City of Verona

Plan Commission Meeting Agenda
Monday – August 3, 2020 – 6:30 P.M.
www.ci.verona.wi.us

Due to the COVID-19 pandemic, the Verona Plan Commission will hold its meeting as a virtual meeting. The Plan Commission will not meet at City Hall, 111 Lincoln Street. Members of the Plan Commission and Staff will join the meeting by using Zoom Webinar, as described immediately below.

Members of the public can join the meeting using Zoom Webinar via a computer, tablet, or smartphone, or by calling into the meeting using phones, as described immediately below. Those requiring toll-free options are asked to contact City Hall for details prior to the meeting at adam.sayre@ci.verona.wi.us or 608-848-9941.

Join the meeting via computer, tablet, or smart phone:
https://zoom.us/j/91594051180
Webinar ID: 915 9405 1180

Join the meeting via phone by dialing:
312-626-6799
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Watch live on the City's YouTube Channel:
https://www.youtube.com/user/VeronaWIMeetings

The online meeting agenda and all support materials can be found at https://www.ci.verona.wi.us/. In addition to the public, all Plan Commission members and Staff will also be participating remotely. Anyone with questions prior to the meeting may contact the City at (608) 848-9941 or adam.sayre@ci.verona.wi.us.

PUBLIC SPEAKING INSTRUCTIONS

- WRITTEN COMMENTS: You can send comments to the Plan Commission on any matter, either on or not on the agenda, by emailing Katherine.Holt@ci.verona.wi.us or in writing to Plan Commission, 111 Lincoln Street., Verona, WI, 53593.
- For public comments, including comments during the public hearing, register and speak: Those wishing to speak during the virtual meeting MUST register by 6:30 PM in advance of the meeting start time by emailing adam.sayre@ci.verona.wi.us or calling 608-848-9941. You will be given information on how your speaking opportunity will be coordinated.

1. Call to Order
2. Roll Call
3. Public Comment
4. Approval of minutes from July 6, 2020 Plan Commission Meeting.
5. **Public Hearing** – Conditional Use Permit for a health and wellness facility located at 1155 Clarity Street.
   a. Discussion & Possible Action – Conditional Use Permit for a health and wellness facility located at 1155 Clarity Street.
6. Discussion & Possible Action – Site plan review for Big Sky Engineering to allow for exterior improvements to the building and grounds for 515 Commerce Parkway.
7. Discussion & Possible Action – Initial review for two (2) commercial buildings with drive-thrus that would contain a total of approximately 8,180 square feet of commercial space located north of 233 Wildcat Way.
8. Discussion & Possible Action – Planned Unit Development (PUD) concept plan review for a one (1)-story, 1,280 square foot addition to the existing commercial building located at 517 Half Mile Road.
9. Discussion & Possible Action – Planned Unit Development (PUD) concept plan review for a 118-unit senior housing comprised of sixty (60) units assisted living and fifty-eight (58) units of assisted/memory care located adjacent to 1100 Whalen Road.
10. Discussion & Possible Action – Planned Unit Development (PUD) concept plan review for a two (2)-story, 34,000 square foot multi-phased private school located at 301 North Main Street.
11. Adjournment

Luke Diaz

Posted: Verona City Hall,
Verona Public Library,
Miller's Market
All agendas are posted on the City's website at: www.ci.verona.wi.us

Notice: If need an interpreter, materials in alternative formats, or other accommodation to access the meeting, please contact the City Clerk at 845-6495 at least 48-hours preceding the meeting. Every reasonable effort will be made to accommodate your request.

Notice is hereby given that a majority of the City Council may be present at the meeting of the Plan Commission to gather information about a subject over which they have decision-making responsibility.

This constitutes a meeting of the City Council pursuant to the State ex rel. Badke v. Greendale Village Board, 173Wis. 2d 553, 494 N.W. 2d 408 (1993) and must be noticed as such, although the City Council will not take any formal action at this meeting.

City of Verona
Minutes
Plan Commission
July 6, 2020

Due to the COVID-19 pandemic, the Verona Plan Commission held its meeting as a virtual meeting. The Plan Commission did not meet at City Hall, 111 Lincoln Street. Members of the Plan Commission and Staff joined the meeting by using Zoom Webinar. Members of the public were able to join the meeting using Zoom Webinar via a computer, tablet, or smartphone, or by calling into the meeting via phone.

1. **Call to Order:** Luke Diaz called the meeting to order at 6:33 p.m.
2. **Roll Call:** Luke Diaz, Katie Kohl, Pat Lytle, Tyler Powers, and Beth Tucker Long were present. Also present: City Administrator Adam Sayre, Community Development Specialist Katherine Holt, and City Engineer Carla Fischer. Mike Hankard and Steve Heinzen were absent and excused.
3. **Approval of minutes from June 1, 2020 Plan Commission meeting.**
   Motion by Lytle, seconded by Tucker Long, to approve the minutes from the June 1, 2020 Plan Commission meeting. Motion carried 5-0.
4. **Public Hearing – Precise Implementation Plan (PIP) amendment for a Planned Unit Development (PUD) to change approximately 3,900 square feet of commercial space to three (3) live-work units located at 142 Paoli Street.**

   Motion by Diaz, seconded by Powers, to open the public hearing at 6:36 p.m. Motion carried 5-0.

   There were no comments from the public.

   Motion by Tucker Long, seconded by Lytle, to close the public hearing at 6:36 p.m. Motion carried 5-0.

   a. **Discussion and Possible Action – Precise Implementation Plan (PIP) amendment for a Planned Unit Development (PUD) to change approximately 3,900 square feet of commercial space to three (3) live-work units located at 142 Paoli Street.**
      Sayre explained this is a Precise Implementation Plan (PIP) amendment for the Velocity project on Paoli Street. This property contains 29 apartment units and approximately 3,900 square feet of commercial space. The Applicant is proposing to convert the current commercial space into three live-work units, which are designed to hold both living space and office space. Staff has no concerns with the parking on this property. The exterior of the building will not change. Staff recommends restricting the hours of operation to 6:00 a.m. to 10:00 p.m., and that the uses be restricted to office, professional service, and smaller scale commercial uses, consistent with the Neighborhood Commercial (NC) zoning district.

      Diaz asked if there will be more or less traffic for this type of use.

      Sayre replied there will be more than what there is today, as the space is currently empty, but overall there should be less, because it will be for smaller scale commercial and non-residential use.

      Diaz asked what kinds of businesses would fit here.

Sayre replied it could be someone that is working from home, or possibly an insurance agent or some other office use.

Holt stated artist's studios, hair salons, accountant and law offices are some examples of how live-work units can be used. It also eliminates the need to rent a separate office or artist space by combining the public and living spaces into one rental unit.

Lytle asked if existing tenants are aware of this potential change.

Holt replied as part of the ordinance requirements a public hearing sign is posted on the property. In this case, it is on the corner of South Nine Mound Road and Paoli Street. Someone employed by Zander Solutions did contact the City to inquire about the purpose of the public hearing.

Sayre stated the City also received a call from a neighbor across the street from the Velocity building. Holt replied to the call, and no other contact was made to the City.

Kyle Dumbleton, representing Velocity, joined the meeting. He stated he contacted Madison Property Management, the property manager for the building, to inform them that live-work units were being considered, and asked them to pass the information along to the current residential tenants in the building. He did not hear back from the property manager regarding any comments from current tenants regarding the possible changes.

Lytle asked if there will be any vacant commercial space left in the building after the live-work units are created. He would like to see a coffee shop or ice cream-type business there for people to stop in when they are on Military Ridge State Trail.

Dumbleton replied that is their plan. It has been a long-term vision of the company to provide a stop that is accessible off the bike trail.

Tucker Long asked if there is anyone interested at this time in utilizing one of the live-work spaces.

Dumbleton replied he believes the property manager determined they would not begin soliciting tenants for the live-work units until receiving approval from the City to move forward with the project.

Dumbleton replied there were some live-work condominium units on East Mifflin Street a number of years ago.

Tucker Long asked if the property management company has other experience with live-work units in the area. Madison Property Management does have a commercial leasing unit, as well as residential.

Tucker Long asked how long they have been trying to lease the commercial space.

Dumbleton replied they started leasing for both the residential and the commercial portions of the building early 2018. Unfortunately, after the project was built, there was a reduction in interest for the space.

Tucker Long stated she is concerned that the space has not been rentable for a number of years and is wondering what the implications are for other mixed-use buildings the City is considering approving at this time.

Powers stated he shares Tucker Long's concerns regarding the number of commercial units being proposed for Verona. However, he believes that this project may be making the best of a bad situation.

Tucker Long asked if the commercial aspects of the live-work units will cause problems for the residential tenants.

Sayre replied due to the smaller size of the office spaces, it is unlikely that there will be conflicts. He believes the property management company will also limit the type of businesses that will be allowed in the units.

Motion by Lytle, seconded by Kohl, to recommend to the Common Council to approve a Precise Implementation Plan (PIP) amendment for a Planned Unit Development (PUD) to change approximately 3,005 square feet of commercial space to three (3) live-work units located at 142 Paoli Street, with the following conditions:

1. The businesses located within the live-work units shall operate between the hours of 6:00 a.m. and 10:00 p.m. for external customers.
2. The businesses located within the live-work units shall conform to the allowable uses of the Neighborhood Commercial (NC) zoning district.

Motion carried 5-0.

5. **<u>Discussion and Possible Action</u> – Site plan review for MilliporeSigma to allow for the construction of 68,000 square feet addition located at 1101 Kettle Moraine Trail.**

Sayre explained this property is located in the Verona Technology Park. The proposed addition will be located southeast of the existing building. Access to the expansion area would remain off of Kettle Moraine Trail, and all setback requirements will be met. The parking area will be expanded from 63 parking spaces to 163 spaces. The proposed building design is intended to match the existing facility. Materials include brick and metal panels, with a band of windows on the north side of the building. The landscaping plan exceeds requirements, and stormwater and erosion control plans are under review by the City Engineer. Staff has no concerns with either. Staff recommends the Plan Commission waive the initial review for the proposed building addition and approve the site plans for MilliporeSigma to add approximately 68,000 square feet of space at 1101 Kettle Moraine Trail. The intention of the Applicant is to start construction on the addition at the beginning of August.

Diaz asked if waiving the initial review process means the Commission is waiving an essential part of the process, or is that done from time to time as a courtesy to applicants.

Sayre replied the initial review process is not a code requirement. The process has been in place for many years, with the intent that sometimes projects come up for which there are significant concerns that should be contended with before the project designers get too far into the project. The initial review process has been waived in the past for applicants that are under a tight construction schedule. The initial review is waived more often for addition projects than for new projects.

Motion by Tucker Long, seconded by Powers, to waive the initial review and approve the site plan for MilliporeSigma to allow for the construction of a 68,000 square foot addition located at 1101 Kettle Moraine Trail.

Diaz is glad to see a Verona business expanding, and appreciates the landscaping plan.

Motion carried 5-0.

6. **<u>Discussion</u> – Planned Unit Development (PUD) concept plan review for a four (4)-story, 79-unit apartment building with 9,319 square feet of commercial located at 410 and 420 West Verona Avenue.**

   This project is the redevelopment of the Klassik Tavern and Old National Bank properties. The concept plan review is the opportunity for the Plan Commission to provide comments and feedback to the Applicant. Staff has recommended to the Applicant that if the Plan Commission and Common Council meetings go well, they will hold a neighborhood meeting with the neighbors in the area surrounding the property. The property is located within the Downtown Mobility and Development Plan, and the Applicant's request to redevelop the site is consistent with the City's long-term plans. The property is also included in TIF District No. 9. The eastern portion of the property will be primarily residential, with the commercial component on the western end of the project. Old National Bank will remain as a tenant, and will include a drive-through. The requested 16-foot setback falls within the minimum and maximum setbacks allowed in the Downtown Design and Use Overlay District. The Applicant is requesting an exemption to the maximum height requirement of 45 feet to allow for 50 feet to the upper parapet. The addition of two new access points and the removal of two existing access points are being proposed. Staff is encouraging the Applicant to move the new West Verona Avenue access point as far to the east as possible to pull it away from the intersections of West Verona Avenue with Rita Avenue and West Verona Avenue with Legion Street. Proposed parking will include 88 underground parking stalls and 53 surface spaces, which is sufficient for both the commercial and residential areas of the building. Pedestrian connections will be provided as part of the site design. Staff recommends that bicycle parking be provided. They proposed that most of the residential units be rent restricted for 30 years and available to households earning 30% - 60% of Dane County Median Income. The Applicant will apply for grant funds from Dane County, as well as WHEDA and federal tax credits, and hopes to begin construction in the fall of 2021, pending financing and approvals. Additional design details are necessary, but Staff is generally comfortable with the redevelopment of the project.

   Diaz encouraged members of the public to reach out to Plan Commission members, Alders, City Staff and himself with any comments or feedback on the project. Ha also asked Sayre if he believes the commercial portion of the project can be successful.

   Sayre replied one-third to one-half of the commercial space will be filled by Old National Bank. COVID-19 is the big unknown for everyone at this point. The reality on this project is that there is only a small amount of commercial space concentrated on one end of the project. It is important to look at the vacant spaces in the City. There is usually some reason that a space is vacant. It could be that rents are too high, a lack of density in the area, or the size of the space.

   Sean O'Brien, representing Northpointe, replied that Old National Bank is driving the design of the site. The bank has asked for 2,700 square feet of space, and is planning to sign a 25-year lease with options. In addition, any of the tax credits earned will be sold to a tax credit investor that will discount nearly all of the retail. However, having the bank as a tenant will allow them to list that on their pro forma. This allows them to offer a reasonable rental rate, while having a strong anchor in Old National Bank.

   Kohl stated she is glad to see workforce housing in the project, and asked if bike parking and space can be incorporated in the project.

   O'Brien replied there is enough space for bike parking to be added to the project, and will show that on future iterations of the plan.

   Powers asked if the Klassik Tavern site is included in this project.

O'Brien replied the Klassik's owners are under contract for Northpointe to purchase the site. There is interest in keeping restaurant/bar options in the neighborhood.

Tucker Long asked why the commercial is along Rita Avenue, rather than West Verona Avenue.

O'Brien replied the first driver of the configuration is that WHEDA requires that 16% of the residential units (13) be first-floor, three-bedroom units with private entrances. The first and second floors of the residential space consist of three-bedroom townhomes. The second driver is the bank drive-through. The design is meant to keep the residents safe, yet allow the commercial drive-through use for the bank.

Lytle stated this is a good opportunity to get more residential units in the downtown area. Having more people in the downtown area drives more commercial wanting to locate there. This is more about not playing favorites with sites. He asked Sayre to clarify that the caps on the number of apartment units allowed to be built in the City each year do not apply to mixed-use developments.

Sayre replied a project is exempted if it is redevelopment, mixed-use, or age-restricted housing.

Lytle likes that there are more affordable rental units included in this project, and is in favor of the proposed redevelopment, however he anticipates potential parking conflicts on the north side of the residential component if the proposed restaurant/bar gets busy.

Tucker Long stated she is concerned about the number of parking spaces proposed for the development.

Sayre stated Staff will continue to work with the Applicant on parking for this project. Typically, the goal is to reach 1.5 – 1.75 spaces per unit.

Diaz stated the City wants to be sure this area, which will likely be considered part of the downtown, will be as pedestrian and bike friendly as possible.

The Plan Commission took no action on this item.

7. **<u>Discussion</u> – Planned Unit Development (PUD) concept plan review for an approximately 161,050 square foot wholesale building and fuel facility with a maximum of 24 pumping locations in the southwest corner of CTH M and Thousand Oaks Trail in the Verona Technology Park.**
Sayre explained because the building is larger than 100,000 square feet in size, the Planned Unit Development process is required. This project will also require a land division, as well as land vacation to remove the proposed John P. Livesey Boulevard right-of-way from the site. The site is located in the Southeast Neighborhood Plan, and is zoned Commercial. The Applicant has agreed to preserve the large oak tree near the southeast corner of the site. A landscaping plan will be submitted in future applications. The building meets all the zoning and setback requirements. The fuel facility will be located in the southern portion of the site off of American Way, and meets setback requirements. Access to the site will be from Thousand Oaks Trail and American Way. The road from American Way to the parking area will be constructed by the Applicant, and portions of it will be vacated. This road, currently John P. Livesey Boulevard, will be renamed by the Applicant. Access to the fuel location will be from American Way. The proposal includes 751 parking spaces, including 20 handicapped parking spaces. Space for an additional 59 parking spaces is also available. Staff recommends that a walkway be created midway through the block to increase pedestrian access through the business park. Staff also recommends that bicycle racks be installed at the front of the store. A traffic impact analysis will be completed, which will give us a better idea of what road improvements will be necessary as part of the project. Regarding stormwater management, Staff is encouraging the

Applicant to master plan the stormwater for the site. Building design includes recycled architectural metal panels, structural brick and split face CMU and stone veneer. Of the acreage on this site, Costco will use approximately 17.8 acres, which will be combined into one lot, and approximately six acres will be for three or four outlots. A vacant store agreement between Costco and the City will be required. Public comment about this project has been generally supportive, though some have concerns about the increase in traffic, noise, and access point conflicts. Staff is comfortable with the proposed use on this property.

Diaz asked if the vacant store agreement applies to the gas station pumps, and if it does not, if it could apply.

Sayre replied it does not apply, and added that it would be difficult to ask the Applicant to agree to it, as the City did not require the same from the new gas station on the west end.

Diaz stated he is concerned because there are two contaminated sites on West Verona Avenue that have been difficult do redevelop because of the contamination. He does not want future Plan Commissions or Councils to have to deal with that in the future.

Sayre replied a good question to ask may be how the tanks will be built. Kwik Trip site has a double-walled tank, which is different than the ones on West Verona Avenue. Many of the newer tanks have alarm systems, as well.

Diaz asked what type of businesses might locate in the outlots on the site along CTH PB.

Sayre replied that would depend on what type of businesses the Applicant would target, but they would probably be stand alone or multi-tenant buildings, similar to the area next to the Costco store in Middleton.

Kohl stated this is a good spot for this store, and believes it will support the entire area. Costco provides good jobs and treats its employees well.

Powers stated he agrees with Kohl. The area seems like it is tailor-made for this type of store, and will fuel growth in that area.

Tucker Long asked if a two-tiered parking ramp could be considered as a way of reducing the amount of paved space around the building. She believes Costco will be a good employer to have in the City.

Lytle stated he is excited to see an anchor tenant and destination retail on that corner of the City, as well as for the region. He asked if Costco will purchase and develop the entire site, including the outlots.

Sayre replied his understanding is the outlots will be controlled by Costco.

Lytle asked if the undeveloped space on the south side of the gas station portion of the project is a requirement for spill control for the gas station, or is it reserved for stormwater management.

Fischer replied there is a regional basin to the south in this area that was planned for the entire Technology Park, and certain elements of this site will be covered by that basin, but they will be required to put infiltration on their site. It looks like they may have identified the green space south of the gas station as a place where they could be adding infiltration.

In reply to Tucker Long's question about the large impervious area in the parking lot, Fischer stated within the Technology Park, the plan was for up to 70% impervious, so as long as the entire park is at or below that threshold, they can use the treatment pond to the south as long as they provide infiltration on their own site.

Kohl asked if Costco could partner with Wisconsin Brewing Company to provide some parking as a way to prevent people from parking along the sides of the roads on the nights that Wisconsin Brewing Company has live music.

Sayre replied Staff discussed the Wisconsin Brewing Company events with Costco representatives. Because the store closes at 8:30 p.m. on Friday and at 6:00 p.m. on Saturday, Costco does not believe the parking situation will be an issue.

Diaz would like to see the pedestrian walkway extend through the parking lot. He is excited about the job potential with this project. He asked if Costco has done rooftop solar in other locations and would be willing to consider it for this location.

Steve Cross, representing Cross Engineering and Associates, deferred the question to Risa Yuki, representing MG2 Architects.

Yuki replied Costco has reviewed the concept of using solar power at this location, but based on the limitations of the use gained, Costco's approach to sustaining energy for this location is to optimize their use of energy with the concept of using less. They do, however, incorporate the potential for solar panel loads in the construction of the buildings, so the structure will be sustainable for conversion to solar in the future.

Kohl asked about the possibility of public transportation to the Technology Park area.

Sayre replied Staff has discussed the possibility of additional bus routes in the City. That is an expensive proposition, and he is not sure if the Technology Park has reached the business capacities that justify that at this time, but it is something that is in the big picture and will likely be considered again in the future. The extension of Liberty Drive will assist with a safe pedestrian connection to this area and up to Whalen Road.

Holt added the Metropolitan Planning Organization does on-demand routes and other transportation options that could also be discussed.

The Plan Commission took no action on this item.

8. <u>Adjournment</u>

Motion by Tucker Long, seconded by Powers, to adjourn. Motion carried 5-0. The meeting was adjourned at 8:13 p.m.

Planning Report

City of Verona

Plan Commission 8-3-2020

1155 Clarity Street

Conditional Use Permit

Summary: The Applicant has submitted a request for a conditional use permit to allow a health and wellness center in a portion of the existing building at 1155 Clarity Street. This project requires approval of a conditional use permit (CUP).

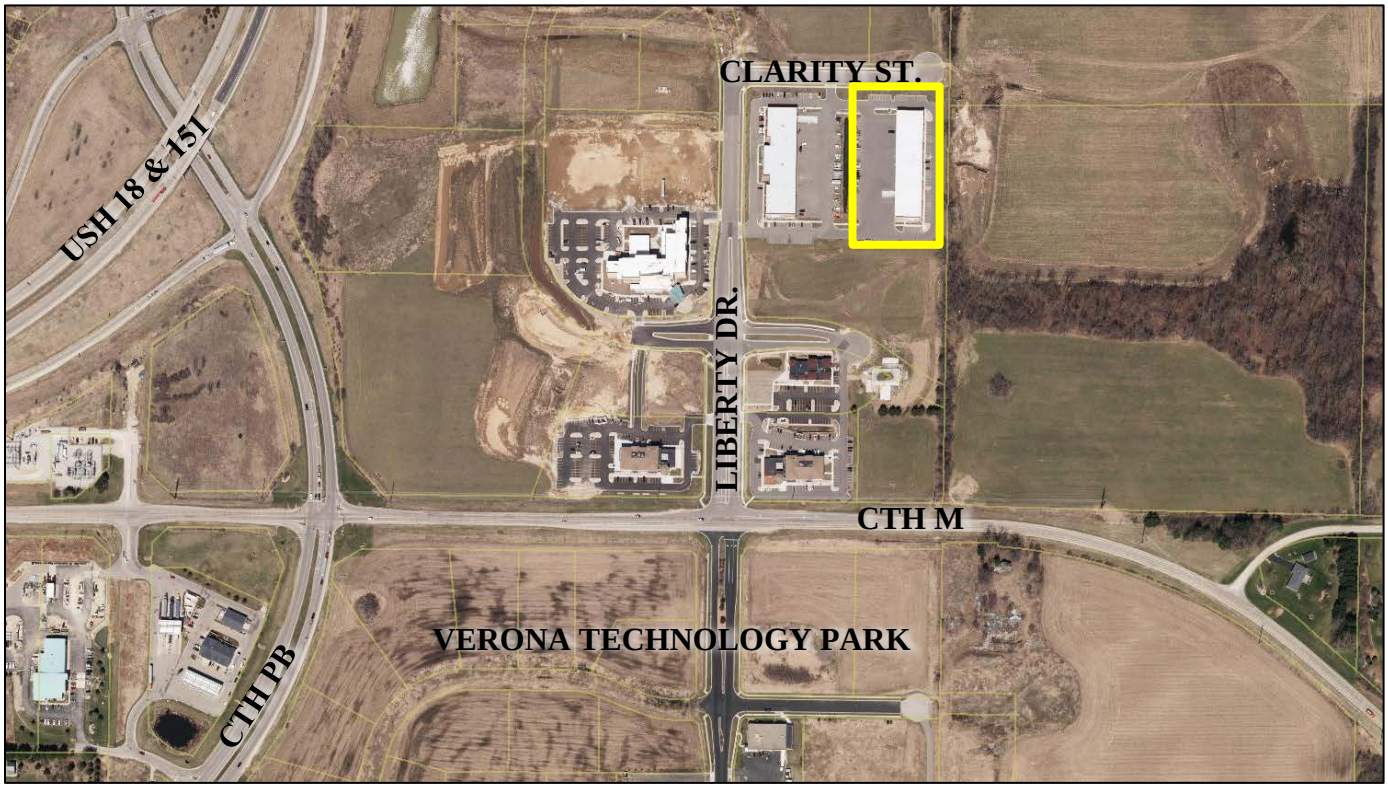
Property Location: 1155 Clarity Street

Property Owner: Liberty Development Corporation
3517 W. Beltline Highway
Madison, WI 53713

Applicant: Amanda Davis and Ricky Landais
134 White Tail Dr.
Sun Prairie, WI 53590

Existing Zoning: Suburban Industrial (SI)
Proposed Zoning: Same
Existing Land Use: Multi-tenant building
Proposed Land Use: Multi-tenant building with health and wellness facility

Figure 1 – Location Map



Background:

The Applicant is proposing to utilize an existing 2,460 square foot flex-industrial building at 1155 Clarity Street ("Property"), which is located in the SI zone. This zone requires a conditional use permit for health and wellness facilities.

Planning Review:

The existing building continues to meet all of the setback requirements for the SI zone as well as the height requirements. The building design and landscaping will not change.

Parking:

Access to the site will continue from Clarity Street and Liberty Drive. The parking standards for an indoor commercial entertainment is "one space per every 3 patron seats of lockers (whichever is greater); or one space per 3 persons at the maximum capacity of the establishment; (whichever is greater)" (Sec. 13-1-89 (h)). The Applicant, as part of the letter of intent, states the business will be owner operated until the business grows. The Applicant hopes to have three (3) to four (4) people employed in the future. The building has over one hundred (100) parking spaces for the tenants in the building. Staff has no concerns with parking.

Business	Required Parking Spaces
Zerorez (Suite 205)	2 spaces
E3 Coaching Madison (Suite 210)	12 spaces
Crossfit Adept (Suite 201)	20 spaces
Everlight Solar (Suite 203)	52 spaces
Vacant (2,460 SF) (Suite 208)	
Total Required Parking Spaces	86 spaces
Total Provided Parking Spaces	105 spaces

Conditional Use Permit Findings:

The Applicant is requesting a conditional use permit approval for an indoor commercial entertainment land use, which is a conditional use in the Suburban Industrial district. The Zoning Ordinance requires all conditional uses to fulfill general standards and specific standards for all conditional use permit requests (Sec. 13-1-363).

General Standards Findings:

a. *How is the proposed conditional use (the use in general, independent of its location) in harmony with the purposes, goals, objectives, policies and standards of the City of Verona Comprehensive Plan, this Chapter, and any other plan, program, or Chapter adopted, or under consideration pursuant to official notice by the City?*

An indoor commercial entertainment land use provides another opportunity to serve the City of Verona residents in the eastern portion of the City was well as employees of the neighboring businesses.

b. *How is the proposed conditional use (in its specific location) in harmony with the purposes, goals, objectives, policies and standards of the City of Verona Comprehensive Plan, this Chapter, and any other plan, program, or Chapter adopted, or under consideration pursuant to official notice by the City?*

The location of the proposed use is in harmony with the goals and policies of the City in the specific location proposed.

c. *Does the proposed conditional use, in its proposed location and as depicted on the required site plan [see Subsection (c)(4), above], result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of this Chapter, the Comprehensive Plan, or any other plan, program, map, or Chapter adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development?*

The propose use has sufficient parking available on the property. This area is not built out at this time. There are no adverse impacts on adjoining properties or the environment.

d. *Does the proposed conditional use maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property?*

The proposed conditional use maintains the desired consistency of land uses, land use intensities, and land use. This conditional use can benefit future development and employees in the area.

e. *Is the proposed conditional use located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities or services provided by public agencies serving the subject property?*

The Applicant will utilize an existing building and existing utilities. This use will not impose an undue burden on these facilities or services.

f. *Do the potential public benefits of the proposed conditional use outweigh any and all potential adverse impacts of the proposed conditional use (as identified in Subsections (d)(2)a—e above), after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts?*

The benefits of the proposed use outweigh any adverse impacts in the neighborhood.

Specific Standards Findings:

1. *If located on the same side of the building as abutting residentially zoned property, no customer entrance of any kind shall be permitted within 100 feet of a residentially zoned property.*

   This requirement is not applicable as the property is surrounded by SI or Suburban Commercial (SC) zoned properties.

2. *Facility shall provide bufferyard with minimum opacity of .60 along all borders of the property abutting residentially zoned property.*

   This requirement is not applicable as the property does not abut residentially zoned property.

Recommendation:

Staff recommends the Plan Commission recommend that the Common Council approve the conditional use permit to allow an indoor commercial entertainment land use at 1155 Clarity Street.

Prepared by: Katherine Holt KH
Community Development Specialist

Submitted by: Adam Sayre, AICP AS
City Administrator

RIT Nutrition and Training

1155 Clarity Drive, Suite 208

Verona, WI 53593

Conditional Use Permit Narrative

RIT Nutrition and Training is a health and wellness facility that aims to provide healthy, nutritious shakes and smoothies to the community while also providing basketball training for all ages and levels of experience. The shakes and smoothies can function as meal replacement shakes to help people lose weight, or they can supplement workout routines to help build muscle and gain weight. We will also provide energizing iced teas and coffees. The shake shop will plan to be open Monday-Friday from 7am - 1pm. The basketball training facility will be about a half court size and will function as a training facility for basketball players of all ages. The basketball training facility will be in use Monday-Friday from about 3:30pm-8:30pm depending on client needs. It will also be open some Saturdays and Sundays during the day. Upon opening, we plan to be owner-run and operated. When and if we grow, we plan to have three or four people working out of the shop at a time. Ultimately, our goal is to help the community become happier and healthier.

Thank you for your consideration,

Amanda Davis / Ricky Landais

(608) 354-8976 / (608) 438-5183

amandandavis10@gmail.com / landais.ricky23@gmail.com

Planning Report

City of Verona

Plan Commission 8-3-2020

515 Commerce Parkway

Site Plan

Summary: The Applicant is requesting a site plan review to renovate the interior and exterior of an existing building for Big Sky Engineering located at 515 Commerce Parkway.

Property Location: 515 Commerce Parkway

Property Owner: Big Sky Enterprises LLC
515 Commerce Parkway
Verona, WI 53593

Applicant: Same

Existing Zoning: Urban Industrial (UI)
Existing Land Use: Industrial building (Duluth Trading Co.)
Proposed Land Use: Industrial building (Big Sky Engineering)

Figure 1 – Location Map

Site Description:

The Applicant is requesting a site plan review ("Application") to renovate an existing industrial building located at 515 Commerce Parkway ("Property"), which is depicted in Figure 1 in red. The Property is zoned Urban Industrial (UI) and currently contains the Duluth Trading Company. Land uses surrounding the Property include industrial buildings and the Military Ridge State Trail to the south of the Property.

Planning Review:

Site:

The site will remain the same as it is today. Access to the Property will continue from the two (2) existing access points from Commerce Parkway as depicted in Figure 2. At this time, the Applicant is not proposing any additional parking. On-street parking was previously used by Duluth Trading Company with no parking signs noting where not to park due to truck turning radius for neighboring businesses. The existing building located at 429 Venture Court contains twenty-four (24) parking spaces, while this location will have fifty-one (51) parking spaces. Staff has no concerns with parking at this time. The building will remain in the existing footprint and will meet all of the bulk requirements such as height and setbacks.

