



Report to the Plan Commission

July 26, 2010

Legistar I.D. #19280
2202 South Stoughton Road
Demolition and Conditional Use

Report Prepared By:
Kevin Firchow, AICP
Planning Division

Requested Action: Approval of a demolition permit and conditional use to raze a vacant commercial building to renovate and expand the adjacent Farm and Fleet store.

Applicable Regulations & Standards: Section 28.04(23)(b) requires that commercial sites containing more than 40,000 square feet of gross floor area where 25,000 square feet of gross floor area is intended for retail use shall be subject to the procedure for approving a conditional use in Sec. 28.12(11). Section 28.12 (11) provides the guidelines and regulations for the approval of conditional uses. Section 28.12 (12) provides the guidelines and regulations for the approval of demolition permits.

Summary Recommendation: The Planning Division recommends that the Plan Commission find the demolition, conditional use, and large format retail standards are met and **approve** the applicant's request to demolish a vacant commercial building for the purposes of renovating and expanding the adjacent commercial building, subject to input at the public hearing and the conditions recommended by reviewing agencies.

Background Information

Applicant / Contact / Owner: Neal P. Van Loo; Farm and Fleet of Madison, Inc.
PO Box 391; Janesville, WI 53547-0391

Proposal: The applicant proposes to demolish a vacant one-story commercial building for the purposes of renovating and expanding the adjacent Farm and Fleet Store.

Parcel Location: The project site includes approximately 7.20 acres in area, located on the west frontage road of Stoughton Road (USH 51), between Buckeye and Pflaum Roads. The site is located in Aldermanic District 16 and the Madison Metropolitan School District.

Existing Conditions: The project area includes two properties. The larger of the two properties includes the existing 90,818 square foot existing Farm and Fleet facility. The other property now includes a vacant one-story commercial building, previously occupied by Drexel Interiors. That structure is roughly 25,000 square feet in area. The applicant has provided photographs of this building and further discussion related to the proposed demolition is included in the body of this report.

Surrounding Land Use and Zoning:

North: One-story commercial buildings, zoned C3L (Commercial Service and Distribution District);

South: Commercial buildings and auto sales, zoned C3L (Commercial Service and Distribution District);

West: Two, three, and four-unit residential buildings; zoned R4 (General Residence District); and

East: Stoughton Road with commercial and industrial development, beyond.

Adopted Land Use Plan: The Comprehensive Plan recommends general commercial development for this property. The Stoughton Road Revitalization Plan provides several recommendations which are discussed more fully in the body of this report.

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

Public Utilities and Services: This property is served by a full range of urban services.

Zoning Summary: The property is zoned C3L (Commercial Service and Distribution District)

Requirements	Required	Proposed
Lot Area	6,000 sq. ft.	54,600 sf. ft.
Lot width	50 ft.	Adequate
Front yard	0 ft.	Adequate
Side yards	0 ft.	Adequate
Rear yard	10 ft.	28 ft.
Floor area ratio	3.0	Less than 1.0
Building height	--	1 Story
Number parking stalls	369	278*
Accessible stalls	7	7 (See Comment # 34)
Loading	3- 10 ft x 50 ft	3 No Dimensions Provided (See Comment # 39)
Number bike parking stalls	28	(See Comment # 32)
Landscaping	Yes	Yes
Lighting	Yes	Yes (See Comment # 38)
<i>Prepared by: Pat Anderson, Asst. Zoning Administrator</i>		

- * The Zoning Administrator has determined that approval of a parking reduction is not required. The "shortage" of parking relates to the approved existing condition for the Farm and Fleet property. The new parking proposed for the building addition meets the parking requirement.

Project Analysis, Evaluation, and Conclusion

The applicant, Farm and Fleet, requests approval of a demolition permit and conditional use to raze a one-story commercial building for the purpose of renovating and expanding their store. This proposal is subject to the standards for demolitions, conditional uses, and large format retail.

Existing Conditions

The building proposed for demolition is a one-story, 25,000 square foot commercial building previously occupied by Drexel Interiors. The structure is now vacant. The applicant has provided photos of the building and they can be viewed online at the following site:

http://www.cityofmadison.com/planning/projects/reports/2202ssr_photos.pdf

Planning Division staff has not performed a formal inspection of the building's interior. Based on the photographs provided by the applicant, the building appears to be in at least average condition. The applicant has indicated that it would not be feasible to utilize this existing building as part of the Farm and Fleet expansion due to site grade changes and other construction details.

