

PLANNING DIVISION STAFF REPORT

June 26, 2023

PREPARED FOR THE PLAN COMMISSION



Project Address: 4687 Verona Road (District 10 – Ald. Figueroa Cole)
Application Type: Demolition Permit, Conditional Use
Legistar File ID # [77932](#) & [77933](#)
Prepared By: Colin Punt, Planning Division
Report includes comments from other City agencies, as noted.
Reviewed By: Kevin Firchow, AICP, Principal Planner

Summary

Applicant: Kevin C. Wehner; KL Engineering, Inc.; 5400 King James Way #200; Madison, WI 53719

Owner: Joe Coconato; McDonald's USA; 711 Jorie Blvd, 3rd Floor; Oak Brook, IL 60523

Requested Action: The applicant is seeking approval of a demolition permit for the existing restaurant building and a conditional use for a vehicle access sales and service window in the CC district per §28.061(1) MGO.

Proposal Summary: The applicant is seeking approvals to demolish an existing fast-food restaurant building to construct a new single story fast-food restaurant building with a drive-through.

Applicable Regulations & Standards: Standards for conditional use approval are found in §28.183(6) M.G.O. Standards of approval for demolition permits are found in §28.185(6) M.G.O.

Review Required By: Plan Commission

Summary Recommendations: The Planning Division recommends the following to the Plan Commission regarding the applications for 4687 Verona Road. All recommendations are subject to input at the public hearing and the conditions recommended by the reviewing agencies.

- That the Plan Commission find that the standards for demolition permits are met to approve demolition of the building at 4687 Verona Road; subject to the conditions from reviewing agencies beginning on page 5;
- That the Plan Commission find that the standards for conditional uses are met for a vehicle access sales and service window, subject to the conditions from reviewing agencies beginning on page 5;

Background Information

Parcel Location: The subject site is 34,086 square feet and located at the wester quadrant of the intersection of Verona Road Frontage Road and Red Arrow Trail. The site is within Alder District 10 (Ald. Figueroa Cole) and the Madison Metropolitan School District.

Existing Conditions and Land Use: The site, zoned CC (Commercial Center), is currently occupied with a 3,175-square foot, one-story fast food restaurant building with drive-through and surface parking. The building was originally constructed in 1972.

Surrounding Land Uses and Zoning:

Northwest: Verona Road (US-18/151) overpass, with stormwater pond beyond zoned PD (Planned Development district);

Southwest: One-story office and retail buildings zoned CC;

Southeast: Roller skating rink to be demolished and replaced by multifamily residential building across a future extension of Atticus Way zoned CC; and

Northeast: A one-story multitenant commercial building with daycare zoned CC.

Adopted Land Use Plan: The [Comprehensive Plan](#) (2018) recommends Community Mixed-Use (CMU) land uses for the site. The [Allied-Dunn's Marsh-Belmar Neighborhoods Physical Improvement Plan](#) (2005) does not recommend changes to the current use. The [Allied-Dunn's Marsh Neighborhood Plan](#) (1990) recommends community commercial uses.

Zoning Summary: The subject property is proposed to be zoned CC (Commercial Center district):

Requirements	Required	Proposed
Lot Area (sq. ft.)	None	34,085
Lot Width	None	135 ft
Front Yard Setback	None	65 ft
Max. Front Yard Setback	85 ft	65 ft
Side Yard Setback	None	29 ft, 67 ft
Rear Yard Setback	20 ft	87 ft
Maximum Lot Coverage	85% or existing	89% (1.)
Maximum Building Height	5 stories/78 ft	1 story/18.25 ft

Site Design	Required	Proposed
Number Parking Stalls	No minimum, 29 maximum	27
Electric Vehicle Stalls	None	None
Accessible Stalls	2	2
Loading	No	No
Number Bike Parking Stalls	4	6 (2.)
Landscaping and Screening	Yes	Yes (3.)
Lighting	No	Yes
Building Form and Design	Yes	Free-Standing Commercial (4.)