Figure 2 - Aerial from Google Maps

Design:

The Applicant is proposing to update the exterior from the brown 1980s building design as depicted in Figure 3. The building will be updated to comply with present day energy requirements. The updated design will contain a mix of metal panels, honed brick base, accent metal awnings, and light colored synthetic stucco infill areas. Colors were not explicitly stated in the Application for the brick base or for the stucco. Based on Figure

4, the Applicant is proposing to use blue and red accent colors for the building, which creates asymmetry to the building. The Applicant is proposing a new cedar fence to screen the mechanical systems that are located along the front of the building.

Figure 3 – Existing building exterior

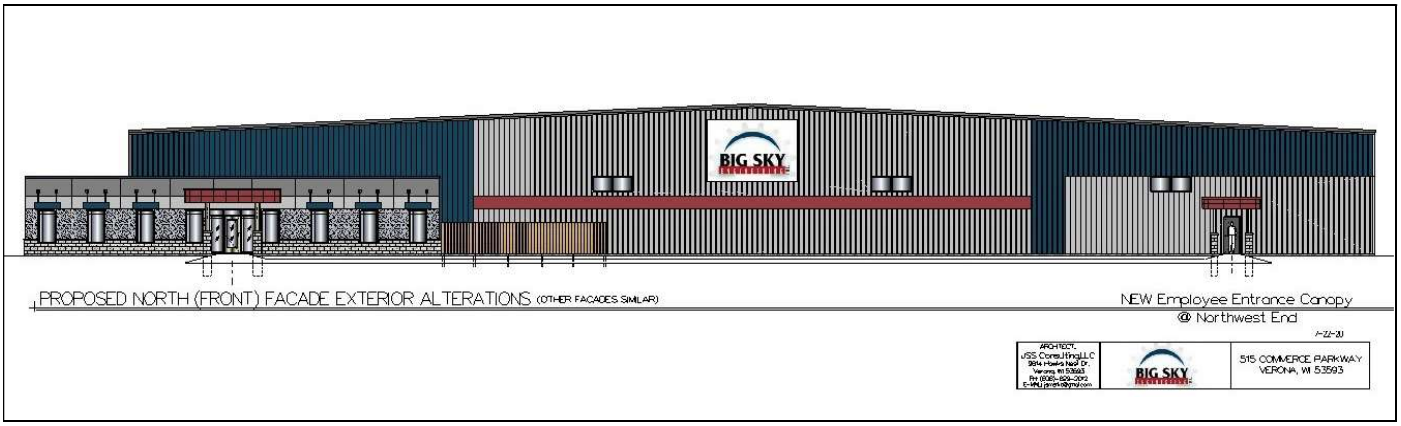


Figure 4 - Proposed building exterior

Landscaping:

A landscaping plan was not submitted by the Applicant as part of the site plan review. The Applicant has stated in their narrative that they “want to remove some of the

overgrowth that blocks the front view of the building". Staff does not know how many trees or plants will be removed nor what will be replaced. Prior to planting, Staff requests the Applicant supply a planting list of species used for the Property for Staff's approval as well as a photometric plan to ensure any new lighting will meet the Zoning Ordinance minimum requirements.

Staff Comments:

In general, Staff is supportive of the proposed façade improvements to the existing building and is supportive of Big Sky Engineering expanding in Verona.

Recommendation:

Staff recommends the Plan Commission approve the site plan for Big Sky Engineering located at 515 Commerce Parkway with the following condition:

1. Prior to planting landscaping, the Applicant and Staff will coordinate the species of the plantings and locations.

Prepared by: Katherine Holt KH
Community Development Specialist

Submitted by: Adam Sayre, AICP AS
City Administrator

July 21, 2020

City of Verona
Plan Commission

Re: Big Sky Engineering Relocation

Big Sky Engineering Inc.; a Verona Company; has purchased the property at 515 Commerce Parkway, Verona, 40% of which is presently occupied by Duluth Trading Co. Their intend is for this to become the new showcase for their high technology engineering company and something for Verona to be proud of for years to come.

Big Sky needs more space for their product development and engineering solutions to develop their high end robotics developed for companies such as Exact Sciences, Behr Paints and Captech Communications to name a few. They want to use their new building to highlight their state of art technology and innovative solutions that bring Big Sky to the forefront of the industry.

The original building was built in the 80's and is clad in traditional materials for the time. Wainscot height masonry, dark bronze window frames and Cedar shake mansard parapet, etc. We want to remove some of the overgrowth that blocks the front view of the building and present a new fresh façade using materials that more represent the high tech image that Big Sky portrays.

We will add a new entrance path from the parking areas, add a new inviting canopy approachable from both sides, and present a new welcoming presence to the street. We will brighten up the façade with a split face block base, aluminum clad windows, lots of glass, light colored synthetic stucco infill areas and a metal aluminum/steel metal façade that will be both fresh and bring the building exterior into the 21st century. The exterior enclosure and mechanical systems in the office area will be updated for compliance with present day energy requirements. The interior will feature upgraded finishes and new lighting. A minimum of twenty offices will be added to accommodate Big Sky's growth as they continue to innovate and create new solutions for their industry.

We hope this meets with your approval and look forward to being part of the Verona community for years to come!

Sincerely,

7-22-2020

KSW Applicant

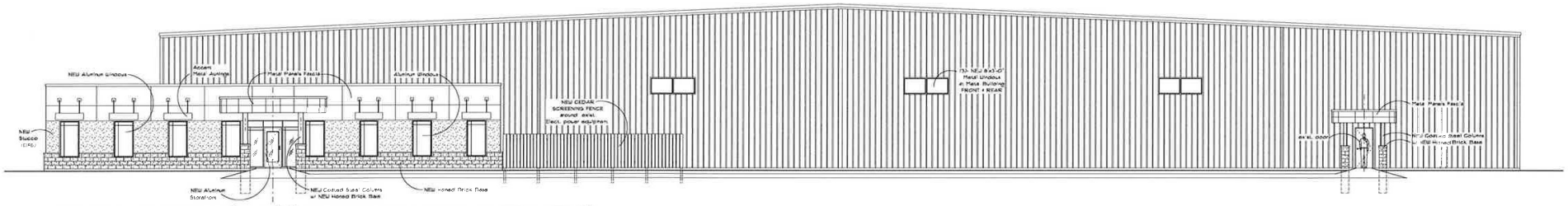
Date

PROPOSED NORTH (FRONT) FACADE EXTERIOR ALTERATIONS (OTHER FACADES SIMILAR)

NEW Employee Entrance Canopy
@ Northwest End

7-22-20

ARCHITECT. JSS Consulting LLC 9814 Hawks Nest Dr. Verona, WI 53593 PH (608)-829-2012 E-MAIL jsvetek@yahoo.com	BIG SKY	515 COMMERCE PARKWAY VERONA, WI 53593

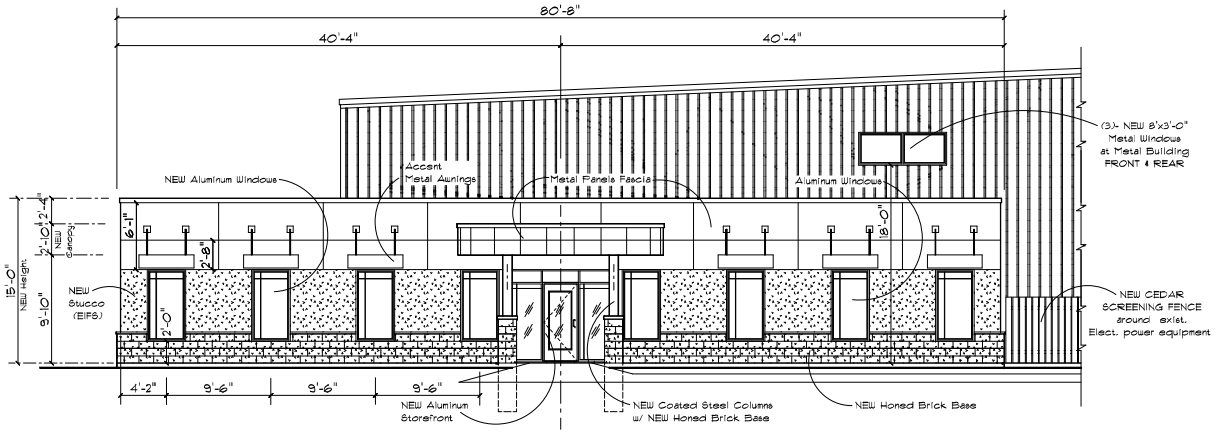


PROPOSED NORTH (FRONT) FACADE EXTERIOR ALTERATIONS (OTHER FACADES SIMILAR)

NEW Employee Entrance Canopy
@ Northwest End

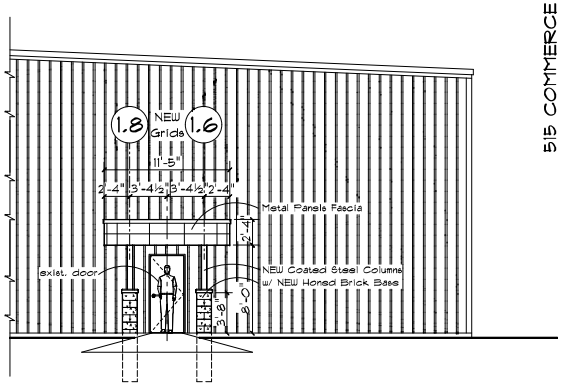
7-22-20

ARCHITECT: **JSS Consulting,LLC** 9814 Hauks Nest Dr. Verona, WI 53593 PH: (608) 829-2012 E-MAIL: jsmerbo@gmail.com	BIG SKY	515 COMMERCE PARKWAY VERONA, WI 53593

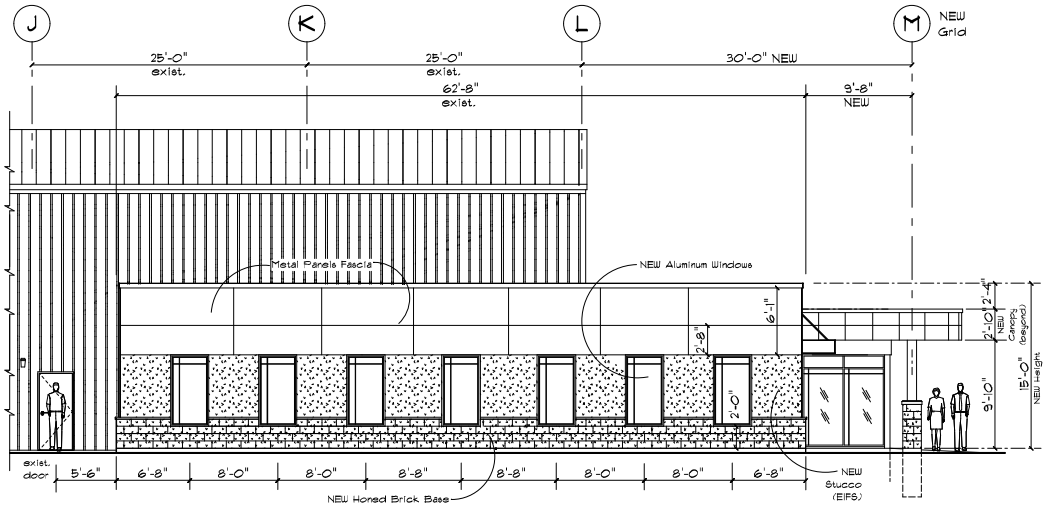


A PROPOSED FRONT FACADE EXTERIOR ALTERATIONS

Scale: 3/16" = 1'-0"

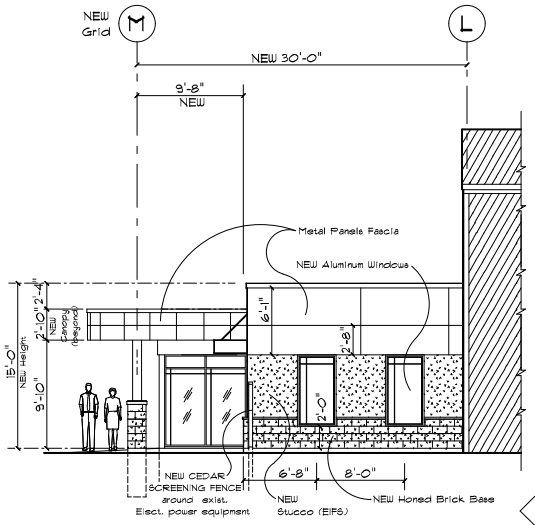


NEW Employee Entrance Canopy @ Northwest End



B PROPOSED EAST FACADE EXTERIOR ALTERATIONS

Scale: 3/16" = 1'-0"



C PROPOSED WEST FACADE EXTERIOR ALTERATIONS

Scale: 3/16" = 1'-0"

7-17-20 For CITY REVIEW

515 COMMERCE PARKWAY
VERONA, WI 53593

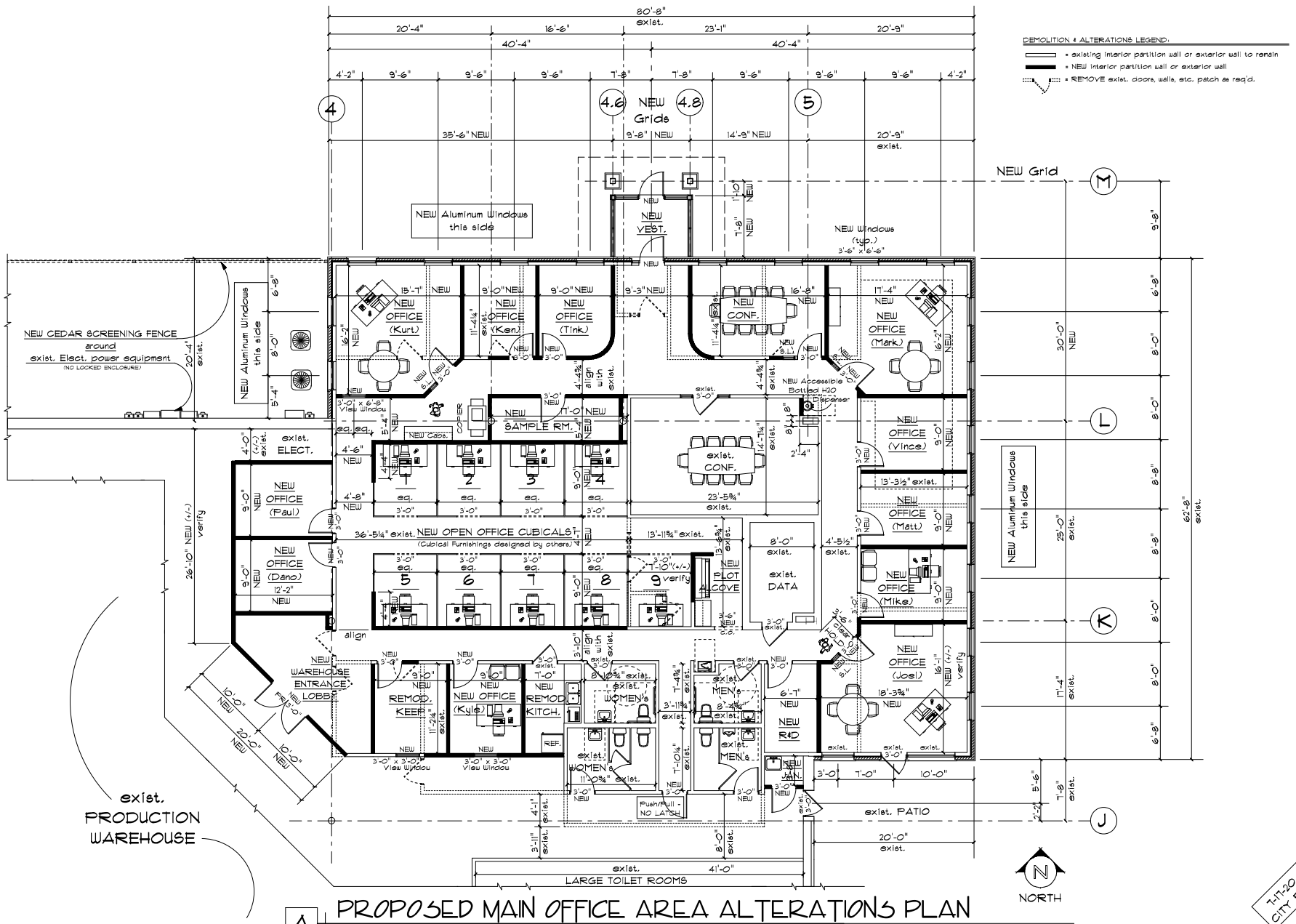
EXTERIOR ALTERATIONS

BIG SKY ARCHITECTURE

DRAWINGS BY:
JSS Consulting,LLC
3814 Hauke Nest Dr.
Verona, WI 53593
PH: (608)-829-2012
E-MAIL: jsmerko@gmail.com

REVISIONS:

DATE:
7-17-20
JOB NAME:
BIG SKY ENGR
SCALE:
3/16" = 1'-0"
SHEET:
A1



DEMOLITION & ALTERATIONS LEGEND:

- ▭ = existing interior partition wall or exterior wall to remain
- ▬ = NEW interior partition wall or exterior wall
- ⬚ = REMOVE exist. doors, walls, etc. patch as req'd.

A PROPOSED MAIN OFFICE AREA ALTERATIONS PLAN

Scale: 3/16" = 1'-0"

7-17-20 for CITY REVIEW

515 COMMERCE PARKWAY
VERONA, WI 53593

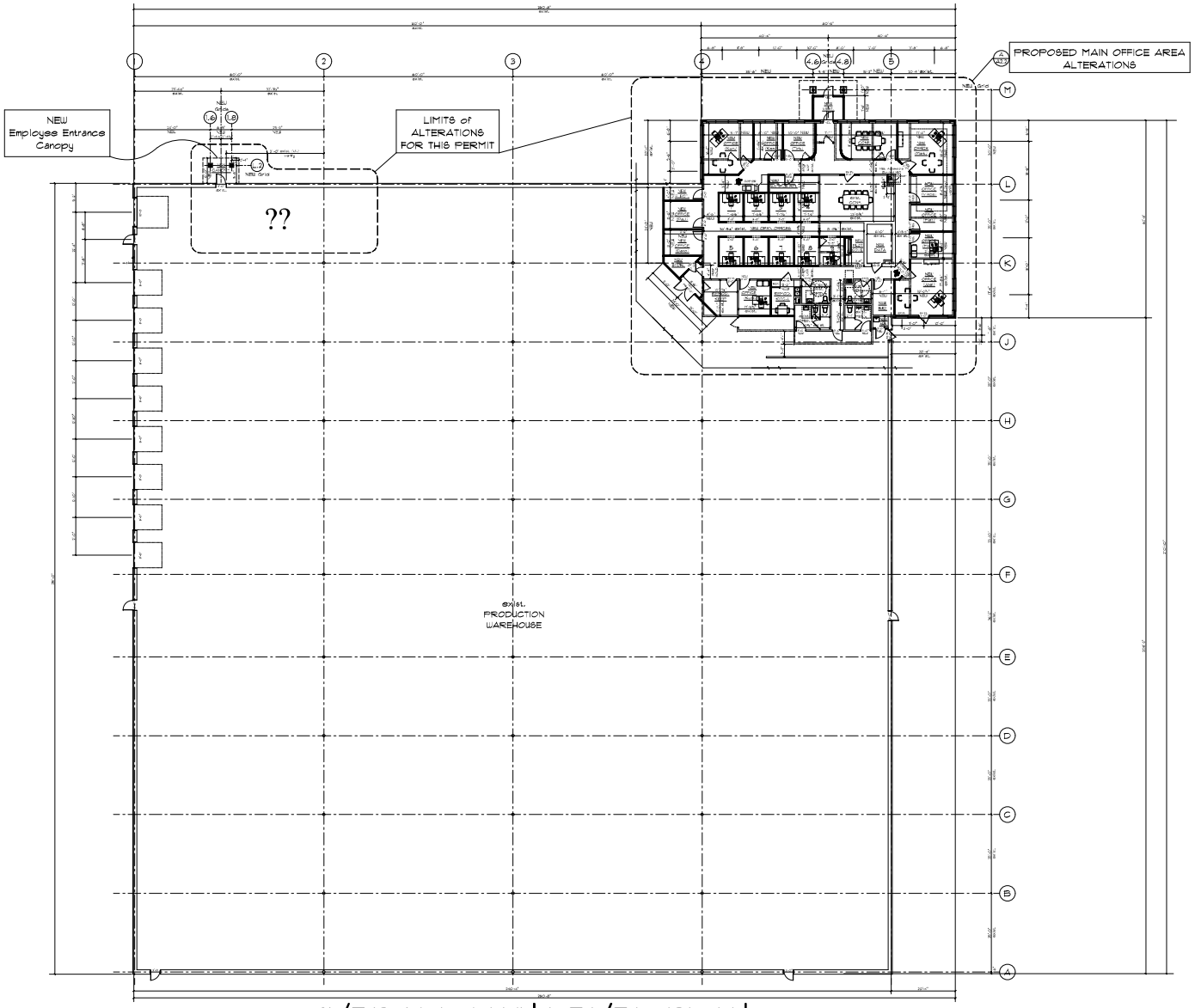
BIG SKY

INTERIOR & EXTERIOR ALTERATIONS

DRAWINGS BY:
JSS Consulting,LLC
9814 Hawks Nest Dr.
Verona, WI 53593
PH: (608)-829-2012
E-MAIL: jsmerko@gmail.com

REVISIONS:

DATE:
7-17-20
JOB NAME:
BIG SKY ENGR
SCALE:
3/16" = 1'-0"
SHEET:
A2.2



OVERALL MAIN LEVEL PLAN

Scale: 1/16" = 1'-0"

7-17-20 for CITY REVIEW

515 COMMERCE PARKWAY
VERONA, WI 53593

BUILDING ALTERATIONS

BIG SKY

DRAWINGS BY:
JSS Consulting,LLC
9814 Hauke Ness Dr.
Verona, WI 53593
PH: (608) 873-2012
E-MAIL: jsmerko@gmail.com

REVISIONS:

DATE:
7-17-20
JOB NAME:
BIG SKY ENGR
SCALE:
1/16" = 1'-0"
SHEET:
A2.1

Planning Report

City of Verona

Plan Commission 8-3-2020

Erbach Property

Initial Review

Summary: The Applicant has submitted an initial review for two (2) commercial buildings with drive-thrus that would contain a total of approximately 8,180 square feet of commercial spaced located north of 233 Wildcat Way. This project requires planned unit development approvals due to zoning exemptions.

Property Location: Corner of West End Circle and Half Mile Road

Property Owner: Kwik Trip Inc.
1626 Oak Street
La Crosse, WI 54602

Applicant: ICAP Development, JJ Alaily
680 N. Lake Shore Drive, Unit 1103
Chicago, IL 60611

Existing Zoning: Urban Commercial (UC) in the Downtown Design and Use Overlay Zone
Existing Land Use: Vacant
Proposed Land Use: Commercial with drive-thru

Figure 1 – Location Map

Site Description:

The Applicant is requesting an initial review ("Application") to develop approximately 1.25-acres of land with approximately 8,180 square feet total for two (2) commercial buildings located east of West End Circle and south of Half Mile Road ("Property").The Property is currently vacant. Surrounding land uses include Market 5 (commercial) to the west, Kwik Trip (233 Wildcat Way) to the south that is under construction, floodplain to the east, and right-of-way for West Verona Avenue to the north.

Planning Review:

Land Use and Zoning:

The Applicant is proposing a 2,200 square foot single-user commercial building (depicted in purple in Figure 2) to abut West End Circle and a 5,980 square foot multi-tenant commercial building (depicted in orange in Figure 2) on the east side of the previously proposed building. The Applicant's narrative states, "Currently we have tenant interest for Building A and the drive thru end carp of Building B. Building A will require drive thru stacking for a restaurant use and Building B for a financial use".

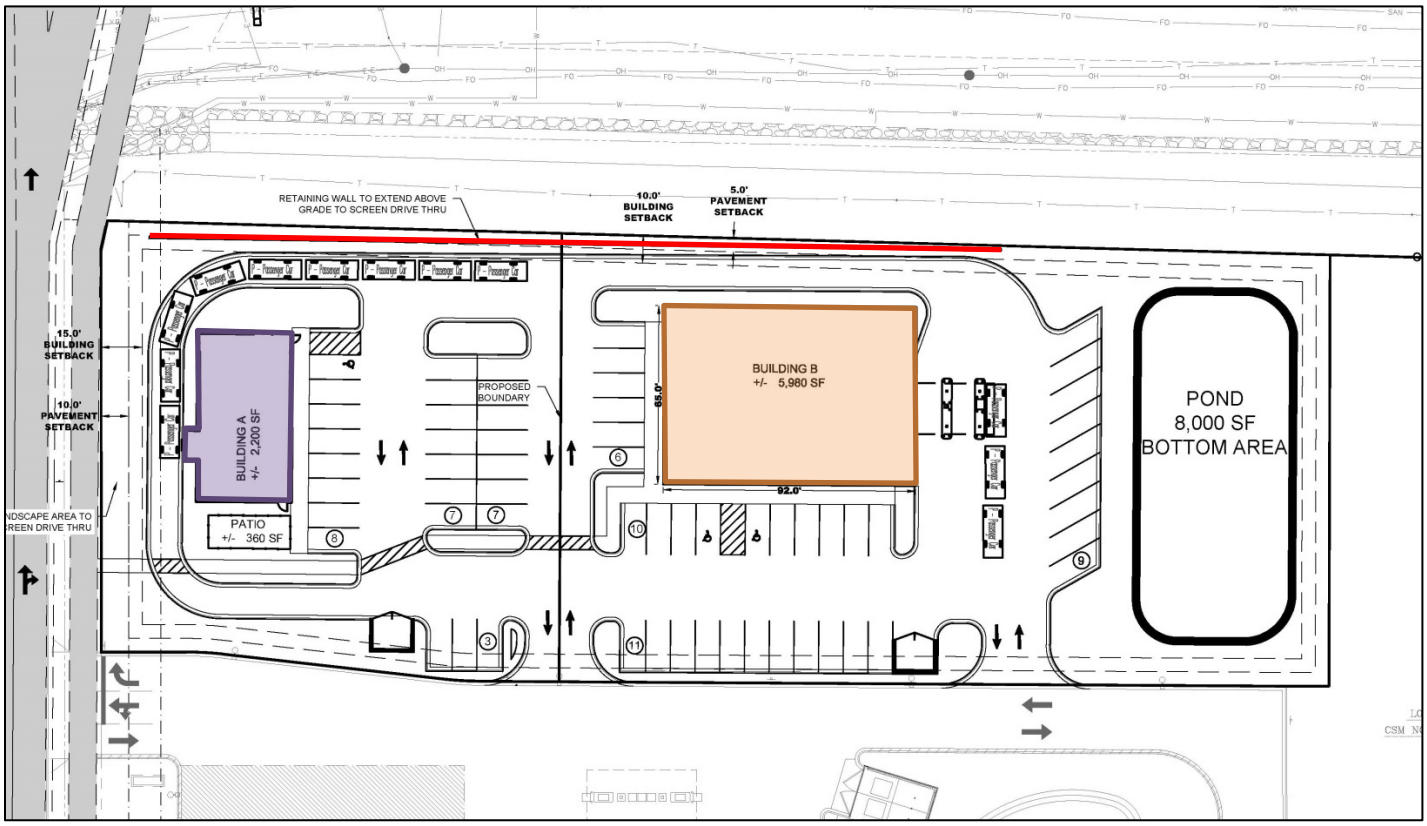


Figure 2 - Initial plan with buildings shown in color and the retaining wall in red.

Building B contains a financial user with a drive-through teller or ATM, which are classified as an in-vehicle sales or service land use (Article C: Sec. 13-1-89(g)), which will require a conditional use permit. Building A contains a restaurant user, which is classified as an indoor entertainment land use. This will also require a conditional use permit for the drive-thru. The Applicant will request an exemption to the current zoning

ordinance for the 100-foot stacking length behind the ATM and drive-through teller area and forty (40) feet beyond the pass through window for Building B. The proposed zoning ordinance discussed changing the queuing distance for a bank teller and ATM to a minimum of two (2) car stacking length, which was presented at the June Plan Commission meeting. Although Building A meets the required distance, the proposed Zoning Ordinance shrinks the distance for a restaurant use to a minimum of six (6) car stacking length.

The Property is located in the Downtown Design and Use Overlay Zone ("Overlay Zone"). The following are statements from the Zoning Ordinance regarding the Overlay Zone with discussions to follow each Section.

> *"The purpose of the Downtown Design and Use Overlay Zoning District is to: a) create a vibrant, functional, and attractive commercial downtown; b) take advantage of the "Gateway to Verona" aspect of Verona Avenue and Main Street; c) take advantage of Verona Avenue and Main Street as potential bus-transportation corridors; d) promote economic development and redevelopment in the downtown area rather than in "green field" development further on the periphery of the City; e) encourage consistent design along Verona Avenue and Main Street; f) protect adjacent residential properties from commercial activities along Verona Avenue and Main Street; and g) preserve existing and promote new tax bases within the City's downtown area" (Sec. 13-1-372(a)(1)).*

Although the Property is located in the Overlay Zone, the Property is bound by West End Circle and Half Mile Road instead of fronting directly onto West Verona Avenue. Market 5, to the west of this Property, fronts directly onto West Verona Avenue and West End Circle.

> ***"Nonresidential and Multifamily Residential Design Requirements.***
>
> *a. Buildings shall be designed to include significant amounts of windows, doorways, and architectural variety facing Verona Avenue.*
>
> *b. Fences at least 3 feet tall but no taller than 4 feet in height and consisting of brick supports and wrought-iron spans, or similar materials as approved by the Plan Commission, must be provided between parking areas and sidewalks along Verona Avenue.*
>
> *c. Outdoor display areas, including the display of vehicles for sale, must be separated from any sidewalks along Verona Avenue by at least 15 feet of landscaped area and fences at least 3 feet tall but no taller than 4 feet in height and consisting of brick supports and wrought-iron spans, or similar materials as approved by the Plan Commission. Parallel to Verona Avenue, one over-story tree must be planted at least every 25 feet on center within this 15-foot landscaped area.*
>
> *d. Buildings shall comply with minimum height requirements.*

e. *Buildings shall be provided with high-quality exterior building materials such as brick, stucco, or stone.*
f. *Parking areas, drive aisles, and drive-up windows are prohibited between the building and the front property line and (for corner lots) the street-side property line.*
g. *Overhead canopies for gas/service stations/convenience stores are prohibited between the gas/service station building and Verona Avenue. Overhead canopies must be located in side or rear yards and may not be any closer to Verona Avenue than the gas/service station/convenience store building. For parcels with frontage on Verona Avenue and a second street, overhead canopies are also prohibited between the building and the non-Verona Avenue street and may not be any closer to the non-Verona Avenue street than the gas/service station/convenience store building.*
h. *Reserved.*
i. *The accommodation of bus shelters or benches on selected parcels will be encouraged" (Sec. 13-1-372(c)(4)).*

"a. Exceptions.
   i. *Existing single-family residences are exempt from the requirements of this Section.*
   ii. *Planned Development Districts. Requirements of Subsection (c) above (Design Requirements Within the Downtown Design and Use Overlay Zoning District) may be varied from in the approval of a Planned Development District" (Sec. 13-1-372 (d)).*

At this time, Staff does not have building renderings to determine if the Applicant meets the design requirements for the Overlay Zone, but has informed the Applicant of these requirements if this project moves forward with subsequent applications. The Applicant is proposing a retaining wall along the northern portion of the Property. As part of the retaining wall design, the Applicant proposes to increase the retaining wall height approximately three (3) to four (4) feet above the grade to screen the drive-thru lane. Staff recommends that a wrought-iron span on top of the retaining wall per item 4.b that mimics other fences in the City.

