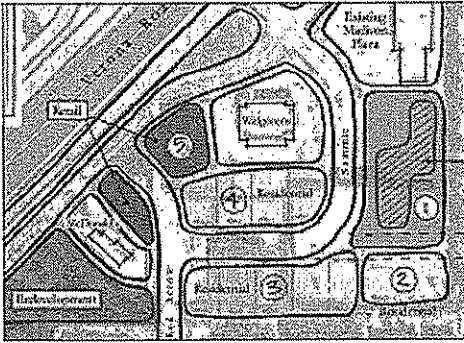
### Design Process

- Background research
- Public survey.
- Existing site conditions and inventory
- Public meetings
- Site and opportunity analysis
- Physical improvement recommendations

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

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

**Summary of Recommendations**



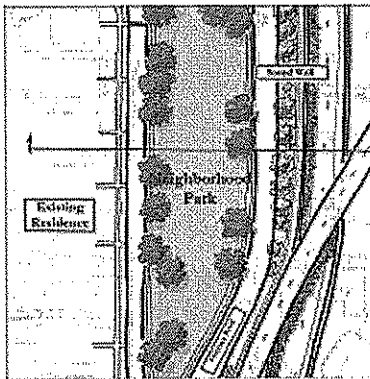
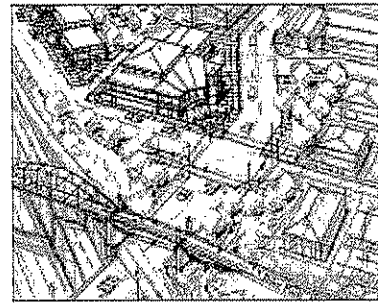
*Neighborhood Commercial Center*

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

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

*Raymond Road Extension*

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



*Britta Parkway*

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

*Physical Improvements Plan*

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









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

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

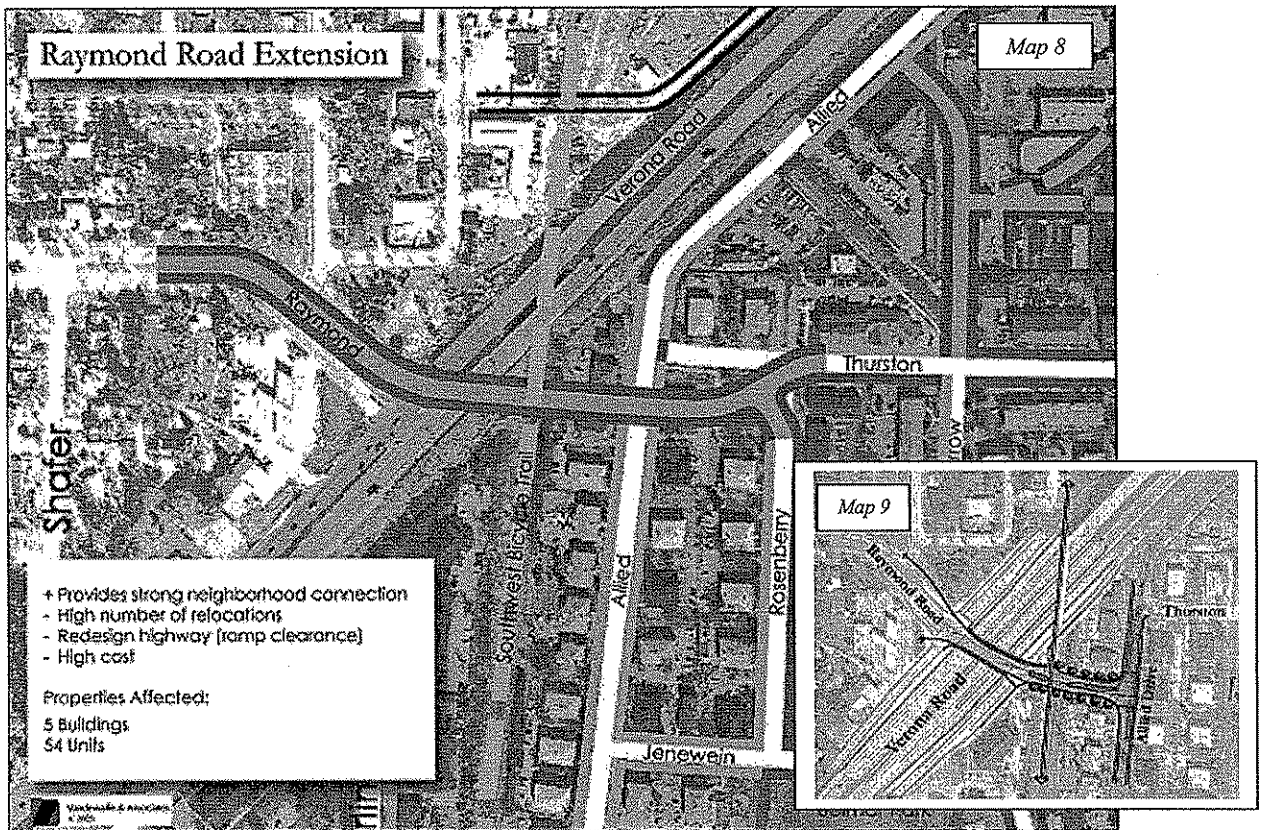
The following section represents the best redevelopment opportunities of those identified and evaluated. The timing of these projects will depend on the further discussions with property owners and potential developers.

