



PREPARED FOR THE PLAN COMMISSION

**Project Address:** 4645 Verona Road  
**Application Type:** Conditional Use  
**Legistar File ID #** [45801](#)  
**Prepared By:** Timothy M. Parks, Planning Division  
Report includes comments from other City agencies, as noted.

## Summary

**Applicant:** Todd Mosher, RA Smith National, Inc.; 1245 E. Diehl Road; Naperville, Illinois.

**Property Owner:** 4645 Verona Road LLC; 230 Ohio Street, Suite 200; Oshkosh.

**Requested Action:** Approval of a conditional use to construct an auto repair station at 4645 Verona Road.

**Proposal Summary:** The applicant proposes to construct a one-story, approximately 7,700 square-foot “Discount Tire” store on a vacant parcel at 4645 Verona Road. Construction of the project will commence this summer, with completion anticipated in April 2018.

**Applicable Regulations & Standards:** Table 28D-2 in Section 28.061 of the Zoning Code identifies auto repair stations as a conditional use in the CC (Commercial Center) zoning district. Section 28.183 of the Zoning Code provides the process and standards for the approval of conditional use permits.

**Review Required By:** Plan Commission

**Summary Recommendation:** If the Plan Commission can find the standards met, it should **approve** a conditional use for an auto repair station at 4645 Verona Road subject to input at the public hearing and the conditions from reviewing agencies beginning on page 6 of this report.

## Background Information

**Parcel Location:** The project site is a 1.0-acre parcel located on the southerly side of the east Verona Road Frontage Road between Red Arrow Trail and Atticus Way, just east of the roundabout where the west and east frontage roads intersect under the Verona Road expressway; Aldermanic District 10 (Cheeks); Madison Metropolitan School District.

**Existing Conditions and Land Use:** Undeveloped land, zoned CC (Commercial Center District).

### Surrounding Land Uses and Zoning:

North: Verona Road [elevated expressway];

South: Fast Forward Skate Center, zoned CC (Commercial Center District);

West: McDonald’s, Kid’s Campus Learning & Creativity Center, zoned CC;

East: Vacant Walgreen’s store, multi-tenant commercial building, zoned CC; Avalon Village Apartments, zoned SR-V2 (Suburban Residential–Varied 2 District).

**Adopted Land Use Plans:** The Comprehensive Plan identifies the subject site, and surrounding commercial properties on the southerly side of Verona Road generally between Thurston Lane/ Allied Drive on the west and Britta Parkway on the east for Community Mixed-Use development, with a Transit-Oriented Development node also identified in this area.

The site is also located within the boundaries of the 2005 Allied-Dunn’s Marsh-Belmar Neighborhoods Physical Improvement Plan, which was developed to identify physical improvements within the Allied-Dunn’s Marsh Neighborhood in the City of Madison, and the Belmar neighborhood in the City of Fitchburg in the an area bounded by Verona Road (US Highway 18/ 151) on the west, the Beltline Highway (US Highway 12/18) on the north, the University Arboretum on the east, and Dunn’s Marsh on the south. The plan was developed in response to plans being prepared by the Wisconsin Department of Transportation for the Verona Road/ Beltline interchange and potential conversion of Verona Road to a freeway, and included recommendations that Raymond Road be extended into the neighborhood from the west, and for what is now Atticus Way to be extended through the adjacent skating arena to connect to Red Arrow Trail. The subject site was identified as a potential redevelopment site included in a “Neighborhood Commercial Center” and was specifically identified for retail use, with up to 14,000 square feet of commercial possible.

**Zoning Summary:** The property is zoned CC (Commercial Center District).

Requirements	Required	Proposed
Front Yard	85’ maximum	Less than 85’
Side Yards	One-story: 5’; two-story: 6’	Adequate
Rear Yard	The lesser of 20% of lot depth or 20’	19.6’
Maximum Lot Coverage	85%	84.3%
Maximum Building Height	5 stories / 68’	1 story
Auto Parking [Includes 4633 and 4641 Verona Road properties]	Auto repair station: Max. 1 per 1,000 sq. ft. of floor area excluding service bays (8) + 2 spaces per service bay (12); Existing general retail: Max. 1 per 200 sq. ft. floor area (109) =129 maximum)	35 proposed stalls + 89 existing stalls = 124 total stalls
Accessible Stalls	Yes	2
Bike Parking [Includes 4633 and 4641 Verona Road properties]	Auto repair station: 1 per 5 employees (3); Existing general retail: 1 per 2,000 sq. ft. floor area (11)	None (See conditions)
Loading	None	0
Building Forms	Free-standing Commercial Building	(See conditions)
<b>Other Critical Zoning Items</b>		
Yes:	Barrier Free, Utility Easements	
No:	Urban Design, Floodplain, Wellhead Protection, Landmarks, Waterfront Development, Adjacent to Park	
<i>Prepared by: Jenny Kirchgatter, Assistant Zoning Administrator</i>		

