



Legistar I.D. #
4518 Monona Drive
Demolition and Conditional Use Request

Report Prepared By:
Heather Stouder, AICP
Planning Division Staff

Requested Action: Approval of the demolition of a portion of a commercial building and construction of a new addition to the building with a drive-thru facility in the C2 (General Commercial) District.

Applicable Regulations & Standards: Section 28.12(12) provides the guidelines and regulations for the approval of demolition permits. Section 28.12(11) provides the guidelines and regulations for the approval of conditional uses.

Summary Recommendation: The Planning Division recommends that the Plan Commission finds the project meets all applicable demolition and conditional use standards and **approve** the proposed request for the demolition and conditional use for a drive-thru facility.

Background Information

Applicant/Project Contact: John Bieno; TJK Design Build; 634 West Main St.; Madison

Property Owner: Klinke Monona Corporate, LLC; Richard Klinke; 4518 Monona Dr.; Madison

Proposal: The applicant proposes the demolition of 12,000 square feet of an existing commercial building with a drive-thru facility to construct a new addition to the commercial building with a drive-thru facility. The applicant intends to initiate demolition after all approvals are obtained, followed by construction.

Parcel Location: 4518 Monona Drive (currently 4502 Monona Drive) is located on the east side of Monona Drive between East Coldspring Drive and East Dean Drive (just south of Monona Grove High School), Aldermanic District 15 (Palm); Madison Metropolitan School District.

Existing Conditions: The existing 23,000 square foot building, originally constructed in 1941, with subsequent additions, sits on a 1.8 acre lot in the C2 (General Commercial) District. The applicant proposes the demolition of the western, 1-story portion of the building, and construction of a new, smaller addition to replace it. The applicant has provided interior and exterior photographs of the structure.

Surrounding Land Use and Zoning:

North: Monona Grove High School, in the City of Monona

South: Immediately to the south, commercial properties with one-story buildings in the C2 (General Commercial) District. Just south of these, a public golf course in the Conservancy District

East: Two-family homes in the R3 (Single and Two-family Residential) District, and Single-family homes in the R1 (Single-family Residential) District.

West: Across Monona Drive, commercial properties with one and two-story buildings in the City of Monona

Adopted Land Use Plan: The Comprehensive Plan (2006) recommends Neighborhood Mixed Use (NMU) for this property. There is no adopted neighborhood plan for this site.

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

Public Utilities and Services: The property is served by a range of urban services, likely to be upgraded in conjunction with the reconstruction of this portion of Monona Drive in the near future.

Zoning Summary: The property is in the C2 (General Commercial) District.

Requirements	Required	Proposed
Lot Area	6,000	77,846
Lot width	50'	286.87'
Usable open space	0'	82'
Front yard	0'	11' RS, 6' LS
Side yards	10' 1-story / 30' 2 story	104' existing building
Rear yard (Lake side)	3.0	Less than 1.0

Site Design

No. Parking stalls	52 required	84 existing stalls, 88 total proposed
Accessible stalls	4	4 (see Comment No. 27, p. 8)
Loading	1 (10' x 35')	1 (see Comment No. 31, p. 8)
No. Bike Parking stalls	9	10 (see Comment No. 28, p. 9)
Landscaping	Yes	Yes (see Comment No. 32, p. 9)
Lighting	Yes	Yes (see Comment No. 29, p. 9)

Other Critical Zoning Items

Urban Design	No
Historic District	No
Landmark Building	No
Flood Plain	No
Utility Easements	Yes
Waterfront Development	No
Adjacent to park	No
Barrier free (ILHR 69)	Yes

Prepared by: Pat Anderson, Asst. Zoning Administrator

Project Description

Existing Conditions

The 1.8-acre site is currently developed with two commercial buildings and a surface parking lot. An 8,000 square foot, one-story strip commercial building constructed in 1976 sits on the southeast portion of the site, and would remain unchanged with the proposal. Along the northern edge of the property is a building with an approximately 18,000 square-foot footprint used for Klinkes dry-cleaning service, offices, and warehouse, as well as other commercial tenants. Assessor's records show that the building was constructed in 1941, although the applicant notes that portions of the building date back as far as the early 1900s. The eastern portion of this building, near the back of the lot, is a two-story commercial space that would remain on the site. The western portion, facing Monona Drive, is a one-story, multi-tenant space just over 12,000 square feet in size, with all entrances facing south toward the parking lot.