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

### Raymond Road Extension

One of the early WISDOT Raymond Road alternatives can be seen in Map 9. Raymond Road extends into Allied Drive to form a three-way intersection. Sidewalks provide residents the opportunity to safely walk across Verona Road. While this alignment provides the neighborhood with an important connection to other neighborhoods, the connection into the Allied Drive-Dunn's Marsh neighborhood could be further improved.

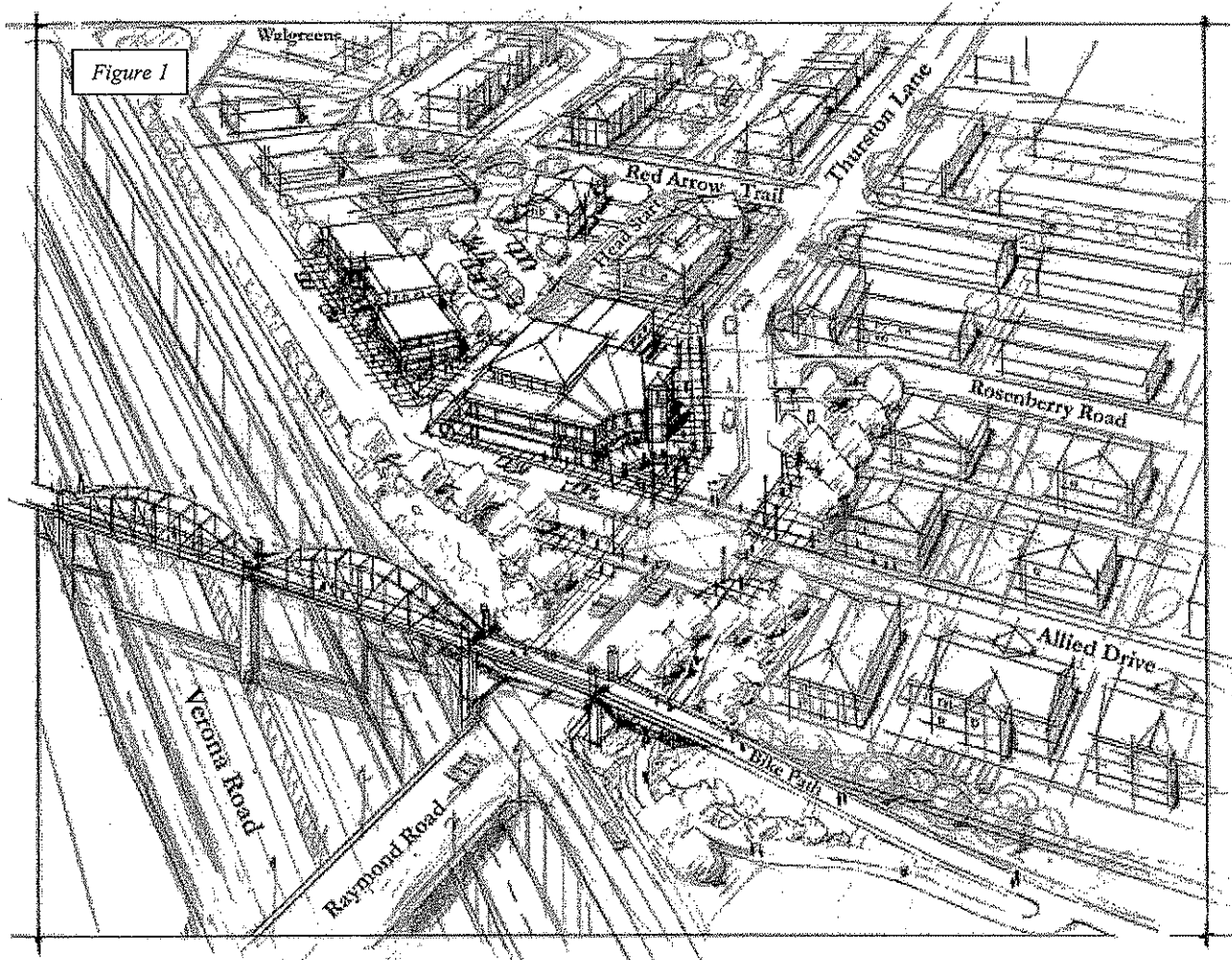
An improved alternative to this alignment is shown in Map 8. This alignment connects directly into Thurston Lane providing a stronger neighborhood connection between the Allied-Dunn's Marsh Neighborhood and the neighborhoods west of Verona Road.