Other Critical Zoning Items	Utility Easements
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Table Prepared by Jacob Moskowitz, Assistant Zoning Administrator

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

Public Utilities and Services: The site is served by a full range of urban services.

Project Description

The applicant, representing McDonald's is seeking approvals to demolish an existing fast-food restaurant building to construct a single story commercial building with a drive-through.

The [demolition photos](#) submitted by the applicant show an aging building that has a number of cosmetic and minor structural issues, but there are no major structural issues known to staff. Planning staff have not personally inspected the structure.

Following demolition, the applicant intends to construct a new 4,049-square-foot restaurant building housing a McDonald's restaurant with a drive-through. Order boards for the two-lane drive-through are located at the southeast corner of the building and the vehicle access sales and service window is on the north side of the building perpendicular to the Verona Road Frontage Road. Primary facade materials for the new building include a wood-grain and gray aluminum batten system, gray metal panel, and red brick veneer. Trim and secondary facade materials include a white aluminum canopy, dark bronze-framed storefront glazing systems, and gray metal wall panels.

The proposed site plan removes an existing driveway from Verona Road Frontage Road. Vehicular access to the site is proposed to be via two full access driveways located on the Red Arrow Trail frontage. The site includes 27 surface vehicle parking stalls and six bicycle parking stalls. The submitted landscape plan shows low-lying plantings at the base of the building and additional plantings and trees in parking lot islands.

According to the letter of intent, the applicant intends to start demolition in August 2023 with project completion by November 2023.

Analysis & Conclusion

This request is subject to the standards for demolition permits and conditional uses. This section begins with a summary of adopted plan recommendations, followed by demolition permit standards, conditional use standards, and finally a conclusion.

Conformance with Adopted Plans

The [Comprehensive Plan](#) (2018) recommends Community Mixed-Use (CMU) land uses for the site. CMU areas support an intensive mix of residential, commercial, and civic uses serving residents and visitors from the surrounding area and the community as a whole. The [Allied-Dunn's Marsh-Belmar Neighborhoods Physical Improvement Plan](#) (2005) does not recommend changes to the current use. The [Allied-Dunn's Marsh Neighborhood Plan](#) (1990) recommends community commercial uses.

Demolition Permit Standards

At its October 5, 2021 meeting, the Common Council adopted Ordinance 21-00065 (ID [67074](#)) to revise the standards and process for demolition and removal permits in Section 28.185 of the Zoning Code to remove consideration of proposed future use as a factor in approving demolition requests. In order to approve a demolition request under the revised standards, the Plan Commission shall consider the seven approval standards in §28.185(9)(c) M.G.O. when making a determination regarding demolition requests. The factors include a finding that the proposed demolition or removal is consistent with the statement of purpose of the demolition permits section and with the health, prosperity, safety, and welfare of the City of Madison.

The Planning Division believes that the standards for Demolition Permits can be met, but provides the following comments regarding standard 4, *“That the Plan Commission has received and considered the report of the City’s Historic Preservation Planner regarding the historic value of the property as well as any report that may be submitted by the Landmarks Commission.”* At its May 15, 2023 meeting, the Landmarks Commission found that the existing building at 4687 Verona Road has no known historic value. Staff believes that all other applicable demolition permit standards of approval can be found met.

Conditional Use Standards

The applicant is requesting approval of a conditional use within the CC district for the vehicle access sales and service window. In regards to conditional use approval standards, the Plan Commission shall not approve a conditional use without due consideration of the City’s adopted plan recommendations, design guidelines, supplemental regulations, and finding that all of the conditional use standards of §28.183(6) M.G.O. are met. Staff advises the Plan Commission that in evaluating the conditional use standards, State law requires that conditional use findings must be based on “substantial evidence” that directly pertains to each standard and not based on personal preference or speculation.