Existing surface parking includes 49 stalls in the main parking lot in front of the smaller building, 5 stalls in front of the larger building facing Monona Drive, and approximately 30 stalls in auxiliary lot behind the larger building for a total of 84 stalls. The site currently has two access driveways from Monona Drive and an existing drive-thru window on the south side of the larger building.

Site and Building Plans

As proposed, the 12,000 square foot front portion of the northern building would be demolished and replaced with a new, 8,480 square foot addition, still connected to the rear, two-story portion of the building to the east. The new addition has space for five commercial tenants, with three storefront entrances facing Monona Drive and five entrances on the southern side of the building. Exterior materials include a concrete masonry base, brick middle, and EIFS on the upper portion of the building. The north elevation of the building, adjacent to Monona Grove High School, is proposed with concrete masonry units, solid exit doors, and no transparent openings so as to avoid conflict with fire and building codes, which limit the percentage of openings within such close proximity to the property line.

The drive-thru facility as proposed would be in roughly the same location as the existing facility, on the south side of the building, with space for approximately two queuing spaces (based on experience, the applicant suggests this will suffice for the dry cleaning business). As proposed, the drive-thru lane is oriented so as to require a left turn in from the main access drive.

Within the extra space created by decreasing the size of this part of the building, a 13-stall parking area is proposed between the Monona Drive right-of-way and the new addition. As submitted, plans show an additional new stall on the southern side of the building, just east of the drive-thru facility. With the removal of a few stalls for new landscaped areas, the proposal would result in a net gain of four parking stalls. Importantly, at least a few of these would need to be removed to meet recommended conditions of approval Nos. 2 and 21, so the net impact will likely be that the property has approximately 84 stalls, the same number that exist today. Ten bicycle parking stalls are shown near entrances to the new building addition.

In conjunction with the project, the entire parking lot would be improved and landscaped to meet current standards, and slight reconfigurations to traffic flow within the lot would be made. Plans initially submitted do not show improvements to the parking area on the northeastern portion of the site behind the building, but pursuant to Zoning conditions, the entire site will be required to meet current code requirements. The applicant is currently working with Zoning staff to address these requirements.

A new sidewalk is proposed leading from the public sidewalk along Monona Drive to entrances to the new portion of the building, and a second pedestrian connection is proposed from the parking lot to the existing commercial building on the southern portion of the site, although this is not currently shown to be connected to the public sidewalk along Monona Drive.

Evaluation

Demolition

Essentially, the applicant is proposing a major change to an existing building, with no land use change. The proposal involves the removal of the western portion (over two thirds of the footprint) of the existing building, and replacement with a new, smaller addition. The eastern, two-story portion of the building would remain. The acting Preservation Planner notes that the existing building has no historical significance, and photos submitted by the applicant demonstrate poor or deteriorating conditions.

Land Use- Consistency with Adopted Plans

The land use on the site will be unchanged, as the existing owner (Klinkes Cleaners) would still utilize the site for their storefront, offices, and warehouse, complete with a drive-thru facility similar to that which exists today. The use is consistent with the Comprehensive Plan recommendation for Neighborhood Mixed-Use (NMU), which includes land uses such as neighborhood-serving commercial uses, residential uses, and mixed-use buildings (see attached Comprehensive Plan excerpt). The proposed design does not fully address all of the location and design characteristics or the recommended development intensity within NMU areas, where 2-4 story buildings located close to the street and public sidewalk are strongly encouraged. However, this section of the Comprehensive Plan does note that 1-story buildings may be appropriate in limited circumstances, and that parking should

be located *primarily* behind buildings or underground, thus allowing for some flexibility in building design and placement. Staff believes that on the whole, the proposal can be determined to be consistent with the Comprehensive Plan, thus meeting a standard of approval for demolition requests.