**Environmental Corridor Status:** The subject site is not located within a mapped environmental corridor.

**Public Utilities and Services:** The site is served by a full range of urban services, including daily Metro Transit service along the east Verona Frontage Road through the Atticus Way intersection adjacent the project site. The

existing concrete boarding pad is adjacent the proposed project site, with the signed bus stop zone (#4179) encompassing the area from the concrete boarding pad south towards the roundabout intersection.

## Project Description

The applicant is seeking conditional use approval to construct a one-story, approximately 7,700 square-foot "Discount Tire" store on a vacant parcel addressed as 4645 Verona Road. The 60-foot wide, 128-foot long building will occupy the southwestern portion of the L-shaped, one-acre site, with 35 parking stalls located east of the building on the remainder of the site. The subject property is located on the southerly side of the east Verona Road Frontage Road between Red Arrow Trail and Atticus Way, just east of the roundabout where the west and east frontage roads intersect under the Verona Road expressway. The site is part of a planned multi-use site that also includes a multi-tenant commercial building addressed as 4633 Verona Road, and a former Walgreen's store located at 4641 Verona Road. The three commercial sites share internal circulation between driveways from the Verona Road frontage road and Atticus Way, which forms the eastern edge of the multi-use site.

The site to be developed with the tire sales business is currently vacant but was previously developed with a one-story auto title loan business until circa 2012, when that building was razed by the Wisconsin Department of Transportation as part of its reconstruction of the Verona Road/ Beltline interchange. [The demolition did not require Plan Commission approval once the building was located in the Verona Road right of way following recording of a transportation project plat by WisDOT.] The subject site was used by the State of Wisconsin for a time as a staging site for the road project before being disposed of last year. A notch at the northwestern corner of the former auto title loan property remains as right of way for Verona Road and includes an access drive that serves the subject site, and adjacent daycare center and roller skating arena to the west and south, respectively. The plans for the proposed tire sales business call for all of the existing access points serving the site to remain.

The Discount Tire store will include six service bays to be located along the eastern façade of the proposed building, with areas for sales and display and customer waiting proposed along the northern façade. The public entrance into the building will face east at the northeastern corner. A substantial portion of the first floor and a mezzanine level will be devoted to tire storage, as shown on the floorplans submitted. The proposed structure will stand 26 feet tall and primarily be constructed with a split-face concrete masonry unit block exterior accented with brick columns. An aluminum storefront window system is proposed on the front, north-facing façade, which will wrap the northeastern and northwestern corners of the building.

## Supplemental Regulations

Section 28.151 of the Zoning Code includes the following supplemental regulations for auto repair stations as they apply in the CC (Commercial Center) district (excerpt):

- (a) All automobile servicing and repair activities shall either:
  1. Be carried on within an enclosed building; or
  2. Be screened along any property line that abuts a residential zoning district with:
    - a. A minimum of six (6) foot high masonry or decorative wood fencing; and
    - b. An area with a minimum width of eight (8) feet, planted with a minimum of one (1) shade tree per fifty (50) linear feet and one (1) shrub per four (4) linear feet. .
- (c) The following activities and equipment are allowed only in the rear yard and at least fifty (50) feet from a residential zoning district:

1. Storage of vehicle parts and refuse.
2. Temporary storage of vehicles during repair and pending delivery to the customer.
3. Vacuuming and cleaning.

(d) The following activities and equipment are allowed only within an enclosed building:

1. Lubrication equipment.
2. Motor vehicle washing equipment.
3. Hydraulic hoists and pits.
4. Body work and painting.
5. Storage of motor vehicles not in safe operating condition.

## Analysis

The Zoning Administrator has determined that the proposed business constitutes an auto repair station despite the applicant's assertion that its sole focus is on the sale and installation of tires. The zoning interpretation was based in part on the proposed design of the building, which features six service bays and a floorplan that could be conducive to more intensive auto repair services in the future. Auto repair stations are a conditional use in all of the Mixed-Use and Commercial zoning districts except the LMX (Limited Mixed-Use) district, where they are not allowed.