As part of the “due consideration” of adopted plans, staff notes that the proposal is inconsistent with some aspects of the Comprehensive Plan, most notably, the two-story height recommendation for CMU areas. The plan does note that one-story anchor retail is allowed as part of a larger, comprehensively planned mixed-use project or as part of a project transitioning from a suburban car-oriented layout to a more urban, pedestrian-oriented layout. Further, staff does not believe that the proposal will prevent the surrounding areas also designated for CMU from redeveloping according to recommendations of the Plan.

Regarding conditional use standard of approval five, it states, *Adequate utilities, access roads, drainage, parking supply, internal circulation improvements, including but not limited to vehicular, pedestrian, bicycle, public transit and other necessary site improvements have been or are being provided.* M.G.O. §28.151 enumerates supplemental regulations for vehicle access sales and service windows. Among the supplemental requirements for vehicle access sales and service windows, plans for onsite circulation and driveway locations are to be reviewed where conditional use approval is required. Site design must accommodate a logical and safe vehicle and pedestrian circulation pattern. Adequate queuing lane space shall be provided without interfering with onsite parking/circulation. Staff notes the change of vehicle access from one driveway on each Verona Road and Red Arrow Trail to two driveways on Red Arrow Trail, as well as the addition of ADA access from the accessible parking stall and public sidewalk on Red Arrow Trail. Planning and Traffic Engineering staff believe the vehicle and pedestrian circulation plans as shown are adequate and Planning staff believe the Commission can find standard of approval 5 to be met.

Conclusion

Staff believes that the standards of approval for demolition permits can be found to be met. When considering the land use recommendations, layout of proposed redevelopment, and the design of the vehicle access sales and service window, staff believes the standards of approval for conditional uses can also be found met.

At time of writing, Staff is unaware of written comment from the public.

Recommendation

Planning Division Recommendations (Contact Colin Punt 243-0455)

The Planning Division recommends the following to the Plan Commission regarding the applications for 4687 Verona Road. All recommendations are subject to input at the public hearing and the conditions recommended by the reviewing agencies.

- That the Plan Commission find that the standards for demolition permits are met to approve demolition of the building at 4687 Verona Road; subject to the conditions from reviewing agencies below;
- That the Plan Commission find that the standards for conditional uses are met for a vehicle access sales and service window, subject to the conditions from reviewing agencies below;

Recommended Conditions of Approval: Major/Non-Standard Conditions are Shaded

Zoning Administrator (Contact Jacob Moskowitz, 266-4560)

1. Provide a calculation and plan detail for lot coverage with the final submittal. The lot coverage maximum is 85%. Lot coverage is defined as the total area of all buildings, measured at grade, all accessory structures including patios, etc., and all paved areas as a percentage of the total area of the lot, with the following exceptions: sidewalks or paved paths no wider than five (5) feet, pervious pavement, green roofs and decks. If the existing site currently exceeds 85% maximum lot coverage, proposed site improvements may not further increase lot coverage above the maximum.
2. Identify and dimension the bicycle stalls, including the access aisles, on the final plans. Provide a detail of the bicycle rack design.
3. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per Section 28.142(3) Landscape Plan and Design Standards, landscape plans for zoning lots greater than ten thousand (10,000) square feet in size must be prepared by a registered landscape architect.
4. Provide details showing that the primary street façade meets the door and window opening requirements of Section 28.060(2)(d). For nonresidential uses at ground floor level, windows and doors or other openings shall comprise at least sixty percent (60%) of the length and at least forty percent (40%) of the area of the ground floor of the primary street facade. At least fifty percent (50%) of windows on the primary street facade shall have the lower sill within three (3) feet of grade.
5. Submit a rooftop plan showing the location of any proposed rooftop mechanical equipment and screening. All rooftop equipment except for solar and wind equipment shall be screened from view from adjacent streets and public rights-of-way per Sections 28.071(3)(h) and 28.142(9)(d). Screens shall be of durable, permanent materials that are compatible with the primary building materials.
6. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with Chapter 31 Sign Codes of the Madison General Ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.
7. Provide details demonstrating compliance with bird-safe glass requirements Section 28.129. For building façades where the first sixty (60) feet from grade are comprised of less than fifty percent (50%) glass, at least eighty-five percent (85%) of the glass on glass areas fifty (50) square feet or over must be treated. Of all glass

areas over fifty (50) square feet, any glass within fifteen (15) feet of a building corner must be treated. All glass railings must be treated. Identify which glass areas are 50 sq. ft. or greater and which glass areas will be treated. Provide a detail of the specific treatment product that will be used.