The Applicant is seeking feedback regarding the above requirement 4.f. regarding drive-up windows. The Applicant has a drive-thru that wraps Building A starting by Half Mile Road and turning down the side of the building along West End Circle. As previously stated, the Applicant is proposing to screen the view of the drive-thru from West Verona Avenue. The Applicant proposes landscape plantings to screen the view of the drive-thru from West End Circle.

Certified Survey Map:

The Applicant is proposing to divide the Property into two (2) separate lots as depicted in Figure 3. The CSM will require the two (2) lots to have a shared parking agreement, shared access agreement and a stormwater management easement agreement to allow the lot that contains Building A to use the pond located on the lot containing Building B.

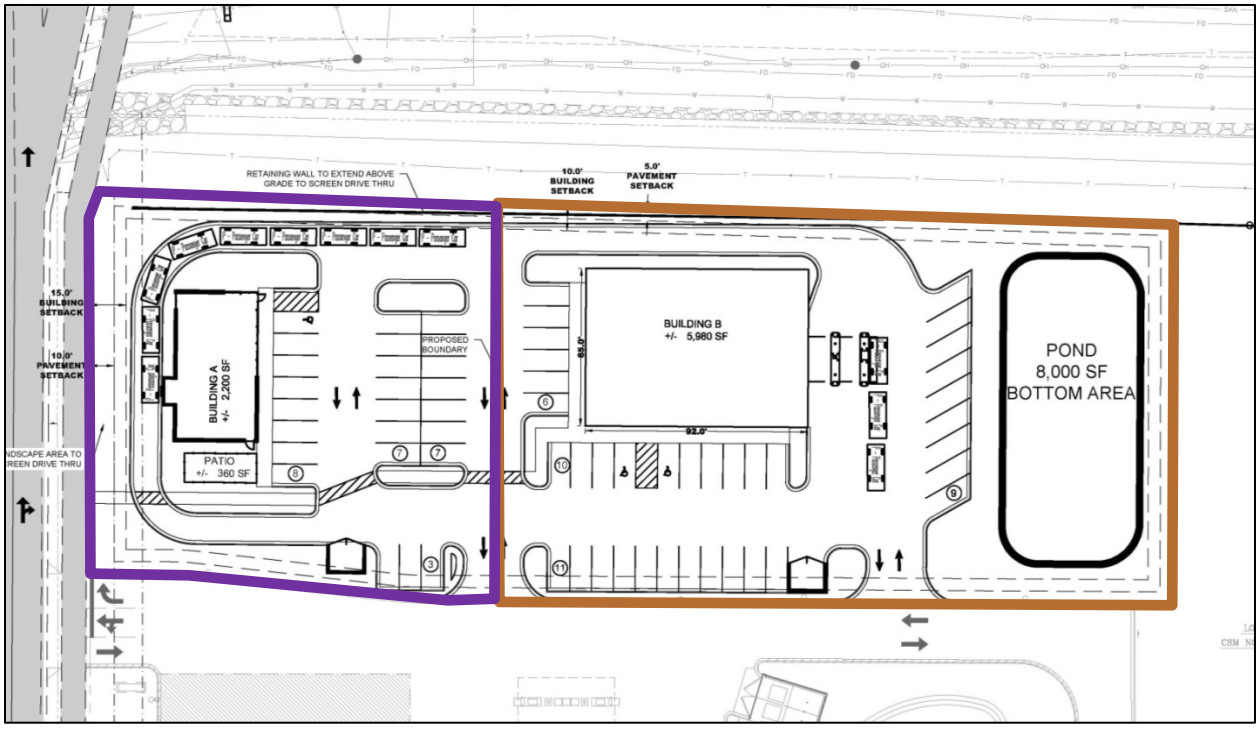


Figure 3 - Potential Certified Survey Map

Access and Parking:

The Applicant will work with Kwik Trip to complete a shared access agreement to utilize Kwik Trip's existing access point from West End Circle. From this shared access point, the Applicant proposed two (2) access points into the Property with one centralized and the other to the east of Building B.

A sidewalk is proposed to extend from the existing sidewalk along West End Circle through the drive-thru lane for Building A connecting through various planting islands to connect to Building B. The Applicant is proposing pavement markings to indicate pedestrian crossing areas. Direct pedestrian access from West Verona Avenue cannot be accommodated to this Property due to the grade change and the City outlot in front of the Property.

The Applicant has provided sixty-one (61) parking stalls for the proposal. The minimum parking standards for an in-vehicle sales or service (bank) is "one space per 50 sf of gross floor area" (Sec. 13-1-89(g)(4)). The minimum parking standards for an indoor commercial entertainment (restaurant) is "one space per every 3 patron seats or lockers

(whichever is greater); or one space per 3 persons at the maximum capacity of the establish; (whichever is greater)" (Sec. 13-1-89(h)(4)). The parking will have to be evaluated in subsequent applications as Building B may contain a bank, but there may be two (2) additional tenants in that building modifying the parking calculations. Staff recommends that Applicant determine if there will be enough parking in this area for their tenants as parking will be a premium. A complete review of parking will be completed by Staff in future applications.

Bicycle facilities are unknown at this time. Staff recommends bicycle parking to be included in subsequent applications.

Staff Comments:

Additional design details are necessary to provide a full review and analysis of the project. Generally, Staff is comfortable with the proposed uses and development on the Property. Staff believes with the grades from West Verona Avenue to this Property that the additional retaining wall height and landscaping could sufficiently screen the drive-thru from West Verona Avenue meeting the intent of the ordinance. Staff looks forward to future reviews of this project.

Recommendation:

Staff recommends the Plan Commission review the submitted materials and provide feedback to the Applicant as well as feedback regarding their preferred drive-thru locations.

Prepared by: Katherine Holt KH
Community Development Specialist

Submitted by: Adam Sayre, AICP AS
City Administrator

July 22nd, 2020

Katherine Holt
City of Verona
Community Development Specialist
111 Lincoln Street
Verona, WI 53593

SUBJECT: Resubmittal of Initial Site Plan Review and Request for Comments
Subject Property: Approx. 1.5 acres of Parcel No. 060821186302

Dear Katherine:

On June 22nd, 2020 ICAP submitted an initial site plan and narrative for the proposed development on Parcel # 060821186302. The initial site plan submittal included the excess land that was to be created from the abandonment of Half Mile Road which is currently owned by the City of Verona. However, the city recently discovered that their property has deed restrictions from WISDOT that prevents the property from being transferred or developed. As a result, the lot dimensions of the initial site plan reduced the width by approximately 25 feet which made the current site plan unusable. Therefore, per the directive of the City, ICAP has revised the initial site plan and is resubmitting. The following provides background to the resubmittal:

Project Location:
The subject property is approximately 1.25 acres of land located at the intersection of West End Road and West Verona Ave, due north of the new Kwik Trip gas station. Currently Kwik Trip Inc. owns the subject property and ICAP has the property under contract for purchase.

Project Description:
ICAP Development is proposing to develop the subject property for commercial uses. The proposed development consists of two building structures, parking lots and greenspace areas (See Site Plan "Concept 6.1"). Building A is a single tenant build to suit, and Building B is a two to three tenant building. Currently we have tenant interest for Building A and the drive thru end cap of Building B. Both users, as depicted on the site plan, will require a drive thru to conduct their businesses. Building A will require drive thru stacking for a restaurant use and Building B for a financial use.

Zoning:
The Property is currently zoned Urban Commercial and within the Downtown Design and Use Overlay District. Currently the subject property is not a separate CSM. ICAP is proposing to subdivide via CSM with two Lots – Lot 1 Building A and Lot 2 Building B. The dividing lot line will run down the center of the main drive aisle.

ICAP will also be requesting a Planned Unit Development for the subject property. In the previous submittal ICAP requested exceptions for the location of the parking lots and the buildings. However, ICAP was able to design the drive thrus so they did not wrap around the buildings. In this resubmittal, ICAP is requesting the City to allow for the exception of the drive thrus to wrap around the buildings but does not need an exception for the building and parking lot locations. The reduced width of the lot is requiring the drive thrus to wrap the buildings for the site plan to be functional.

In addressing this exception, ICAP would propose the following: the north property line will require a retaining wall and, if deemed necessary by the City, ICAP would propose extending the retaining wall approximately 3 to 4 feet above grade to screen the drive thru lane. Additionally, for the Western property line ICAP would propose landscape plantings to provide necessary screening of the drive thru lane. It should be noted that the subject property sits approximately 175 feet off Verona Ave.

Access:
A shared access agreement will be completed with Kwik Trip prior to the purchase of the subject property. Access to the subject property will come from the existing access point into the Kwik Trip lot located off West End Circle. From this main access drive there will be two access points into the subject property. Due to the grade change and set back from Verona Ave, pedestrian access will be located off the walking path located along West End Circle.

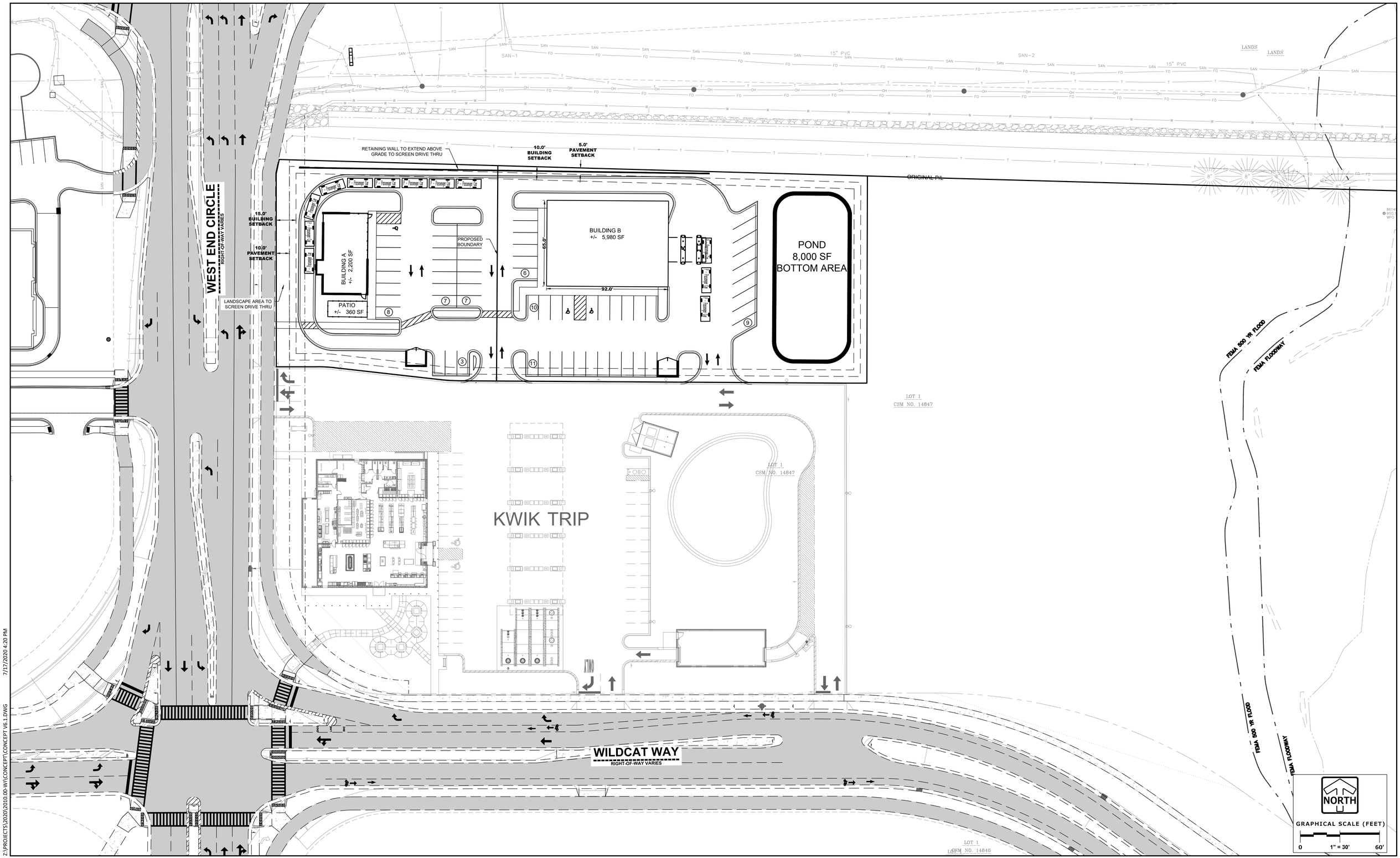
Schedule:
ICAP desires to commence construction on the Project in Spring of 2021 with substantial completion occurring in fall 2021.

Request:
ICAP appreciates the City allowing this resubmittal and respectfully requests support and comments to the proposed development.

Respectfully Submitted,

JJ Alaily
ICAP Development LLC

Enclosed: **Site Plan**



VERONA COMMERCIAL CONCEPT 6.1

07-17-20

PINNACLE ENGINEERING GROUP

20725 WATERTOWN ROAD | SUITE 100 | BROOKFIELD, WI 53186 | WWW.PINNACLE-ENGR.COM |

PLAN | DESIGN | DELIVER

PEGJOB# 2010.00

Z:\PROJECTS\2020\2010.00-WI\CONCEPT\CONCEPT V6.1.DWG 7/17/2020 4:20 PM

Planning Report

City of Verona

Plan Commission 8-3-2020

517 Half Mile Road

Planned Unit Development – Concept Plan

Summary: The Applicant submitted a request for planned unit development (PUD) concept plan review for 517 Half Mile Road. The Applicant proposes to construct a one-story, 1,280 square foot addition to the existing building. The Applicant is requesting an exemption to the rear yard setback

Property Location: 517 Half Mile Road

Property Owners: Daniel Atkins – Atkins Bike Shoppe
517 Half Mile Road
Verona, WI 53593

Applicant: Same

Existing Zoning: Urban Commercial (UC), Downtown Design and Use Overlay District
Existing Land Use: Bicycle Shop
Proposed Land Use: Same

Figure 1 – Location Map

Site Description:

Atkins Bike Shoppe ("Application") has submitted a request to construct 1,280 square foot addition at 517 Half Mile Road ("Property" or "Subject Property"). The Property is zoned Urban Commercial (UC) and is located within the Downtown Design and Use Overlay District. This is being reviewed as a Planned Unit Development (PUD) as exemptions will be requested.

Development Process:

Any planned unit development for this Property will have to go through the following development process and meet all of the requirements prior to receiving a building permit. Some of these steps may occur concurrently.

- **Planned Unit Development (PUD)** – This is necessary as zoning exemptions are required for the project, which includes a four step review process.

    - *Step 1 – Pre-Application Conference:* The applicant discusses the project with Staff prior to moving on to the Plan Commission. Staff provides the applicant with initial comments on the plan, which was completed and is ongoing.

    - *Step 2 - Concept Plan:* An applicant would create a plan that shows conceptually how the Property would be laid out with transportation (i.e. roads, paths, etc.), stormwater management areas, parkland dedication, buildings (placement and design), and various land uses. This is a way to gain feedback from Planning Staff and the Plan Commission to determine if there is consensus on the concept, which is the current Application.

    - *Step 3 – General Development Plan (GDP):* The intent of the GDP is provide general, but more detailed than the concept plan, about the proposed development. A public hearing is held before the Plan Commission. The City notifies all properties, with a letter, that are located within 200-feet of the property that is requesting the GDP. The Plan Commission makes a recommendation to the Common Council. If the GDP is approved, this step provides the zoning entitlements to the project.

    - *Step 4 – Precise Implementation Plan (PIP):* The final step in the PUD process is the final approval of all plans including site plan, landscaping, stormwater, photometric plans, building design, etc. A public hearing is held before the Plan Commission. The City notifies all properties, with a letter, that are located within 200-feet of the property that is requesting the PIP. The Plan Commission makes a recommendation to the Common Council. If the PIP is approved, the applicant can proceed to obtain building permits and start construction of the project.

Planning Review:

Bulk Requirements:

Staff reviewed the bulk requirements for the UC Zoning District. The Applicant proposes an eighteen (18) foot rear setback, while the minimum setback is twenty-five (25) feet. The western side yard setback is twenty-five (25) feet and the eastern side yard setback is fifty-five (55) feet. The Applicant has met the minimum side yard setbacks of ten (10) feet. The front yard setback will remain the same as the addition will be for the rear of the building. The height of the addition will match the existing building height. The Applicant will be requesting an exemption to the rear setback requirement.

Access/ Parking:

The Applicant will utilize the existing access point from Half Mile Road. The parking area does not have stripped parking spaces and is not proposed to have stripping as part of this Application. Based on the rendering, the parking lot will extend to match the addition. Staff recommends the parking to remain as it is today as there is enough parking for customers without having a formal, designated parking stripe.

The Applicant has plenty of bicycle parking and will add more if it is needed for their business. Sidewalks do not exist in front of the Property as the sidewalk ends at the eastern property line and do not exist beyond the Property.

Design:

Conceptual building renderings were included in the Application. The rendering shows the addition will match the existing building with a continuation of the existing roof line as well as the same style and color of the existing metal building as depicted in Figures 2 and 3. Staff looks forward to reviewing a dumpster enclosure in subsequent applications. Staff encourages the Plan Commission to review the conceptual building designs and provide feedback to the Applicant.

Figure 2 - Existing building

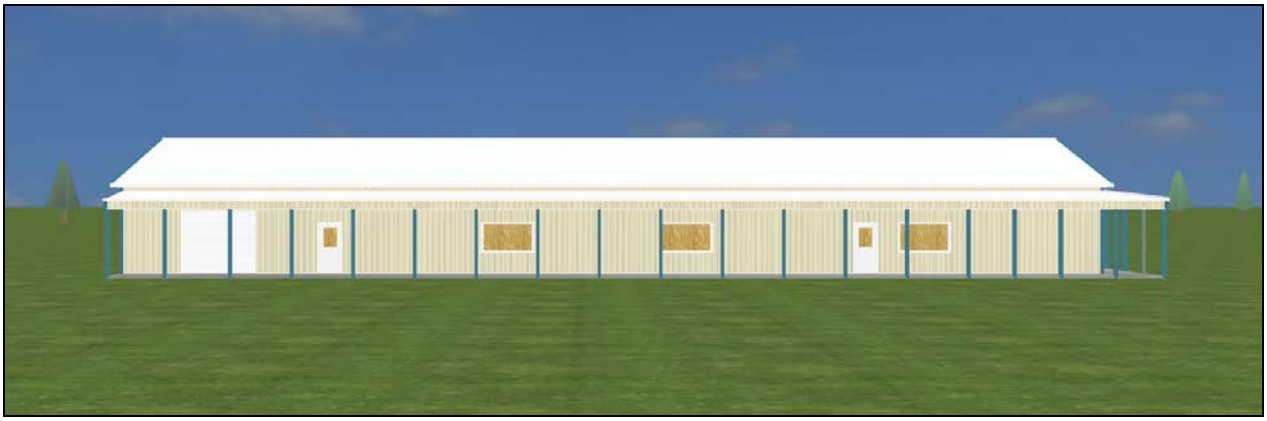


Figure 3 - Proposed addition on existing building

Staff Comments:

In general, Staff is receptive to the Application. Additional design details are necessary to provide a full review and analysis of the project. Generally, Staff is comfortable with an addition to the existing building on the Property. Staff recommends the Applicant discuss their proposal with the neighbors.

Recommendation:

Staff recommends the Plan Commission review the submitted materials and provide feedback to the applicant.

Prepared by: Katherine Holt KH
Community Development Specialist

Submitted by: Adam Sayre, AICP AS
City Administrator

Mark R. Sonday

To: Katherine Holt
Subject: Atkins Verona Bicycle Shoppe Addition

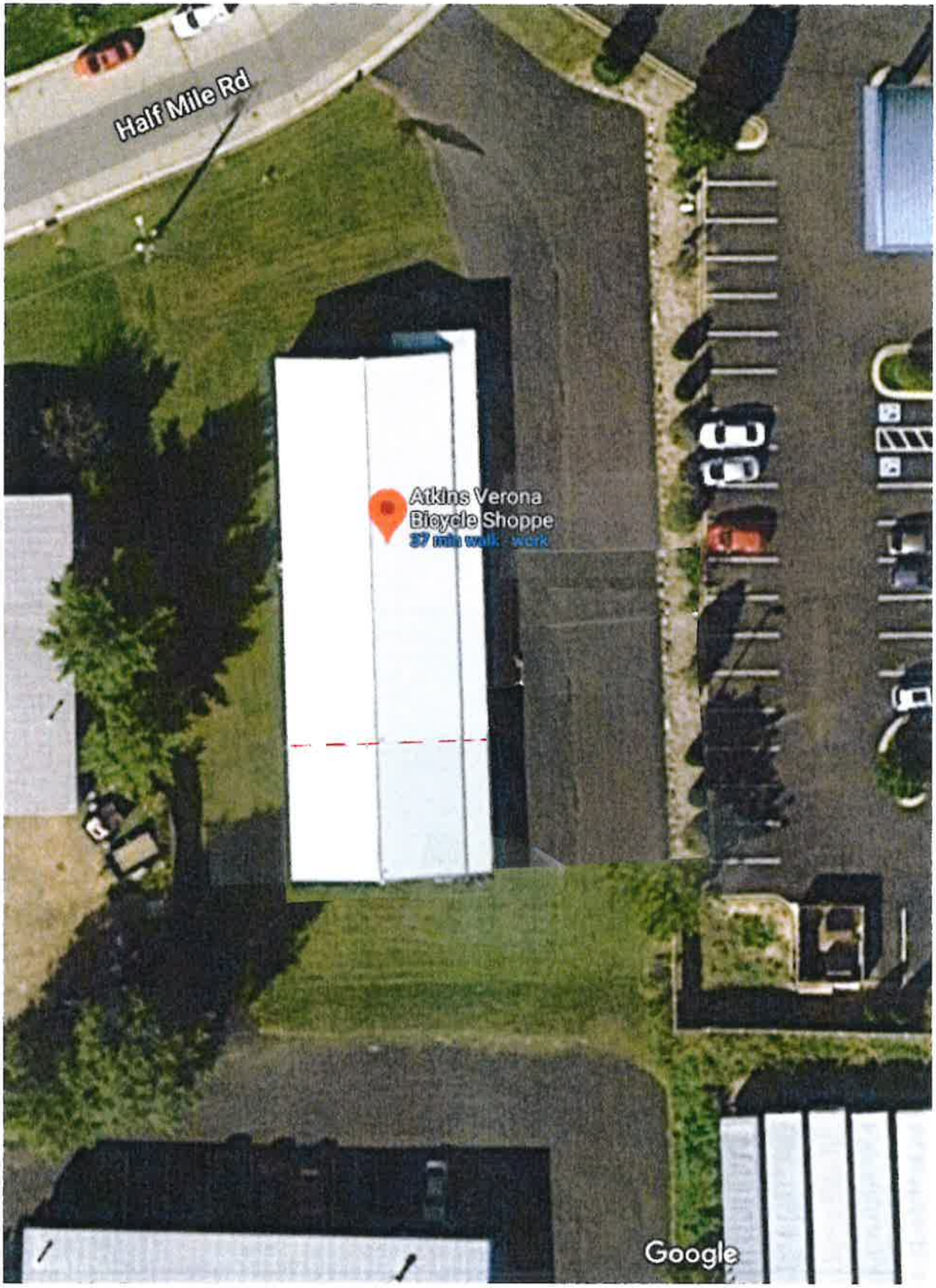
Hello Katherine,

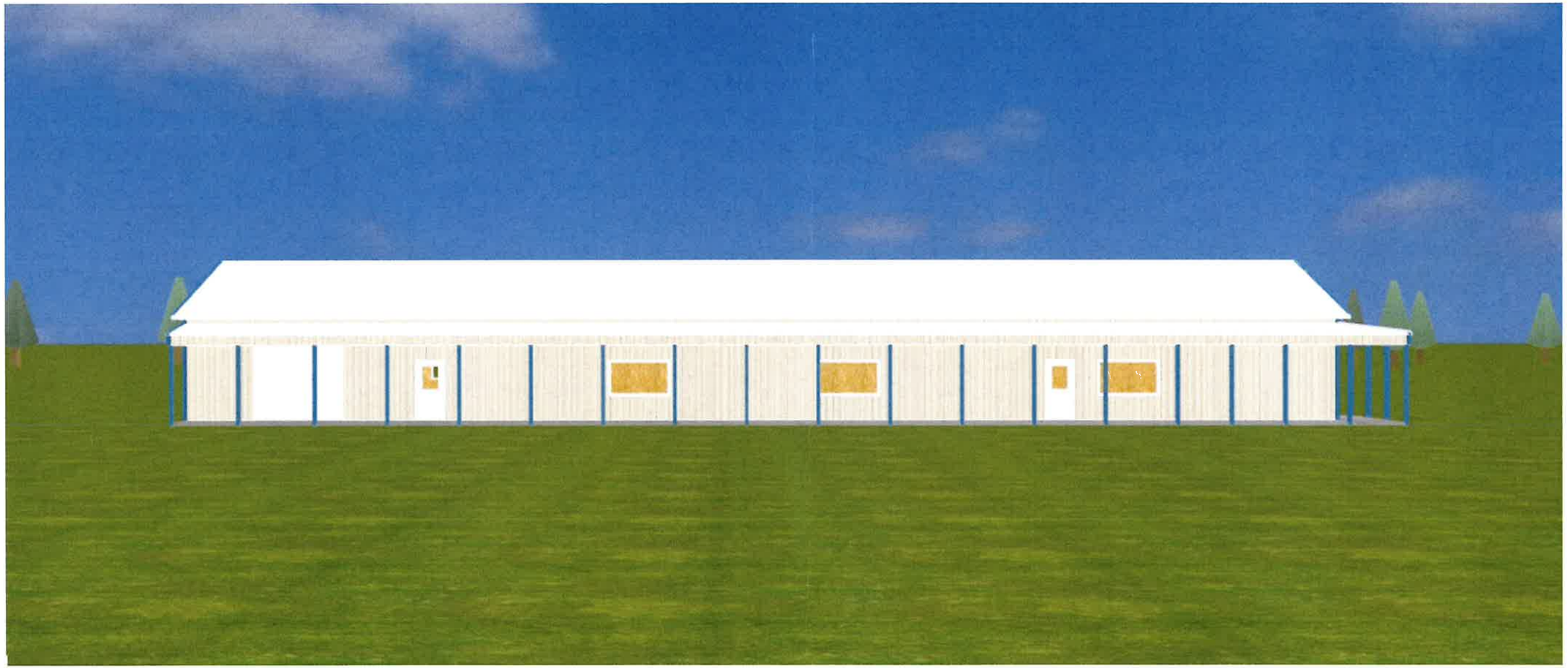
I have enclosed the paperwork, images and a check to move forward for the addition to the Adkins Verona Bicycle Shoppe. The current rear setback is set at 25', we discussed there is a planned changed later this year for a 20' set back. After discussing this with Dan Atkins, to satisfy his growing business, Dan would really like to add an additional 32' to back of his current building. When adding the 32' addition, it would exceed the 20' set back by 2', only having 18' clearance in the back south end toward the Karate America's parking lot. Dan would like to get approved to exceed the 20' set back, so he can add the much needed addition to his business. Please let me know that you have received this packet, and if you have any questions, concerns, or require any additional information from us.

Best Regards,

Mark Sonday

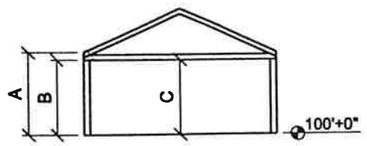
Elite Sales Specialist
Cleary Building Corp.
Verona, WI. 53593
msonday@clearybuilding.com
Cell: 608-516-6018
Work: 608-845-9700


Half Mile Rd
Atkins Verona
Bicycle Shoppe
37 min walk · work
Google

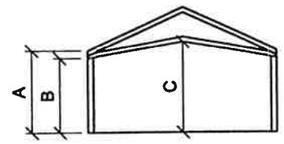


CLEARY BUILDING CORP.
ClearyBuilding.com
P.O. BOX 930220
VERONA, WI 53593-0220
(608) 845-9700
FAX (608) 845-7070

SHOW NORTH

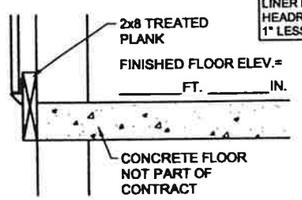


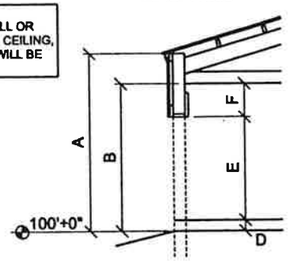
SLC Truss



RLC Truss

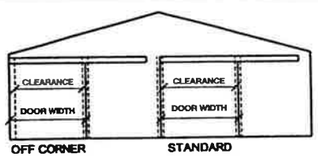
NOTE:
WITH DRYWALL OR LINER PANEL CEILING, HEADROOM WILL BE 1" LESS





A = EAVE HEIGHT _____
B = TRUSS CLEARANCE AT HEEL _____
C = TRUSS CLEARANCE AT CENTER OF BUILDING _____
CLEARANCE MAY BE REDUCED BY FINISHED FLOOR HEIGHT
D = OVERHEAD FRAMEOUT BOTTOM ELEVATION _____
E = OVERHEAD FRAMEOUT HEIGHT _____
F = ACTUAL HEADROOM AVAILABLE _____

HEADROOM REQUIRED TO TURN THE DOOR MUST BE LESS THAN THE ACTUAL HEADROOM AVAILABLE



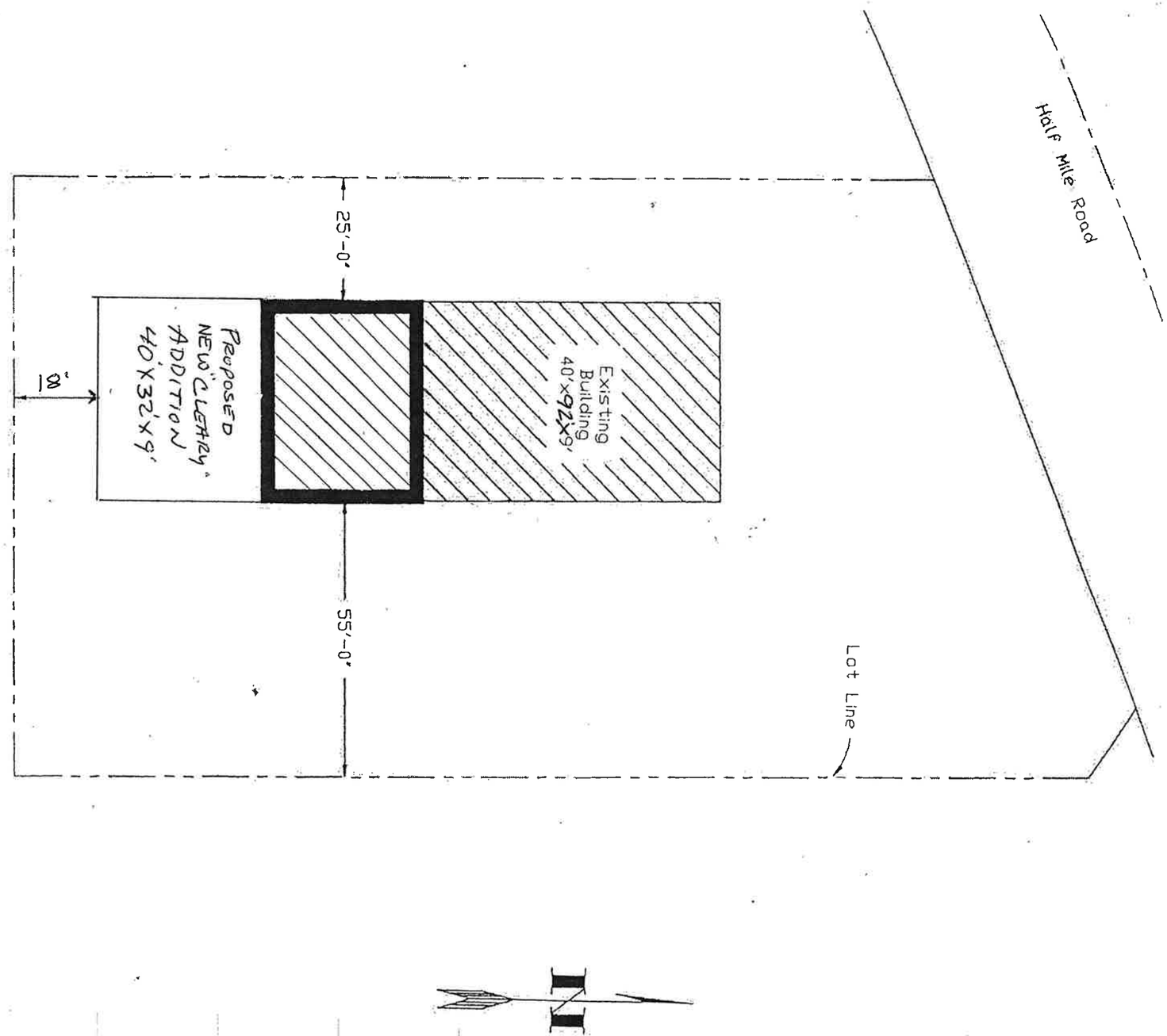
NOTE:
ACTUAL WIDTH OF SLIDE DOOR CLEARANCE WILL BE 6" LESS THAN NOMINAL DOOR SIZE AND 12" LESS IF DOOR IS OFF THE CORNER. EXAMPLE: IF NOMINAL SLIDE DOOR IS 12'-0" WIDE, THE ACTUAL CLEARANCE IS 11'-6" ON STANDARD DOOR OR 11'-0" IF DOOR IS OFF THE CORNER

ENDWALL	SIDEWALL
DOOR WIDTH _____	DOOR WIDTH _____
OPENING CLEARANCE _____	OPENING CLEARANCE _____
HEIGHT _____	HEIGHT _____
DOOR WIDTH _____	DOOR WIDTH _____
OPENING CLEARANCE _____	OPENING CLEARANCE _____
HEIGHT _____	HEIGHT _____

NOTE: ALL DOOR OPENINGS NEED TO BE CLEARLY DIMENSIONED FROM THE NEAREST CORNER. SHOW ALL CONDITIONS OF ALL ATTACHMENT (LEANS, PORCHES, ETC.) ON THE LAYOUT BELOW. INDICATE EAVE HEIGHTS AND ROOF PITCHES OF ALL ATTACHMENTS.

