



Department of Planning & Development
Planning Unit

Website: www.cityofmadison.com

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May 16, 2006

Tammy Mauer
The Redmond Company
W228 N745 Westmound Drive
Waukesha, Wisconsin 53186

RE: Approval of a major alteration to an existing shopping center in excess of 25,000 square feet with a drive-up window to allow construction of an addition to the shopping center with a drive-up window for a new Walgreens drugstore, all generally located 5702 Raymond Road.

Dear Ms. Mauer:

The Plan Commission, meeting in regular session on May 15, 2006, determined that the ordinance standards could be met and **approved** your request for a major alteration to an existing shopping center located at 5702 Raymond Road, subject to the conditions below. In order to receive final approval of the conditional use, the following conditions must be met:

Please contact Kathy Voeck, the Assistant Zoning Administrator, at (608) 266-4551 if you have questions regarding the following five items:

1. Meet all applicable State accessible requirements, including but not limited to:
 - a.) Show signage at the head of the accessible stalls.
 - b.) Show the accessible path from the stalls to the building.
 - c.) Show ramps, curbs, or wheel stops where required.
2. Provide 20 bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices.
3. Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.) Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover. All plant materials in islands shall be protected from vehicles by concrete curbs.

4. Signage must be reviewed for compliance with Chapter 31 of the Madison General Ordinances. The Urban Design Commission and Zoning Section of the Department of Planning and Development must approve signage and the Zoning Section must issue sign permits prior to signage installations.
5. Lighting is not required. However, if it is provided, it must comply with City of Madison outdoor lighting standards. Lighting will be limited to .10 watts per square foot.

Please contact Janet Gebert, City Engineering, at (608) 266-4751 if you have questions regarding the following twelve items:

6. Any damage to pavement on Raymond Road or S. Whitney Way, including pavement removal necessitated by curb and gutter replacement, will require restoration in accordance with the City Engineering Division's Patching Criteria. Restoration will include milling off two inches of materials and repaving one lane width for a minimum length of 50 feet at each location.
7. A City licensed contractor shall perform all work in the public right-of-way.
8. 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.
9. 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.
10. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to control 40% TSS (20 micron particle) and provide oil & grease control from the first 1/2" of runoff from parking areas.
11. The Applicant shall submit, prior to plan sign-off, digital CAD files to the Land Records Coordinator in the Engineering Division (Lori Zenchenko). 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.
12. 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, shall have a scale bar on the plan set, and shall contain the following items: building footprints; internal walkway areas; internal site parking areas; lot lines and right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).
13. The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management File including: SLAMM DAT files; RECARGA files; TR-55/HYDROCAD/etc., and; 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.
14. 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.

15. 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.
16. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to connection to the public sewerage system.
17. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size and alignment of the proposed service.

Please contact John Leach, Traffic Engineering, at (608) 267-8755 if you have questions about the following sixteen (16) items:

18. The applicant has completed a traffic impact study with its application. The study is reasonably accurate and complete; however, there are several special areas of emphasis the City wants covered more completely as conditions of approval. Conditions below address these special areas of interest.
19. As a measure to mitigate traffic associated with the development and pre-existing conditions, the applicant shall execute and return the attached declaration of conditions and covenants for traffic signals. This is advance notice that the property involved may be subject to special assessments for their proportionate share of potential future traffic signals at the intersection of Raymond Road and Whitney Way. As an alternative, the Plan Commission could require an up-front deposit of the development's estimated share of the cost of the subject signal. The development's traffic at this intersection is estimated at approximately 4,000–5,000 vehicles per day or about 15% of the intersection's traffic, which equates to a deposit of \$15,000.

Note: It is planned that the City's PBMVC will decide in the fall of 2006, as part of the City's annual signal priority list, whether a traffic signal will be installed at this intersection. (Attached is the PBMVC's previous consideration of this signal as background information.) Separately, but concurrently the City's Capital Budget will need to include funds for signals planned and/or approved. As part of the budget process it will be determined whether the subject signal will use 100% city funds or a combination of city funds and special assessment district that would include the Walgreens shopping center.