8. Section 28.185(9)(b) requires that every applicant for a demolition or removal approval that requires approval by the Plan Commission is required to get a Reuse and Recycling Plan approved by the City Recycling Coordinator, Bryan Johnson at streets@cityofmadison.com prior to receiving a raze permit. Every person who is required to submit a reuse and recycling plan pursuant to Section 28.185(9)(b) shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition. A demolition or removal permit is valid for two (2) years from the date of the Plan Commission approval.

City Engineering Division (Contact Tim Troester, 267-1995)

9. The manhole being connected to by the proposed restaurant lateral is a City of Madison owned sewer facility meaning that the connection needs to be completed in conformance with City standards. Applicant shall revise detail included in plans to show outside drop connection being built in conformance with City of Madison S.D.D. 5.7.2.
https://www.cityofmadison.com/business/pw/documents/StdSpecs/2023/Drawings/5_7_2.pdf
10. Enter into a City / Developer agreement for the required infrastructure improvements. Agreement to be executed prior to sign off. Allow 4-6 weeks to obtain agreement. Contact City Engineering to schedule the development and approval of the plans and the agreement. (MGO 16.23(9)c)
 11. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder (608-261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff. (MGO 16.23(9)(d)(4))
 12. Obtain a permanent sewer plug permit for each existing sanitary sewer lateral serving a property that is not to be reused and a temporary sewer plug permit for each sewer lateral that is to be reused by the development. The procedures and fee schedule is available online at <http://www.cityofmadison.com/engineering/permits.cfm>. (MGO CH 35.02(14))
 13. An Erosion Control Permit is required for this project. See Storm comments for permit specific details and requirements.
 14. A Storm Water Management Report and Storm Water Management Permit is required for this project. See Storm comments for report and permit specific details and requirements.
 15. This site appears to disturb less than one (1) acre of land. No submittal to the WDNR, CARPC or Department of Safety and Professional Services (DSPS) is required as the City of Madison Building Inspection Department is an approved agent for DSPS.
 16. Please note the City is proposing to extend Atticus Way to Red Arrow Trail in 2024. Coordinate development grading plan with city project.
 17. The approval of this zoning approval does not include the approval of the changes to roadways, sidewalks or utilities. 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. (MGO 16.23(9)(d)(6))