Properties north of Raymond Extended could be redeveloped into land uses that serve the community. The newly formed intersection should contain entry features that identify the neighborhood including public displays and plantings.

Figure 1 depicts Raymond Road extending into the neighborhood. The bike path, which may become an overhead bridge, is accessible at the Raymond Road/Allied Drive intersection. The redevelopment site is illustrated to show a possible community, office, or retail use at the corner.

The proposed alignment affects five existing properties. New residential development in the neighborhood commercial center could mitigate the loss of these buildings.



Other road alignment alternatives are found in Exhibit F. These alternatives were evaluated with City Staff and neighborhood residents during the design process.

# Exhibit G: Comments on EIS

AGENDA # \_\_\_\_\_

Copy Mailed to Alderperson \_\_\_\_\_

City of Madison, Wisconsin

## AN AMENDED SUBSTITUTE RESOLUTION \_\_\_\_\_

Providing the Wisconsin Department of Transportation with the City of Madison's comments on the Draft Environmental Impact Statement (DEIS) for the Verona Road/West Beltline Highway Project.

PRESENTED 5-18-04  
REFERRED Long-Range Transportation Planning Commission, Pedestrian, Bicycle, Motor Vehicle Commission, Transit and Parking Commission, Plan Commission, Board of Public Works  
REREFERRED Above (7-6)

REPORTED BACK JUL 06 2004; SEP 07 2004

Drafted By: Bradley J. Murphy, Planning Unit Director

ADOPTED X POF \_\_\_\_\_

Date: August 30, 2004

RULES SUSPENDED \_\_\_\_\_

PUBLIC HEARING \_\_\_\_\_

Fiscal Note: Although the project will have significant fiscal implications, no expenditure is required to convey the City comments on the Environmental Impact Statement via this Resolution.

APPROVAL OF FISCAL NOTE IS NEEDED  
BY THE COMPTROLLER'S OFFICE  
Approved By  
\_\_\_\_\_  
Comptroller's Office

Sponsors: Mayor David J. Cieslewicz  
Ald. Ken Golden

AMENDED SUBSTITUTE  
RESOLUTION NUMBER 61822  
ID NUMBER 36137

WHEREAS the Wisconsin Department of Transportation (WDOT) has prepared a Draft Environmental Impact Statement (DEIS) to address the long-term needs of the Madison area's West Beltline Highway and Verona Road as the first step in planning for long-term infrastructure investments within this area; and

WHEREAS the DEIS includes three major focus areas, including:

- The segment of the U.S. Highway 151 corridor centering on the Verona Road interchange and Verona Road south to County Trunk Highway PD;
- The U.S. Highway 12/14 (West Beltline Highway) corridor from the U.S. Highway 14 (University Avenue) interchange to the Todd Drive interchange; and
- The U.S. Highway 12/14 crossings (interchanges and grade-separated crossings) between U.S. Highway 14 and Todd Drive; and

WHEREAS the Wisconsin Department of Transportation has conducted a planning process which included a large technical committee comprised of representatives from the affected municipalities; formed an advisory committee comprised of elected officials and representatives from the affected neighborhoods; partially funded the preparation of a draft physical improvement plan for the Allied-Dunn's Marsh-Belmar Neighborhood; and

worked closely with City agencies and policy makers throughout the “needs assessment” process and DEIS process dating back to the beginning of the process in 1997.

WHEREAS the DEIS acknowledges that the Verona Road/West Beltline project will have several impacts on surrounding neighborhoods, and the DEIS outlines mitigation measures proposed to avoid, minimize or mitigate the negative impacts. The City appreciates the open and inclusive process used to prepare the DEIS, the financial participation of WisDOT in the preparation of the Draft Allied Dunn’s Marsh Physical Improvements Plan, and the extensive outreach efforts made to engage the community during the development and evaluation of the alternatives. Furthermore, the City of Madison acknowledges the efforts that WisDOT has made toward minimizing and mitigating the negative impacts.