INDICATE ANY POWER LINES WITHIN 10' OF BUILDING SITE. ARE THERE ANY BUILDINGS WITHIN 10' OF SITE: IF SO, THEN SEND A PICTURE OR LIST THE CONDITIONS OF THE BUILDING ON THE C-100. ALSO, INDICATE ANY UNDERGROUND UTILITIES ON THE C-100 (i.e. SEWER, WATER, ELECTRIC, ETC.)

DATE _____ PURCHASER SIGNATURE _____ SELLER SIGNATURE _____



Form # C-200 Rev 3/07

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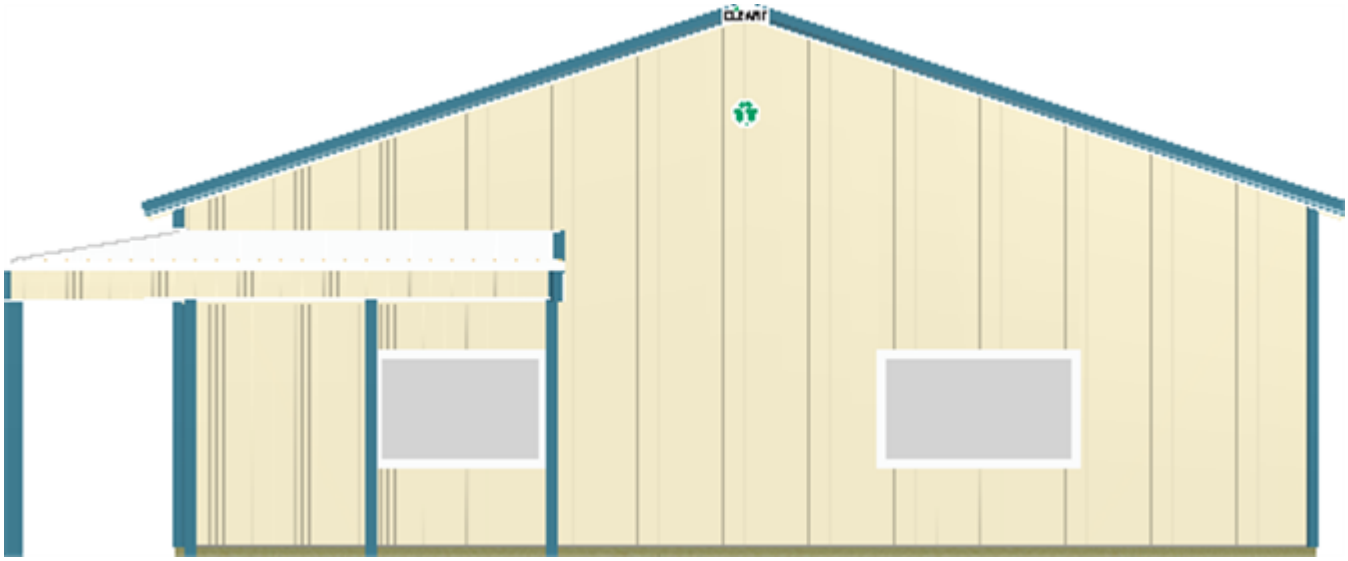
Phone: (608) 845-9700
Fax: (608) 845-7070

7/13/2020
ATKINS, DAN
Doc ID: 7769820200713100013

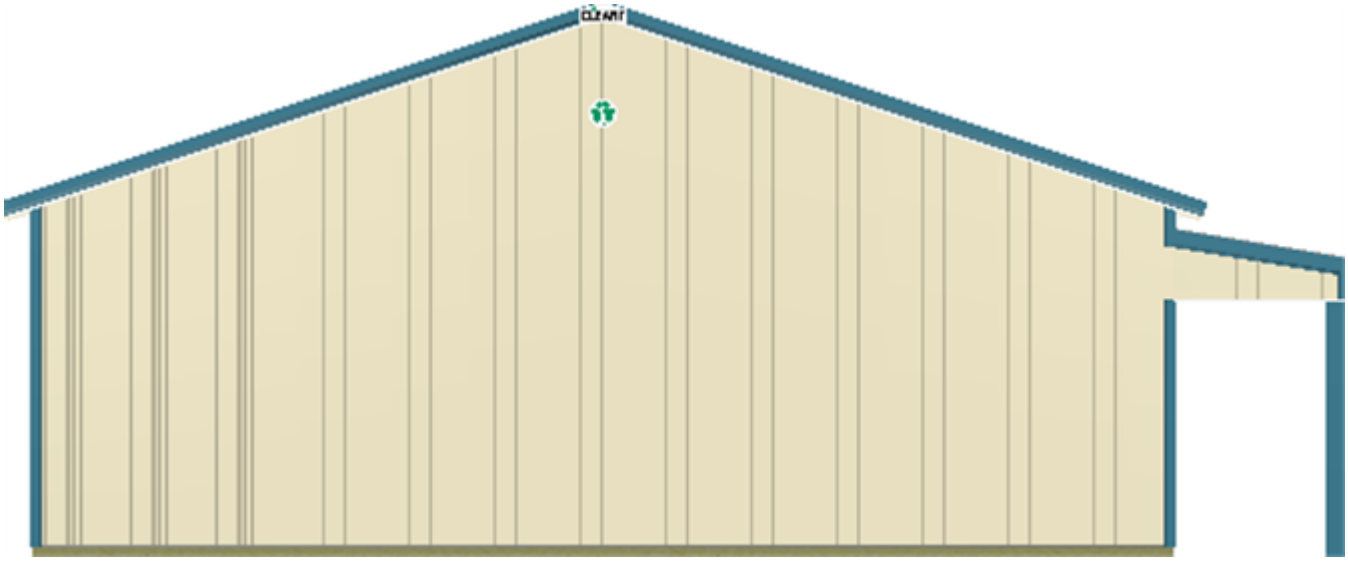
Elevations & Floor Plan

Elevations for Building 1



North End Wall 1 on Building 1

Note: These colors are as close to the actual colors as permitted by printing. Actual metal samples must be reviewed with your Sales Specialist. Colors vary depending upon position and angles.



South End Wall 2 on Building 1

Note: These colors are as close to the actual colors as permitted by printing. Actual metal samples must be reviewed with your Sales Specialist. Colors vary depending upon position and angles.

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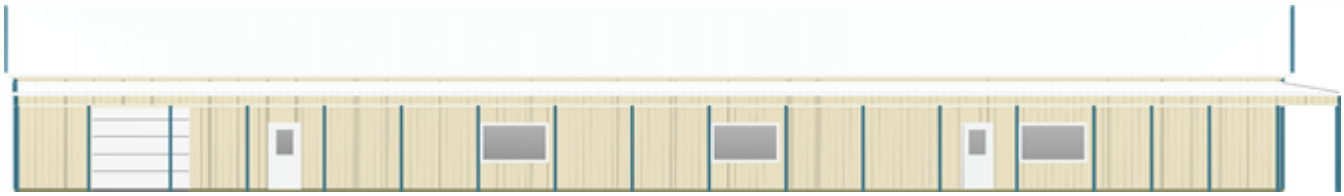
Elevations & Floor Plan



East Side Wall 1 on Building 1

Note: These colors are as close to the actual colors as permitted by printing. Actual metal samples must be reviewed with your Sales Specialist. Colors vary depending upon position and angles.

West Side Wall 2 on Building 1

Note: These colors are as close to the actual colors as permitted by printing. Actual metal samples must be reviewed with your Sales Specialist. Colors vary depending upon position and angles.

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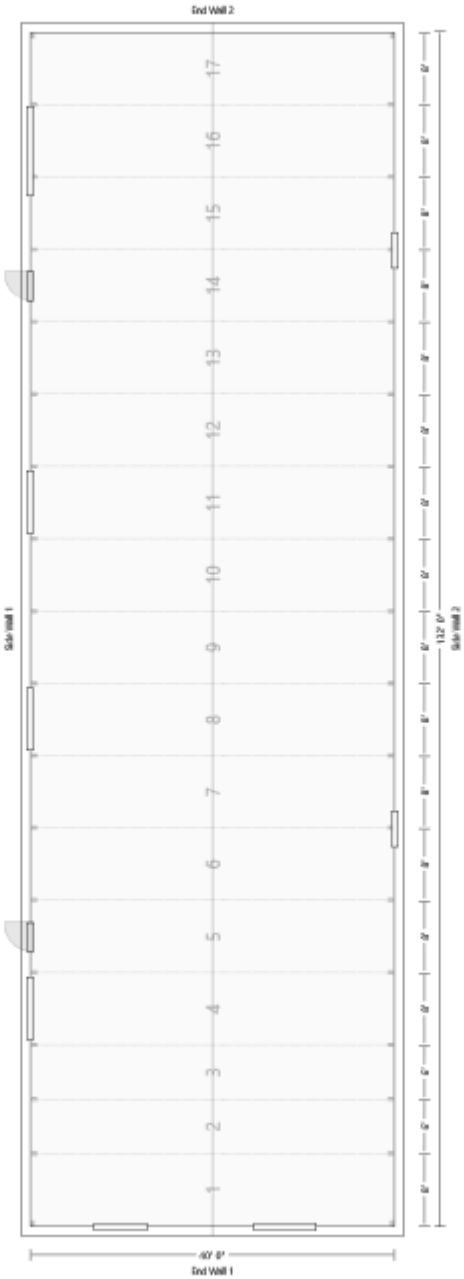
7/13/2020
ATKINS, DAN
Doc ID: 7769820200713100013

Elevations & Floor Plan

Floor Plan



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Planning Report

City of Verona

Plan Commission 8-3-2020

Burke Property – Whalen Road

Concept Plan

Summary: The Applicant has submitted a concept plan review to construct 118-unit senior housing facility comprised of sixty (60) units assisted living and fifty-eight (58) units of assisted/memory care. This project requires annexation, urban service area amendment and development approvals.

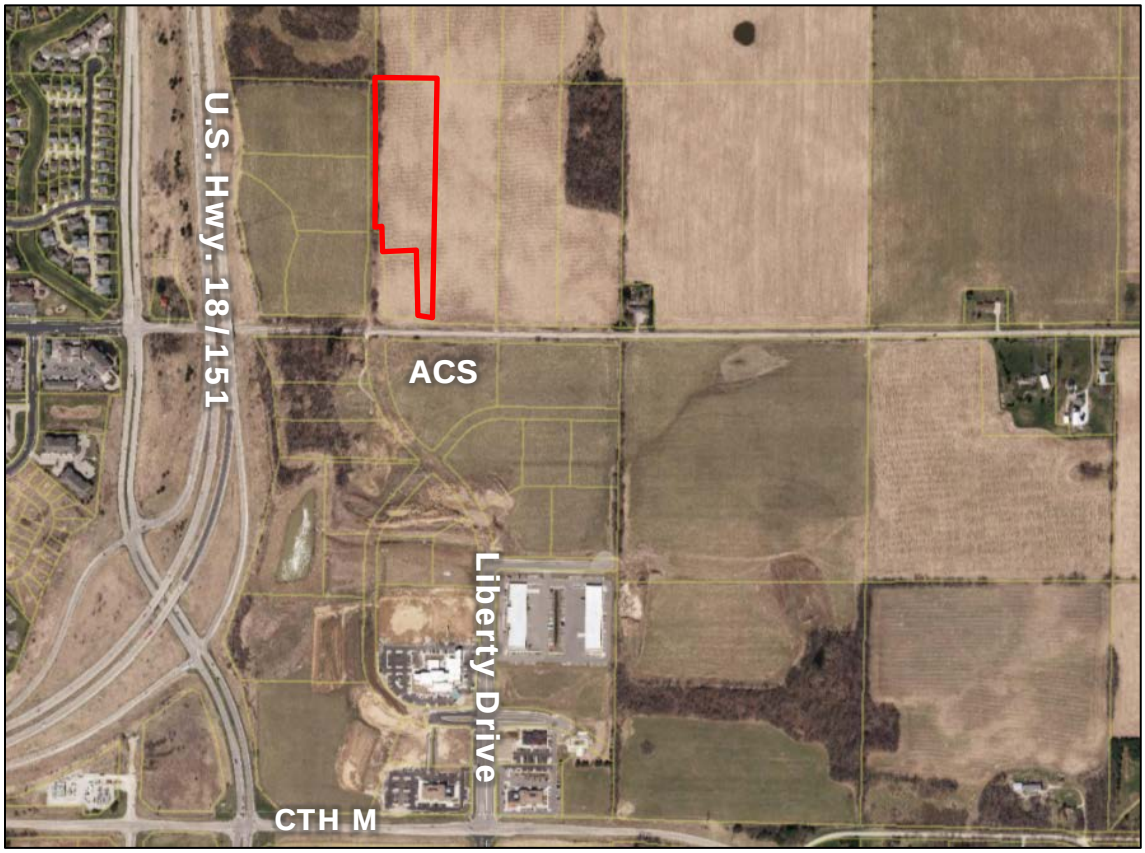
Property Location: Whalen Road and Liberty Drive

Property Owner: One Hundred Ten LLC
306 E. Verona Road
Verona, WI 53593

Applicant: Andev Group, LLC
680 N. Lake Shore Drive, Unit 1103
Chicago, IL 60611

Existing Zoning: Agriculture Transition (AT-35) within the Town of Verona
Existing Land Use: Farmland
Proposed Land Use: Senior assisted living residential care

Figure 1 – Location Map



Site Description:

The Applicant is requesting concept plan review ("Application") to develop approximately 8.6-acres of land with 118-unit assisted living senior housing with sixty (60) units assisted living and fifty-eight (58) units assisted living, memory care located north of Whalen Road and east of Liberty Drive extension ("Property"), which is currently zoned Agriculture Transition (AT-35) within the Town of Verona. The Property is currently used as farmland. Surrounding land uses include a City well, farmland, and ACS's building that is under construction south of Whalen Road.

Development Process:

Any development for this Property will have to go through the following development process and meet all of the requirements prior to receiving a building permit. Some of these steps may occur concurrently.

- **Pre-Development Review Agreement** – Agreement required of any project requesting annexation and located in the Town. Agreement requires the applicant to pay all City costs associated with the development including review time for City Engineer and City Attorney.

- **Urban Service Area** – The Property is not within the Urban Service Area ("USA"). The Application would go to the Capital Area Regional Planning Commission ("CARPC") for their approval.

- **Annexation Agreement** – The Applicant needs to enter into an annexation agreement.

- **Annexation** – The Property is contiguous to the City of Verona to be annexed.

- **Zoning** – Once the land is annexed into the City of Verona, the land will be zoned Rural Agricultural (RA-35). The Applicant would need to apply for a zoning map amendment to change the RA-35 zoning district to a zone that would be comparable to the type of land use that an applicant proposes.

- **Planned Unit Development (PUD)** – This is necessary as zoning exemptions are required for the project, which includes a four step review process.

    - *Step 1 – Pre-Application Conference:* The applicant discusses the project with Staff prior to moving on to the Plan Commission. Staff provides the applicant with initial comments on the plan, which was completed and is ongoing.

    - *Step 2 - Concept Plan:* An applicant would create a plan that shows conceptually how the Property would be laid out with transportation (i.e. roads, paths, etc.), stormwater management areas, parkland dedication, buildings (placement and design), and various land uses. This is a way to gain feedback from Planning Staff and the Plan Commission to determine if there is consensus on the concept, which is the current Application.

- *Step 3 – General Development Plan (GDP):* The intent of the GDP is provide general, but more detailed than the concept plan, about the proposed development. A public hearing is held before the Plan Commission. The City notifies all properties, with a letter, that are located within 200-feet of the property that is requesting the GDP. The Plan Commission makes a recommendation to the Common Council. If the GDP is approved, this step provides the zoning entitlements to the project.

- *Step 4 – Precise Implementation Plan (PIP):* The final step in the PUD process is the final approval of all plans including site plan, landscaping, stormwater, photometric plans, building design, etc. A public hearing is held before the Plan Commission. The City notifies all properties, with a letter, that are located within 200-feet of the property that is requesting the PIP. The Plan Commission makes a recommendation to the Common Council. If the PIP is approved, the applicant can proceed to obtain building permits and start construction of the project.

- **Land Division** – The Applicant will submit a certified survey map to subdivide the property. This would go before the Plan Commission and the Common Council for their approvals.

- **Conditional Use Permit** – The proposed land use will require a conditional use permit as this type of land use in not permitted by right in a Zoning District within the City.

Southeast Neighborhood Plan:

The Property is located in the Southeast Neighborhood Plan ("Plan"), which was adopted in 2010. The Property is located in the non-residential area of the Plan as depicted in Figure 2 in the white circle, but the Application is for a residential land use. The following are excerpts from the Plan that discuss non-residential, transition, and residential land uses.

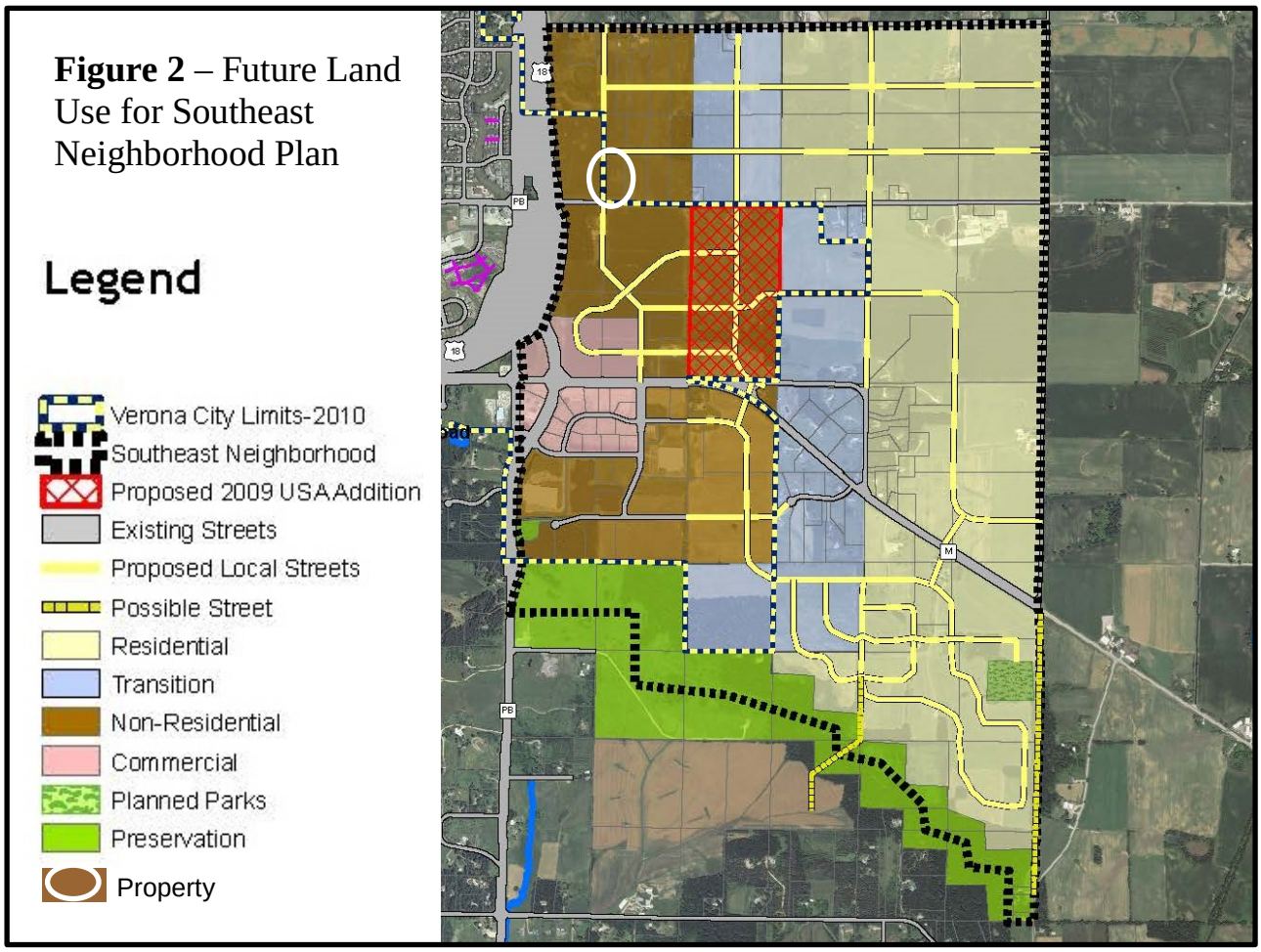


Figure 2 – Future Land Use for Southeast Neighborhood Plan

- "The City plans to utilize this area for creating jobs and employment opportunities for Verona residents with office, corporate headquarter, light-manufacturing, warehousing, educational, and similar business park-type developments;
- Land-uses closet to Highway 18-151 – in the northwestern portion of the Southeast Neighborhood – area planned to be primarily offices, given the excellent visibility from U.S.H. 18-151;
- Land-uses further east – farther away from Highway 18-151 – area planned to include a mix of office, warehouse, distribution, educational and light-industrial land-uses. Due to the large roof-area typical of such developments, all of these land-uses present excellent opportunities for successfully treating storm water on-site and <u>improving</u> water-quality in the Badger Mill Creek and Sugar River as compared with the current unregulated agricultural land-uses;
- High-quality architecture and building design will be required for development within this area...(p. 20)"

The Applicant is proposing a 118-unit senior facility, which is located on land designated for non-residential area as depicted in brown in Figure 2. This particular section of the Plan does not define exactly what is expected for this Property. The Plan focuses on properties in proximity to U.S. Highway 18-151. This area does not have direct access to the highway with on and off ramps, but instead has visibility from the highway. The

Property can be seen by the highway due to the topography, but would be blocked with development along the highway. Properties to the east of Liberty Drive could be viewed as more of a transition zone allowing employment and larger scale housing such as senior or multifamily housing to be close to the potential offices as discussed in the Plan.

The Plan states on page 20 the following for Transition Sub-Areas,

- "…the City of Verona will pay particularly-close attention to how the 'Southeast Neighborhood' will transition from non-residential uses closest to major highway facilities to residential uses further away;
- The Plan Commission will be primarily responsible for reviewing proposed developments that will transition between non-residential and residential areas, with the Common Council having ultimate authority for approving any proposed transition developments".

On page 21, the Plan discusses residential land north of CTH M.

- "Housing for this area will include a mix of single-family detached, single-family attached, duplex, and multi-family buildings. Both owner occupied and renter housing will be promoted;
- The City will required a minimum of 25% landscape areas/open space for developments within the 'North of 'M' Residential' sub-area – consistent with the City's 'Neighborhood Residential, Community Residential, and Urban Residential' zoning district requirements;
- All collector streets within the development will be designated at bike routes;
- Access to this area will be provided directly from the existing collector streets within the area – including Grandview on the north, Whalen through the center, and County Trunk Highway 'M' on the south. New north-south local streets will be provided between these existing east-west streets as this area develops. Only a few new connections with CTH 'M' will be allowed".

The Applicant is proposing 118-unit senior housing. This portion of the Plan is very vague in details of how this area should develop other than have transportation connectivity with roads, bicycle routes, and sidewalks for pedestrians. This would create a good transition between the highly visible non-residential area along U.S. Highway 18-151 and the designated transition area depicted in blue in Figure 2. This type of land use does not preclude future non-residential development around this Property and furthers the City's goals of diverse housing types.

Transportation:

The Applicant will need to extend Liberty Drive as part of their Application allowing two (2) access points from Liberty Drive into the Property. Access to the Property will be

prohibited from Whalen Road. The Applicant is discussing with Public Works the extent that Liberty Drive will need to be extended as part of the proposal.

The Applicant has shown dedication of right-of-way for Whalen Road and Liberty Drive, which are consistent with existing right-of-way dedication lines. Sidewalks are required "in all new subdivisions" (Sec. 14-1-55). Sidewalks should be added to Liberty Drive and Whalen Road. Staff will have discussions with the Applicant to determine the extents of the sidewalks. Internal to the site, the Applicant is proposing sidewalks along the front of the building connecting to Liberty Drive. Additional sidewalks are located from each exit door to the paved areas.

The Applicant has provided ninety (90) parking stalls to accommodate employees, shift changes, and visitors. The minimum parking standards for an institutional residential land use for a nursing home is "one space per six patient beds, plus one space per employee on the largest work shift, plus one space per staff member and per visiting doctor" (Sec. 13-1-88 (f)). The Community Living Arrangement states "one space per every 3 residents" (Sec. 13-1-88 (i)). Sixty (60) units are proposed as independent living with some assistance as requested. Based on previous requirements for the City, this would mean that a minimum one (1) underground parking space per one (1) residential unit is required. The parking ratio would require a parking exemption for the total number of parking stalls, which was granted for 841 North Main Street and Noel Manor. Fifty-eight (58) units are proposed as assisted, memory care, which would require twenty (20) parking spaces. The Applicant is proposing twenty-five (25) parking stalls based on the one (1) parking stall per employee on the largest shift. The Applicant needs one hundred five (105) parking stalls with at least sixty of those underground and has provided ninety (90) surface parking stalls. Staff recommends underground parking similar to other projects and to reduce the impervious surface on the site. Staff looks forward to seeing those changes in subsequent plans.

Bicycle facilities are unknown at this time. Staff recommends bicycle parking to be included in subsequent applications.

Land Use:

The Applicant is proposing 118-unit senior facility. Although this is currently in the Town of Verona as farmland, the City does not have any senior housing in the vicinity of this Property. The closest age restricted housing (+55 years) are the New Age Village Condos located on New Age Circle.

The Applicant is proposing to divide the Property into two (2) separate lots with one consisting of 8.6-acres and the other lot consisting of 7.8 acres as depicted in Figure 3. The Applicant proposes to build the senior facility on the lot closest to Whalen Drive. Development for the second proposed lot is unknown at this time. Staff is supportive of splitting the Property. Additional discussion is required with the Applicant on splitting the property and providing a future east/west connection through the site.

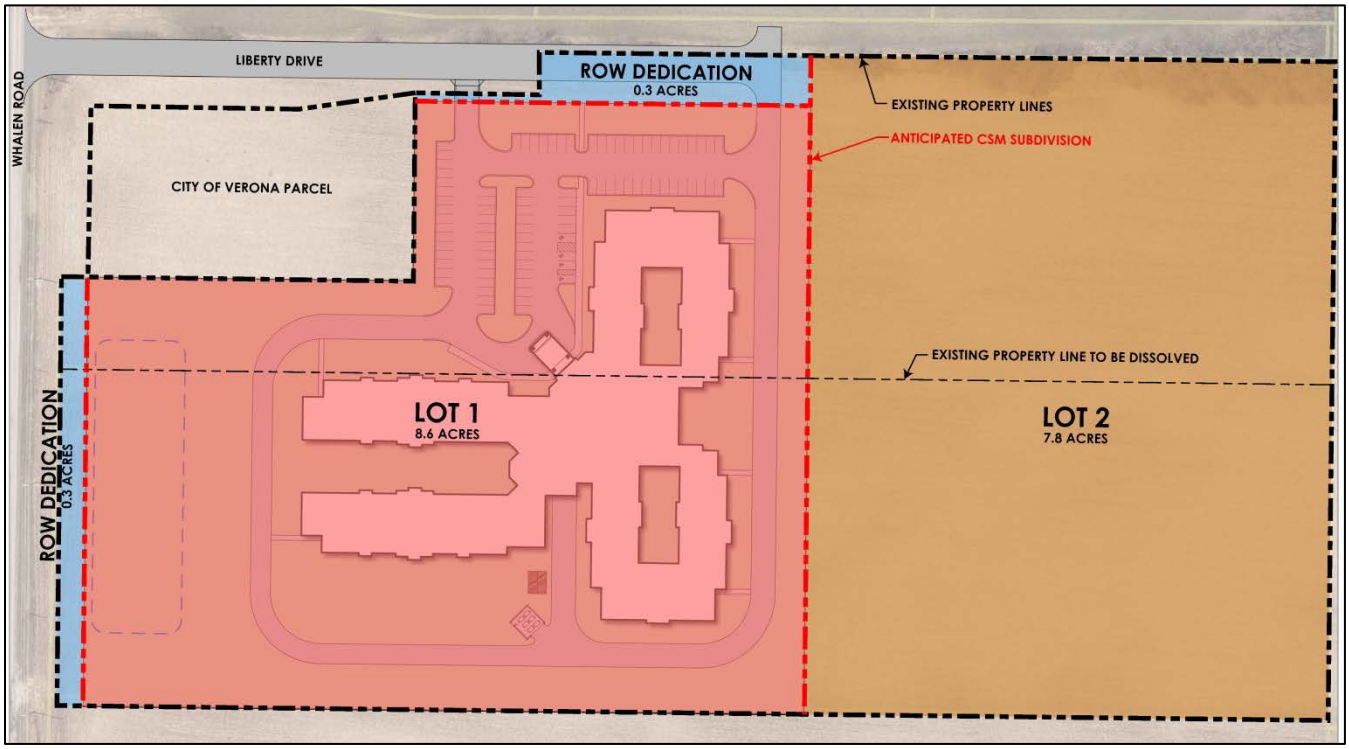


Figure 3- Proposed division of the Property

Design:

Conceptual building design was included in the concept submittal for the building. The northern portion of the building is a one (1)-story building with the southern portion of the building as a two (2)-story building. The building is proposed to contain green engineered wood siding and manufactured stone masonry and stills. The Applicant has grounded the building with a faux stone foundation and used the same stone to break up the bulk of the building as depicted in Figure 4. Staff encourages the Plan Commission to review the conceptual building designs and provide feedback to the Applicant.