The existing Farm and Fleet building, located directly south of the "Drexel" site is approximately 90,000 square feet in area. Today there are 205 parking stalls. The existing building and site would not meet

many of the current standards for large format retail. The facade has only minimal articulation. The site is almost entirely impervious and includes no tree islands or other parking lot landscaping. No sidewalks or other pedestrian routes are defined across the site.

Project Review

The expanded and renovated Farm and Fleet store would add approximately 20,000 square feet of gross-floor area, increasing the store's overall size to 110,658 square feet. Several aesthetic improvements will be made to the façade greatly improving its articulation and appearance. The main entrance will be reconfigured with additional windows, a canopy feature, and metal accent wall. Other façade improvements include the introduction of projecting tower features across the front facade, spaced roughly 40 apart. Each bay includes day-lighting windows, metal accent wall panels, and is capped with an aluminum wall panel. Planters will be added along the length of the east and north façades.

A new insulated white membrane roof will be added to the entire structure, intended to reduce heat gain and air conditioning demands. Other skylights will be provided on the roof to allow further natural light into the building.

Site improvements include the introduction of multiple pedestrian connections including a wide sidewalk running along the length of the east (main) and north building walls. A six-foot wide sidewalk provides a new direct pedestrian connection from the frontage road sidewalk to the building's front door. Another sidewalk connection along the northern property line provides a pedestrian link to the residential neighborhood immediately west of this site.

The parking lot would be reconfigured and would include 278 total stalls. Multiple planting islands are proposed introducing pervious areas into what is currently an entirely impervious lot. New landscaping is proposed along the street and northern lot line frontage.

From an operations standpoint, the store would be open Monday through Friday 8:30 am to 9:00 pm; Saturday 8:30 am to 8:00 pm; and Sunday 9:00 am to 6:00 pm. The store would have 135 employees. Staff note that the Large Format Retail standards require facilities employing more than 100 people to submit a Transportation Demand Management Plan (TDM) for approval. The applicant is aware of this requirement.

Conformance with Demolition Standards

Staff believes this request meets the applicable demolition standards and is consistent with the intent and purpose of the zoning code for the C3L (Commercial Service and Distribution) District. While the "Drexel" building appears to be in at least average condition, the applicant has indicated there is limited technical and economic feasibility in utilizing this structure as part of their addition. Staff believe the proposed site and building improvements, summarized in the above section, would have an overall positive impact on the normal and orderly development and improvement of surrounding properties.

Conformance with Conditional Use Standards

Staff also believes this proposal meets the applicable conditional use standards. Staff do not anticipate the proposed demolition and Farm and Fleet addition should result in any different impacts on surrounding properties, including the residential properties located west of the subject site.

Considering the nearby residential development, careful consideration was given to the noise that would be emitted from the proposed trash compactor. Farm and Fleet does not currently operate a compactor at this facility, though does operate them at other locations. The compactor is proposed along the south side of the building, over 220 feet from the rear property line shared with the adjoining residential properties. The applicant has indicated that the compactor would only be operated during business hours, no more than once an hour. Each cycle takes about a minute to complete.

Staff met the applicant at their Verona store to study the sound emitted from that compactor. That facility uses a similar compactor to what is proposed on Stoughton Road. In fact, the applicant has indicated the specifications for that machine show that that compactor to be slightly louder than what would be used at the subject site. A summary of those results has been provided by the applicant. Based on that analysis, staff believe the compactor should be well below the ordinance standards for noise at the property line. From a qualitative standpoint, staff note that at distances over 100 feet, the sound generated from that compactor is similar to that generated by a residential air conditioning unit. The peak sound comes at the end of the cycle, typically lasting about a second. The peak measured approximately two (2) decibels higher than the rest of the cycle at distances over 100 feet. Based on this review, staff do not believe that additional conditions would be necessary to address the noise from the compactor.

Conformance with Large Format Retail Standards

Planning Division staff reviewed the plans for conformance with the Large Retail Development standards in Madison City Ordinances 33.24(4)(f). The statement of purpose states that in applying these standards to the redevelopment, expansion, or remodeling of existing sites, it is the intent of this ordinance to seek improvements, while recognizing that existing constraints will likely make full compliance with all provisions of this section difficult or infeasible. The Urban Design Commission (UDC) granted final approval of Farm and Fleet's plans and their reports are attached.

The following areas do not appear to meet the ordinance standards. Staff is not recommending changes or additional information, except where listed as formal conditions in the Recommendation section of this report.