Site Plan

Landscaping and internal circulation changes within the parking areas on the site will constitute noticeable improvements, and based on the recommended conditions of approval, would result in roughly the same number of automobile parking stalls as currently exist today. The expansion of the parking area between the street and the building is not ideal, and does not fully adhere to the design recommendations in the Comprehensive Plan for Neighborhood Mixed Use as mentioned above. However, the applicant has indicated that the increased setback is necessitated by the desire to build a smaller addition while maintaining interior connections between the addition, which will include Klinkes services, and the rear portion of the structure, where Klinkes warehouse is located. In addition, the planned reconstruction of Monona Drive in the near future complicates the placement of a new addition in very close proximity to the right-of way, as the necessary right-of-way required to complete the project has not yet been determined (engineering for this portion of Monona Drive is only preliminary, but will likely impact a few feet of the western portion of this property within what is being proposed as the landscaped strip).

The applicant has attempted to strengthen the relationship of the building to the street and public sidewalk by providing entrances on the western elevation, and a proposed sidewalk connecting the public sidewalk along Monona Drive to the building. Staff believes that despite the expansion to the front parking area, this treatment will certainly strengthen the relationship between the building and the street beyond the dismal existing condition. During the review of the proposal, the applicant agreed to provide a second and similar sidewalk connection to link the public sidewalk along Monona Drive to the existing commercial building on the southern portion of the property.

The proposal as originally submitted included a single parking stall located just east of the drive-thru facility cut out of a hardscaped area near southern entrances to the building. Staff encouraged the applicant (and the applicant has agreed) to remove this stall, as its isolated location is awkward, and a two-foot vehicle overhang at the front of the stall may obstruct a clear and accessible path to the entrances near it.

Submitted plans do not include the location of a trash enclosure on the property or specifications for proposed screening along the northern and eastern property lines. Staff recommends that the applicant work with Planning and Zoning staff to incorporate any desired trash enclosure and screening detail into the final plan set submitted for staff review and approval.

Building Addition

The proposed addition to the building constitutes a significant improvement to current building, and will be much more aesthetically pleasing and structurally sound than the portion being removed. Three new entrances, glass storefronts, and decorative lighting proposed on the western façade of the building will strengthen the relationship to the street. The northern elevation of the building facing Monona Grove High School is perhaps the least important architecturally, as there are no customer entrances on this side, and its proximity to the property line virtually precludes any activity. However, an additional opening incorporated near the front of this side of the building, could improve the design, as experienced by a pedestrian heading south on the sidewalk along Monona Drive. Staff understands that the building code will limit the percentage of openings in such close proximity to the property line, but recommends that the applicant work with Building Inspection staff prior to submitting final plans to determine whether an additional window within the brick portion of the north elevation can be accommodated. If possible, staff recommends that the additional opening be provided.

Public Input

There has been no public input on the proposal to date.

Conclusion

On balance, staff believes that the proposed condition is superior to that which exists today on the site, and that it is generally consistent with the Comprehensive Plan, although it falls short of some of the design recommendations for neighborhood mixed use areas as articulated in the Comprehensive Plan. Specifically, the setback of the new addition from the street and the placement of the proposed parking lot between the building and the Monona Drive right-of-way were concerns throughout the review process, and the applicant has attempted to address them through the provision of pedestrian connections to Monona Drive and entrances on the western side of the new addition. Under the proposed new zoning code as drafted, standards in districts most likely to be applied to this property would not allow for the proposed arrangement as a permitted use, due to a setback from Monona Drive that exceeds the maximum permitted. This situation - partial demolition and addition to an existing building with no change in use and incremental improvements - is worth noting as something the Plan Commission might expect to see in the future.

Importantly, the proposal is being reviewed under standards in the existing code in a C2 (General Commercial) district, absent a detailed neighborhood plan, which might provide more specific design standards. If the proposal were for a rezoning of the site, or for a *complete* demolition and rebuild, staff would likely have more strongly discouraged the location of the proposed parking between Monona Drive and the new addition. However, on balance, staff believes that the proposal will result in an improved condition at this location. The replacement of the portion of the building proposed for demolition by a higher-quality, multi-tenant commercial structure, along with upgrades to the surface parking lot will continue to meet the needs of the current owner, while improving the condition of the property as experienced from Monona Drive. After careful review, Planning Division staff believes that the requisite standards can be met with some small changes, and recommends that the Plan Commission find that the demolition and conditional use standards can be met and **approve** the request subject to input at the public hearing and conditions from reviewing agencies.