Figure 4 - Conceptual building rendering

Intergovernmental Cooperation:

The Property is located outside of the urban service area ("USA") and is currently located in the Town of Verona. City Staff will have to submit an application for an USA amendment through the Capital Area Regional Planning Commission ("CARPC") in order to allow for the extension of water and sewer depicted in Figure 5. The Plan shows this area as future growth. The Property would need to be annexed from the Town of Verona.

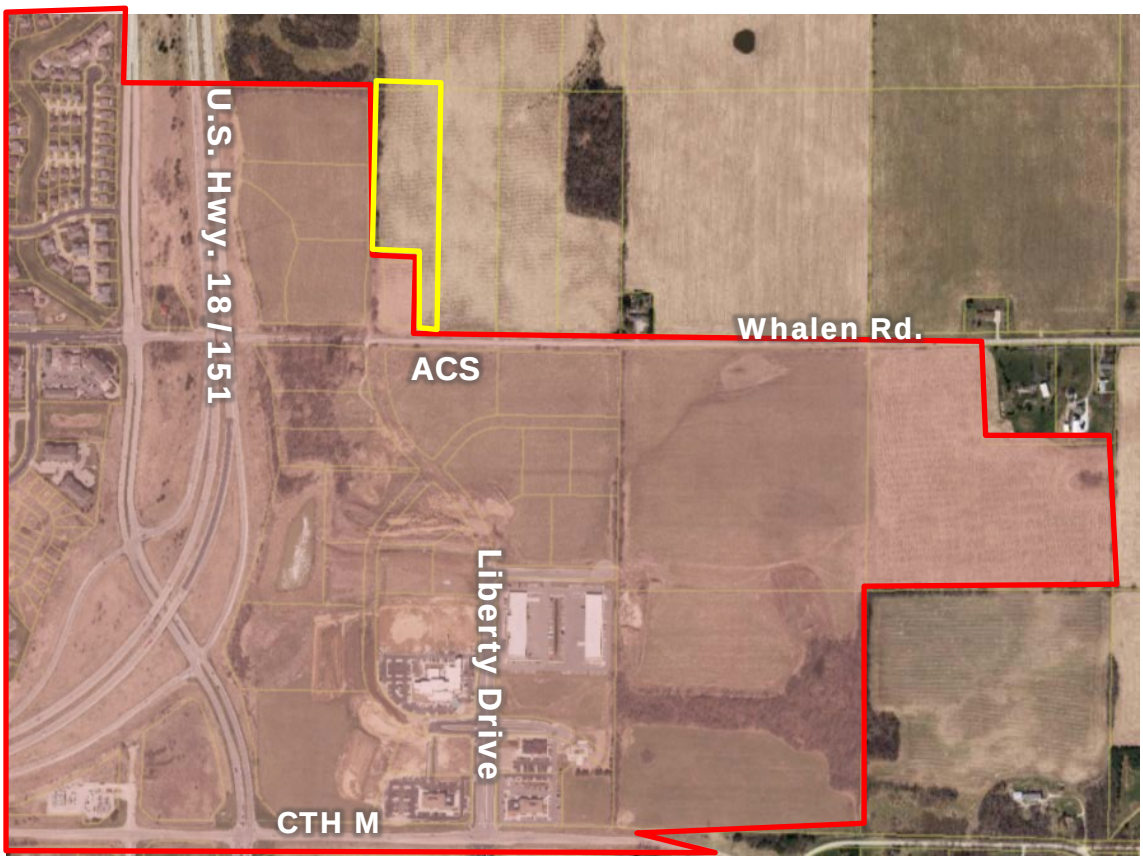


Figure 5 - Urban Service Area shaded in pink and the subject property outlined in yellow.

The City and Town of Verona adopted an Intergovernmental Agreement[1] allowing both governments to cooperate on issues, including municipal boundaries, and both the City and Town have benefited from the creation of this agreement. The Agreement states "the City and Town agree to limit rural development that would make it difficult to efficiently extend urban services to that area in the future"[2]. The Property is located in Area A depicted in Figure 6 and has the ability to be annexed to the City.

[1] Under Section 66.0301, Wisconsin Statutes, http://www.ci.verona.wi.us/DocumentCenter/View/1331
[2] Under Section 66.0301, Wisconsin Statutes, p. 8

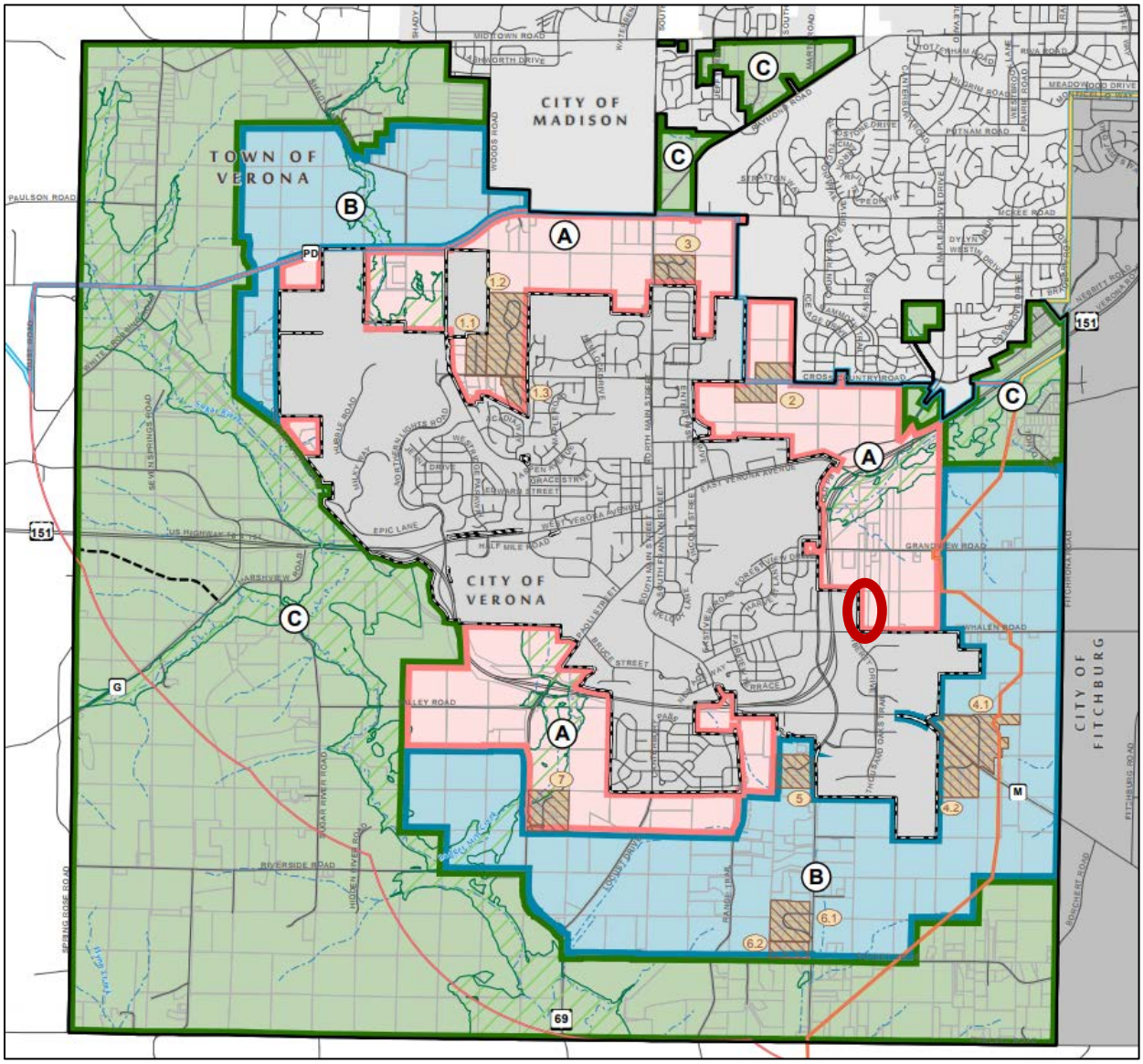


Figure 6 - Red circle denoting property

Staff Comments:

In general, Staff supports development on this property and is generally supportive of the senior housing. This Property will need to be annexed, have an urban service area amendment, and go through the Planned Unit Development process. Staff is supportive of the USA amendment as the Southeast Neighborhood Plan confirms the City will expand into this portion of the Town. Staff looks forward to future reviews of this project.

Recommendation:

Staff recommends the following Plan Commission action:

- Review the submitted materials and provides feedback to the Applicant.
- Recommend that the Common Council pass a resolution approving the proposed modifications to the City's Urban Service area for approximately sixteen (16)-

acres of land located in the northeastern area of Whalen Road and Liberty Drive in the Town of Verona.

Prepared by: Katherine Holt KH
Community Development Specialist

Submitted by: Adam Sayre, AICP AS
City Administrator

JSD Professional Services, Inc.
• Engineers • Surveyors • Planners

VERONA | WAUKESHA | KENOSHA | APPLETON | WESTON

Memorandum

www.jsdinc.com

To:	Katherine Holt, Community Development Planner
From:	Jessica Vaughn, AICP, JSD Professional Services, Inc.
Re:	The Courtyard Concept Plan Submittal
JSD Project #:	20-9646
Date:	July 2, 2020
cc:	Paul Phillips, JSD; Ken Koziczkowski, Ganther Construction/Architecture Inc.

On behalf of Ganther Construction/Architecture Inc. and Whalen-Liberty Property, LLC, JSD Professional Services (JSD) is submitting the enclosed Conceptual Land Use Plan for your review and consideration. The submittal materials include:

- A Vicinity Map;
- A Concept Plan for The Courtyard at Verona; and
- A Conceptual Building Rendering.

Please do not hesitate to contact me with any questions regarding this matter or otherwise. We look forward to working with City staff on this project as it comes to fruition.

Project Site Location
The project site is generally located at the east of US Highway 18/151 along Whalen Road at the northeast corner of Liberty and Whalen roads. The project is just outside of the City of Verona city limits and urban service area. The project site is comprised of roughly 8.60 acres that are currently being utilized as active farmland. Refer to **Attachment 1**, **Vicinity Map** for more information.

Being located within the Town, any annexation or land division of the project site is required to be reviewed and approved by the necessary Town agencies. In addition, as such, the project is also currently subject to Dane County zoning and is zoned AT-35, which is identified as a "zoning district for transitioning agricultural land near urban developing areas."

Conceptual Development Plan Overview
Today, the project site is utilized as active croplands that are characterized by rolling hills that create natural drainage swales and channels. There is little development within the surrounding area, with the exception of Liberty Business Park, which is located south of Whalen Road.

The initial design concept developed for the project site is centered around capitalizing on the existing natural features of the project site, including maintaining the existing topography, views, and natural drainage patterns. Key components of the initial design concept developed for the project are highlighted below:

- **Land use and Parking**.

  The proposed land use is a senior assisted living residential care facility that is comprised of both assisted living apartment-style units (RCAC units) and assisted living, memory care units (CBRF). A total of 118 units will be provided on site, including 60 Residential Care Apartment Complex (RCAC) units and 58 Resident Community Based Residential Facility (CBRF) units.

Due the target population of the proposed use, trips to the site as well as the demand for onsite parking will be lower than that of a typical multi-family apartment complex. The applicant, having operated similar facilities across the Midwest, has found that providing the following parking ratios is adequate to serve their facilities based on standard operating characteristics:

RCAC Apartment Units:	One parking stall per two units
CBRF Units:	One parking stall to three units
Employee Parking:	One parking stall per employee on the largest shift

Using these ratios, the parking requirement for the site is as follows:

RCAC Apartment Units:	60 units/2 stalls = 30 stalls
CBRF Units:	58 units/3 stalls = 20 stalls
Employee Parking:	25 employees = 25 stalls

A total of 75 parking spaces is required for the site where a total of 90 stalls are provided to accommodate standard operating characteristics of the facility as well as occasional overflow (visitors, holidays, and shift changes).

- **Access/Circulation**.

  The project site will be accessed from Liberty Drive with two points of access. The southernmost point of access will be intended for staff, visitors, and residents, while the northern point of access will be primarily utilized to maintain back-of-house operations, including deliveries, refuse pick-up, etc.

  Circulation throughout the site will be provided by a private loop road, which will provide fire access.

- **Water and Sanitary Sewer Utilities**.

  All utilities required to serve the project site will be public. Both water and sanitary sewer will be provided from Liberty Drive or Whalen Road via connections to existing mains.

- **Proposed Public Improvements**.

  As part of the development proposal the following public improvements are anticipated:

  - Right-of-way dedication along Whalen Road, and
  - Right-of-way dedication and construction of a portion of Liberty Drive.

Refer to **Attachment 2**, **The Courtyard at Verona Concept Plan**.

Consistency with Adopted Plans

Town of Verona Comprehensive Plan

As noted in the Town of Verona Comprehensive Plan, the project site is identified as Transitional Agricultural. "*The primary intent of this classification is to conserve rural use lands that may someday be used for rural residential development or lot splits in the next 20 years*."

Adopted City of Verona/Town of Verona Intergovernmental Agreement

The project site is part of the lands identified as Planning Area A in the above-referenced agreement. Planning Area A is an area of designated as a primary growth area for the city. Development within this area is anticipated to be developed with comprehensive urban services, including utility services. The agreement recognizes that lands may be annexed to the city.

As noted in the agreement, since the proposed land division accompanies an annexation, review and approval by the Joint Plan Commission is not required. Overall, as noted in the agreement, the Town agrees to support the City's application for urban service area amendment in this area.

City of Verona Comprehensive Plan/Southeast Neighborhood Plan
The City of Verona Comprehensive Plan identifies the project site as being within the East Future Urban Growth Area. New land uses in this area are planned for both residential land uses, farthest away from the 18/151 interchange, and nonresidential uses, including business and industrial park uses closest to the interchange. An area of transition is planned for the area between the residential and non-residential uses in terms of design and compatibility.

The project site is also located with the Southeast Neighborhood and is subject to the Southeast Neighborhood Plan goals and policies related to development and land use.

The Southeast Neighborhood Plan (the "Plan") identifies the project as being within SE Subarea in an area that is recommended for nonresidential land uses that are anticipated being developed within the second phase of development within the subarea. The Plan recognizes that the timing of construction for each phase will be largely dependent on the amount of development that has occurred in other "Future Growth areas" within the city.

Residential densities within the Plan are anticipated to provide net densities of about five dwelling units per acre. The Plan also states that providing a mix of residential housing types, including single-family detached, single-family attached, duplex, and multi-family housing is of interest in this area. The Plan also assumes that roughly 30 percent of the overall SE Subarea (660 acres) or 460 acres will be developed as parkland, stormwater management facilities, right-of-way dedication, and institutional uses, including schools and religious institutions. As noted in the Plan, the northern-most portion of the South East Future Urban Growth area has been identified by the city's utility studies as being easily served by city water and sewer service.

Overall, the proposed assisted living and memory care facility is an institutional use that furthers the goals and policies of the city's adopted plans in terms of future growth, land use, and housing policy goals.

Land Use Entitlement Process
In completing the initial due diligence on the project site, the land use entitlement process is anticipated to include:

- Urban Service Area Amendment to be initiated by the City;
- Annexation;
- Land Division to be submitted to the City of Verona;
- Rezoning; and
- Conditional Use for the residential care facility.

While a comprehensive zoning analysis has not been completed at this stage in the planning process conventional zoning is anticipated. In particular, consideration is being given to utilizing the Urban Residential zone district, which would be consistent with the City's comprehensive and neighborhood planning documents.

Attachments
Attachment 1: Vicinity Map
Attachment 2: The Courtyard at Verona Concept Plan
Attachment 3: Conceptual Building Rendering

ANDEV GROUP
real estate development

July 21, 2020

Ms. Katherine Holt
City of Verona

Via email: Katherine.holt@ci.verona.wi.us

RE: ANDEV Group, LLC proposed senior assisted living community at Liberty Drive and Whalen Road.

Dear Katherine,

I have received a copy of the correspondence between you and Jessica Vaughn of JSD Engineering regarding the above referenced matter.

While we are encouraged overall by the response, we have received in our meetings with both the Mayor and city staff, we must bring one matter to your attention if this project is to move forward at all.

The comment that "*One underground parking space per unit is required even though the units may not have a vehicle. This would be a good opportunity for staff to park underground in those spaces or visitors. This was required for 841 N. Main St. and Noel Manor just in case the property ever had to flip to market rate condos.*" cannot be incorporated into our development. The economics of such a requirement are simply not feasible in any commercially reasonable iteration of such a facility. In addition, we wanted to address the concern regarding conversion of units to market rate apartment units as well as provide additional information regarding parking demand.

First, with regard to the conversion of units to market rate apartment units, the single, interconnected building we have proposed cannot be converted to market rate condos or apartments. We can establish this by clear and convincing evidence in the unit layouts and amenities. The CBRF units are not convertible into market rate units. They are studio and one-bedroom units with no kitchen facilities and no room to add a working kitchen into them. We are, however, open to discussion of other methods of ensuring that no such future conversion occurs such as deed restrictions, planned unit development/conditional use limitations, etc.

With regard to parking demand, the residents in the memory care section are not permitted to have private vehicles on the site. The RCAC residents, while technically not barred from having a car on site, almost never seek to do so. In our operator's extensive experience, none of its other communities have underground parking. At least 20 of those communities are located throughout Wisconsin, including Heritage House of Portage, (66 RCAC units with approximately 30 spaces total); Matthews Sr. Living in Horicon (30 RCAC units with 26 spaces total); Tallgrass Senior Living in Sun Prairie (115 RCAC units with ample grade level parking); and Sage Meadow of Fond du Lac (40 RCAC units with approximately 20 spaces). In fact, of all the senior living communities operated by our operator in Wisconsin, only one has underground parking. That facility is on a very small lot with extremely limited grade-level space available for parking. Based on the target population of the proposed use, trips to the site as well as the demand for onsite parking will be lower than that of a typical multi-family apartment complex. The

applicant, having operated similar facilities across the Midwest, has found that providing the following parking ratios is adequate to serve their facilities based on standard operating characteristics:

RCAC Apartment Units:	One parking stall per two units
CBRF Units:	One parking stall to three units
Employee Parking:	One parking stall per employee on the largest shift
Visitor Parking	Included in CBRF and RCAC unit ratios.

If necessary, upon the city's request, we are open to providing further justification for the proposed parking, including a parking study.

We also understand that you commented that "*Staff is supportive of the use in this location, but we will see how the Council reacts as this is located in the non-residential area of the SE Neighborhood Plan.*" We will be prepared to address this and all other matters or issues you mentioned when we presumptively meet on August 3. We feel that the senior assisted community proposed is a reasonable transitional use on the north side of Whalen Road, not substantially different from the hotel that was recently constructed nearby.

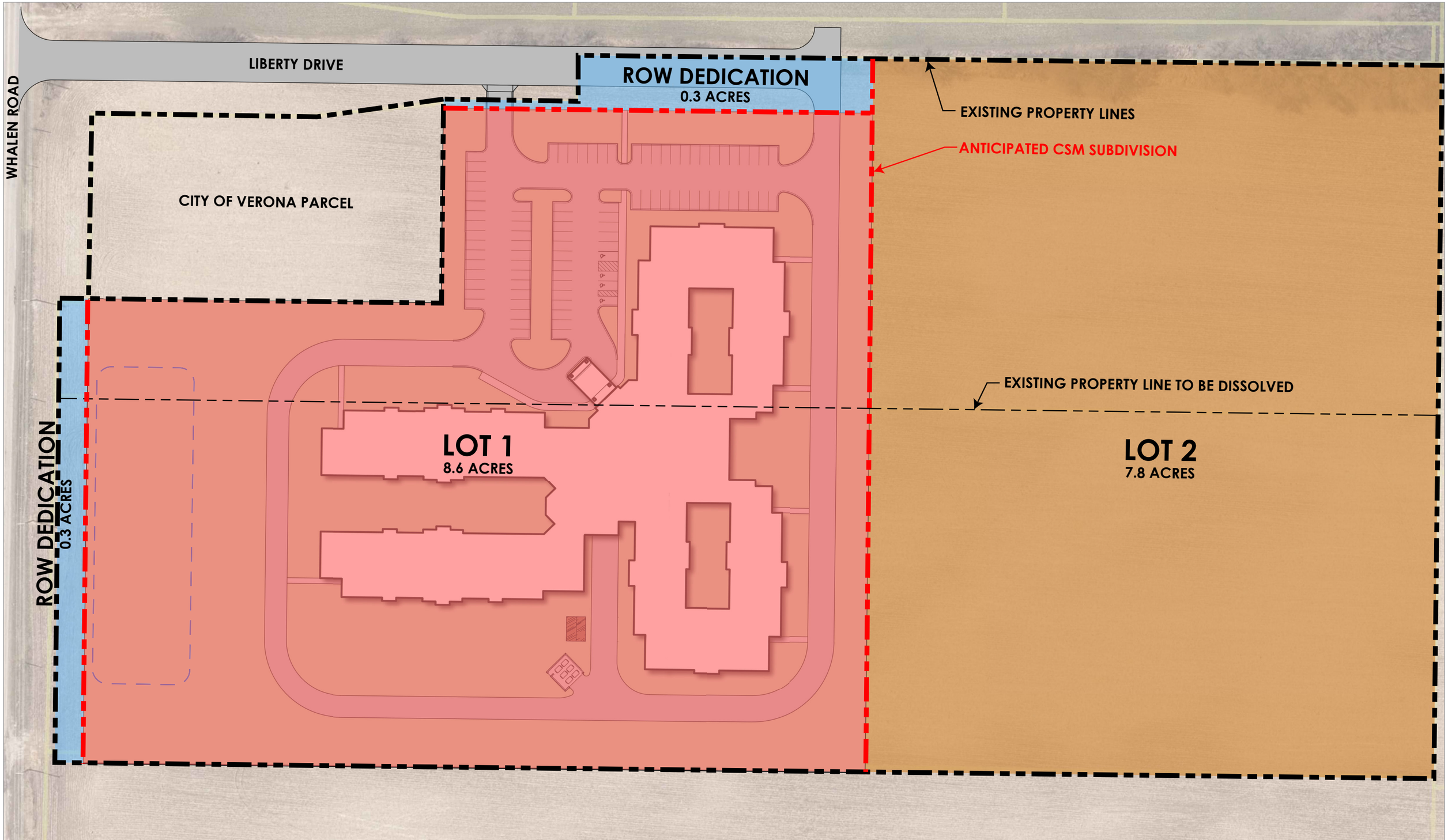
We thank you for your participation in this process and look forward to resolving all issues or concerns that the plan commission and council may have on the way to enabling this desirable and needed addition to the city environs.

We look forward to seeing all of you on/at the August 3 meeting.

Very truly yours,
ANDEV Group, LLC

Michael D. Samuels
Legal and Development Director

Project Site Vicinity Map



THE COURTYARD AT VERONA

VERONA, WI **DATE 07.02.2020**

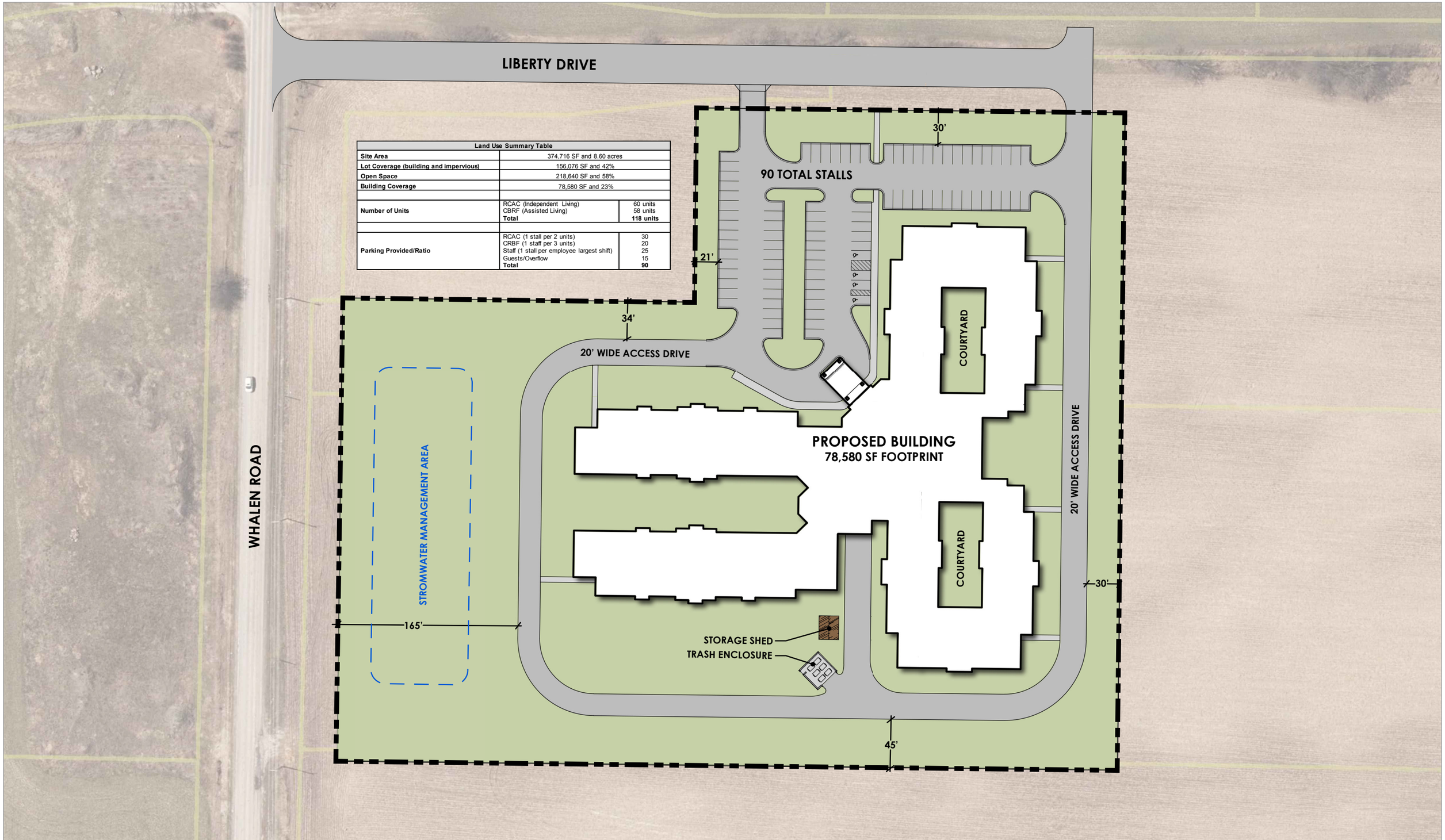
SITE BOUNDARY EXHIBIT

NORTH

0 40 80 160

ANDEV GROUP
real estate development

JSD Professional Services, Inc.
• Engineers • Surveyors • Planners



Land Use Summary Table		
Site Area	374,716 SF and 8.60 acres	
Lot Coverage (building and impervious)	156,076 SF and 42%	
Open Space	218,640 SF and 58%	
Building Coverage	78,580 SF and 23%	
Number of Units	RCAC (Independent Living) CBRF (Assisted Living) **Total**	60 units 58 units **118 units**
Parking Provided/Ratio	RCAC (1 stall per 2 units) CRBF (1 staff per 3 units) Staff (1 stall per employee largest shift) Guests/Overflow **Total**	30 20 25 15 **90**

THE COURTYARD AT VERONA

VERONA, WI

CONCEPT PLAN

DATE 07.02.2020

NORTH

0 40 80 160

ANDEV GROUP
real estate development

JSD Professional Services, Inc.
• Engineers • Surveyors • Planners

1 A1.0 SOUTHWEST PERSPECTIVE

SCALE: N.T.S.

NOT FOR CONSTRUCTION

Ganther Construction Architecture, Inc.
4825 County Road A
Oshkosh, Wisconsin 54901
tel. 920.426.4774 fax
920.426.4788 www.ganther.com

PROPOSED PROJECT:

THE COURTYARD AT VERONA

VERONA, WI

REVISIONS

#	DATE	

Project Number	20-1054
Date	7-2-2020
Drawn By	VP
Checked By	KK

A1.0

Planning Report

City of Verona

Plan Commission 8-3-2020

301 North Main Street

Planned Unit Development – Concept Plan

Summary: The Applicant submitted a request for planned unit development (PUD) concept plan review for 301 North Main Street. The Applicant proposes to construct a two (2) story, 34,000 square foot private school in three (3) phases.