18. Construct sidewalk, terrace, bus boarding pad, bus shelter pad, curb & gutter, and pavement adjacent to the project site on Verona Road Frontage Road and Red Arrow Trail to a plan as approved by the City Engineer.
19. Revise the site plan 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. (POLICY)
20. This site appears to have a land use that will result in their inclusion as a restaurant class sanitary sewer customer. This will charge commercial kitchen facilities a higher sanitary sewer fee per gallon than domestic users and is based on strengths of waste measured at representative similar customers throughout the City. If the applicant desires, a sampling structure may be installed, as part of the initial construction at their cost, to allow site-specific sampling of their waste to determine sanitary sewer charges specifically for this site. If no sampling structure is installed, this site will default to the restaurant class code in MGO Chapter 35. If you have questions on the restaurant class sewer charges please contact Megan Eberhardt at Meberhardt@cityofmadison.com or 608-266-6432.
21. Revise the plans to identify the location of the public storm sewer (proposed or existing) that will serve the development show the connection of the private internal drainage system to the public storm sewer. (POLICY AND MGO OVER 10,000 SF OF IMPERVIOUS AREA 10.29 and 37.05(7)(b))
22. This project will disturb 20,000 sf or more of land area and require an Erosion Control Plan. Please submit an 11" x 17" copy of an erosion control plan (pdf electronic copy preferred) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval. Demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. Include Universal Soil Loss Equation (USLE) computations for the construction period with the erosion control plan. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year. The WDNR provided workbook to compute USLE rates can be found online at <https://dnr.wi.gov/topic/stormwater/publications.html>
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.
23. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Stormwater Management Permit application can be found on City Engineering's website at <http://www.cityofmadison.com/engineering/Permits.cfm>.
The Storm Water Management Plan & Report shall include compliance with the following:
Report: Submit prior to plan sign-off, a stormwater management report stamped by a P.E. registered in the State of Wisconsin.
Electronic Data Files: Provide electronic copies of any stormwater management modeling or data files including SLAMM, RECARGA, TR-55, HYDROCAD, Sediment loading calculations, or any other electronic modeling or data files. 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 to City Engineering. (POLICY and MGO 37.09(2))
Rate Control Redevelopment: By design detain the 10-year post construction design storm such that the peak discharge during this event is reduced 15% compared to the peak discharge from the 10-year design storm in the existing condition of the site. Further, the volumetric discharge leaving the post development

site in the 10year storm event shall be reduced by 5% compared to the volumetric discharge from the site in an existing condition during the 10-year storm event. These required rate and volume reductions shall be completed, using green infrastructure that captures at least the first 1/2 inch of rainfall over the total site impervious area. If additional stormwater controls are necessary beyond the first 1/2 inch of rainfall, either green or non-green infrastructure may be used.

TSS Redevelopment with TMDL: Reduce TSS by 80% off of the proposed development when compared with the existing site.

Oil/Grease Control: Treat the first 1/2 inch of runoff over the proposed parking facility and/or drive up window.

Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any BMP used to meet stormwater management requirements on this project.

24. Submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West).

City Engineering Division – Mapping Section (Contact Julius Smith, 264-9276)

25. Retain buffer along rear of site as currently shown in plan and continue to work with City Real Estate Department on ORES Project 12782 for the continuation of Atticus Way/Rolling Way
26. Identify on the plans the lot and block numbers of recorded Certified Survey Map or Plat.
27. Provide a full and complete legal description of the site or property being subjected to this application on the site plan.
28. The address of the building to be demolished is 4687 Verona Rd. 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.
29. Due to the removal of access to the Verona Rd service road and the creation of new access from Red Arrow Trl, the address of the new building is 2003 Red Arrow Trl. 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.

Traffic Engineering Division (Contact Sean Malloy, 266-5987)

30. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be to engineering scale and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; vision triangles; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
31. The Developer shall post a security deposit prior to the start of development. In the event that modifications need to be made to any City owned and/or maintained traffic signals, street lighting, signing, pavement

marking and conduit/handholes, the Developer shall reimburse the City for all associated costs including engineering, labor and materials for both temporary and permanent installations.

32. The City Traffic Engineer may require public signing and marking related to the development; the Developer shall be financially responsible for such signing and marking.
33. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
34. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
35. The applicant shall adhere to all vision triangle requirements as set in MGO 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.
36. The applicant shall provide a clearly defined 5' walkway clear of all obstructions to assist citizens with disabilities, especially those who use a wheel chair or are visually impaired. Obstructions include but are not limited to tree grates, planters, benches, parked vehicle overhang, signage and doors that swing outward into walkway.
37. One way operation of the site shall be secured by placing a "One Way" sign at the entrance and a "Do Not Enter" sign at the Exit.
38. The applicant shall show the dimensions for the proposed class III driveway including the width of the drive entrance, width of the flares, and width of the curb cut.
39. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
40. Include a parking plan demonstrating how specific stalls, to be used by the commercial site, will be reserved. Include any signage to be used to achieve this goal in the submitted plans.
41. Applicant shall submit for review a waste removal plan. This shall include vehicular turning movements.
42. All vehicle service window access aisles shall have a minimum outside turning radius of thirty (30) feet.
43. Applicant shall submit for review a Commercial Delivery Plan. This plan will include times, vehicle size, use of loading zones and all related turning movements.
44. The applicant shall work with Traffic Engineering and Engineering Divisions to coordinate site grading to be compatible with future Atticus Way project.