NOW THEREFORE BE IT RESOLVED that the Madison Common Council hereby endorses the submittal of the attached comments on the DEIS entitled “Summary Comments on the Draft Verona Road/West Beltline Highway Environmental Impact Statement” dated May 25, 2004 and further specifically requests the Wisconsin Department of Transportation to integrate include these comments in the Final Environmental Impact Statement (FEIS), commit to the implementation of along with the following specific recommendations, and where noted, enter into a formal agreement with the City to ensure adequate implementation.

- **U.S. Highway 151/Verona Road from U.S. Highway 12/14 (the West Beltline Highway) to County Trunk Highway PD.**

The requirements of Executive Order 12898 (Environmental Justice) have not been adequately addressed by the current DEIS. However, the requirements of Executive Order 12898 (Environmental Justice) can be adequately addressed if the final EIS, final project design, and final implementation plan (including improvements to the Allied/Dunn’s Marsh neighborhood), includes all of the recommendations contained in this resolution.

The requirements of Executive Order 12898 state that federally funded projects shall identify and address, as appropriate, disproportionately high and adverse human health or environmental effects on minority populations or low-income populations, including the inter-related social and economic effects. The DEIS indicates that the project “results in several impacts having disproportionately high and adverse effects on minority or low-income populations in the Allied-Dunn’s Marsh Neighborhood.” “Disproportionately high and adverse effects include residential relocations, business relocations, neighborhood access changes, and parkland changes.” The DEIS also states that “these changes will affect minority and low income populations more than the non minority and non low-income population because a large minority and low-income population resides in the neighborhood areas surrounding the corridor.” The depressed freeway portion of the project - which at this time includes the construction of a 30-foot deep depressed freeway with walls, fencing and 55 mile-per-hour traffic - **will could** significantly increase the psychological and physical isolation of neighborhoods separated by the freeway. The DEIS acknowledges the physical isolation of the Allied Dunn’s Marsh neighborhood.

The City of Madison does not support the free flow alternative concept as currently proposed. In particular, the City believes that the free flow alternative, as currently proposed, will have disproportionately high and adverse human health and environmental effects on minority and low-income populations - including the inter-related social and economic effects. The most significant negative impacts associated with the free flow alternative affect neighborhoods in the southeast quadrant of the interchange (Allied Drive, Dunn’s Marsh, Belmar, Marlborough Heights, Crawford Heights and Chalet Gardens), an area which generally contains a much higher level of minority and low-income residents than the City as a whole.

The City staff "Summary of Comments on the DEIS" from May 25, 2004, and the recommendations outlined below, comment extensively on the impacts described within the DEIS and highlight those recommendations that the City believes the Wisconsin Department of Transportation must commit to in the Final Environmental Impact Statement (FEIS) in order to address these concerns. In particular, recommendations 1, 2, 4, 6, 7, 10, 11, 12 and 13 and 17 all are intended to mitigate the negative effects of the free flow alternative on neighborhoods in the southeast quadrant of the interchange, an area the DEIS indicates contains much higher levels of minority and low-income residents than the City as a whole.

The City's specific recommendations, outlined below, will more adequately address the negative effects of the free flow alternative on the psychological and physical isolation of neighborhoods in the southeast quadrant, the reduced transit access to the neighborhood, reduced safety and emergency vehicular accessibility to and from the neighborhood, the loss of housing within the neighborhood and the loss of businesses serving and employing neighborhood residents. While the DEIS outlines some mitigation measures proposed to avoid, minimize or mitigate the negative impacts, the recommendations listed below - and commitments from the Department to implement them - are specifically intended to further mitigate negative effects on residents within the southeast quadrant, and would allow WisDOT to fully address the environmental justice requirements of Executive Order 12898, building upon their efforts to-date.

~~(previous #1) The requirements of Executive Order 12898 (Environmental Justice) have not been adequately addressed; in particular, the disproportionately high and adverse human health and environmental effects directed toward minority and low-income populations, including the inter-related social and economic effects of the free flow alternative. The most significant negative impacts associated with the free flow alternative effect neighborhoods in the southeast quadrant of the interchange (Allied Drive, Dunn's Marsh, Belmar, Marlborough Heights, Crawford Heights and Chalet Gardens), an area which generally contains a much higher level of minority and low-income residents than the City as a whole.~~

~~The City of Madison does not support the freeway concept as currently proposed. The City requests the WDOT to cover the depressed freeway between Summit and Williamsburg Way. The DEIS contains no information which evaluates this alternative, its costs and the opportunities to mitigate the negative impacts associated with the construction of a 30-foot deep depressed freeway with walls, fencing and 55 mile an hour traffic which will significantly increase the psychological and physical isolation of neighborhoods separated by the freeway. The FEIS must include an evaluation of this alternative, including the consideration of covering portions of the depressed highway to further reduce noise impacts, to create additional land for development, to provide opportunities for additional landscaped open space and parklands above the tunnel, and to significantly improve the visual and physical connections between neighborhoods east and west of U.S. Highway 151.~~

Note: Where indicated with \*\* below, the City of Madison requests that a formal implementation agreement be entered into with WisDOT, to ensure adequate implementation.