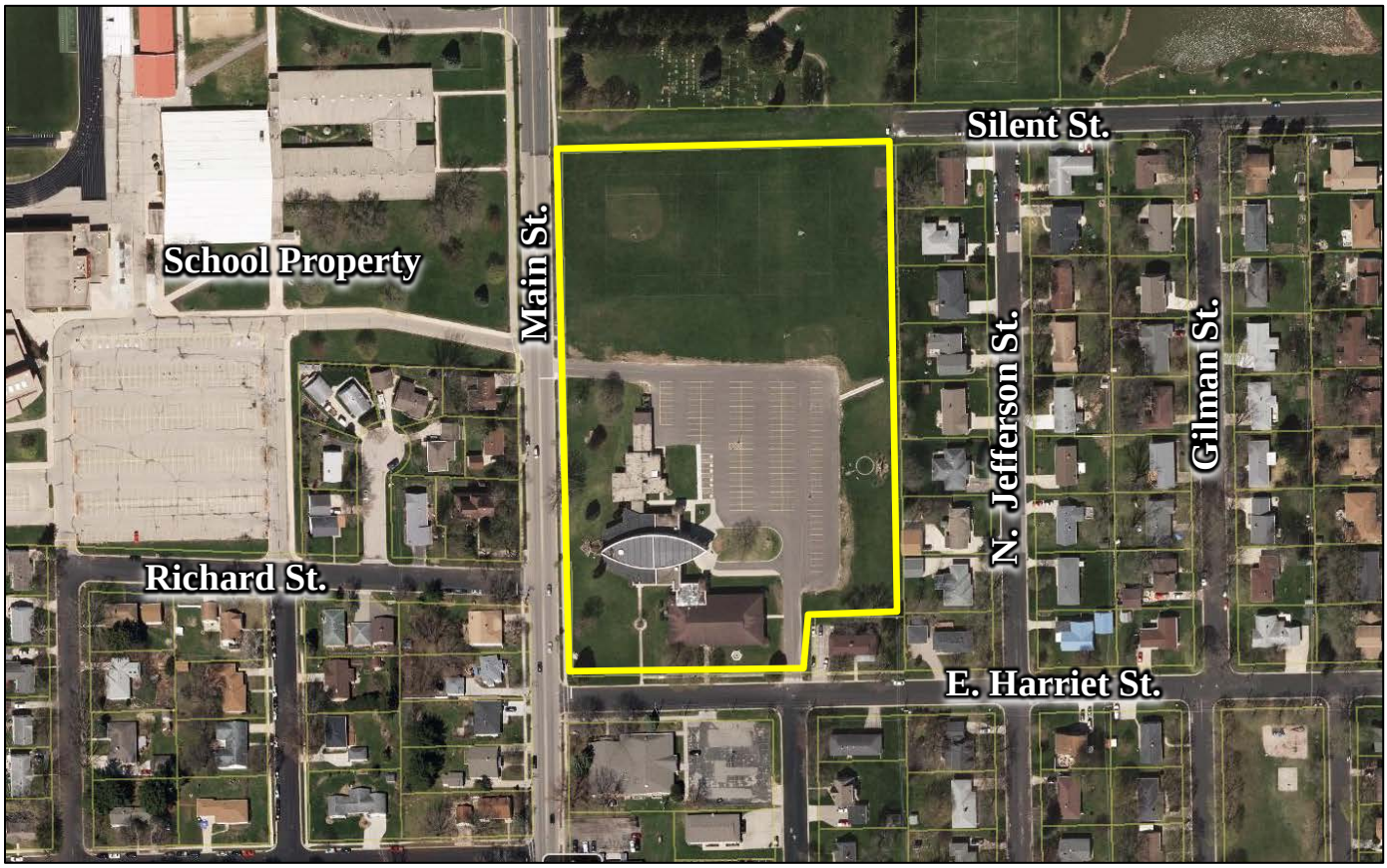
Property Location: 301 North Main Street

Property Owners: St. Christopher's Congregation, Dane County, WI Inc.
301 N. Main St.
Verona, WI 53593

Applicant: Kirk Keller, Plunkett Raysich Architects, LLP (PRA)
2310 Crossroads Drive, Suite 2000
Madison, WI 53718

Existing Zoning: Neighborhood Residential (NR)
Existing Land Use: Indoor Institutional (Church)
Proposed Land Use: Indoor Institutional (Church and private school)

Figure 1 – Location Map



Site Description:

St. Ambrose Academy ("Application") has submitted a request to construct 34,000 square foot private school at 301 North Main Street ("Property" or "Subject Property"). The Property is zoned Neighborhood Residential (NR). This is being reviewed as a Planned Unit Development (PUD) as exemptions may be requested.

Currently, the Property is approximately 8.4-acres and contains St. Andrews Catholic Church. The Application includes the division of approximately three (3)-acres of vacant land on the Property to be used initially by approximately 150 6th – 12th grade students. Land uses surrounding the Property consist of a cemetery and right-of-way to the north, residential homes to the east and south, and a public middle school to the west of Main Street.

Development Process:

Any planned unit development for this Property will have to go through the following development process and meet all of the requirements prior to receiving a building permit. Some of these steps may occur concurrently.

- **Planned Unit Development (PUD)** – This is necessary as zoning exemptions are required for the project, which includes a four step review process.

    - *Step 1 – Pre-Application Conference:* The applicant discusses the project with Staff prior to moving on to the Plan Commission. Staff provides the applicant with initial comments on the plan, which was completed and is ongoing.

    - *Step 2 - Concept Plan:* An applicant would create a plan that shows conceptually how the Property would be laid out with transportation (i.e. roads, paths, etc.), stormwater management areas, parkland dedication, buildings (placement and design), and various land uses. This is a way to gain feedback from Planning Staff and the Plan Commission to determine if there is consensus on the concept, which is the current Application.

    - *Step 3 – General Development Plan (GDP):* The intent of the GDP is provide general, but more detailed than the concept plan, about the proposed development. A public hearing is held before the Plan Commission. The City notifies all properties, with a letter, that are located within 200-feet of the property that is requesting the GDP. The Plan Commission makes a recommendation to the Common Council. If the GDP is approved, this step provides the zoning entitlements to the project.

    - *Step 4 – Precise Implementation Plan (PIP):* The final step in the PUD process is the final approval of all plans including site plan, landscaping, stormwater, photometric plans, building design, etc. A public hearing is held before the Plan Commission. The City notifies all properties, with a letter, that are located within 200-feet of the property that is requesting

the PIP. The Plan Commission makes a recommendation to the Common Council. If the PIP is approved, the applicant can proceed to obtain building permits and start construction of the project.

- **Land Division** – An applicant will need to submit a certified survey map and/or plat to split the property into two properties. This would go before the Plan Commission and the Common Council for their approvals.
- **Rezoning –** The Applicant will need to apply for a zoning map amendment to change the Neighborhood Residential (NR) zoning district to Public Institutional (PI) as that would be comparable to the type of land use that this Applicant proposes.

Planning Review:

Bulk Requirements:

Staff reviewed the bulk requirements using the non-residential bulk requirements for the NR Zoning District. The Applicant needs to be aware that the side lot setback is twenty-five (25) feet. Based on approximate measurements, the Applicant appears to have met or exceeded the minimum setback requirements.

Access/ Parking:

The Applicant proposes one (1) new access point from North Main Street through the Silent Street right-of-way as depicted in Figure 2. The Applicant proposes to have an access control gate to prohibit access traveling west on Silent Street into the Property, which is not supported by Staff.

The 2009 Comprehensive Plan stated, “Silent Street is a planned location road improvement that will provide a connection between Main Street and Enterprise Drive. The Silent Street extension could alleviate traffic at the Main Street & Verona Avenue intersection as delay continues to increase” (p. 18, Chapter 3 – Transportation).

The Downtown Mobility and Development Plan (“Plan”) were created to help facilitate redevelopment within the Downtown area. The plan focused on improvement with the Downtown by addressing traffic and congestion, short and long term roadway improvements, Main Street and Verona Avenue intersection, bicycle and pedestrian safety parking availability, Downtown character, and redevelopment opportunities. The plan stated the following regarding Silent Street.

> *“Two alternatives were considered for connecting Silent Street to Main Street. The City owns right-of-way for a direct connection to Main Street from the western stub of Silent Street. A second alternative to align Silent Street with the High School access was also reviewed. Aligning the street and High School driveway into one intersection improves the likelihood of installation of a traffic signal near the school access, and could improve both traffic and pedestrian accommodations. Additionally, by connecting the school to Silent Street, it improves alternative access for school staff, students, and visitors by providing a route to the school from the east that*

avoids the Main and Verona intersection. Church access may also be improved by the signal if the parking is connected to the Silent Street extension" (p. 35, Chapter 2).

In March of 2014, the Plan Commission approved the Plan with the following conditions:

"1. *The bicycle path within the Silent Street right-of-way shall be removed from the Plan.*
2. *The extension of the Silent Street roadway to Main Street shall be removed from the Plan" (Ord. No. 14-839).*

Staff has included the Ordinance as part of the Plan Commission packet.

Silent Street is designated as a future road connection in the 2010 Comprehensive Plan to create better connectivity within the City when this is needed. If this Property becomes developed, a bicycle and pedestrian connection will be need as the current cut-through located through the existing recreational fields will be removed due to development. A Silent Street connection will need to be evaluated to determine if and when this would be needed. However, access for this Application should not come from Silent Street.

Staff recommends the Applicant create a shared entrance with St. Andrews on Main Street to align with the public school access point. The access point at this proposed location will help with future turn lanes into and out of the Property as well as across the street for the public school. Although the final design for Main Street is not approved or available, this alignment for an access point would ensure lanes tapering into the intersection would fit and not have points of conflict up or down stream of the intersection. Staff does not support separate access points from North Main Street as there are already several access points in a short distance along this section of the street.

If the Applicant is determined to have access at their proposed location, Staff recommends the access point move south to be located entirely on their Property approximately where the monument sign is noted. As with any development, a future connection in the Comprehensive Plan would suggest that Staff would require an applicant to build the road fronting their property line and have access from that newly constructed street. Hence, Staff is recommending the Applicant move the access point south of Silent Street or to create a combined access point with the existing church access point. Staff does not foresee a need to extend Silent Street for vehicular access at this time or in the foreseeable future. Staff recommends the Plan Commission give feedback regarding their preferred access point to the Applicant.

The Applicant is proposing 75 parking stalls with access from Silent Street area. The standard parking calculation for an indoor institutional land use per the zoning ordinance is one (1) parking space per teacher and staff member, plus one space per 5 non-bused students for senior high and one space per teacher and per staff member, plus one space per 2 classrooms for junior high (Sec. 13-1-88 (c)(4)). The Applicant is proposing in the initial phase a classroom capacity of at least 150 students between 6th – 12th

grades. The Applicant is proposing eight (8) full-time employees and nine (9) part-time employees. This means seventeen (17) parking stalls are required for employees and the remaindered sixty-two (62) stalls would be used for students and visitors. Future phases may require more parking for the Property as the Applicant is projecting a total of 250 students at the completion of all phases. On-street parking will be prohibited. Staff recommends flipping the parking lot to the south of the proposed building to utilize a shared access point with St. Andrew's Church. This would mean the parking lot would abut the church. Staff recommends a shared parking agreement with the church to allow the church and school to use the same parking areas. Staff needs more information regarding the number of staff and bused students for the initial phase and the final phase to make a determination for the parking demands.

The Application shows sidewalks connecting the drop-off/pick-up area to the main entrance and handicapped parking stalls. Staff recommends the Applicant widen the sidewalk along their frontage on North Main Street connecting from the crosswalk to the proposed bicycle path. A sidewalk should be added to the site from North Main Street and Silent Street connecting to the school entrance. Bicycle facilities are unknown at this time. Staff recommends bicycle parking to be included in subsequent applications.

Figure 2 - Conceptual site plan

Timeline:

The Applicant is proposing that the initial phase include approximately 12,000 square foot building for 150 students on approximately three (3) to five (5)-acres of land. Future phases would occur when there is demand to accommodate up to 250 students, indoor gymnasium, student fields, and a multipurpose space. Pending approvals, the construction for the initial phase will be completed by September of 2021.

Design:

Conceptual building floor plans are included in the Plan Commission packet. The floor plan has administrative offices and potentially three (3) classrooms on the first floor with the majority of the classrooms on the second floor. Exterior renderings were not included at this time as to have a greater understanding of the Plan Commission comments on the overall conceptual site plan layout before designing the exterior. The proposed building for phase 1 will be a two (2) story 12,000 square foot building with the phase 2 building mirroring the height and square feet and phase 3 would be one (1) story 10,000 square foot gymnasium. The open area/playground is to the east of the phase 3 building. Staff encourages the Plan Commission to provide feedback to the Applicant.

Certified Survey Map:

The Applicant proposes to create a three (3) to five (5)-acre new lot to be used by the school and a 3.4 to 5.4-acre lot for St. Andrews. Staff is supportive of a certified survey map (CSM) for this Property. Staff recommends a shared access agreement between the Applicant and St. Andrews if the access points are combined on Main Street. Staff recommends as part of a CSM that the Property go through a Zoning Map Amendment to change the zoning from Neighborhood Residential (NR) to Public Institutional (PI) for both proposed lots.

Public Comments:

The Concept Plan does not require a public hearing as this plan is to gain feedback from the Plan Commission and Common Council. However, a public hearing will be required in subsequent applications. The Applicant hosted a Microsoft Teams public meeting to gain input from the community on July 20th at 6:30 p.m. There were between 65 – 70 people that attended the meeting. The Applicant shared the questions from their meeting with Staff. Comments from the Applicant's meeting included questions regarding drainage, run-off, and flooding, what is the timeline of the project and additional phases, campus operational questions such as will campus be open or closed for lunch, extra circular practice locations, and hours, will fencing between the school and neighbors be installed, lighting, relationship between the church and school, and how can neighbors get a copy of the reports conducted.

Staff has received several comments from the public via email, phone conservations, and letters. Comments that Staff has received include concerns about Silent Street being fully operational, an additional access point on Main Street, not enough parking for future phases, on-street parking occurring on neighborhood streets, increased traffic

on Main Street and neighborhood streets with faster speeds, drainage going into the existing neighboring homes yards compounding an existing problem, lack of green space for outdoor sports of the proposal, use of church property by the Silent Street pond for recreational space by the school, lack of transparency in the process, and a petition letter asking this project be vetoed due to lack of compatibility.

Staff Comments:

Additional design details are necessary to provide a full review and analysis of the project. Generally, Staff is comfortable with the proposed use and redevelopment on the Property. Staff has concerns with too many access points on North Main Street and recommends the Applicant combine their access point with the church.

Recommendation:

Staff recommends the Plan Commission review the submitted materials and provide feedback to the applicant as well as feedback regarding their preferred access point.

Prepared by: Katherine Holt KH
Community Development Specialist

Submitted by: Adam Sayre, AICP AS
City Administrator

Ordinance No. 14-839

AN ORDINANCE ADOPTING THE DOWNTOWN VERONA MOBILITY AND DEVELOPMENT PLAN AS AN AMENDMENT TO THE CITY OF VERONA COMPREHENSIVE PLAN.

WHEREAS, pursuant to Section 62.23(2) and (3), Wisconsin Statutes, the City of Verona is authorized to prepare and adopt a comprehensive plan in accordance with Section 66.1001(1)(a) and 66.1001(2) of said Statutes, and has adopted its Comprehensive Plan on September 14, 2009; and

WHEREAS, the Downtown Verona Mobility and Development Plan has been developed in compliance with the City's Comprehensive Plan; and

WHEREAS, pursuant to Section 66.1001(4), Wisconsin Statutes, the City of Verona must follow administrative procedures for amendments to its Comprehensive Plan; and

WHEREAS, the City of Verona has held at least one (1) public hearing on said Ordinance in compliance with Section 66.1001(4)(d), Wisconsin Statutes, and provided numerous opportunities for public input and comment throughout the Downtown Verona Mobility and Development Plan process; and

WHEREAS, the Plan Commission held a public hearing on February 3, 2014 and voted on March 3, 2014 to recommend approval of the Downtown Verona Mobility and Development Plan with the following conditions:

1. The bicycle path within the Silent Street right-of-way shall be removed from the Plan.
2. The extension of the Silent Street roadway to Main Street shall be removed from the Plan.

WHEREAS, it is the intent of the Council adopting the plan that the City not use eminent domain to acquire property resulting in the loss of a building or business or that would limit the use of a property without the owner's consent.

NOW THEREFORE IT IS HEREBY ORDAINED by the Common Council of the City of Verona that the Downtown Verona Mobility and Development Plan is hereby approved and adopted as an amendment to the City of Verona Comprehensive Plan with the recommended Plan Commission conditions.

BE IT FURTHER ORDAINED that this Ordinance shall take effect upon passage by a majority vote of the Common Council of the City of Verona and publication/posting as required by law.

CITY OF VERONA

CITY OF VERONA
CORPORATE
(seal)
SEAL
DANE COUNTY, WISCONSIN

Jon Hochkammer, Mayor

Kami Scofield, City Clerk

ENACTED: 3-10-2014
PUBLISHED: 3-13-2014

July 6, 2020
City of Verona Plan Commission

ABOUT ST. AMBROSE ACADEMY

SCHOOL OVERVIEW

St. Ambrose Academy is an accredited, private, and affordable Catholic junior high and preparatory senior high school located on Madison's west side, founded in 2003. Our mission is to provide students with a rigorous classical education rooted in the Catholic faith, regardless of financial status.

The SAA curriculum is designed to provide an outstanding foundation in the critical academic disciplines of math, science, history, literature, logic, rhetoric, composition, and Latin, framed by the regular study of Catholicism. In addition to the standard curriculum, SAA offers students a wide array of extracurricular opportunities, including athletics, musical theater, band/orchestra, forensics, debate, Model UN, and more.

Students at SAA excel and pursue any post-secondary plan they choose, from military service, entering the workforce, pursuing religious vocations, and matriculating to universities. Catholic education has the capacity to equip students with the skills needed to succeed in life – and the character formation needed to help develop their social and moral compass. The program at St. Ambrose Academy delivers on both.

QUICK SAA FACTS

- Hours of operation: 8:15 AM - 3:30 PM
- Student population: ~120 students
- Grades served: 6 - 12
- Faculty / staff: 8 FTE, 9 PTE
- Teacher / student ratio: 8:1
- Accredited Catholic school by the National Association of Private Catholic and Independent Schools (NAPCIS)
- 2020 - 2021 tuition:
  6 - 8 ..... $7,995
  9 - 12 ..... $8,575
- Percent of students receiving financial aid: 47%
- 90% of graduates pursue post-secondary education
- Average ACT score for SAA students is 33% higher than state average

ABOUT THE PROPOSED PROJECT

THE NEED FOR SPACE

Since opening its doors in 2003 with 10 students, the St. Ambrose Academy has experienced steady growth, achieving an all-time high of nearly 120 full-time students today. While St. Ambrose Academy has been blessed by donated parish space on the West side of Madison for the past 16 years, the Academy has outgrown this space, and the parish has determined that the current space will no longer be available beginning September 2021. With reliable enrollment growth and an urgent timeline, the St. Ambrose Academy has determined that in order to continue their mission and provide students with a quality education and full range of extracurricular opportunities, it is essential that a new school home be built.

PROPOSED PROJECT LOCATION

A 3-acre site adjacent to St. Christopher Catholic Parish, located at 301 N. Main Street in Verona.

BUILDING SCOPE

The initial proposed plan calls for a ~12,000 sq. ft. building with surface parking to accommodate near-term enrollment in addition to future growth phases.

INITIAL PHASE (To be completed by Sept. 7, 2021)

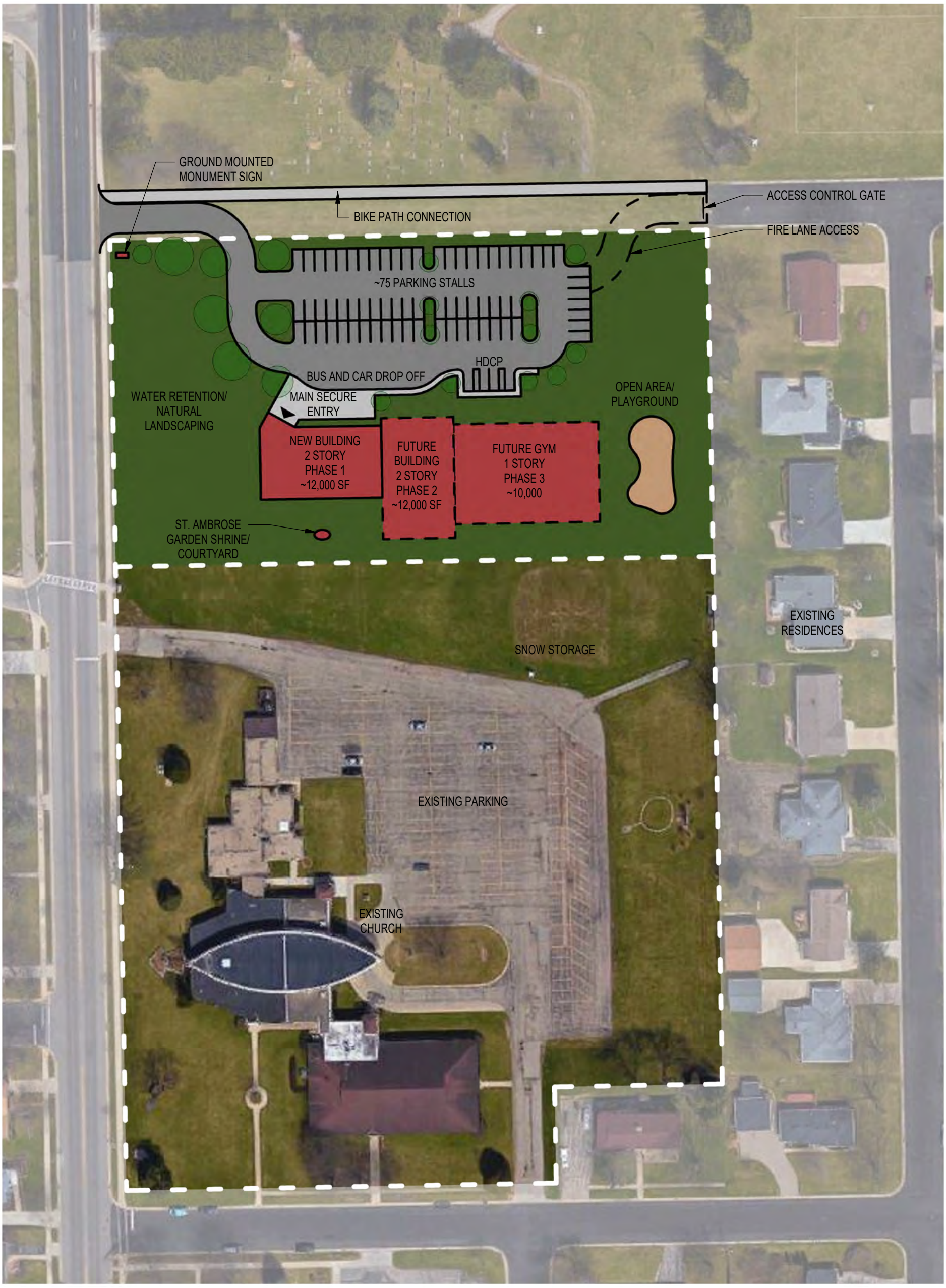
- 3-5 acres of land, including driveway, parking and all necessary utilities and site infrastructure improvements and upgrades
- ~12,000 sq. ft. educational building
- Classroom capacity for at least 150 students
- Sacramental space at adjacent church
- Office and administrative space

POTENTIAL FUTURE PHASE (Timing to be determined)

- Accommodate projected growth with additional educational space for up to 250 students
- Addition of an indoor gymnasium
- Athletic fields for student athletes (soccer, football practice, track and field)
- Addition of cafeteria / multipurpose space

PLUNKETT RAYSICH
ARCHITECTS, LLP

ST. AMBROSE ACADEMY CATHOLIC SCHOOL
VERONA, WI 53593

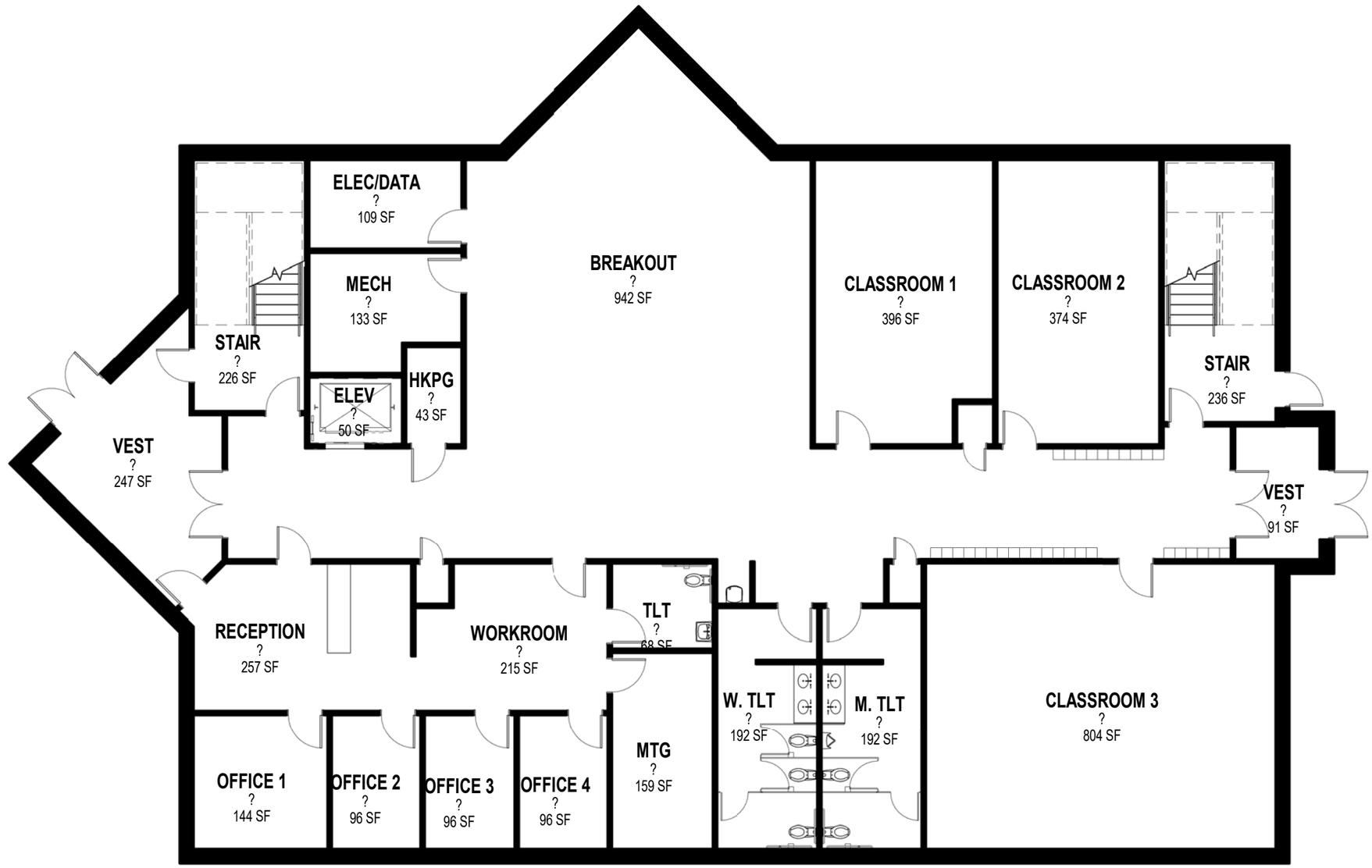


06/01/20

CONCEPTUAL SITE PLAN- OPTION 2

PLUNKETT RAYSICH
ARCHITECTS, LLP

St. Ambrose Academy New School Building



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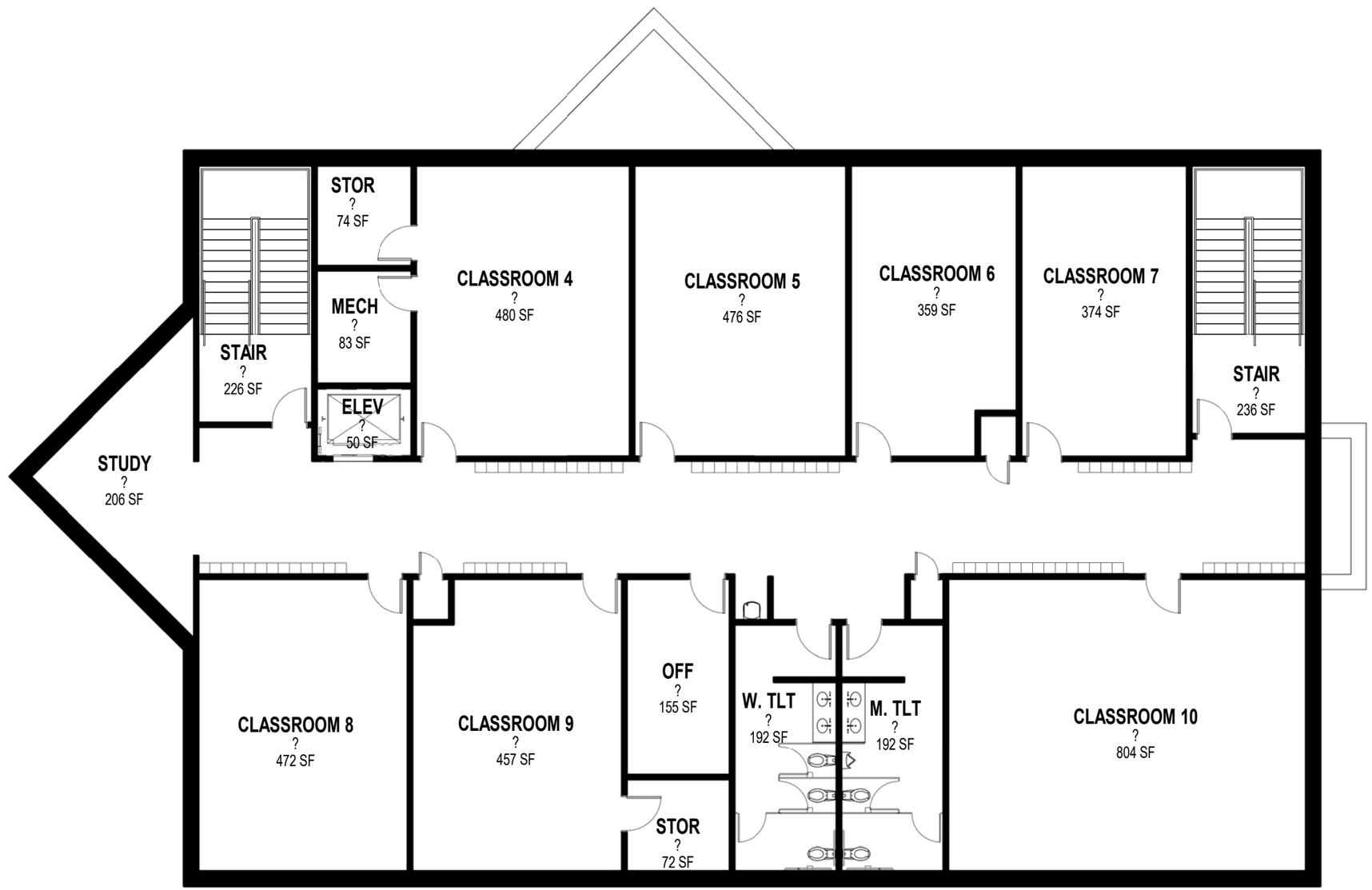
SCALE: 3/32"= 1'-0"

FIRST FLOOR PRESENTATION

PLUNKETT RAYSICH
ARCHITECTS, LLP

St. Ambrose Academy New School Building



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SCALE: 3/32"= 1'-0"

SECOND FLOOR PRESENTATION

ST. AMBROSE ACADEMY
CATHOLIC CLASSICAL EDUCATION GRADES 6-12

For Immediate Release
Thursday, July 9, 2020
Contact: Sarah Dunn, CG Schmidt
Email: sarah.dunn@cgschmidt.com
Phone: (608) 630-3075

St. Ambrose Academy to host virtual meeting to obtain community feedback

Verona, WI – Community members are invited to attend the St. Ambrose Academy (SAA) virtual public information session on Monday, July 20th to discuss a proposal to build a new 13,000 sq. ft. private Catholic school in Verona. Since experiencing enrollment growth and losing access to their previous space, SAA is proposing to build a permanent home on a 3-acre site adjacent to St. Christopher Catholic Parish located at 301 N. Main Street.

With reliable enrollment growth and an urgent timeline, SAA has determined that in order to continue their mission and provide students with a quality Catholic education and full range of extracurricular opportunities, it is essential that a new school home be built.

Founded in 2003, St. Ambrose Academy is an accredited, private, and affordable Catholic junior and senior high school offering grades 6-12. St. Ambrose is currently located on Madison's west side where they have nearly 115 full-time students.

The public information session will further detail the initial building scope and plan, as well as any potential future phases for the project. The meeting will be held via Microsoft Teams from 6:30 until 8:00 p.m. and it will be facilitated by St. Christopher leadership, St. Ambrose staff and board members along with the architectural and construction management team.

Please use this link to access the meeting online, or if you would prefer to connect via phone call (414) 662-4072 and enter Conference ID: 425 911 269 #. For assistance with any of our connectivity options, or if you need the Teams invite emailed to you, please contact Sarah Dunn at sarah.dunn@cgschmidt.com. If you wish to ask a question or make a comment during the session, click on the raise your hand icon located on the toolbar in the center of the screen.

For more information on St. Ambrose Academy visit www.ambroseacademy.org, or contact Scott Schmiesing, Principal at (608) 827-5863.