Recommendations and Proposed Conditions of Approval

Major/Non-Standard Conditions are shaded

Planning Division Recommendation (Contact Heather Stouder, 266-5974)

The Planning Division recommends that the Plan Commission find that the demolition and conditional use standards can be met and **approve** the request subject to input at the public hearing and the following conditions:

Planning Division (Contact Heather Stouder, 266-5874)

1. Final plans submitted for staff review and approval shall include a second pedestrian path from the public sidewalk along Monona Drive to the existing commercial building on the southern portion of the lot. This will be similar to that which is proposed on the north portion of the lot.
2. The parking space shown on submitted plans just east of the drive-thru facility shall be removed on plans submitted for final review and approval by staff.
3. Prior to submitting final plans for staff review and approval, the applicant shall work with Planning and Zoning staff to specify the location and type of screening along northern and eastern property lines, as well as any desired trash enclosure on the site.
4. The applicant shall work with Building Inspection staff prior to submitting final plans to determine whether an additional window within the brick portion of the north elevation can be accommodated. If possible, the additional opening shall be provided in a revised elevation submitted for staff review and approval.

5. Prior to final approval by staff, a recycling and reuse plan for the portion of the building proposed for removal shall be submitted by the applicant and approved by the City's Recycling Coordinator, George Dreckmann (gdreckmann@cityofmadison.com 267-2626).

The following conditions have been submitted by reviewing agencies:

City Engineering Division (Contact Janet Dailey, 261-9688)

6. Applicant shall revise the site plan to show the proposed right-of-way on Monona Drive. Applicant shall delay all landscaping along Monona Drive until the reconstruction of Monona Drive is complete.
7. Tenant numbers are not allowed to be used for addresses. In accordance with 10.34 MGO – STREET NUMBERS: Submit a PDF plan for A-1.1 to Engineering Mapping Lori Zenchenko (addressing@cityofmadison.com) to coordinate the development and implementation of an addressing plan for this site. If there are any changes pertaining to the location of any units, deletion or addition of any unit, or location of entrances into any unit, (before, during or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.
8. CAD files for this site were previously received from applicant on 23-DEC-2009. These files are sufficient for Engineering Mapping requirements, UNLESS any significant site changes are approved affecting this site. If site changes are made, transmit updated CAD files to Engineering Mapping attention Lori Zenchenko.
9. The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
10. All work in the public right-of-way shall be performed by a City licensed contractor, as per MGO 16.23(9)(c)5 and MGO 23.01.
11. 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.
12. Effective January 1, 2010, The Department of Commerce's authority to permit commercial sites, with over one (1) acre of disturbance, for stormwater management and erosion control has been transferred to the Department of Natural Resources (WDNR). The WDNR does not have an authorized local program transferring this authority to the City of Madison. The City of Madison has been required by the WDNR to continue to review projects for compliance with NR216 and NR-151 but a separate permit submittal is now required to the WDNR for this work as well.

As this site is greater than one (1) acre, the applicant is required by State Statute to obtain a Water Resources Application for Project Permits (WRAPP) from the Wisconsin Department of Natural Resources, prior to beginning construction. This permit was previously known as a Notice of Intent Permit (NOI). Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line <http://dnr.wi.gov/Runoff/stormwater/constformsinfo.htm> (NOTIFICATION)
13. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
 - a) Control 40% TSS (20 micron particle) off of new paved surfaces.
 - b) Provide oil & grease control from the first 1/2" of runoff from parking areas.

- c) 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 MGO Chapter 37.

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

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

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

NOTE: Email file transmissions preferred addressing@cityofmadison.com . Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file. (POLICY and MGO 37.09(2) & 37.05(4))

15. The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedit or Tim Troester). 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) Lot lines and right-of-way lines.
- e) Street names.
- f) Stormwater Management Facilities.
- g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).

16. The Applicant shall submit, prior to plan sign-off, electronic copies of any Stormwater Management Files including:
 - a) SLAMM DAT files.
 - b) RECARGA files.
 - c) TR-55/HYDROCAD/Etc
 - d) Sediment loading calculations

If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided. (POLICY and MGO 37.09(2))

17. Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks

in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

18. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff. (MGO 16.23(9)(d)(4)).