The Plan Commission may not approve a conditional use unless it can find that all of the standards found in Section 28.183(6)(a), Approval Standards for Conditional Uses, are met. That section states: "The City Plan Commission shall not approve a conditional use without due consideration of the recommendations in the City of Madison Comprehensive Plan and any applicable, neighborhood, neighborhood development, or special area plan, including design guidelines adopted as supplements to these plans. No application for a conditional use shall be granted by the Plan Commission unless it finds that all of the following conditions are present."

The Planning Division has reviewed the conditional use request and believes that the Plan Commission can find that the conditional use generally conforms to all applicable regulations of the CC zoning district, and that establishment of the auto repair/ tire sales business will not endanger the public health, safety, or general welfare or substantially impair or diminish the uses, values and enjoyment of other property in the neighborhood for purposes already established will not be in any foreseeable manner. Further, establishment of the conditional use should not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district and should not negatively impact the City's ability to provide services to the property or cause an adverse traffic impact. The proposed building is also well designed for its intended use, though Planning and Zoning staff have identified refinements to the exterior of the building that will bring it into greater compliance with the Zoning Code and better integrate it into its surroundings, and the proposed commercial building will make the site more economically productive than it is currently.

However, the Plan Commission should carefully consider whether the proposed use is consistent with the applicable recommendations for the site contained in adopted plans, and whether the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the zoning district as required by standard #9.

The statement of purpose for the CC district states that the district was established, in part "...to recognize the existing large-format retail and office sites within the City that remain largely auto-oriented, and to encourage their transformation into mixed-use centers that are equally conducive to pedestrian, bicycle, transit and motor vehicle activity. The district is also intended to improve the quality of landscaping, site design and urban design

within commercial centers; encourage the diversification of land use in commercial centers...and facilitate preservation, development or redevelopment consistent with the adopted goals, objectives, policies, and recommendations of the Comprehensive Plan and of adopted neighborhood, corridor or special area plans.”

The subject site and surrounding commercial properties on the southerly side of Verona Road generally between Thurston Lane/ Allied Drive on the west and Britta Parkway on the east are recommended for Community Mixed-Use Development (CMU) in the Comprehensive Plan, with a Transit-Oriented Development (TOD) node identified for this area as well.

CMU districts in the Comprehensive Plan are generally recommended for a relatively high-density mix of residential, retail, office, institutional and civic uses in a compact urban setting. CMU districts should be located along existing or planned high-capacity public transit routes, and the Plan recommends that older auto-oriented strip commercial centers and suburban-style shopping centers be considered for eventual redevelopment as CMU, Neighborhood Mixed-Use (NMU), or Regional Mixed-Use (RMU) districts depending on location. Development in a CMU district should provide a pedestrian-oriented “urban” environment, and feature buildings at least two stories in height, with maximum building height compatible with the size of the district, surrounding structures and land uses. Uses in CMU districts should include commercial buildings, employment, retail and service uses serving both adjacent neighborhoods and wider community markets, with housing types generally similar to those recommended for Medium-Density Residential development up to 60 units an acre. No fixed limits on the gross square footage of commercial buildings or establishments are recommended, but the types and sizes of commercial uses appropriate in the district may be defined in an adopted neighborhood or special area plan.

In general, the Comprehensive Plan encourages TOD at strategic locations throughout the City that may be conducive to the type of higher-density development believed to foster higher transit use. Many TOD nodes coincide with areas recommended for NMU, CMU or RMU development, and the TOD designation can be seen as amplifying the recommendations of those mixed-use designations. TOD is generally characterized by a compact, mixed-use development pattern that focuses the highest development densities and intensities in very close proximity to high capacity transit stops and includes a mix of residential, retail, office, open space and public uses in a compact, walkable environment that makes it convenient for residents, customers, and employees to travel by transit, bicycle, foot, or car. Buildings are recommended to be placed close to streets to create a sense of spatial enclosure and a high-quality public realm, and to include land uses that generate pedestrian activity, such as spaces for retail and offices at the ground floor.

The site is also located within the boundaries of the 2005 Allied-Dunn’s Marsh-Belmar Neighborhoods Physical Improvement Plan (PIP), which was developed to identify physical improvements within the Allied-Dunn’s Marsh Neighborhood in the City of Madison, and the Belmar neighborhood in the City of Fitchburg in the an area bounded by Verona Road (US Highway 18/ 151) on the west, the Beltline Highway (US Highway 12/18) on the north, the University Arboretum on the east, and Dunn’s Marsh on the south. The plan was developed in response to plans being prepared by the Wisconsin Department of Transportation for the Verona Road/ Beltline interchange and potential conversion of Verona Road to a full freeway, and included recommendations that Raymond Road be extended into the neighborhood from the west, and for what is now Atticus Way to be extended through the adjacent skating arena to connect to Red Arrow Trail.