45. An existing inventory of street trees located within the right of way shall be included on the site, demo, utility, landscape, grading, fire aerial apparatus and street tree plan sets. The inventory shall include the following: location, size (diameter at 4 1/2 feet), and species of existing street trees. The inventory should also note if a street tree is proposed to be removed and the reason for removal.
46. All proposed street tree removals within the right of way shall be reviewed by City Forestry before the Plan Commission meeting. Street tree removals require approval and a tree removal permit issued by City Forestry. Any street tree removals requested after the development plan is approved by the Plan Commission or the Board of Public Works and City Forestry will require a minimum of a 72-hour review period which shall include the notification of the Alderperson within who's district is affected by the street tree removal(s) prior to a tree removal permit being issued. Add as a note on the street tree plan set.
47. City Forestry will issue a street tree removal permit for (1) 22in diameter honeylocust tree due to driveway installation at 4687 Verona Rd, 5th tree on Red Arrow Trl. The Contractor shall contact City Forestry at (608)2664816 to obtain permit. Add as a note on both the demolition and street tree plan set.
48. Contractor shall take precautions during construction to not disfigure, scar, or impair the health of any street tree. Contractor shall operate equipment in a manner as to not damage the branches of the street tree(s). This may require using smaller equipment and loading and unloading materials in a designated space away from trees on the construction site. Any damage or injury to existing street trees (either above or below ground) shall be reported immediately to City Forestry at (608) 266-4816. Penalties and remediation shall be required. Add as a note on the site, grading, utility, demolition, and street tree plan set.
49. As defined by the Section 107.13 of City of Madison Standard Specifications for Public Works Construction: No excavation is permitted within 5 feet of the trunk of the street tree or when cutting roots over 3 inches in diameter. If excavation is necessary, the Contractor shall contact Madison City Forestry at (608) 266-4816 prior to excavation. City of Madison Forestry personnel shall assess the impact to the tree and to its root system prior to work commencing. Tree protection specifications can be found on the following website: <https://www.cityofmadison.com/business/pw/specs.cfm> Add as a note on the site, grading, utility, demolition and street tree plan sets.
50. Section 107.13(g) of City of Madison Standard Specifications for Public Works Construction (website: <https://www.cityofmadison.com/business/pw/specs.cfm>) addresses soil compaction near street trees and shall be followed by Contractor. The storage of parked vehicles, construction equipment, building materials, refuse, excavated spoils or dumping of poisonous materials on or around trees and roots within five (5) feet of the tree or within the protection zone is prohibited. Add as a note on both the site and street tree plan sets.
51. On this project, street tree protection zone fencing is required. The fencing shall be erected before the demolition, grading or construction begins. The fence shall include the entire width of terrace and, extend at least 5 feet on both sides of the outside edge of the tree trunk. Do not remove the fencing to allow for deliveries or equipment access through the tree protection zone. Add as a note on both the site and street tree plan sets.
52. Street tree pruning shall be coordinated with City Forestry at a minimum of two weeks prior to the start of construction for this project. Contact City Forestry at (608)266-4816. All pruning shall follow the American National Standards Institute (ANSI) A300 - Part 1 Standards for pruning. Add as a note on both the site and street plan sets.