Traffic Engineering Division (Contact John Leach, 267-8755)

19. The applicant shall indicate the type of City approved bicycle racks to be installed, and their locations. The bike racks should be located by the entrances to the buildings (Please contact Arthur Ross, City Traffic Engineering, at 266-4761 if you have questions regarding this item).
20. When the applicant submits final plans of one contiguous plan 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, showing all easements, all pavement markings, building placement, and stalls, adjacent driveway approaches to lots on either side, 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'.
21. The parking facility shall be modified to provide for adequate internal circulation for vehicles. This can be accommodated by eliminating a parking stall at the dead ends. The eliminated stall shall be modified to provide a turn-around area ten (10) to twelve (12) feet in width and signed "No Parking Anytime."
22. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
23. The applicant shall show dimensions for the proposed and existing parking stalls' items A, B, C, D, E, F, and degree of angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in MGO Section 10.08(6)(b) 2. Signs and planting areas are to be excluded from the rectangular stall areas, including the two (2) feet of vehicle overhang. The two (2) feet of vehicle overhang shall be shown on the plan and dimensioned.
24. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
25. The applicant shall modify driveway approaches to accommodate and match the proposed drive aisles.
26. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Zoning Administrator (Contact Pat Anderson, 266-5978)

27. Parking requirements for persons with disabilities must comply with MGO Section 28.11(3)6(m), which includes all applicable State accessible requirements, including but not limited to:
- Provide a minimum of two accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
 - Show signage at the head of the stalls. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.

- c) Show the accessible path from the stalls to the building. The stalls shall be as near the accessible entrance as possible. Show ramps, curbs, or wheel stops where required.
28. Bike parking shall comply with MGO Section 28.11. Provide at least nine (9) bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan.
- 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. Provide a detailed drawing of bike stalls.
29. Lighting is required and shall be in accordance with MGO Section 10.085. Provide a plan showing at least .5 foot candle on any surface on any lot and an average of .75 footcandles. The maximum light trespass shall be 0.5 fc at 10 ft from the adjacent lot line (see City of Madison lighting ordinance).
30. Signage approvals are not granted but the Plan Commission. Signage must be reviewed for compliance with MGO Chapter 31, Sign Code, and MGO Chapter 33, Urban Design District ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.
31. Parking and loading shall comply with MGO Section 28.11(4). Provide one (1) 10' by 35' loading area with 14' vertical clearance to be shown on the plan. The loading area shall be exclusive of drive aisle and maneuvering space.
32. Provide a detailed landscape plan as required by MGO Section 28.12. Show species and sizes of landscape elements. Provide a landscape worksheet with the final plans that shown 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. Within 10' from a driveway crossing of a street lot line, any landscaping/screening shall not exceed 2' in height for vision clearance.
33. Pursuant to MGO Section 28.04(12)(c), where sites share a zoning district boundary with residential development, this development must provide effective 6'–8' high screening along the lot line of this commercial district adjoining a residential zoning district.

Fire Department (Contact Scott Strassburg, 261-9843)

34. Provide fire apparatus access as required by IFC 503, 2009 edition, and MGO 34.03(17) 34.19, as follows:
- a) A dead-end fire lane that is longer than 150-feet shall terminate in a turnaround. Provide an approved turnaround (cul de sac, 45 degree wye, 90 degree trr) at the end of a fire lane that is more than 150-feet in length. The fire lane turnaround is not 20 feet wide where it shows going behind the existing building. Provide an approved turnaround. Call Scott Strassburg at (608) 261-9843 for any questions or assistance with this.
35. Provide fire apparatus access as required by IFC 503, 2009 edition, and MGO 34.03(17) 34.19, as follows:
- a) The site plans shall clearly identify the location of all fire lanes.
- b) Provide a fire lane that extends to within 150-feet of all exterior portions of the structure, or it can be extended to within 250-feet if the building is fully sprinklered.
- c) Provide a fire lane with the minimum clear unobstructed width of 20-feet.

- d) Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal, see www.madisonfire.org for a PDF.

Water Utility (Contact Dennis Cawley, 261-9243)

36. The Madison Water Utility shall be notified to remove the water meter prior to demolition. This property is not in a Wellhead Protection District. All wells on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency did not submit a response for this request.



Mixed-Use Districts

Mixed-Use districts are recommended locations for development of activity centers that are specifically planned to include both residential and non-residential uses. The range of non-residential uses, and the development density of both residential and non-residential uses in Mixed-Use districts will vary depending on the size of the district and the type and intensity of the surrounding development. Not every building in a Mixed-Use district needs to include both residential and non-residential uses, but that both types of land uses will be accommodated within the district as a whole is inherent in the designation, and Mixed-Use districts must be planned to provide a suitable residential environment.