The PIP also recommended uses for under-utilized and undeveloped properties with the planning area. The subject site was identified as part of a potential redevelopment site included in a “Neighborhood Commercial Center” intended to provide services within walking distance to residents. The neighborhood commercial center is envisioned to extend along the southerly side of the east Verona Road Frontage Road between Red Arrow

Trail and Britta Parkway similar to the boundary of the CMU district in the Comprehensive Plan, and includes land extending southeast of the site and frontage road towards the Madison-Fitchburg city limits. The plan stated that the existing commercial development southeast of Verona Road was not suitable as a neighborhood center because of its large scale and orientation toward Verona Road, and recommended that the property be revitalized into a walkable, human-scale neighborhood center with a mix of uses that serve the neighborhood, with proposed buildings oriented toward the neighborhood and retail uses that serve the community. Specifically the subject site was identified for retail use, with up to 14,000 square feet of commercial possible.

## Conclusion

The applicant is proposing to construct a tire sales-based auto repair station on a vacant one-acre parcel located on the southerly side of the east Verona Road Frontage Road. The use is allowed in the existing CC zoning of the site and adjacent commercial properties subject to conditional use approval by the Plan Commission. The Planning Division believes that the Plan Commission can find the standards met to approve the proposed auto repair station/ tire sales business if it can find that the proposed development creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area as informed by the statement of purpose of the CC zoning district and recommendations for Community Mixed-Use and Transit-Oriented Development in the Comprehensive Plan, and the recommendations in the Allied-Dunn's Marsh-Belmar Neighborhoods Physical Improvement Plan to establish a "neighborhood commercial center" along the Verona Road frontage, including on the subject site.

The proposed development of the currently vacant property will return the site to economic productivity, and staff feels that it is sited in a way that would not prevent or preclude a mixed-use development on surrounding properties in the future. However, the tire sales/ auto repair business is not necessarily one that would be considered a neighborhood-serving use commonly associated with community mixed-use development, and the building form is inconsistent with most of the general building form recommendations in adopted plans.

## Recommendation

### Planning Division Recommendation (Contact Timothy M. Parks, 261-9632)

If the Plan Commission can find the standards met, it should **approve** a conditional use for an auto repair station at 4645 Verona Road subject to input at the public hearing and the following conditions:

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

### Planning Division

1. Prior to final plan approval an issuance of permits, the applicant shall work with the Zoning Administrator and Planning Division to bring the proposed building into full compliance with Section 28.060 of the Zoning Code as noted in the Zoning Administrator's comments contained later in this section of the report.
2. The overhead garage doors for the service bays shall include vision glass panels. Full glass paneled doors are preferred. Final approval of the overhead door design by the Planning Division will be required prior to issuance of building permits.

3. That windows be added on the western side wall of the building to increase permeability and avoid a mostly blank façade visible from the public way. In order to satisfy this condition, Planning staff recommends that windows, translucent panels, clerestory windows, or a similar treatment be added to that facade.