53. The Developer shall submit a Street Tree Report performed by International Society of Arboriculture Certified Arborist prior to the Plan Commission meeting for City Forestry's review of project. This report shall identify all street trees on proposed project site, species type, canopy spread, tree condition, proposed tree removals, the impacts of proposed construction, in particular potential root cutting for driveway and/or sidewalk installation, and any requested pruning.
54. The Developer shall post a security deposit prior to the start of the development to be collected by City Engineering as part of the Developers Agreement. In the event that street trees are damaged during the construction process, City Forestry will draw from this deposit for damages incurred.
55. Additional street trees are needed for this project. Tree planting specifications can be found in section 209 of City of Madison Standard Specifications for Public Works Construction (website: <https://www.cityofmadison.com/business/pw/specs.cfm>) - All street tree planting locations and tree species within the right of way shall be determined by City Forestry. A landscape plan and street tree planting plan shall be submitted in PDF format to City Forestry for approval of planting locations within the right of way and tree species. All available street tree planting locations shall be planted within the project boundaries. Add following note on both the landscape and street tree plan sets: At least one week prior to street tree planting, Contractor shall contact City Forestry at (608) 266-4816 to schedule inspection and approval of nursery tree stock and review planting specifications with the landscaper.

Water Utility (Contact Jeff Belshaw, 261-9835)

56. A Water Meter Application Form and fees must be submitted before connecting to the existing water lateral. Provide at least two working days notice between the application submittal and the scheduled lateral connection/extension. Application materials are available on the Water Utility's Plumbers & Contractors website (<http://www.cityofmadison.com/water/plumbers-contractors>), otherwise they may be obtained from the Water Utility Main Office at 119 E Olin Ave. A licensed plumber signature is required on all water service applications. For new or replacement services, the property owner or authorized agent is also required to sign the application. If you have questions regarding water service applications, please contact Madison Water Utility at (608) 266-4646.

Metro Transit (Contact Tim Sobota, 261-4289)

57. In coordination with public works improvements, the applicant shall install and maintain an accessible concrete boarding pad surface between the curb and sidewalk at the planned bus stop on the south side of Verona Frontage Road, east of the Red Arrow Trail intersection. The boarding pad shall be at least 10' feet in width, and the edge nearest the Red Arrow Trail intersection shall be at least 50' from the crosswalk marking across the Verona Frontage Road. The slope of the boarding pad between the sidewalk and top of curb shall be no more than 5%, preferably 2% or less.
58. In coordination with public works improvements, the applicant shall install and maintain a concrete passenger waiting shelter pad surface behind the sidewalk at the planned bus stop on the south side of Verona Frontage Road, east of the Red Arrow Trail intersection. The shelter pad shall be at least 12' in width and extend at least 8' off the back edge of the sidewalk and be located generally opposite the boarding pad. Upon completion of these public works improvements along the Verona Frontage Road east of Red Arrow Trail, Metro Transit anticipates closing and relocating the existing bus stop zone from northbound Red

Arrow Trail around the corner to eastbound Verona Frontage Road and installing a City-maintained passenger waiting shelter amenity.

59. The existing curbside bus stop zone and accessible pedestrian sidewalk and concrete boarding pad on the east side of Red Arrow Trail, south of the Verona Frontage Road, provides critical access to the City's transit operations, and any planned or permitted obstruction of the existing bus stop zones in excess of thirty (30) days may require additional right-of-way improvements and/or other mitigation measures in coordination with Traffic Engineering and Metro Transit staff - in order to create an alternate bus stop zone that would serve the Red Arrow Trail at Verona Frontage Road intersection area in a comparable operational and accessible manner.
60. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review the design.
61. Metro Transit operates daily all-day transit service along Red Arrow Trail and the Verona Frontage Road adjacent this property - with trips at least every 60 minutes. Additional trips operate at least every 30 minutes along the Verona Frontage Road, between the roundabout and Atticus Way.
62. Metro Transit would initially estimate the following counts of potentially eligible trips towards US Green Building Council/LEED Quality Access to Transit points: 68 Weekday & 52 Weekend. Please contact Metro Transit if additional analysis would be of interest.

The Planning Division, Fire Department, Parks Division has reviewed this request and has recommended no conditions of approval.