20. The applicant shall reconstruct its driveway at Raymond Road and Leland Road for low clearance vehicles from bottoming out. This driveway reconstruction shall be a five-foot bump out to reduce the driveway slope for ingress and egress vehicles. The applicant shall submit a detail 1" to 20' detail drawing of driveway approach to be reviewed and approved by the City Traffic Engineer.
21. The applicant shall modify the parking lot islands at the entrances to 20-foot radiuses from Raymond Road, and S. Whitney Way to accommodate vehicle-turning movements. The applicant shall submit a detail design noting dimensions of radii of the island on both sides of the driveway approaches to be approved by the City Traffic Engineer.
22. The proposed location of the loading dock as shown would require a semi truck to back onto the site, blocking the service corridor and driveway approach of Russett Road. The applicant shall modify and demonstrate semi-truck movements on site not to back off the Russett Road right-of-way, block the service corridor, or block the driveway approach. The applicant should look at angle degree loading dock or conditional of approval that all Walgreen truck deliveries shall be with single units truck. The applicant shall note that

Madison General Ordinance 10.08(a) 6 requires all facilities to have adequate internal circulation in which no backing movement, except that required to leave a parking stall, is allowed. All parking facilities shall be designed so as not to utilize any portion of the public right-of-way except to permit ingress and egress in a forward manner. Russett Road has residential uses across the street and the location to Toki School crossing will prohibit any backing off from the street. The only enforcement of this condition is the redesign of the loading dock and relocate the Russett Road approach that prevents backing off the street.

23. The site walkway fronting on S. Whitney Way shall be widened to at least 9 feet. The applicant will need to reduce the noted parking spaces from 19 feet to 18 feet to accommodate this modification. This modification will allow the sidewalk to be widened to 9 feet to accommodate the pedestrian traffic.
24. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
25. The applicant shall provide scaled drawing at 1" = 30' or larger on one contiguous plan sheet showing all the facility's access, existing and proposed buildings, layouts of parking lots, loading areas, trees, signs, vehicle movements, ingress/egress easements and approaches.
26. The applicant shall modify the all-new driveway approaches according to the design criteria for a "Class III" driveway in accordance to MGO Section 10.08(4). The proposed width for the driveway approaches and two 5-foot flares with the public sidewalk across the approaches. This change shall be revised on the plan.
27. "Stop" and "No Left Turns" signs shall be installed at a height of seven (7) feet to the bottom of the first sign at the driveway approaches to S. Whitney Way and the relocated mid-block driveway approach on Raymond Road. "Stop" signs shall be installed at a height of seven (7) feet at all other driveway approaches. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan. The applicant shall relocate all private signs to be on the property not in the street right-of-way.
28. The drive-thru shall be clearly identified with pavement markings and signage and the service point shall be shown. The applicant shall provide to Traffic Engineering for approval, a Queuing Model showing provision for adequate queue storage that prevents queue interference with pedestrian or other vehicular movements.
29. The intersection shall be so designed so as not to violate the City's sight-triangle preservation requirement which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
30. The applicant shall show the dimensions for existing and proposed parking stalls items A, B, C, D, E, and F, and for ninety-degree angle parking with nine-foot or ten-foot wide stalls and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. (If two (2) feet of overhang are used for a vehicle, it shall be shown on the plan.)
31. The applicant shall modify the proposed pedestrian linkages to be accessible routes. The applicant shall note on the site plans from all proposed pedestrian linkages installing ramps from the building entrances to the public sidewalk.

32. The developer shall post a deposit and reimburse the City for all costs associated with any modifications to traffic signals, street lighting, signing and pavement marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
33. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact Tim Sobota, Metro Transit, at (608) 261-4289 if you have questions about the following five items:

34. The applicant shall install a concrete passenger-boarding pad on the north side of Raymond Road, approximately 100 feet west of S. Whitney Way, within the area of the driveway apron proposed to be abandoned. The concrete pad shall occupy the full distance of the terrace, measure 6 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
35. The applicant shall install and maintain a bench or other seating amenity and a trash receptacle on top of a concrete pad or other suitable surface on the north side of Raymond Road west of S. Whitney Way, in an area adjacent the concrete passenger boarding pad described above. If installed on City right of way between the curb and sidewalk, the amenities may not obstruct a six-foot zone of concrete pad between the curb and sidewalk on the west end, furthest from the intersection.
36. Such passenger amenity requests are typically fulfilled with the applicant installing the items on private property behind the sidewalk. It is Metro Transit's recommendation that the applicant review the potential of placing the amenities outlined above on private property. Placement of privately installed and maintained property on public right-of-way will require the review and approval of additional City agencies, including Real Estate and City Engineering, prior to Metro Transit giving final approval to the plans.
37. The developer shall include the location of these passenger amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.
38. Metro Transit operates bus service seven days a week along Raymond Road. Metro bus stop #8616 is located on the north side of Raymond Road, west of S. Whitney Way.

Please contact John Lippitt, Madison Fire Department, at (608) 261-9658 if you have questions about the following two items:

39. Provide fire apparatus access as required by Comm. 62.0509 and MGO 34.19 as follows:
 - a.) the site plans shall clearly identify the location of all fire lanes;
 - b.) provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.
40. All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. Distances are measured along the path traveled by the fire truck as the hoses lay off the truck. See MGO 34.20 for additional information.

Please contact my office at (608) 261-9632 if you have questions about the following item:

41. That the project receive final approval from the Urban Design Commission. In considering granting final approval to the project, the Planning Unit requests that the applicant and UDC consider additional screening

along the rear of the building adjacent to Russett Road to provide sufficient screening of the service areas of the center from the residential properties to the north in addition to complying with all of the UDC conditions of initial approval.

The Plan Commission determined that the proposed single-tenant pole sign at the corner of S. Whitney Way and Raymond Road does not meet the conditional use standards. All references to the sign shall be removed from the plans submitted for final approval.

This project was approved referencing the hours of 5 AM to midnight contained in the letter of intent. Any desire to expand or vary the hours of operation to begin before 5 AM and/ or continue past midnight will require approval of an alteration to the conditional use. Should the occasion arise, the operator shall contact the Planning Unit for information on the procedural requirements involved in altering the hours of operation.

Please now follow the procedures listed below for obtaining your conditional use:

1. Please revise your plans per the above and submit ***nine (9) copies*** of a complete plan set to the Zoning Administrator for final review and comment. Also be sure to include any additional materials requested by these departments for their approval prior to sign off.
2. This letter shall be signed by the applicant to acknowledge the conditions of approval and returned to the Zoning Administrator when requesting demolition and/or building permit approval.
3. No alteration of this proposal shall be permitted unless approved by the Plan Commission, provided, however, the Zoning Administrator may issue permits for minor alterations. This approval shall become null and void one year after the date of the Plan Commission unless the use is commenced, construction is under way, or a valid building permit is issued and construction commenced within six months of the issuance of said building permit. The Plan Commission shall retain jurisdiction over this matter for the purpose of resolving complaints against the approved conditional use.

If you have any questions regarding obtaining your demolition or building permits, please contact the Zoning Administrator at (608) 266-4551. If you have any questions or if may be of any further assistance, please do not hesitate to contact my office at (608) 261-9632.

Sincerely,

Timothy M. Parks
Planner

I hereby acknowledge that I understand and will comply with the above conditions of approval for this conditional use.

Signature of Applicant

cc: Kathy Voeck, Asst. Zoning Administrator
John Leach, Traffic Engineering
Tim Sobota, Madison Metro Transit
Janet Gebert, City Engineer's Office
John Lippitt, Madison Fire Department

For Official Use Only, Re: Final Plan Routing			
<input checked="" type="checkbox"/>	Planning Unit (T. Parks)	<input type="checkbox"/>	Parks Division
<input checked="" type="checkbox"/>	Zoning Administrator	<input checked="" type="checkbox"/>	Fire Department
<input checked="" type="checkbox"/>	City Engineering	<input checked="" type="checkbox"/>	Urban Design Commission
<input checked="" type="checkbox"/>	Traffic Engineering	<input checked="" type="checkbox"/>	Other: Metro Transit