1. \*\* The City requests WisDOT to cover the depressed freeway between Summit and Williamsburg Way. As part of the FEIS, the City requests that WisDOT fully evaluate the feasibility of covering this part of the depressed freeway, in order to further mitigate the negative impacts associated with the freeway alternative. The DEIS currently contains no information

pertaining to the evaluation of this alternative, including the costs and opportunities to mitigate the negative effects associated with the construction of a 30-foot deep depressed freeway with walls, fencing and 55 mile-per-hour traffic (which will increase the physical and psychological isolation of neighborhoods separated by the freeway).

The City of Madison requests that the FEIS include an evaluation of this alternative (including an evaluation of the covering of portions of the depressed freeway, if the depressed freeway is not completely covered). Covering significant portions of the depressed freeway is intended to further reduce noise impacts in the area, create additional land for development, provide opportunities for additional landscaped open space and parklands above the covered roadway, and to significantly improve the visual and physical connections between neighborhoods east and west of U.S. Highway 151.

~~(previous #2) The City requests the FEIS to include an evaluation of the potential impacts of reducing the design speed of the curves to allow a ramp speed limit of 45 miles per hour.~~

2. The City requests that the FEIS include complete documentation of WisDOT's interchange design evaluation (including the full range of interchange design options considered and dismissed prior to the release of the DEIS), and the impacts of these options on the other quadrants. One of the options evaluated and documented should be reducing the design speed of the curves in the southeast quadrant of the interchange, to allow a ramp speed limit of 45 miles per hour.
3. \*\* The FEIS should include the construction of the Raymond Road crossing of U.S. Highway 151 on an alignment consistent with that shown in the Draft Allied-Dunn's Marsh-Belmar Physical Improvement Plan dated May 6, 2004, which aligns the crossing with Thurston Lane.
4. ~~If the depressed freeway between Summit and Williamsburg Way is not completely covered, the width of the Raymond Road, Williamsburg Way and Summit Crossing must be a minimum of 175 feet in order to incorporate improvements which will result in attractive plaza-like connections between neighborhoods east and west of the freeway, incorporating wide pedestrian sidewalks, bicycle lanes, adequate areas for pedestrian amenities including pedestrian level lighting and landscaping, in addition to the travel lanes.~~
5. The City requests the FEIS to include an evaluation of the potential to eliminate the frontage road in the southeast quadrant extending from Raymond Road to Summit.
6. If the freeway facility is covered, the Southwest Bicycle Path should be integrated into that design in a manner that maintains the best access for users of the path. In addition, the City request that WisDOT evaluate all pertinent accessibility issues (including access to the Allied Drive and commercial districts in that area), design options, screening possibilities, or other features in order to minimize the feeling of isolation on the Southwest Bicycle Path facility.
7. The City requests WisDOT to investigate the pedestrian/bicycle crossing at its current Williamsburg Way location.
8. \*\* The FEIS should include a commitment by the WDOT to fully participate in the costs to redevelop the Madison plaza commercial center to transform this unsuccessful shopping center into a mixed-use commercial and residential area, including the extension of Summit Avenue to



Red Arrow Trail. These commitments should be incorporated into a development agreement which will be made part of the FEIS.