- Roughly 35% of the horizontal length of the front facade includes windows or customer entrances (not including service bays). This ordinance requires this coverage to be at least 60%. Staff note that the existing building has only minimal window coverage and the proposed is a significant improvement in regards to façade articulation. Additional changes are not recommended.
- The changes in plane created by the day-lighting towers on the front façade are spaced roughly 40 feet apart. The standard requires that "elements" (including changes in plane) shall repeat at intervals of no more than 30 feet, horizontally or vertically. Staff do not believe that additional changes are necessary.
- The existing building and additions do not meet the frontage and setback standards, though staff acknowledge it would be difficult for the proposed renovation to meet these requirements without the complete redevelopment of the site.

- The plans do not show the required rear wall or berms between this property and adjacent residential properties to the west (rear). However, the rear 25-foot setback is not changing with this project. Staff note there is existing vegetation along the residential sides of the property boundaries and that zoning staff has noted the ordinance requirement for screening between commercial and residentially zoned properties. Planning staff are not recommending additional conditions.
- Significant improvements in the perimeter landscaping have been proposed with continuous plantings shown along the frontage, However, it does not appear that the perimeter plantings exactly meet the requirement for one (1) street tree for every 30 feet of frontage along a public right of way in all locations. The UDC has granted final approval of the perimeter landscaping and staff do not recommend any further changes.
- A five (5) foot landscape buffer is shown between the parking lot and the frontage road right-of way, though it is less than the 10 foot-wide buffer required. Landscape buffers on the sides of the property appear to meet this requirement. Additional buffers would likely further reduce parking and staff note that the introduction of the landscape islands have already removed 16 stalls compared to the applicant's earlier concepts. The UDC has granted final approval of the perimeter landscaping and staff do not recommend further changes.
- Based on the information provided by the applicant, the applicant would be required to prepare a transportation demand management (TDM) plan.
- The applicant is required to provide a minimum of two (2) "central or community space" features from the list contained in the ordinance. The proposed planter walls would qualify as one (1) feature. The applicant has indicated to staff that an outdoor seating area could be provided near the service entrance, which would meet this standard.

Conformance with Adopted Plans

This plan is consistent with the Comprehensive Plan's recommendation for general commercial development.

This proposal is also consistent with many of the more-detailed recommendations contained within the Stoughton Road Revitalization Project Plan, adopted in June 2008. That document recognizes Farm and Fleet as one of the corridor's strong anchor businesses and notes the importance of existing business retention and expansion. More specific recommendations in that plan cover both short-term efforts and grander, longer-term initiatives. Several short-term implementation recommendations that support this project include:

- Encourage both retail business and employers to stay and expand within the corridor, (p.101)
- Improve and update existing buildings, facades, parking lots, lighting, art, and landscaping (p.101)
- Improve facades and building aesthetics (p.99)
- Improve parking lots with pedestrian walkways, parking lot edges, and parking lot landscaping (p.99).

The longer-term vision includes several recommendations to improve the overall connectivity in this general area. This includes both establishing new connections across Stoughton Road and creating improved connections between the Stoughton Road businesses and adjoining neighborhoods. One

such recommendation is the extension of several east-west streets to the west frontage road. The plan notes that such changes are a “decades-long vision for the future and would not occur for many years.” One such potential connection is Hob Street, which currently dead-ends behind the Drexel Building. Like the existing building, the proposed addition would block the extension of Hob Street to the frontage road. To provide for pedestrian connectivity, Farm and Fleet will be providing a sidewalk connection along the northern property line which will connect to Hob Street. While noted as a “future sidewalk,” Farm and Fleet has indicated that this feature will be installed when connections from Hob Street are made. City Engineering has indicated the design work for the Hob Street sidewalk connection is underway and construction could start within a year. More detailed conditions of approval related to this feature are included in that agency’s comments.

Another related long-term improvement is the establishment of a public green space along the corridor. The concept plan shows such an improvement near the project site along with the creation of a neighborhood mixed-use node surrounding the green space. The plan states that this recommendation should apply if and when a Hob Street extension is made. The plan also notes that other locations could be utilized for such a park feature, including along Allis Avenue or somewhere else in the neighborhood.

The Stoughton Road Revitalization Project committee, the citizen group that led the creation of this plan, indicates their support for Farm and Fleet’s proposal. That letter is attached. Staff note that while the proposed addition likely limits the feasibility of the Hob Street concept, Farm and Fleet’s plans do create new east-west pedestrian connectivity. This approval would not preclude other longer-term improvements to the north or south of the Farm and Fleet property which could provide additional east-west connections in the future. The site and façade improvements meet the plan’s short-term recommendations and will result in a significant aesthetic improvement along this corridor.

Other Related Approvals

Upon approval, the applicant anticipates submitting a certified survey map (CSM) to dissolve the property line that currently divides the two properties.