###

From: Alyssa Dvorak
Subject: St. Ambrose in Verona
Date: Thursday, July 30, 2020 8:25:04 AM

Hello,

My name is Alyssa Dvorak. I have been working with the Verona Area Community Theater for over 16 years and am a graduate of VAHS (class of 2011).

I have had the pleasure of working with St. Ambrose the past two years as Choreographer for their Spring Musical. I can honestly say, I have never worked with a more polite group of kids.

The St. Ambrose program encourages respect for, politeness towards, and consideration of their community. They welcomed me into their program immediately and I found the students to be very hardworking. The students always greeted me when I arrived and thanked me after rehearsal. They also behaved very well during our rehearsal times.

For rehearsals, we have used multiple spaces including various churches, the Verona Area High School, an industrial space in Verona, and the Verona Area Community Theater building at 103 Lincoln St. No matter what location we are rehearsing in, the students always demonstrate absolute respect for the space.

I understand there are concerns from neighbors in the area that the students may be loud, disruptive, and/or messy. I would share these concerns about a new group of students moving into the area if I didn't know these kids. I fully believe this group would be respectful to their new home in Verona.

Feel free to reach out if you have any additional questions,
Alyssa Dvorak

Date: July 28th 2020

PETITION

As residents in the neighborhood east of the St. Andrew property, we feel very strongly that the Saint Ambrose School is not compatible with this established community. We have been completely ignored and have received no information except by word-of-mouth the past recent dates. The parking problem is being completely ignored. Parking as indicated on the current plan is completely inadequate to do anything except force large contingents of vehicles to park all day on our streets. The high speed of young drivers in a neighborhood that was established without sidewalks creates many opportunities for tragedies. All ages of people, including young children, are walking or biking in the streets at all times.

We also think it is reckless to add any access drives into the land off Highway M. Dane County has already communicated that to the Saint Ambrose people. We should do the same and <u>veto this project.</u>

Jennifer [illegible]

SIGNATURE

* I live in the apartments by the church/graveyard with my boyfriend David Anderson, and our cat who hides from any loud noises. I can't imagine how loud & horrible it will be while we are both stuck at home, 40hrs a week working. We hardly have enough room to park as is, and during winter we have to switch sides every other day. I also don't want a drunk/or new driver parking anywhere near my car. This will change the whole reason I moved here. Please consider how horrible/loud/triggering the process will be and our lack of SAFE Parking after. Extremly Upset.

Date: July 29th
2020

PETITION

As residents in the neighborhood east of the St. Andrew property, we feel very strongly that the Saint Ambrose School is not compatible with this established community. We have been completely ignored and have received no information except by word-of-mouth the past recent dates. The parking problem is being completely ignored. Parking as indicated on the current plan is completely inadequate to do anything except force large contingents of vehicles to park all day on our streets. The high speed of young drivers in a neighborhood that was established without sidewalks creates many opportunities for tragedies. All ages of people, including young children, are walking or biking in the streets at all times.

We also think it is reckless to add any access drives into the land off Highway M. Dane County has already communicated that to the Saint Ambrose people. We should do the same and veto this project.

David Anderson

SIGNATURE

*Lives with Jenny Job, right next it and will be affected by ALL the same things. Please do not do this!

From:	Adam Sayre
To:	Katherine Holt
Subject:	Fwd: Online Form Submittal: General Feedback
Date:	Saturday, June 27, 2020 7:21:00 AM

Sent from my iPhone

Begin forwarded message:

From: noreply@civicplus.com
Date: June 26, 2020 at 4:49:44 PM EDT
To: adam.sayre@ci.verona.wi.us
Subject: Online Form Submittal: General Feedback

General Feedback

First Name	Mary
Last Name	Schaller
Address1	303 Edward St
Address2	*Field not completed.*
City	Verona
State	WI
Zip	53593
Email Address	mschalle@chorus.net
Questions / Comments	I am not supportive of the attempt of St. Ambrose Academy to purchase land at St. Christopher Parish. I feel there are a few individuals who are pushing this. I feel many parishioners are not in favor of it. There has been no survey of parishioners to see who is in favor of it.

Received 7/20/20

Verona Planning Commission

This is in regards to the possibility of Saint Ambrose School building on St Andrew's property. I have the following concerns:

1. Water drainage is already a problem. I live at 208 N. Jefferson Street and my backyard is flooded after a heavy rain and even more of a problem when there is frost in the ground. Covering three acres with a parking lot and buildings will only compound the existing problem.
2. North Jefferson Street will become a parking lot for students that drive, as has been the case on streets around at the old high school. Jefferson Street has many small children who ride bikes and play along the street. More traffic of young drivers will only add to safety concerns.
3. Adding an additional access to County Trunk M will only create more problems to the already congested morning and evening traffic.

I have lived in Verona and have been a member of St. Andrews Parish my whole life, 77 years. I support Saint Ambrose School, but do not think this property is large enough for a school of 250 and will not provide enough green space for outdoor sports.

Michael Johnson
208 N. Jefferson Street
Verona, WI 53593

Received 7/17/20

To: City of Verona; Adam Sayre, Planning Commission; Katherine Holt

RE: St. Ambrose proposal; 301 North Main St. Verona

With regards to your upcoming public meeting on July 20th as noted in "The Verona Press" along with the upcoming Plan Commission review on Aug. 3rd, I would like to share some thoughts and pose some questions to you.

First, I'm William Paar. I live at 6935 Cross Country Road in the Town of Verona and have been a Verona area resident for all but 15 years of my 71 years. I am a member of St. Christopher's Parish. My father and mother ran a grocery store where the Verona Vision Center now stands from 1946 to '66. My father was also on the Chamber of Commerce along with being the Justice of the Peace for the Village of Verona.

My background prior to retirement was construction design and management, retail management of various lumber companies along with a long stint selling construction materials thru distribution and working with architects and structural engineers on setting specifications.

Prior to seeing this proposed site plan, I sent a letter to the Bishop of the Madison Diocese along with the parish priest, Fr. Sasse, who no longer is in charge,. I noted that what St. Ambrose had proposed could not fit on the parcel of land unless they went with a 2 story building. Even then, they were trying to stuff "ten pounds of potatoes in a five pound sack".
I noted by adding that information on square footages needed for building, parking and sports facilities and how they didn't add up to space available. I will enclose that letter.
I see from their drawing that some the prior information has changed. However their future plans seem poorly thought out.

Drainage

1. Perk tests note that there is good water drainage. However, if you talk to the residents on North Jefferson, they'll tell you that they experience flooding on their property each time we get a large rainfall and during the spring while the frost is till in the ground, it's worse. St. Christopher's parking lot also has a fair amount of flooding. My question to both you and St. Ambrose is; how will you keep from compounding a current problem when you add over 15,000 sq. ft. for parking and road and then 22,000 for proposed buildings?

Snow Removal

2. Snow removal; where will snow be pushed? It looks likely that it would go toward the current cemetery. Again, how will you alleviate any potential flooding in the cemetery?

Traffic Flow

3. Entrance to the proposed school; with our current and upcoming situation with the Verona Schools, Main St. will see more school buses and parents transporting their students to the new Middle School and Elementary School-there is a fair amount of congestion each morning and afternoon when kids are left off and picked up. Now, they want to add another entrance on the opposite side of the street again compounding the current issue. Will there be turning lanes installed to accommodate traffic flow?

4. Should turning lanes be installed, will there need to be changes made in the sewer system. How will that be taken care of?
5. They show a proposed gate off Silent St. That proposal to make Silent St. a thorough-fare was voted down by the City. Can they change something that was voted down by the City?

Parking

6. Parking- a 75 car lot may take care of current needs. No mention to how many young people will be driving to this school. However, if they plan for 250 students, both teacher staff and students will grow to more than what their proposed parking structure will allow for. How do they plan to accommodate for the increase? You may want to confer with the residents on Jefferson, Gilman and Noel Way if they want parking on their streets.

Plans for Further Development

7. St. Ambrose talks about expansion for sports areas (Soccer, Football, Track/Field). There is no available space for this. They also noted Cafeteria space. Where is that to fit since it's not on the plan. They also mention adding two acres of land. (Initial proposal to City-three to five acres). Where? Is this current or just from previous proposals? They asked to buy the space behind the current cemetery, however, that area is earmarked by the Church for future cemetery expansion.

This covers my initial thoughts and questions. I hope their won't be more as this progresses. I've watched your work on other projects and you seem thorough and protective of the community. I hope these help you in your process.

Thank you,

Bill Paar
6835 Cross Country Road
845-8569
bill.paar@yahoo.com

From: Tim Parker
Sent: Thursday, July 23, 2020 6:08 PM
To: Katherine Holt
Subject: St. Ambrose

Katherine,

Please distribute this to planning commissioners.

We are Tim and Debbie Parker, 111 Noel Way, Verona. We will be on vacation with our family during the August 3rd planning council meeting.

We are strongly opposed to the St. Ambrose project as it is currently proposed.

The parking in the plan is totally inadequate which will lead to a flood of young drivers on our neighborhood streets. The math is simple. The building is designed to hold 150+ students with a possible expansion to 250 students. They have a student teacher ratio of 8:1 and undoubtably a non-teacher staff. To me, that means they currently need 180 spots and vacant land to accommodate another 120 spots for the future. The 75 proposed spots is only 25% of what they really need.

For years Verona has struggled with on street parking and young drivers near the high school. Now that we are solving that problem by moving the school, we should not create a new problem across the street for another school.

We suspect St. Ambrose will say that the school is designed for grades 6 to 12, so not every student will drive themselves, but St. Ambrose is rapidly growing and evolving. Over the last 17 years they've grown 1200% from 10 students to 120. Who's to say that they won't get bigger evolve into an all high school?

We also suspect St. Andrews will say that they can "share" parking with St. Andrews church, but they are separate entities. I doubt that the city of Verona would allow a new store to be built downtown with little parking under the assumption that their customers could park in the Miller's parking lot.

I can remember in the early 90s when the city required AgSource (then called Wisconsin Dairy Herd Improvement Cooperative) to have 70% more parking spots at it's new building than they currently had employees, so it's not at all unreasonable or without preconditions event for the city to require St. Ambrose to provide the parking now for future possibilities.

We say no to St. Ambrose without adequate parking.

Thank you,
Tim and Debbie Parker

From:	Adam Sayre
To:	Katherine Holt
Subject:	FW: Regarding Aug 3rd Plan Commission Mtg
Date:	Tuesday, July 28, 2020 8:27:38 AM

FYI.

Adam Sayre, AICP
City Administrator
City of Verona
111 Lincoln St.
Verona, WI 53593
Phone: (608) 848-9941
adam.sayre@ci.verona.wi.us

From: Katie Christensen
Sent: Monday, July 27, 2020 8:56 PM
To: Sarah Gaskell; Katie Kohl
Subject: Regarding Aug 3rd Plan Commission Mtg

Ms. Kohl and Ms. Gaskell,

I wanted to speak up about the proposal of St. Ambrose Academy on N. Main St. I'm not completely sure what part our aldermen play in the Plan Commission, but hopefully you can represent me as appropriate at the Aug 3rd meeting or pass along my input.

I am highly in favor of St. Ambrose Academy building on that site. Not only because I hope to send my own children there in the future, but because I think the school will be a great asset for the Verona community. The school aims to educate their 6-12th graders as critical thinkers to be conscientious members of their communities. The students that attend SAA are a respectful bunch and I'm sure the school will direct and encourage good stewardship of their new property, neighborhood, and community. In addition, the students participate in two service days per year and would likely be directly giving back to the community.

I know there's a bit of unhappiness from some in Verona about the site St. Ambrose is proposing, but I really think the good that the school brings will outweigh any inconveniences that may arise.

Thank you for listening,
Katie Christensen
745 Rovalia Dr

Received 7/20/20

Verona Planning Commission

This is in regards to the possibility of Saint Ambrose School building on St Andrew's property. I have the following concerns:

1. Water drainage is already a problem. I live at 208 N. Jefferson Street and my backyard is flooded after a heavy rain and even more of a problem when there is frost in the ground. Covering three acres with a parking lot and buildings will only compound the existing problem.
2. North Jefferson Street will become a parking lot for students that drive, as has been the case on streets around at the old high school. Jefferson Street has many small children who ride bikes and play along the street. More traffic of young drivers will only add to safety concerns.
3. Adding an additional access to County Trunk M will only create more problems to the already congested morning and evening traffic.

I have lived in Verona and have been a member of St. Andrews Parish my whole life, 77 years. I support Saint Ambrose School, but do not think this property is large enough for a school of 250 and will not provide enough green space for outdoor sports.

Michael Johnson
208 N. Jefferson Street
Verona, WI 53593

July 21, 2020

Katherine Holt
Planning Department & Common Council
City of Verona
111 Lincoln Street
Verona, WI 53593

RE: St. Ambrose Academy

Dear Ms. Holt:

Please forward this letter on to the Planning Department and the Common Council before their meetings on August 3rd and 12th.

I am extremely concerned regarding the fast track that St. Ambrose Academy is pushing to get their school approved by the City of Verona. This is not supported by neighboring residents and it is reckless to add additional traffic in/out to County Highway M. **Please slow this process down and carefully look at all the negative impact there is going to be if you would go forward with this proposal.**

This project is in my backyard and will only add to problems currently existing to the residents to the East of the proposed school. I will try to discuss some of these issues below:

Lack of Communication with Community/Residents. St. Ambrose is trying to tell the City that they have had "good communications" and have been listening to the surrounding residents and community on their concerns. St. Ambrose feels they have answered and solved the issues raised, however, this is not true. There has been very little communication by St. Ambrose with the community and residents, in fact, most of it has been in secret, mentioned at a church service and the only way some residents found out about the first meetings was by accident or word of mouth. Questions have **not** been resolved or settled and they do not have the support of the residents and many community members.

If you are not part of the Church parish you could be clueless to all of this. If they wanted the support of the community and residents, they should have been going out talking to them and putting out more information, but they did not. They are just discussing with the church council – that is not right.

The Church and St. Ambrose is trying to fast track this project and push it though as quietly as possible. This needs to be stopped.

Traffic Issues. I understand there has been a traffic study done and they are saying that the Entrance/Exit onto County Hwy. M can withstand the additional driveway and traffic flow that would be associated with the school. I see the traffic on Co. Hwy. M daily and it is bumper-to-bumper currently. Adding the school to this traffic pattern would be neglect on the part of the City to allow this. Why would you want to add more traffic to an already congested area???

You are also adding teenage drivers to this mix of traffic. Accidents will surely happen with these young drivers. St. Ambrose has a parking lot for its staff and teenagers who can drive, however, is it enough? Will the student need to pay for their parking spot? If so, you are going to have the same issues that currently exist with our high school driving students who want to avoid paying a fee. Students are parking on residential side streets. We do not want to see this added traffic on residential side streets. This is not even being considered by St. Ambrose they do not believe that is going to happen. Again, they are turning a blind eye to this issue and not giving it consideration. There are several residents with children that are walking and riding their bikes daily, additional cars parked will only add to the danger level. It will also invite students to cut through yards to get to school faster. You cannot tell me that they are going to walk around the block – let's get serious.

Traffic on Co. Hwy M and surrounding residential streets will be impacted by having this school built.

Silent Street Access. I understand that the City is opposed to opening access to Silent Street to the school. THANK YOU!!! However, is it really possible not access to Silent street if the school is built? How will fire trucks have a second access to the school? This is a huge concern. What if the drive to the school from Co. Hwy M is blocked and fire trucks cannot access the property, or there is a traffic accident on Co. Hwy M blocking Main Street to get to the school – what then? For St. Ambrose and the City to say that Silent Street would not need to be used for "emergency" access is questionable.

Access to Silent Street should not be opened up for any reason and therefore you should not approve the school to be built.

Water Drainage Issues. Currently many of the residents have experienced high water levels of drainage into their yards during rainy periods. There is currently a culvert that was put in to help with the water run off from the church parking lot and surrounding property, however, the culvert is often clogged and is not cleaned out or maintained. I am 90 years old and am out there digging out leaves and debris just to help protect my property. My neighbors are also doing this.

By adding this school, you are going to compound this drainage problem to the neighboring residents. I know there is talk that the school has done a survey and feel that by adding different basins and water retention pounds this will take care of the problem. However, this may or may not work and once the school is in place, the damage is done and again the residents will suffer.

This land is very low and there will need to be landfill brought in to raise the land up to do the build. This will mean additional drainage flowing toward the residents will it really be directed to these retention ponds, basins and sewer. It's not working now, so why should we believe it will be taken care of.

The water drainage issues must be carefully looked at in detail and should not just be glanced over.

Privacy Issues. We as residents chose our homes carefully before buying. One of the draws to choosing our homes was the peaceful setting. By changing the zoning and adding a school drastically changes the living environment. Not only will we have two story buildings erected, additional parking lot, but you are adding over 115+ children and additional car traffic. This will increase the noise levels daily. There will be daily noise from children running around on their playground, green space areas, sports activities, etc.

There are no plans for fencing around the school, which opens up having children from cutting through resident's back yards. St. Ambrose does not believe this will happen with their children, but they cannot guarantee that. They say that their kids will not be "walking" to the school, they are being dropped off, yet they want to grow their enrollment with children from Verona. You cannot tell us that these children, if from Verona area and are in walking distance to the school will not be "walking" but being dropped off. That is just ridiculous to think that way. Kids will be kids whether they are in the Verona School District or a Catholic School.

You are going to change the living environment for many residents, and this is terribly wrong. Do not approve this project – VETO IT!

Lighting Issues. There are concerns about the lighting around the school and parking lot that will be put in. The school will need to have adequate lighting installed. This lighting will need to be looked at closely as not to be affecting the residents to the East. We do not want to have lights shining in our backyards and into our homes. My daughter had this issue with a senior facility that went up in her back yard and even though they said that would be taken care of, in the end it was not even with shield guards and LED lights. This is a serious concern. Residents do not care to have bright lights in their back yards. St. Ambrose and the engineers are saying they must abide by City Codes on this and they may even shut the lights off at night. I do not see how they will be able to "shut the lights off" around a school and parking lot area. There would be security risks, so there **will** be lighting on during the evening. I am sure that is in the Code for this type of facility.

There are **many other issues,** and these concerns are not just my own, but several residents strongly feel the same way about this project.

We are not against a Catholic School in Verona – it just should not be built here, and I am sure there are other locations that would be more accommodating.

PLEASE DO NOT APPROVE THIS PROJECT AND VETO IT. Do not let them fast track this and ignore obvious concerns.

Thank you!

Clara Anderson

Clara Anderson
206 N. Jefferson St
Verona, WI 53593

July 21, 2020

Katherine Holt
Planning Department & Common Council
City of Verona
111 Lincoln Street
Verona, WI 53593

RE: St. Ambrose Academy

Dear Ms. Holt:

Please forward this letter on to the Planning Department and the Common Council before their meetings on August 3rd and 12th.

My mother is a homeowner living behind the church and proposed School that is coming up for review by the Planning Department and Common Council in August. I am also on the deed with my mother and have an interest in this property and concerns regarding the proposed St. Ambrose School.

This proposed project will greatly affect the living experience of all the neighbors to the east of the proposed school and have an impact on other residents surrounding this school that are not in direct view.

This whole project has been moving along with very little information given to the church parishioners and residents and they have only been given "crumbs" on what is going on and told more information to come. The initial meeting that was held was not known to many and those who attended (I was one) only heard about it a day or that day that it was going to be discussed as an "informational" meeting.

It was clear at this meeting that a lot more had been done and things were moving fast, those in attendance were told the church was just looking at options to consider with St. Ambrose. More information to follow, but the next meeting was not until July 20th and at this meeting St. Ambrose would like to have people believe that concerns have been addressed and resolved. This is FALSE.

There are several issues of concern and the City needs to take this slow and listen to the current residents and community before moving forward further on this project. It is not something that should move along fast just to accommodate St. Ambrose, who is not a community member. Their School will not be adding anything to the City's Tax Base and should not get special treatment because it is a church school. The City needs to seriously look at everything and how it will impact the City and residents in the area.

Concerns that need to be closely looked at are:

- Lack of information given to community and residents affected in this area.
- Traffic issues and the true impact it will have on County Hwy. M.

- Concern that Silent Street will need to be opened and used (even if for emergencies only) in order to have the school built.
- Proper drainage issues and overall effects if it doesn't work, the way they "think" it should.
- Lower the property value of the neighboring residents.
- Privacy issues to neighboring residents.
- Lighting issues affecting the neighbors.
- Noise issues – you are going from almost none to having over 115+ children daily.
- Snow Removal and drainage.
- Salt used during the winter and how this will affect the water wells.
- Parking – is it adequate or will student, parents, guests be parking on residential streets.
- Safety concern for neighboring residents.
- There are **many other issues** and concerns.

This project **should not be allowed to move forward** at this proposed location. It should certainly not be "Fast Tracked." The City needs to have input from the community and residential neighbors to discuss the true impact this project would have. They cannot believe the St. Ambrose representative who said they have communicated well and solved the problems because **they have not**.

This school could be built somewhere else and maybe the City can help them find a better location if they feel this something the City needs.

The city will find that many community members and even church parishioners are against this project. Please **DO NOT** disregard the voices of your current community members.

VETO this Project.

Thank you for your attention to this letter.

Terrie Smith
106 Panther Trail
Monona, WI 53716

July 27, 20

Good Afternoon Verona planning Committee.

As a Longtime resident of Verona, and also a parish member. I am not Apposed to a catholic school. However to the location, do to space and traffic.

We have to look at safety of our children who cross St. Andrews parking lot , it is a mess in the morning and afternoon,, now we are also looking at younger kids walking through the parking lot. Cars race through thinking this is a short cut, I have almost been hit walking my dog.

I think we need a four way stop with lights from k wing entrance to St. Andrews and then half way down to turn left to St. Ambrose parking lot and right into St. Andrews lot. And easements into road so not to stop traffic which is terrible during the school rush hours. We need to keep silent street silent on both ends.

I noticed in there drawing there is only 60 parking spots not 75 it really should be 150 if they have High school kids driving. Father Scott said they would not use St. Andrews parking lot. Or buildings except for mass.

My other question after listening to the July 20 meeting that they do not have a kitchen and dining room proposed for the kids to eat isn't that a requirement so the kids are not stuck in a room all day. They say it's a closed campus again father Scott said they are not using St. Andrews buildings.

They also said they are talking to school administration about using the gym and pool and fields is this ok with our tax payers. Or will this cause another conflict.

They also said at this meeting they may outgrow this lot. And have to move, why don't they look for a bigger sight like the old truck stop location Or even on the diocese property which has a gym and pool and lots of running space and sports field. They say there kids will be running our streets for cross country, Again won't this cause problems with traffic. We have no sidewalks in that area.

Also they mention not building all three building at one time so now the neighbors have to listen to contruction over a period of years. And the mess it will make of Hwy M

This land was supposed to be used as future growth of St. Andrews have a parish center on it and used for future cemetery, they said the land wasn't used this last year , true but if you check with school sports, it was because priest raised the rent on lot knowing this would empty the lot for St. Ambrose,

I thank you for your time, please look for what is the best for Verona, the familys behind the church and there young children who walk these streets. Look how bad parking was on the other side of the street. How neighbors lost parking in front of there houses, how kids raised away from school. And sidewalks were in place in the areas of the old high school.

Received 7/23/20

PETITION

As residents in the neighborhood east of the St. Andrew property, we feel very strongly that the Saint Ambrose School is not compatible with this established community. We have been completely ignored and have received no information except by word-of-mouth the past recent dates. The parking problem is being completely ignored. Parking as indicated on the current plan is completely inadequate to do anything except force large contingents of vehicles to park all day on our streets. The high speed of young drivers in a neighborhood that was established without sidewalks creates many opportunities for tragedies. All ages of people, including young children, are walking or biking in the streets at all times.

We also think it is reckless to add any access drives into the land off Highway M. Dane County has already communicated that to the Saint Ambrose people. We should do the same and <u>veto this project.</u>

Richard Werla
Joan Werla

SIGNATURE

206 Gilman St.
Verona, WI.

Additionally -
- Silent Street Pond is a real asset to Verona. I see people, young and old sitting on the benches, picnicing, and watching the ducks + geese. I am very concerned that having a school and potential sports field will endanger this lovely asset. Increased traffic would be detrimental + dangerous.
- Proposed parking seems inadequate for the potential # of students + staff, especially with future growth plans.
- Project will create increased traffic congestion on Main St. which already has multiple schools across the street.

Received 7/23/20

PETITION

As residents in the neighborhood east of the St. Andrew property, we feel very strongly that the Saint Ambrose School is not compatible with this established community. We have been completely ignored and have received no information except by word-of-mouth the past recent dates. The parking problem is being completely ignored. Parking as indicated on the current plan is completely inadequate to do anything except force large contingents of vehicles to park all day on our streets. The high speed of young drivers in a neighborhood that was established without sidewalks creates many opportunities for tragedies. All ages of people, including young children, are walking or biking in the streets at all times.

We also think it is reckless to add any access drives into the land off Highway M. Dane County has already communicated that to the Saint Ambrose people. We should do the same and veto this project.

Judith Anderson

SIGNATURE

207 Gilman Street
Verona
845 9187

* Almost had serious accident at school intersection. Another proposed entry @ The proposed housing dev. No to another!

Received 7/24/20

PETITION

As residents in the neighborhood east of the St. Andrew property, we feel very strongly that the Saint Ambrose School is not compatible with this established community. We have been completely ignored and have received no information except by word-of-mouth the past recent dates. The parking problem is being completely ignored. Parking as indicated on the current plan is completely inadequate to do anything except force large contingents of vehicles to park all day on our streets. The high speed of young drivers in a neighborhood that was established without sidewalks creates many opportunities for tragedies. All ages of people, including young children, are walking or biking in the streets at all times.

We also think it is reckless to add any access drives into the land off Highway M. Dane County has already communicated that to the Saint Ambrose people. We should do the same and veto this project.

SIGNATURE

RON NAGEL
208 NOEL WAY

THERE HAS BEEN NO TRANSPARACY IN THIS PROCESS.

I WOULD LIKE TO SEE A WRITTEN PLAN FROM SAINT AMBROSE. NO MORE CLOSED DOOR MEETINGS!

Received 7/27/20

PETITION

As residents in the neighborhood east of the St. Andrew property, we feel very strongly that the Saint Ambrose School is not compatible with this established community. We have been completely ignored and have received no information except by word-of-mouth the past recent dates. The parking problem is being completely ignored. Parking as indicated on the current plan is completely inadequate to do anything except force large contingents of vehicles to park all day on our streets. The high speed of young drivers in a neighborhood that was established without sidewalks creates many opportunities for tragedies. All ages of people, including young children, are walking or biking in the streets at all times.

We also think it is reckless to add any access drives into the land off Highway M. Dane County has already communicated that to the Saint Ambrose people. We should do the same and <u>veto this project.</u>

Dolores Wendt
SIGNATURE

209 Gilman St
Verona, Wisconsin 53593

Additional Concerns:

1.) A 3 acre parcel is too small for a school of 300 students.
2.) Talk of using the green space behind (East of) the cemeteries + the effects on wildlife/environment.
3.) Children crossing Hwy M to utilize sports fields - very dangerous, high traffic
4.) An additional exit off Hwy M that will further bottle neck traffic & increase risks for children crossing the street.
5.) Questions about opening Silent Street as a gated entrance/exit.

I am opposed to this project at its current proposed location.

Received 7/27/20

PETITION

As residents in the neighborhood east of the St. Andrew property, we feel very strongly that the Saint Ambrose School is not compatible with this established community. We have been completely ignored and have received no information except by word-of-mouth the past recent dates. The parking problem is being completely ignored. Parking as indicated on the current plan is completely inadequate to do anything except force large contingents of vehicles to park all day on our streets. The high speed of young drivers in a neighborhood that was established without sidewalks creates many opportunities for tragedies. All ages of people, including young children, are walking or biking in the streets at all times.

We also think it is reckless to add any access drives into the land off Highway M. Dane County has already communicated that to the Saint Ambrose people. We should do the same and veto this project.

Charlene K. Stephens

SIGNATURE

I am a St. Christopher member & also a city resident. Parish members were left in the dark about alot of this business with the school.

Received 7/27/20

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Nancy R. Oswald

SIGNATURE

I am a parishioner of St. Christopher & live in the city of Verona.

Received 7/29/20

City of Verona
Planning & Development Department
111 Lincoln St.
Verona, WI 53593

Dear Sirs or Madame

Subject - St. Ambrose School Proposal

We have been residents of Verona for 55 years and have seen the city grow in many ways. We see no need for the proposed school to be developed at this site. our reasons are these:

1. It is one of last green spaces available in this area, lets keep it that way.
2. There is already traffic congestion in the area and with the new project just North of this site there will be even more traffic.
3. There will be more school traffic because of the school re-configuration going on. Elementary students are likely to be transported by more parents, especially on weather days.
4. School is not needed and the proposal is too large for the parcel.

Please use your good sense and vote to not approve of this proposal.

Robert W. Anderson
108 Stone Ridge ct
Verona, WI 53593

Received 7/29/20

To: Verona Area Planning Committee

From: Richard Wiest
411 S. Franklin Street
Verona, WI 53593

Re: Opposition to possible construction on the lot between the church and the cemetery.

There are many reasons that some members of the parish do not want the property sold to St. Ambrose Academy. The traffic congestion in that area greatly increased over the years. There are about 30 buses in and out of the public school every day. There are also students who drive every day. The crossing guards say this is the most dangerous part of Verona for crossing the street. If another school is built across the street it will get even worse.

Another problem will happen as Verona continues to grow. St. Andrew will need more parking spaces and there will be none left for them. Members will be parking on both sides of Main Street and both sides of North Franklin Street. —

More congestion may be an accident waiting to happen. There is a tombstone in the Catholic cemetery with the name of Jeff Bowers who was killed April 26, 1966. He was hit by a car on his way home from school that day. He was the son of my next door neighbor, Ron Bowers. Do we need more children and another school in that part of town?

In addition, the houses on the east side of the lot have had a water problem for years due to the runoff from the lot. With another large complex on the lot the water problem could get much worse.

Please vote "NO" on permitting a building on the lot between the church and the cemetery.

Richard Wiest

Richard Wiest

Here is the problem that has happened at St. James Lutheran for parking. My house is at the North end of their parking lot. When I bought the house half of their parking area was grass. Today it is blacktop right to my lot line and they still need more parking. They want my house to expand parking, but it is not for sale at any price. They are now parking on County M and both sides of South Franklin Street.

Received 7/29/20

PETITION

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SIGNATURE

208 Gilman St.

We're also concerned about the environmental impact of this project. There was discussion about the students using the plot of land on Silent St. Pond. This has the potential to disrupt the wildlife of the pond. We have cranes, heron, ducks, geese who all use the pond + with more activity in the area + potential damage to the environment we could lose the wildlife. These are just some of the reasons we don't feel this is a good location for the proposed school. Thank you for considering our concerns.

Received 7/29/20

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Cathrine Park

SIGNATURE

200 E Harriet St
Verona Wi 53593

As well as walking & destroying property to get kwik trip have dealt with that when the middle & high school were active. I need to park in the street & it was already impossible. I do believe it will make Harriet St. very dangerous. Pls do not pass this. Also they geese & crain need this area for migration!

Received 7/29/2020

PETITION

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SEE ATTACHED.