9. \*\* The City recommends that the WDOT commit to the redevelopment of the Madison Plaza commercial center, the early acquisition of some residential and commercial properties and the construction of replacement housing within the center. The FEIS should evaluate alternatives to the standard WDOT relocation process to include early acquisitions of properties and commit funding to provide replacement housing well in advance of the actual construction schedule. This commitment should be in the form of a development agreement between the City of Madison and WDOT which adequately mitigates these impacts and becomes a commitment in the FEIS.
10. \*\* The City requests the construction of noise barriers within the locations identified in the DEIS with the noise barrier in the southeast quadrant located in conformance with the Draft Allied Drive-Dunn's Marsh-Belmar Physical Improvement Plan dated May 6, 2004. The frontage road south of the noise barrier should also be constructed north of Britta Parkway (a City of Madison park).
11. \*\* The City supports the mitigation measures for area parks which are included in the DEIS, including the commitment to improve Belmar Park and Marlborough Park and the possible expansion of Doncaster Park.
12. \*\* The FEIS must commit to a high level of urban streetscape improvements along all reconstructed streets and a high level of landscaping between the freeway, and local arterial streets and between the local arterial streets and frontage roads. All fencing of the freeway must be of high aesthetic quality and adequately screened. Architectural/aesthetic treatments and textures should be applied to all concrete structures associated with bridges, crossings, walls of the depressed freeway, noise barriers and all above ground structures. Entrance features and public art should be incorporated into the project.
13. The FEIS should recognize and acknowledge the negative impact on market values and the appreciation of properties and structures scheduled for acquisition and demolition/relocation. The FEIS should acknowledge the negative economic effects of stagnating market values and appreciation resulting from the likely diminished property maintenance which will occur between the time the FEIS is approved and acquisition occurs.
12. The FEIS should evaluate the changes in response times for safety and emergency service agencies and Madison Metro which would result from the closing of the Seminole Highway ramps.
13. \*\* The FEIS should commit to mitigate the negative impacts associated with disruptions to the transit routing and potential loss of service in parts of the neighborhood east of Verona Road.
14. The DEIS does not adequately address the secondary impacts from the freeway alternative. These impacts will include additional development further from the urban core, additional vehicle miles of travel that otherwise would not occur, and increased reliance on the automobile. The DEIS also does not include enough information on the origins and destinations of travel trips south of Highway PD. Additional information must be provided to adequately consider the types of trips utilizing the Verona Road corridor, and the split between regional trips and local trips, and the external to external, external to internal and internal to internal trips along this corridor.

The City requests that WisDOT provide the definition/clarification of the three types of trips addressed, e.g., regional, metropolitan and local. This information should be provided to local units of government and the public participation process should consider this additional critical information prior to the FEIS being approved.

15. The City requests WisDOT to identify the transit alternatives that were considered in the Verona Road Corridor.
  16. The City request WisDOT to provide to the Common Council and Long Range Transportation Commission available information as it related to emissions and pollution (specifically ozone impacts).
  17. \*\* The FEIS should commit to improvements in the Allied Drive neighborhood area beyond the normal policy of one quarter mile from the corridor to help mitigate impacts to this neighborhood from the project and to help meet the Department's Environmental Justice obligations in the neighborhood.
- **U.S. Highway 12/14 (the West Beltline Highway) from Todd Drive to U.S. Highway 14**
    1. The City of Madison supports Alternative A B (the ramp meters and auxiliary lanes ~~and a third lane added in each direction~~) provided that adequate right-of-way is maintained to accommodate future high capacity transit service along the corridor.
    2. \*\* The City requests that the FEIS include an acknowledgement that the WDOT will construct noise barriers between Verona Road and Mineral Point Road if requested by the City of Madison.
    3. The FEIS should include a complete listing of the plans considered during the preparation of the FEIS, including the City's Peripheral Area Development Plan and all adopted neighborhood development plans.
    4. \*\* The FEIS must include a commitment to address aesthetic improvements along the U.S. Highway 12/14 corridor and include a high level of aesthetic treatment and context sensitive architectural design and landscaping for all investments made along the corridor.
    5. \*\* The DEIS recognizes that the West Beltline Highway is both a major transportation facility serving the Madison Metropolitan Area and, at the same time, a major barrier which has prevented the construction of a fully-connected and integrated grid system of local collector and arterial urban streets to serve the greater west side. As such, additional crossings of the West Beltline Highway must be committed to as part of the FEIS and the Beltline itself will need to be fully utilized to accommodate metropolitan traffic. The DEIS indicates that the Mineral Point Road interchange will be reaching capacity and that improvements will be needed. The FEIS must provide a commitment by the Wisconsin Department of Transportation to participate in an area-wide long-range regional study of Beltline interchanges, in particular, the Mineral Point Road interchange and west side major arterial and collector streets to explore all options to meet the transportation needs of the area, including the consideration of grade separated intersections and additional Beltline crossings.

6. \*\* The City requests that the Junction Road Overpass be considered a part of this project vs. a stand-alone enhancement project.
7. The City requests WisDOT to conduct a traffic modeling evaluation of the freeway alternative, one modeling the removal of the Summit ramps and one model run leaving them in, and ensure that the traffic modeling effort includes a larger geographic area (which includes local streets in the vicinity).
8. The FEIS must fully analyze the impacts of the project on roadways connecting the Beltline Highway to the downtown Central Business District.
9. The City requests WisDOT to evaluate all of the traffic impacts caused by the freeway alternative and the additional lanes proposed for the West Beltline. In particular, the traffic impacts on the Beltline (between Rimrock Road and Mineral Point Road) and other roadways in the Mineral Point Road area should be evaluated.
10. \*\* The City notes in its review of the DEIS that USH 12/14 between Old Sauk Road and Mineral Point Road is proposed for auxiliary ramp lanes in both directions; however, noise issues related to this segment have not been addressed. The City requests WisDOT to expand the extent of its noise analysis and include noise mitigation in the FEIS Document. Specifically, any lane additions, including auxiliary ramp lane additions, be reviewed for noise impacts and mitigation measures provided and committed to.