Conclusion

Staff believe the project meets the applicable demolition and conditional use standards and support the applicant’s request to demolish an existing commercial building for the purpose of renovating and expanding the adjacent Farm and Fleet store. While the proposal does not entirely meet the large-format retail design standards, the stated intent of that ordinance is to seek improvements in redevelopment projects, recognizing that existing constraints will likely make full compliance with all of its provisions difficult or infeasible. The UDC has granted final approval of this proposal and staff believe that as proposed, the renovated building would be a significant aesthetic and functional improvement.

This proposal is largely consistent with the City’s adopted land use plans for the area. The Stoughton Road Revitalization Project Plan recognizes Farm and Fleet as one of the corridor’s anchor business and provides several recommendations supporting the retention and expansion of such anchors. The physical improvements match many of the recommendations in the plan. The only area of divergence with that plan is with the long-term concept to extend Hob Street to the west Stoughton Road Frontage Road. Hob Street is one, but not the only street connection recommended to provide future east-west connectivity between the Stoughton Road-fronting businesses and the adjacent neighborhood. The plan acknowledges that these connections are long-term improvements, and are perhaps decades

away. This connection is currently blocked by the “Drexel” building and would also be blocked with the proposed addition. Even a smaller addition would likely limit such an extension. The applicant has proposed a sidewalk connection to provide pedestrian access along the north side of the property to the adjoining neighborhood. This proposal has the support of the Stoughton Road Revitalization Project committee, the citizen group that led the creation of this Plan. Additionally, this proposal is supported by the adjacent Glendale Neighborhood and the district alderperson.

Recommendation and Proposed Conditions of Approval

Major/Non-Standard Conditions are Shaded

Planning Division Recommendation (Contact Kevin Firchow, 267-1150)

The Planning Division recommends that the Plan Commission find the demolition, conditional use, and large format retail standards are met and **approve** the applicant's request to demolish a vacant commercial building for the purposes of renovating and expanding the adjacent commercial building, subject to input at the public hearing and the conditions recommended by reviewing agencies.

1. That the applicant provides an additional feature to meet the “Central Feature and Community Space” standards of the Large-Format Retail Ordinance [Section 33.24(4)(f)12]. The applicant has previously indicated to staff that an outdoor waiting/seating area could be provided near the service area, which staff believes would meet this requirement.
2. That the applicant provide the a Traffic Demand Management (TDM) Plan as required in Section 22.24(4)(f)9d. This document shall be provided for review and approval by the City Traffic Engineer and Planning Division Director, or their designees.

The following conditions have been submitted by reviewing agencies:

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

3. The plan set shall be revised to include a detailed utility plan for the site. The revised utility plan shall identify all existing private utilities serving the site as well as the existing public storm sewer within public easement Document No. 1022967 on the west portion of the property.
4. The Applicant shall coordinate with City Contractors to access the site to remove and replace the existing storm sewer in the existing easement along the west property line of the proposed addition.
5. The Applicant shall dedicate an easement for sidewalk and storm sewer along the north line of the proposed addition. Additionally, the Applicant shall dedicate a sidewalk easement along the west property line, if required by the City Engineer. This can be accomplished with a CSM. The conditional use will not be approved until the CSM is signed off by City Engineering.
6. The Applicant shall modify the storage yard to fence around proposed sidewalk on the west property line.
7. The Applicant shall install sidewalk along the north property line and the west property line. The proposed sidewalk shall line up with a future sidewalk along Hob Street. Additionally, sidewalk shall be installed along the S. Stoughton Service Road from the existing sidewalk to the north property line of the proposed addition.

8. Any damage to the pavement shall be restored in accordance with the City's Pavement Patching Criteria.
9. The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project. (MGO 16.23(9)c)
10. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass. (POLICY)
11. The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used. POLICY AND MGO 10.29
12. 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.
13. 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. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process.

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/constrformsinfo.htm> (NOTIFICATION)
14. 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) Detain the 2 & 10-year storm events; b) Control 40% TSS (20 micron particle) off of new paved surfaces; c) Provide oil & grease control from the first 1/2" of runoff from parking areas; and d) Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website – as required by Chapter 37 of the Madison General Ordinances.
15. The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed

contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement. (POLICY)

16. The applicant shall submit, prior to plan sign-off, digital CAD files to the Land Records Coordinator in the Engineering Division. (Lori Zenchenko) izenchenko@cityofmadison.com. The digital copies shall be drawn to scale and represent final construction including: building footprints, internal walkway areas, internal site parking areas, lot lines/ numbers/ dimensions, street names, and other miscellaneous impervious areas. All other levels (contours, elevations, etc) are not to be included with this file submittal. Email file transmissions are preferred. The digital CAD file shall be to scale and represent final construction. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format. Please include the site address in this transmittal.
17. The applicant shall submit, prior to plan sign-off, digital PDF files to the City 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).
18. 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.
19. 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. (POLICY) This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
20. 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))
21. 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. (POLICY)

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

22. The applicant shall modify the pedestrian linkage from the building entrance all the way to the public sidewalk. The site show the sidewalk ends prior to connecting to the public sidewalk on all site plans.