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

4. Current plans show sewer lateral for the proposed Discount Tire connecting to a private sanitary sewer main/lateral. The applicant shall provide evidence of an ownership/maintenance agreement (recorded) for connecting to this private sewer main prior to site plan approval. It is preferred for each lot to have a separate sewer lateral.
5. All outstanding Madison Metropolitan Sewerage District (MMSD) connection charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Mark Moder (261-9250) to obtain the final MMSD billing a minimum of two working days prior to requesting City Engineering signoff.
6. 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.
7. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in a TMDL ZONE. The project will be expected to meet a higher standard of erosion control than the minimum standards set by the WDNR in order to comply with TMDL limits.
8. The applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the City Engineering Division (Storm/Sanitary Section). The digital CAD file shall be to scale and represent final construction. The CAD file shall be in a designated coordinate system (preferably Dane County WISCRS, US Ft). The single CAD file submittal can be either AutoCAD (dwg) Version 2013 or older, MicroStation (dgn) V8i Select Series 3 or older, or Universal (dxf) format and shall contain the only the following data, each on a separate layer name/level number. The digital copies shall be drawn to scale and represent final construction including: building footprints; internal walkway areas; internal site parking areas; other miscellaneous impervious areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.); right-of-way lines (public and private); plat name and lot lines (metes & bounds parcel lines if unplatted); platted lot numbers (noted "unplatted lands" if not platted); lot/plat property dimensions; street names; private on-site sanitary sewer utilities (including all connections to public sanitary); private on-site storm sewer utilities (including all connections to public storm). The CAD file will only be required prior to final plan review so that multiple files do not need to be supplied or reviewed. E-mail CAD file transmissions are preferred to: [jbendict@cityofmadison.com](mailto:jbendict@cityofmadison.com) or [ttroester@cityofmadison.com](mailto:ttroester@cityofmadison.com) . The party responsible for the CAD file e-mail transmission shall include the project site address in the email subject line. Any changes or additions to the location of the building, private utilities, sidewalks, parking/pavement during construction will require a new CAD file transmittal.
9. The applicant shall 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](mailto:bstanley@cityofmadison.com) (East) or [ttroester@cityofmadison.com](mailto:ttroester@cityofmadison.com) (West). The digital copies shall be to scale, and shall have a scale bar on the plan set. (POLICY and MGO 37.09(2)) PDF submittals shall contain the following information: a) Building Footprints; b) Internal Walkway Areas; c) Internal Site Parking Areas; d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.); e) Right-of-Way lines (public and private); f) Lot lines or parcel lines if unplatted; g) Lot numbers or the words unplatted; h)

Lot/Plat dimensions; i) Street names; j) Stormwater Management Facilities; k) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).

10. 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.
11. 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. Include copies of all stormwater, utility, and detail plan sheets that contain stormwater practices on 8.5 x 14" size paper in the draft document. These drawings do not need to be to scale as they are for informational purposes only. Once City Engineering staff has reviewed the draft document and approved it with any required revisions, submit a signed and notarized original copy to City Engineering. Include a check for \$30.00 made out to Dane County Register of Deeds for the recording fee. City Engineering will forward the document and fee for recording at the time of issuance of the stormwater management permit. The draft SWMA document can be emailed to Tim Troester (west) at [ttroester@cityofmadison.com](mailto:ttroester@cityofmadison.com), or Jeff Benedict (east) at [jbenedict@cityofmadison.com](mailto:jbenedict@cityofmadison.com). The final document and fee should be submitted to City Engineering.
12. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of 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 5.0-tons per acre per year.
13. This site appears to disturb over one (1) acre of land and requires a permit from the Wisconsin Department of Natural Resources (WDNR) for stormwater management and erosion control. The City of Madison has been required by the WDNR to continue to review projects for compliance with NR-216 and NR-151 but a separate permit submittal is now required to the WDNR for this work as well. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their Notice of Intent Permit (NOI) or Water Resources Application for Project Permits (WRAPP) permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement.
14. Prior to approval, this project shall comply with Chapter 37 of Madison General Ordinances regarding stormwater management. Specifically, this development is required to detain the 2-, 10-, and 100-year storm events, matching post development rates to predevelopment rates.
15. Prior to approval, this project shall comply with Chapter 37 of Madison General Ordinances regarding stormwater management. Specifically, this development is required to reduce TSS by 80% off of the proposed development when compared with the existing site.
16. 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 Madison General Ordinances.
17. 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.

18. The applicant shall replace all sidewalk and curb and gutter that abuts the property that 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.
19. All work in the public right of way shall be performed by a City-licensed contractor.
20. All damage to the pavement on the Verona Road Frontage Road adjacent to this development shall be restored in accordance with the City's Pavement Patching Criteria.
21. The applicant shall install public sidewalk along the Verona Road Frontage Road. 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.

**City Engineering Division–Mapping Section** (Contact Jeff Quamme, 266-4097)

22. There exists an Access Easement per CSM 3983 and Document No. 1784403 that is not applicable to the current configuration of the current sites. The applicant shall have these easements released and provide a copy of the recorded release document.
23. The Cross Easement Agreement per Document No. 2233631, First Amendment Document No. 2575013 and Second Amendment Document No. 4253555 does not address all vehicular access movement over this property by the adjacent properties to the west (Lots 1 and 2, CSM 13583). Additionally, there has not been an existing recorded document provided permitting access by the users of this site under review over those same adjacent properties to the East. An agreement(s), amendment or a new agreement(s) addressing all of the cross access issues between these three properties shall be provided for review. The final agreement(s) shall be recorded and copies provided prior to final site plan sign off.
24. The applicant shall provide a recorded copy of a Private Sanitary Sewer Agreement for the maintenance of the private sewer main serving this parcel and others prior to site plan sign off.
25. This site is connected to storm sewer on Lot 1 of CSM 13583. Also all three sites sharing the parking and access areas are dependent on each other for surface drainage. A private Storm Sewer/Drainage Easement/Agreement for all parcels sharing the access areas shall be drafted, executed and recorded prior to final site plan sign off.