- **U.S. Highway 12/14-Additional Crossings of the Beltline**

1. \*\* The City of Madison supports the additional grade separated crossings of the Beltline identified in the DEIS. The following priority should be placed on these projects:
  - a. Watts Road extension under the Beltline connecting to Research Park Boulevard.
  - b. Wal-Mart to West Towne crossing.
  - c. Struck Street crossing.
  - d. D'Onofrio Drive crossing.

The FEIS must commit to undertake detailed follow-up studies of the Beltline crossings (including an evaluation of the traffic impacts the new crossings will have on area local streets), and should prioritize these crossings for construction prior to the Verona Road/West Beltline Highway interchange project. These crossings should be funded by the WDOT.

2. \*\* An additional study of the Mineral Point Road/West Beltline Highway interchange as part of the follow-up study mentioned under the previous section, should be committed to in the FEIS.
3. \*\* The FEIS should acknowledge the impacts on the Madison Metro transit system as outlined in the attached comments, and should commit to mitigating these impacts.
4. The City requests WisDOT to conduct an evaluation of reconnecting Hammersley as an east-west connector, including an evaluation of all the impacts on the Southwest Bicycle Path.



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  
1 866 704 2315 Textnet

**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.  
Gregory T. Fries, P.E.

**Facilities & Sustainability**  
Jeanne E. Hoffman, Manager  
James C. Whitney, A.I.A.

**Operations Manager**  
Kathleen M. Cryan

**Hydrogeologist**  
Joseph L. DeMorett, P.G.

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

**Financial Officer**  
Steven B. Danner-Rivers

DATE: November 3, 2008  
TO: Plan Commission  
FROM: Larry D. Nelson, P.E., City Engineer  
SUBJECT: 2014 Allied Drive Demolition

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

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

- 1. Applicant shall obtain a street terrace permit for removal and/or replacement of curb and gutter, drive apron or sidewalk within the right-of-way.

**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: 2014 Allied Drive Demolition

**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 Submit a PDF of all floor plans to Lori Zenchenko [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com) so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during, or after construction) the

7



addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.

- 1.7 The site plan shall include a full and complete legal description of the site or property being subjected to this application.
- 1.8 The Developer is required to pay Impact Fees for this development. The Developer shall indicate the method of payment as provided below:
  - 1) Impact Fees shall be paid in full prior to Engineering sign-off of the plat/csm.
  - 2) The Developer has elected to defer the payments until such time as the building permits are applied for, in which case the owner(s) shall receive the invoices to pay the outstanding impact fees at the time of permit issuance. The following shall be required prior to plat sign off;
    - a) The Developer shall supply an Excel spreadsheet with lot numbers, lot areas, and number of dwelling units per lot. The Developer shall supply a CADD file of the proposed FINAL plat, in a format compatible with Microstation J. This information shall be required to calculate the Impact Fees, which will then be recorded at the Register of Deeds against each lot in the subdivision..
    - b) All information shall transmitted to Janet Dailey by e-mail at [Jdailey@cityofmadison.com](mailto:Jdailey@cityofmadison.com), or on a CD to:  
  
Janet Dailey  
City of Madison Engineering Division  
210 Martin Luther King Jr. Blvd  
Room 115  
Madison, WI 53703
    - c) A minimum of three (3) weeks shall be required for staff to calculate the Impact Fees and record the documents prior to plat sign-off.

The Developer shall put the following note on the face of the plat:

**LOTS / BUILDINGS WITHIN THIS SUBDIVISION / DEVELOPMENT ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE AT THE TIME BUILDING PERMIT(S) ARE ISSUED.**

#### 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.
- 2.8 The Public Sanitary Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
  - a. The property owner reserves the right to use and occupy the Public Sanitary Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sanitary sewer facilities.
  - b. No above-ground improvements shall be located in the Public Sanitary Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public sanitary sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)