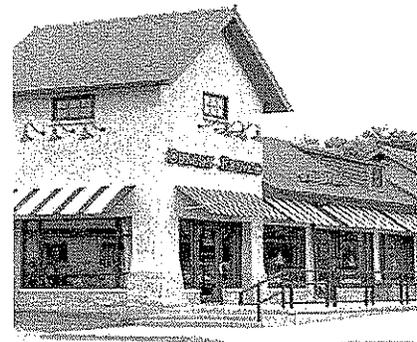
Developments within Mixed-Use districts should be consistent with an adopted neighborhood plan or special area plan, which may also provide detailed land use or design standards.

Neighborhood Mixed-Use (NMU)

Neighborhood Mixed-Use districts are the recommended locations for clusters of relatively small convenience shopping and service uses that serve as activity centers and gathering places for the surrounding neighborhoods or districts.

Location and Design Characteristics

Neighborhood Mixed-Use districts typically form activity centers located along relatively important streets within or adjacent to residential districts. Most neighborhood mixed-use districts are relatively compact, often consisting only of several buildings on one or more corners of a street intersection; but neighborhood mixed-use districts also may be stretched out for several blocks along a local business street.



Small retail and office development on Madison's west side is adjacent to senior and condominium housing.

Development in Neighborhood Mixed-Use districts should be consistent with the design standards for mixed-use areas recommended in City plans, and should provide a pedestrian-oriented "urban" environment generally characterized by:

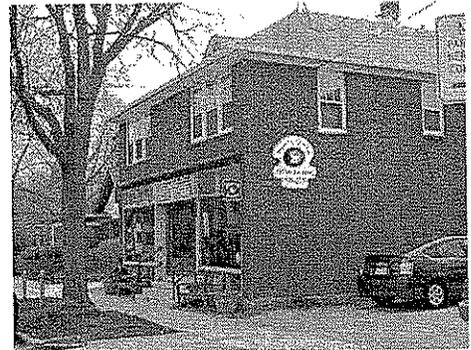
- Well-designed buildings placed close to the sidewalk and street.
- Parking located primarily behind the buildings or underground. On-street parking is recommended where sufficient right-of-way is available. Buildings that are more than one story, with maximum building height compatible with the size of the district and surrounding structures and land uses. Specific height standards may be recommended in an adopted neighborhood or special area plan.
- Pedestrian-friendly design amenities, such as decorative paving and lighting along sidewalks and paths, plazas, benches, and landscaping.

Neighborhood Mixed-Use (NMU)

Whenever possible, Neighborhood Mixed-Use areas should be designed to incorporate some or all of the Transit-Oriented Development standards outlined in the Comprehensive Plan.

Recommended Land Uses

- Neighborhood-serving commercial buildings and uses. While primarily intended to serve the adjacent neighborhoods, neighborhood mixed-use districts may also include specialty businesses serving wider markets, provided the size of establishment and scale of building is consistent with the character of the district and the surrounding neighborhood.
- Housing types similar to Low-Density Residential districts, but with no fixed maximum number of apartment or row house dwelling units in a building, provided the building scale is appropriate. Generally, this will be a relatively small building when the adjacent neighborhood is low density.
- Mixed-use buildings.
- Non-commercial residential support uses similar to Low-Density Residential districts.



This coffee shop and cafe on Allen Street is part of a Neighborhood Mixed Use District at the corner of Regent and Allen Streets.

Recommended Development Intensity

- Generally, buildings should be between two and four stories in height. Specific height standards should be established in neighborhood or special area plans, and should be compatible with the scale and intensity of the adjacent neighborhood. One-story buildings may be appropriate in limited circumstances but are not encouraged.
- The maximum development intensity (floor area ratio) for commercial uses should be established in a detailed neighborhood or special area plan.
- Gross square footage of commercial buildings (including single-tenant and multi-tenant buildings) should not exceed 10,000 square feet, except for neighborhood-serving grocery stores, which should not exceed 25,000 square feet.
- Net residential densities within a neighborhood mixed-use district generally should not exceed 40 dwelling units per acre, but a neighborhood or special area plan may recommend small areas within the district for a higher maximum density if the development is compatible with the scale and character of the neighborhood.