**Traffic Engineering Division** (Contact Eric Halvorson, 266-6527)

26. The applicant shall submit one contiguous plan for approval showing proposed conditions and one contiguous plan showing existing conditions. The plan drawing shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; 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 2 feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.

27. 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.
28. 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.
29. All parking facility design shall conform to the standards in MGO Section 10.08(6).
30. All painted pedestrian walkways shall be modified to conform to a Continental-style cross walk.
31. The 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.

**Zoning Administrator** (Contact Jenny Kirchgatter, 266-4429)

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| 32. Reduce the amount of EIFS used on the north and west building elevations. The use of EIFS is allowable as a trim or accent material or at the top of the building. |
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33. This project is designed as part of a planned multi-use site. Per Section 28.137(2)(a), a planned multi-use site shall have a plan and reciprocal land use agreement approved by the Traffic Engineer, City Engineer and Director of Planning and Community and Economic Development recorded in the office of the Dane County Register of Deeds.
  34. Submit an overall site plan showing the entire planned multi-use site including the two existing commercial buildings located at 4633 and 4641 Verona Road. Show details including the existing accessible stalls and bike parking.
  35. Provide details of any proposed vehicle display pad areas. The civil plan pages C-2, C-3 and C-4 show a display pad labeled west of the proposed building and adjacent Rimrock Road. The landscape plan does not show a display pad. A vehicle display pad may not be located within a landscape island.
  36. Bicycle parking shall comply with the requirements of Sections 28.141(4)(g) and 28.141(11). Provide a minimum of one (1) short-term bicycle parking stall per five (5) employees (3 stalls) located in a convenient and visible area on a paved or impervious surface. Bicycle parking shall be located at least as close as the closest non-accessible automobile parking and within one hundred (100) feet of a principal entrance. Note: A bicycle stall is a minimum of two (2) feet by six (6) feet with a five (5)-foot wide access area. Provide a detail of the proposed bike rack.
  37. Per Section 28.142(3), landscape plans for zoning lots greater than 10,000 square feet in size must be prepared by a registered landscape architect.
  38. 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.

39. The proposed auto repair station shall comply with the supplemental requirements of MGO Section 28.151.
40. Submit a rooftop plan showing the location of any proposed rooftop mechanical equipment and screening. All rooftop equipment shall be screened from view from adjacent streets and public rights-of-way per Sections 28.060(2)(f) and 28.142(9)(d). Screens shall be of durable, permanent materials that are compatible with the primary building materials.
41. Per Section 28.186(4)(b), the property owner or operator is required to bring the property into compliance with all elements of the approved site plans by the date established by the Zoning Administrator as part of the site and building plan approval. Work with Zoning staff to establish a final site compliance date.
42. 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.

**Fire Department** (Contact Bill Sullivan, 261-9658)

43. Provide fire apparatus access as required by IFC 503 2015 edition, MGO Section 34.503. The site plans shall clearly identify the location of all fire lanes.
44. Provide a fire lane that extends to within 250 feet of all exterior portions of the structure, since the building has a fire sprinkler system.

**Water Utility** (Contact Adam Wiederhoeft, 261-9121)

45. 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, or they may be obtained from the Water Utility Main Office at 119 E. Olin Avenue. 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.
46. The applicant's utility contractor shall obtain an excavation permit prior to commencing the water main or service construction in the public right of way.

**Parks Division** (Contact Janet Schmidt, 261-9688)

The agency reviewed this request and has recommended no conditions or approval.

**Metro Transit** (Contact Tim Sobota, 261-4289)

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| <ol style="list-style-type: none"><li>47. The applicant shall maintain or replace the existing concrete boarding pad on the south side of the east Verona Frontage Road, west of Atticus Way. [see attached file "4645vr_site_METRO.pdf"] The applicant shall</li></ol> |
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include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.

48. The applicant might consider additional transit amenities on the property adjacent this bus stop zone, such as a trash receptacles or a seating amenity, in finalizing their landscape plan.