- c. Plantings and landscaping within the Public Sanitary Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
  - d. The property owner shall not change the grade of the Public Sanitary Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
  - e. The Public Sanitary Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.9 The Public Sidewalk Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Sidewalk Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sidewalk improvements.
  - b. No above-ground improvements will be allowed in the Public Sidewalk Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
  - c. Plantings and landscaping within the Public Sidewalk Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
  - d. The property owner shall not change the grade of the Public Sidewalk Easement Area(s) without the prior written approval of the City's Engineering Division.
  - e. The Public Sidewalk Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.10 The Public Storm Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Storm Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public storm sewer facilities.
  - b. No above-ground improvements shall be located in the Public Storm Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public storm sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
  - c. Plantings and landscaping within the Public Storm Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
  - d. The property owner shall not change the grade of the Public Storm Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.  
The Public Storm Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.11 The Public Water Main Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Water Main Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public water main facilities.
  - b. No above-ground improvements will be allowed in the Public Water Main Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
  - c. Plantings and landscaping within the Public Water Main Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
  - d. The property owner shall not change the grade of the Public Water Main Easement Area(s) without the prior written approval of the City's Engineering Division.
  - e. The Public Water Main Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

**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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.
- 3.18. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - [dkahl@cityofmadison.com](mailto:dkahl@cityofmadison.com) or 266-4816.

#### 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.
- 4.4 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.



- 4.5 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.
- 4.6 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.
- 4.7 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.
- 4.8 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.
- 4.9 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) off of new paved surfaces
  - Control 80% TSS (5 micron particle) off of new paved surfaces
  - Provide infiltration in accordance with Chapter 37 of the Madison General Ordinances
  - Provide substantial thermal control.
  - Provide oil & grease control from the first 1/2" of runoff from parking areas.
  - Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website – as required by Chapter 37 of the Madison General Ordinances.

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

- 4.10 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.
- 4.11 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.
- 4.12 The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain only the following data, each on a separate layer name/level number:
  - a) Building Footprints
  - b) Internal Walkway Areas
  - c) Internal Site Parking Areas
  - d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
  - e) Right-of-Way lines (public and private)
  - f) All Underlying Lot lines or parcel lines if unplatted
  - g) Lot numbers or the words "unplatted"
  - h) Lot/Plat dimensions
  - i) Street names

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

NOTE: Email file transmissions preferred [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com). Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file.

- 4.13 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.

- 4.14 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).
- 4.15 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.
- 4.16 The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances.

#### 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
- 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, invert elevation, and alignment of the proposed service.



## Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager

Suite 100  
215 Martin Luther King, Jr. Boulevard  
P.O. Box 2986  
Madison, Wisconsin 53701-2986  
PH 608 266 4761  
TTY 866-704-2315  
FAX 608 267 1158

November 6, 2008

TO: Plan Commission  
FROM: David C. Dryer, P.E., City Traffic Engineer and Parking Manager  
SUBJECT: **2014 Allied Drive – Demolition – Wisconsin Department of Transportation**

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

### PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

2. None

### GENERAL OR STANDARD REVIEW COMMENTS

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

3. None

Please contact John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items:

Contact Person: Lorraine Winchel  
Fax: 242-8027  
Email: [lorraine.winchel@dot.state.wi.us](mailto:lorraine.winchel@dot.state.wi.us)

DCD: DJM: dm

**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**To:** Plan Commission **Date:** November 17, 2008  
**From:** Patrick Anderson, Assistant Zoning Administrator  
**Subject:** 2014 Allied Drive

---

**Present Zoning District:** R-4

**Proposed Use:** Demolish existing 2 story 4 unit building.  
No proposed use at this time

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project). NONE.

**GENERAL OR STANDARD REVIEW COMMENTS**

1. Provide a reuse/recycling plan, to be reviewed and approved by The City's Recycling Coordinator, Mr. George Dreckmann, prior to a demolition permits being issued.
2. Future development shall meet applicable building and zoning ordinances following applicable processes. As the result of no application for the proposed use, the site shall be landscaped and seeded to minimize erosion.
3. Remove asphalt driveway and apron and replace with curb and gutter. During demolition and prior to curb and gutter installation concrete barriers shall be installed across the driveway to prevent the parking of vehicles.

**ZONING CRITERIA**

<b>Bulk Requirements</b>	<b>Required</b>	<b>Proposed</b>
Lot Area	2,000 sq. ft./dwelling unit	n/a.
Lot width	50'	Adequate
Front yard	0'	n/a
Side yards	0'	n/a
Rear yard	10'	n/a
Floor area ratio	2.0	-

Page 2  
 2014 Allied Drive  
 November 17, 2008

Site Design	Required	Proposed
Number parking stalls	n/a	
Accessible stalls	n/a	
Loading	n/a	
Number bike parking stalls	n/a	
Landscaping	As shown	(2)

Other Critical Zoning Items	
Urban Design	No
Historic District	No
Landmark building	No
Flood plain	No
Barrier free (ILHR 69)	Yes

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