23. The applicant shall indicate the type of City approved bicycle racks to be installed and locations. The bike rack should be located by the entrances to the buildings.

24. 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, 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. A "Stop" sign shall be installed at a height of seven (7) feet at all 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.

26. The driveway approach 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 24 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street and property lines or their projections and a line joining points on such street lines located a minimum of feet from the street intersection in order to provide adequate vehicular vision clearance.

27. The applicant shall design the surface parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall for the commercial/retail area. Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.

28. The applicant shall modify the driveway approach according to the design criteria for a "Class 3" driveway in accordance to Madison General Ordinance Section 10.08 (4). The proposed 30 ft width for the approaches two – 10 ft flares. In addition, the public sidewalk shall go through the approach.

29. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.

30. 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)

31. Bike parking shall comply with City of Madison General Ordinances Section 28.11.

32. Provide 28 bike parking stalls in a safe and convenient location on an impervious surface near the building 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. Call out and dimension on final plan sets.

33. Parking lot plans with greater than twenty (20) stalls shall comply with City of Madison General Ordinances Section 28.04 (12). 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.

34. Meet all applicable State accessible requirements, including but not limited to:
- Provide a minimum of seven 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 48" between the bottom of the sign and the ground.
 - 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.
35. Provide a reuse/recycling plan, to be reviewed and approved by The City's Recycling Coordinator, Mr. George Dreckmann, prior to a demolition permit being issued.
36. Sec 28.12(12)(e) of the Madison Zoning Ordinance requires the submittal of documentation demonstrating compliance with the approved reuse and recycling plan. Please note, the owner must submit documentation of recycling and reuse within 60 days of completion of demolition.
37. 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 and Chapter 33 Urban Design District ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.
38. Lighting is required. Provide a plan showing at least .5 foot candle on any surface on any lot and an average of .75 footcandles. The max.light trespass shall be 0.5 fc at 10 ft from the adjacent lot line. (See City of Madison lighting ordinance).
39. Provide (3) 10' x 50' loading areas with 14' vertical clearance to be shown on the plan. The loading area shall be exclusive of drive aisle and maneuvering space. Call out and detail on final plan sets.
40. Pursuant to section 28.04(12)(c) where sites shares 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.
41. Meet applicable State building codes and building code setbacks, without a 1 lot Certified Survey it appears that the existing lot line will run thru the new addition.

Fire Department (Contact Scott Strassburg, 261-9843)

42. Where a building, or portion thereof, is used for high-piled combustible storage, fire department access shall be provided as required by IFC 503.1.3 and IFC 2306.6.

43. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.

44. Provide fire apparatus access as required by IFC 503 2009 edition, 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. Fire lanes shall be constructed of concrete or asphalt only, and designed to support a minimum load of 85,000 lbs.
 - d. Where there is a change in the direction of a fire lane, the minimum inside turning radius shall be at least 28-feet.
 - e. Provide a fire lane with the minimum clear unobstructed width of 20-feet.
 - f. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal, see www.madisonfire.org for a PDF.

Metro Transit (Contact Tim Sobota, 261-4289)

45. Metro Transit operates regular transit service seven days a week along Turner Avenue, approximately one quarter of a mile west of this property. The limited connectivity of this neighborhood forces a walk of over a third of a mile, however, in order to access a bus stop location on Turner Avenue from the Stoughton Frontage Road (via Ruth Street or Pflaum Road).
46. The proposed future sidewalk location along the north boundary of the site would directly improve the access to bus stop locations on Turner Avenue (at Hob Street), and eliminate pedestrians needing to walk along the shoulder of the Stoughton Frontage Road to access transit service.
47. Metro Transit would recommend immediate construction of the sidewalk noted for future installation along the Stoughton Frontage Road itself, that lies along the east boundary of the new expansion area, to facilitate pedestrians currently walking along the shoulder the Stoughton Frontage Road.
48. Metro Transit would recommend a plan for pedestrian access from the future sidewalk along the north property boundary, south across the parking lot to the store entrance.

Water Utility (Contact Dennis Cawley, 261-9243)

49. 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 located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility. The Water Utility will not need to sign off the final plans, and will not need a copy of the approved plans.

Parks Division (Contact Tom Maglio, 266-6518)

This agency did not submit a response to this request.