205 N. JEFFERSON ST.

SIGNATURE CRISTAL MARTINEZ

Received 7/29/20

During the presentation meeting on July 20th, the people representing the project made it obvious that

A. They assumed that talking to the church = talking to the neighborhood at large, which is not at all true. Somehow, this entire project reached the point it did without almost anyone on North Jefferson Street or the surrounding blocks knowing about it – in point of fact, the most clear communication we found was via a neighborhood phone app and word-of-mouth, not through any kind of official outreach on the part of the parish. There was a letter distributed literally the week before the presentation meeting, by which point an apparent 10-year process had been implemented.
B. They either had not researched or did not care to discuss
    a. Whether the land space is actually sufficient long-term for not only the base school building, but also several additions including an auditorium/theater, a gymnasium, and additional classroom space
    b. What the ultimate enrollment would be and what the actual parking needs would be between students driving themselves, faculty/staff, event parking accommodation, etc. (there was a boast at one point that "We're very good at being wrong in enrollment projections" and their discussed numbers managed to creep from "about 150" to around 180 to 250, to 280...)
    c. Whether they would actually be able to avoid making Silent Street a through-way, or if they would need a second driveway onto an already crowded/busy area of Highway M
    d. What their extracurricular load would be and how that would affect parking/traffic – Their presentation only indicated usage up to 3:30pm, which completely ignores all after-school activities that they spent a significant amount of time touting (theater, athletics, etc.)
    e. Whether they would also end up commandeering the adjoining green space at Silent Street Pond for extracurricular activities
    f. How they were accounting for feeding students given the statement that the campus would be a closed one – there were no stated or drawn plans for a kitchen/cafeteria space in the drawings shown.

Overall, this project seems exceedingly far along in the planning and execution phase, considering the obvious glossing-over and ignorance of crucial details. The presentation group actually contradicted themselves at one point, reassuring that they would keep the school small (in spite of not being able to predict growth) while simultaneously bragging about the number of families wanting to move into the area the school would occupy. They repeatedly made broad assumptions about their ability to control factors that they themselves admitted they hadn't thought of, as well as the community's desire or even need for what they plan to build.

There seems to be little to no benefit for the residents in the immediate area, coupled with the risk of dangerous/crowded traffic conditions, flooding and salt runoff potential for neighboring properties and waterways, nuisance potential from daily student traffic as well as event traffic, and the possibility that the facility may not even be large enough long-term for their needs.

This project looks like something that a very few individuals stand to benefit from shoehorning into an insufficient space, that they made only a nominal attempt to communicate to residents who would be affected before proceeding as though they had the full blessing of the surrounding area. We object to it in the strongest terms as being a bad, poorly-planned fit for the land parcel in question.

Signed,

7-27-2020

Richard Lantz – 205 N. Jefferson St.

7-27-2020

Cristal Martinez – 205 N. Jefferson St.

Received 7/29/20

PETITION

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SIGNATURE

Received 7/29/20

Heidi Kelley
HomeOwner of 204 Gilman St Verona
608-575-4183

As a home owner on Gilman St for over 26 yrs, seeing the growth of Verona and having raised 1 child, plus having a family daycare here for 13 yrs, I am completely opposed to St Ambrose Academy building next to St Andrews Church. I listened to the meeting the Academy had with the neighborhood. I was appalled by their lack of thinking how this would affect our 50-60 yr old neighborhood.

I have a real problem putting a new school into a well established neighborhood, where there isn't room to grow. There is a big reason the high school moved to its new location. Even years ago, the new Country View was built on the outskirts of Verona, room to grow.

Over the years I have stopped to let kids/people cross at the cross walks on Main St near the schools. I couldn't tell you how many times a car behind me has decided to pass me. Adding another school here in this highly built up area is asking for an accident to happen.

I also don't understand in the map that has been given out about the new construction, it shows a road opening to Silent St. I asked about this during the meeting and was told it probably wouldn't happen, that it isn't necessary to open Silent St. Why was this still in the plans? With technology, it would have taken a few minutes to remove this part of the project. With that being said, I don't believe them. I think this is something they either want now or in the future. This would be a huge decline of our established neighborhood if this happens. I have lived here when the houses on Enterprise was actually Badger Prairie and when Kwik Trip was a motel. My street used to be much quieter. My son and his friends could safely play in the streets. Now, no kids play in the streets. I get concerned with cars racing up and down Gilman as it's the only through street to Verona Ave. Opening up Silent St will add to many issues, among them our property values will go down (I am a Realtor and do not advise my clients to purchase on busy streets).

They Academy has stated that the kids in the school would not cause problems, they are good kids, not the typical. Let's think about this a minute, kids that have many rules are many times the most rebellious. They are also rebellious away from their actual homes. We are opening up a can of worms that we shouldn't. Btw, I know...I used to party with the pastor's grandson in a Reorganized Mormon Church and I was 13.

I also have a hard time understanding why they need another school in the first place. They said this is a school for Dane County. I looked Catholic Schools up in Dane County, there are 19 schools, 20 with St Ambrose. Edgewood is the most popular. I asked in a forum, why they can't combine with another school and was told they are stricter, more old school in their curriculum. Why should we as a neighborhood and Verona have to have our area much more congested when they could actually combine with another school? They are choosing not to. They could add these additional teachings in other ways, through the church etc.

Another thought I have as a parent, I would never want my child to attend a school right next to a cemetery. I have attended a number of funerals at St Andrews. After the service, everyone goes to the cemetery. This means the kids in class get to watch the funeral in the cemetery during class. That is definitely not something I would want for my child.

I am extremely concerned about the congestion this would bring to this small plot of land. There is not enough space to allow this to be safe, room for growth, room for parking, room for water run-off. The reason's they like the space all have to do with funds. This is not Verona's problem. Please do not add to Verona's problems by agreeing to the school.

Verona needs to keep this as green space, let them build in Verona on the outskirts, just not next to St Andrews.

Received 7/27/20

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Jo E. Sweeney

SIGNATURE

310 NOEL WAY

— OVER —

There is no way to create another access drive on the church property without causing a even larger ~~traffic~~ traffic mess on Hwy. M. The city of Verona has already enlarged the traffic problem by approving an ~~assisted~~ assisted living facility on Hwy. M. The employee staff will probably change shifts during rush ~~hour~~ hour both morning and night.

There is insufficient parking and not enough space for increased parking.

Look at their plan!

Have you ever seen a school that ~~lack~~ lacks all of the following:

a. ~~Dining~~ Dining Room
b. Library
c. Home Room - Study Hall
d. Showers (for athletics)
e. Gymnasium
f. Sufficient toilette space

The city of Verona has already committed to install a blinking Beacon light on Hwy. M recognizing a hazardous traffic zone. Why make it worse?

This venture has a high probability for bankruptcy.

Received 7/29/20

Katherine Holt:

The probable parking problem is part of the Ambrose project is much more serious, and a bigger mess, then has been discussed prior to this time. Again, I strongly recommend nothing be approved before the entire project is understood. Once the City approves any part of the project the Ambrose people will use that as a discussion point to put pressure on the City representatives to approve additional additions that are not wise and are not in the best interest of the City of Verona.

Ambrose claims about 115 students to begin with plus 20 teaching staff. There must be additional support staff (secretaries and maintenance people) also. Seventy-five parking slots are hardly enough for that number of people. Step 2 in their short range plan calls for a Field House, means possible competitive sports activity with crowds of people. What level of seating is planned for the Field House? What other activities will be there? Graduation? For planning purposes let's assume the seating n the Field House is 1000 people. That was the number Ambrose used at the time they got a cost estimate previously. It is reasonable then to plan that 500 additional parking spaces are required. Add about 100 students and staff and we are at 600 parking spaces that are required. Failure to understand the size of that requirement will cause multiple problems and push an extremely large number out to park on surrounding streets. Yes, these are the same streets discuss in my other documents. That volume demonstrates Silent Street, North Jefferson Street, Simpson Street, Noel Way, and perhaps even Enterprise Street. I have not heard any comments regarding what the City of Verona will do to keep parking off the surrounding city streets that have no sidewalks. Will any local resident ever have an opportunity to visit Silent Street Park again? This problem is one very important consideration causing the Ambrose project to be non-compatible with the neighborhood.

This situation plus the necessity to not allow additional access points off Hwy. M makes this even more of a non-compatible development. Keep in mind then that the present traffic level on Hwy M is not a typical traffic level. The commuters are all working at homes because of the corona virus situation. Veto it now and don't wait for the problems to develop. The City has already approved the assisted living facility a little further North on Hwy M. With workers shifts changing at rush hour time and the normal coming and going of visitors and employees, it will create more traffic flow problems than anticipated. Don't add more to the traffic

problem before we understand the inpact the assisted living project will have on the traffic flow.

I suggest the committee go look at the amount of space of parking surrounding the new high school facility. The proposed enrollment is much larger than Ambrose but a person gets a better understanding of parking space required if there is any intent to not penalize property owners by negatively impacting their quality of life and property values at the same time.

This project has been on an unethical path since its beginning. A deliberate effort has been made to conceal information from parish members, keeping them in the dark and relieve them of their land before they know what is happening. It is a very shameful process by people who claim to be Christians. At this point, very few parishioners have received any information. Using visual communication equipment and telling people they can communicate their questions, etc by telephone is ridiculous and Is part of the strategy to keep the people who really own this land out o the process. I have 33 years of experience in the computer business is intended to be used by group of 5-10 people. Stop and think—If you have 200 people with questions, how many questions will get through? Very few—and then the person conducting the program says "Sorry folks, our time is up". Then he laughs all the way home about how he was able to demonstrate and make any question and answer session mean less.

The Bishop has revealed his biased position. Father Butz is in quarantine, but takes his directions from the Bishop. So the parishioners that are strongly opposed to the sale of this property have no one with any authority supporting their position or investment. More than one in the past 2 days has stated their opinion to me. The majority of the vast owners of property, desire an opportunity to vote their position. One common position is they do not agree they should have $400,000 or $500,000 of their money be stripped away and used to support Ambrose. We need more time to give them an opportunity to vote via US Mail. The church has a record of up –to-date names and addresses that is used to mail monthly mailing of envelopes soliciting donations of money, so they can be easily located. Father Butz should not be expected to do this. He is quarantined and has not had any opportunity to get to know the opinions of the parish, or do other things that should be done. But we can get that done.

No one outside the parish probably knows this piece of excellent real estate is not just idle land sitting there. It represents sound long range responsible planning by

the parish—and paying for their plan instead of passing a debt on to the next generation.

This land was specifically purposed as a future expansion of the St. Andrew cemetery when that was required. A future reception hall was also planned and monetary donations to build that reception hall with some additional parish offices, etc began. That is why there is presently some money in the bank to begin to fund the building of that reception hall. Like most long range plans there were no detailed plans because it was not necessary until we got closer to a construction date.

Then the public schools discovered land across the street and built several school buildings. At the same time businesses were moving their businesses from the Square area in Madison, Middleton, and other Westside locations. Over time the commuter traffic increased and the number of young students in the area increased. Commuters now travel from as far as the Illinois state line on a daily basis. They will again when the corona virus situation is resolved.

The net result of the responsible planning by St. Andrew parish is they would be able to conduct a total funeral service without ever having to enter Hwy. M and create traffic problems. Now people typically walk from the church to the burial ceremony in the cemetery. When the cemetery expands into the now vacant land, only a couple small strips of asphalt would allow the entire funeral to be performed without entering Hwy. M.--from Ryan Funeral Home for possible visitation, to Saint Andrew church for services and on to the cemetery for burial—then on to the reception hall without ever causing traffic flow problems on Highway M.

As just a coincident, I was on Hwy. M two days ago when I was subjected to a traffic stop. A funeral from another local church came up Hwy. M for a burial at the Verona Cemetery. There were 37cars in the funeral with their funeral flags on each vehicle. Consider the contrast on the Hwy M. traffic for this interruption of traffic compared to the long range plan for funerals at St. Andrew. If we screw up our ability to improve the traffic situation for the community, we have only ourselves to blame for the consequences.

One last comment: When the City of Verona considers a development plan that makes a significant change in a land parcel, I thought they posted a small sign on the property. I have not seen a sign on this parcel of land. Is this part of the secrecy strategy?

There are a multitude of problems that should be discussed. But I don't want to build a bigger collection of paper. Think of this one: Suppose Ambrose reaches their goal of 240 students within a year or two. That would mean 240 students and an estimated 25 teaching staff and support people that we are told would expect to attend mass 3 times a week. That pretty much fills up the church and there is no room left for local parish members. What do we do? Will we be told to turn the church over to Ambrose? They have no plan even to build a chapel. By that time most parishioners will probably be gone elsewhere anyway. The consequences of not vetoing this right now are immense. That's one reason we need parishioners to be knowledgeable and have a voice in what is happening. That is why it is irresponsible to proceed further without understanding the total plan.

Be responsible and veto this entire project to allow time to get information to the parishioners. It is impossible that anyone knows the final plan or the consequences because of the withholding of information and what the plan is. I gained considerable information in the past two days.

This whole process is irresponsible and unethical. A veto is the only proper action to allow some time to proceed in a more proper process.

Received 7/29/20

Katherine Holt:

First, I want all people reading this to understand this project (Ambrose) does not have the support of the vast majority of the St. Andrew parish. In fact, most of them had no knowledge of what was going on. There was a deliberate effort on the part of the Ambrose project people and one priest who is no longer with the church. They knew there would be over-whelming objections and they wanted to pass something (more specifically the sale of the St. Andrew land passed) before the opposition would be organized. Their strategy has worked so far and the rest of the parish members have been locked out of any discussions. The use of visual equipment to put out biased information has assisted that strategy.

I suggest strongly that you take a detailed look at their present plan. I say that because their current plan is to establish and hold on to the land and then use that to effectively lobby for building 2 and 3 while increasing the pressure on the City of Verona in future negotiations to get what they want. They are not easy to deal with. As states, I suggest they be required to construct a large enough parking lot in step 1 to fully satisfy their completed final construction. Their present plans for parking has only 75 spaces. Yet they talk about growing to 240 students in a very short time period, a couple years. So why not do it now while space is available?

Vehicle parking on S. Jefferson Street and other streets in the neighborhood is a prime concern. Cars parking in front of houses all day prohibit the property owner from having afternoon social events because there is no place to park. Yes, students may park on the street to avoid the heavy Highway M traffic or it might allow a shorter walk to a building. Parking and high speed, heavy traffic are major concerns. This neighborhood was developed as a slow traffic, no traffic neighborhood. There are no sidewalks. An additional high school or elementary school is completely incompatible with the established neighborhood. It should be told to go elsewhere.

The name Silent Street implies all that was intended when this neighborhood was originally created. Presently, weather permitting, you will see mothers pushing a small baby carriage on the street. Some have basketball hoops facing the street. Breaking the intentions of slow traffic, no traffic, would have tremendous negative input on the quality of life and greatly reduce the value of property.

Let's look at a specific example. The Parks Department has created an attractive park on Silent Street. It is an ideal park for small children, but is accessed by senior citizens as well. At this time there are two large geese families and a duck family living in the park. Parents with their very young children gather at the park to admire the young geese and duck families. Many of them follow the geese families in walking all the distance around the pond. The young geese are tame enough that they occasionally come on shore to acquire food from the kids.

In the fall the large migrating flocks from up North start using the pond as a stopping point to rest and eat. In the winter some young children shovel the snow off the pond and have a small hockey rink. If cars are parked along Silent Street that eliminates the availability for any place for the families to park that might want to use the park. It is not practical to post any "no parking" signs because that locks out everybody including local residents.

Next, the county has stated they want no more access entries into the property. That is wise. If you have ever seen the traffic problems on Highway M involving both the vehicles and children crossing M to get to school, you will see a real problem area. Now, virus has taken most traffic temporarily off the highway. When the Corona problem is eventually resolved the traffic will increase again, the foot traffic crossing M will increase and we will be the real problem. Before we reach that stage we should veto the total Ambrose project and advise them to go elsewhere.

Last, regarding the access road, there should not be any additional access entrances into the land. Originally the Saint Ambrose proponent stated that they would <u>not</u> share an entrance and that was <u>not</u> negotiable. That should still be the case. Jacobson from Public Works has evidently suggested that as an option to consider. That is the worse option he could have suggested. That area is the entrance route into the present high school. I have devoted many hours to observing that area during a true rush hour period. It causes the biggest blockage to the flow of traffic in the Hwy. M street area. That is the area the City of Verona has announced they are going to install a large flashing light to designate it as a significant travel area that has several obstacles to the flow of traffic. Because of the remodeling of the high school to provide space for elementary students as well as middle school students, both the vehicle numbers and foot traffic volume will increase. There now will be vehicles transporting both elementary students and middle school student to classes, and foot traffic crossing at the same location will increase. The

crossing guard and lane into the high school are at basically the same location. If one doesn't stop traffic, the other one will. What traffic engineers like Dane County Highway Department are always critical of is designs that interfere with the flow of traffic. Putting another access road directly across the road from the high school area will only interrupt the flow of traffic more often. That will provide Verona with the need to put an even larger blinking light there to indicate a hazardous traffic area.

And finally I don't believe the water problem along the property border is solved as easy as the Ambrose people propose. I suggest the City of Verona assign a professional engineer to study the proposed drain system Ambrose suggests. Simply moving the water along the lot-line to another area doesn't solve the problem. The houses along North Jefferson St. deserve a better solution.

Then relax and realize how much better the traffic problems would be and all other problems would be non-existent if we just continued with this high quality piece of land as a cemetery which was the original long range plan. Assume a funeral visitation was held at Ryan Funeral Home (Enterprise St.) First you will never see a funeral during the morning traffic rush hour. When the visitation service moved to the church it would be a short trip and not on Highway M at anytime. Presently people walk from the church to the cemetery after the church service. The walk to the cemetery would be even shorter. A funeral hearse and a small number of cars for the family of the deceased, etc could make the short trip on a couple simple strips of blacktop to the cemetery. Nothing on Highway M! A complete funeral with a vehicle never being on Highway M.

Instead of that option we will add vehicles and foot traffic on Highway M and have the possibility of a student being struck by one of those vehicles. Do you remember the 14 year old that had this happen?

Leo E. Sweeney

Received 7/29/20
1

KATHERINE HOLT

My conversations with numerous people and a review of the "so-called plan" plus the July 20 TV presentation have convinced me that the St. Ambrose "plan" has a long, long way to go before it is anywhere near acceptable. It has all the potential to be the biggest fiasco in Verona area.

A couple brief comments:

a. The drawing with their application to the Plan Commission still shows an Access Control Gate and a Fire Access Lane in the upper right-hand corner. There never has been either of these. By now that should be well understood.
b. Plus the entry (access) route on Hwy. M also does not exist.

There is not enough parking planned to accommodate the 150 students that is expected for phase 1. Since there is no local bus service except to Epic, this will be a commuter heavy location. The buses going to Epic will pick up passengers that are at their stations at their time, but these are only two per day. The site drawing everyone looks at says "75 parking spaces" but there are only 60 or 61 spaces shown in the drawing. I know I will receive a flippant response that this is a conceptual drawing. But accuracy is needed to determine the total land required for parking. If 14 additional spaces are required to reach the 75 objective, they will occupy about 25% additional space. To really get into detail, note the upper row of parking spaces some smaller than the lower row. That is most likely because there are set-back zones at both the top and bottom of this plot of land. Are we sure two rows of parking will fit in the available space?

There is not enough space on this plot of land to satisfy all the additional activities such as football, track, etc. If it becomes necessary to increase the number of parking spaces, how will we find enough space for everything? There is just not enough space. Early in phase 1 we will force vehicle parking on to Silent Street, North Jefferson, etc. The flippant answer to that is St. Ambrose is a closed campus. Yes, but that assumes the vehicles remain parked in front of residential homes all day long. Residential street parking all day comparable to what has taken place on the residential street south of the former high school should never be allowed again. This is one potential problem that makes this project non-compatible with the neighborhood. Phase 2 specifies up to 240 students during

that stage. St. Ambrose should be required to provide sufficient parking for phase 1and 2 immediately before any approvals of any kind are given. Don't be lead astray by statements like "We will do that as soon as the first 75 are filled". I submit that will be on day 1.

The use of St. Andrew church for Mass ~~these~~ three days a week presents further problems. I don't know who gave permission for this use, but not Father Butz. It most likely is the same Ambrose representatives trying to push this very poor plan through the approval stage. Local Parish St. Christopher and church St. Andrew do not have an adult leader at this time to protect the interest of the parish. The parish does not support this program and have purposely not been allowed to discuss this program. As owners of the land have never agreed to selling the land because it is part of a responsible long-range plan for the local parish. When Father Sassi was here he began the secret discussions with St. Ambrose people and never releasesd a word of information from the alter or in the weekly church bulletin. That secrecy continues today from the Ambrose proponents -- more about that later.

The list of important requirements necessary to operate a school is long. I will try to address them as briefly as possible but much more discussion by all the people involved is very necessary. This is not the time for quick action.

The lack of a chapel by a religious school is the first problem area. They expect to use St. Andrew church three days a week.

So far it has been noted this proposed building has no cafeteria and no firm plan to ever build. Then we have no library or home room or study hall. The break room is normally a relaxing area. Noise and limited space make it totally inadequate for any study time. At 942 square feet it is not much larger than my three season porch.

People seem to enjoy also noting the miniature restrooms. Small size and only four in the entire building for both boys and girls plus staff. Offices 2,3, and 4 occupy only 96 square feet. That would be about 8 feet by 12 feet. Hardly enough room to get a desk in there. No showers in the restrooms.

There is no gymnasium but it is also listed as Potential Future Stage. That means "NEVER". There will not be room on the lot plus a parking area required for up to 240 students. On the July 20 program a caller asked where the track and field team would practice running. That was a show stopper. The flippant answer was

"There is a bike trail around here somewhere. We will use that ~~on~~ and the city streets". In this warm weather it is easy to forget winter. Snow is not removed from the bike trails in winter.
A police officer told me that one or two local resident joggers is ok, but 6 or 7 school age children running in the streets is not.

The flippant answer to a question about lack of a gymnasium was that some preliminary discussions had been made with public school people on the other side of Hwy M. No way! When that information gets elevated to top administration personnel it is dead. Two major problems: Security and liability. There is a relatively new organization at the state level. It is called Office of School Safely. It is already staffed and has a $100 million funding package to help pay for cameras, electronic door locks, etc. for schools. Allowing up to 150 kids from another school entering the school with a gymnasium travel in and out at random times through the day will never happen. Then there is a large liability problem with up to 150 students crossing a busy highway at an unmarked crossing also places a large liability risk on both the City of Verona and the school district. To be brief a lease agreement between the two are great evidence of approval of the arrangement. A verbal agreement permit, a "pattern of conduct" that also presumes both parties agrees to the arrangement. So, forget it.

I guess I could write a complete book on other subjects related to this. Ambrose subject but it is easy to understand this is not an appropriate space for a school building and certainly not a complete campus. Three acres is just not large enough and does not allow one or in the future –thing they mention in the application forms: such as: cafeteria, indoor gymnasium, athletic fields for soccer, football practice, or track and field. In the latest Verona Press it tells a story about the Verona Public Schools purchasing an option to buy 364 acres of land in Fitchburg in the future. Superintendent Gorrell is quoted as saying in effect this is large enough for building one large school or three smaller ones in the future. Compare that to one small 3 acre plot of land.

I don't want to continue to pick on the Ambrose data ~~sports~~ apart but the $3 million figure is questionable. A building of that limited size in the past has cost the Verona School District several million more dollars. Verona has been very responsible in the past to require commercial builders to maintain high requirements for outside appearance and many other things. What quality of building would the city get for the $3 million cost?

The City of Verona should know where any projects are going in the future. That's why the above information is made available. But the important thing to consider now is whether there is a proper access route for the property available. The simple answer to that is "NO". The traffic study must be made under live conditions to be anywhere near reliable. The lack of commuter travel and school traffic would result in an invalid output of information. The last 23 year of my working experience was strictly with super computers. They were used with only highly technical problem involving mathematical modeling and simulation for highway work and design, bridge design, and many other areas like nuclear engineering. My employer constructed the premier super computer of that time. They had approximately 65,000 worldwide employees but were little known by the general public because their market was confined to the highway technical world where the number of people exposed to it was small. I worked on projects throughout the United States, plus near the end of my employment I was assigned to large assignments in Caracas,Venezuela, and Brussels, Belgium (3 years). In Belgium I had personal responsibility for approximately 1500 employees assigned jobs through offices in most major cities. I tell you this not to impress you with my credentials, but to give you some understanding of my background.

A common quotation with mathematical modeling was "Garbage in, garbage out". In other words if you input bad data into the system, you get garbage out. A traffic study needs to be done at time of full flow of traffic. Trying to simulate the situation by applying volumes of data guessed at by some not intently familiar with the traffic flow is worthless.

Some of the most knowledgeable highway engineers in this area are in the Dane County and State of Wisconsin Highway department. They work on road design problems almost every day. As an example, when the Enterprise Drive area in Verona was being planned, the designer put a two lane street reaching all the way from Hwy18-151 north to Cross Country road with no stop signs. It was later named the state's longest drag-strip racing area. Dane County had a park on the eastern edge of the planned street. It took the Dane County Highway staff about 10 seconds to kill this idea. They planned a stop sign on Enterprise Drive at the Silent Street location and put 2 jogs in the road north of Silent Street and put a row of residents on the east side of Enterprise separating the street from the park. The result was slower traffic and safer park area.

(housing)

Verona School District had a similar experience in designing the new high school on the far west side of Verona. They designed an access road south of Verona into Hwy. 69. That also was quickly shot down because it was too close to another highway entrance less than 500 feet away. A complete road design was then necessary.

You have to see the road traffic on Hwy. M along with the present school traffic to fully appreciate the problems. A look at the reduced traffic now when the large volume of commuters are working at home because of the pandemic, and school traffic is not the outside normal school year traffic, giving you a completely false picture.

The City of Verona has committed to putting a sparkling Beacon light near the St Andrew driveway just on the north side of the church. It is supposed to be there before school starts. That is to identify that area as a hazardous travel zone. With the change underway at the previous high school to young students, more auto traffic and foot traffic is expected. Mothers transporting elementary school students into the school and driving out again will result in more traffic. Large number of middle school students on foot will occur. At this location there is a driveway into the church parking lot and on the west side o Hwy. M there is an entrance into the school area. Left turns by north bound cars and right hand turns by south bound cars are common. In addition there is a crossing guard at this location to assist foot traffic. All three cannot be active at the same time. When there is north bound traffic waiting to turn left the crossing guard puts an orange cone on the inside lane area so some hot racer does not attempt to roar by the left turn car that is waiting. Other traffic obstructions take place all the way north to Cross Country Road. The under construction assisted living facility will add at least 2 and perhaps 3 entrances and exits to that property. Work shifts there will be changing at rush hour times each morning.

Do not prolong this program by St. Ambrose people. It is a wrong building , etc. and in the wrong place. They will finally realize this if they are successful and try to build a campus. There just is not enough space even for phase 1. It should be terminated at this time.

I have encountered numerous people in just the past few days. They are all angry. Most of them are angry about the veil of secrecy that had persisted since Father Sassi began, but has been maintained by Ambrose personnel. A visual review is comparable to continued secrecy by all participants. Very few senior citizens have

computer systems and almost none of them have the proper equipment for a visual Planning Commission program or know how to install. If they have a small computer it is used only for brief messages to their married children or to the grandchildren. Even if they can get a question in, they may get a flippant answer and have no opportunity to pursue a response to a flippant response to the question. It is not an acceptable environment for a Plan Commission meeting or any other session of this type. People recognize it as another attempt to keep them from getting information.

Read the instructions at the bottom of the applicants form submitted to the Plan Commission. It explains in great detail that the applicant agrees to post a sign on the property leading up to a public hearing. It continues in more detail then I want to use here how that sign will be protected and maintained by the applicant. No sign has ever been on this property. A legal suit can probably shut things down to allow time to communicate information to those people who have purposely been shut off from information on the property they contributed money to purpose. There has been a lot of shameful conduct.

The proper thing to do at this time is to vote "NO" on any access proposal. Anything other than that creates continuous problems for the City of Verona for years to come. A "NO" vote will also serve to smooth the attitudes and comments by residents that have been badly mistreated in the secret process. There are other major problems I have not discussed for the sake of some brevity. The water problem on North Jefferson continues and will continue. The proposed solution will not solve the problem. One lady explained to me how the water actually shoots out of the sewer during a heavy rain storm. At the July 20 viral meeting a question came in from a resident about the water problem. The responder actually said the land under discussion would have unknown volume of dirt brought into raise the land and direct the water off to the south. No opportunity for a response. To the south is where the majority of residences are located, so directing water to the south only increases their problems.

If you don't do the proper thing and vote "NO" on anything regarding the property, postpone it for 30 days to allow time to get information to people who have been purposely restricted from getting information. US Mail will be necessary plus time for residents and parish members to register their vote on selling the property. That may result in a better outcome and solve wounds.

Leo E. Sweeney

P.S. Please refer to my previous letter where the comparison of funerals with no vehicles on Hwy M. compare to adding more traffic to Hwy. M.

Received 7/22/20

PETITION

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We also think it is reckless to add any access drives into the land off Highway M. Dane County has already communicated that to the Saint Ambrose people. We should do the same and veto this project.

SIGNATURE Terrie L. Smith

Received 7/22/20

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7/22/2020

7/22/20

SIGNATURE

David R. Maffet

Received 7/24/20

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Ben D. Niesen

SIGNATURE

Tina M Niesen

Received 7/24/20

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Bernice M. Hamilton

SIGNATURE

Received 7/22/20

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SIGNATURE

Megan Schmeisser + Matthew Mella
212 Noel Way

Received 7/24/20

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John P Hayes Carol J. Hayes

SIGNATURE

John Hayes
113 Noel Way
Verona, WI 53593-1233

Carol Hayes
113 Noel Way
Verona WI 53593-1233

Received 7/27/20

PETITION

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SIGNATURE

Alejandra Caballero Victor Diaz

Received 7/27/20

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Ronald Wendt

SIGNATURE

Received 7/27/20

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Nigel Lund

SIGNATURE

Pareshave for 50 + years.

Received 7/27/20

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Clara Anderson

SIGNATURE

206 N. Jefferson
Verona, WI 53593

Received 7/27/20

PETITION

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Susan M. Barker

SIGNATURE

Member, St Christopher Parish

Received 7/27/20

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Karen Zande St Christopher parish member

SIGNATURE

Received 7/27/20

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Madeleine Hollman

SIGNATURE

325 PRAIRIE WAY BLVD APT. 300
VERONA, WI 53593

Received 7/27/20

PETITION

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SIGNATURE

211 N. Jefferson St

Received 7/27/20

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Jeanne Lund

SIGNATURE

Am a member of St Christopher's Parish

Received 7/27/20

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Deborah Zurbuchen

SIGNATURE

211 NOEL WAY

Received 7/27/2020

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Dave Zufelt

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Eleanor C. Johnson

SIGNATURE

208 N. Jefferson St.

Verona

Received 7/27/20

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Pat Ehly

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SIGNATURE

Received 7/28/20

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Paula McGuire

SIGNATURE

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Verona

Received 7/28/20

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Michele Bolke

SIGNATURE

Received 7/29/20

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Brandy Behney

SIGNATURE

2004 Harvard St

Verona

Received 7/29/20

PETITION

As residents in the neighborhood east of the St. Andrew property, we feel very strongly that the Saint Ambrose School is not compatible with this established community. We have been completely ignored and have received no information except by word-of-mouth the past recent dates. The parking problem is being completely ignored. Parking as indicated on the current plan is completely inadequate to do anything except force large contingents of vehicles to park all day on our streets. The high speed of young drivers in a neighborhood that was established without sidewalks creates many opportunities for tragedies. All ages of people, including young children, are walking or biking in the streets at all times.

We also think it is reckless to add any access drives into the land off Highway M. Dane County has already communicated that to the Saint Ambrose people. We should do the same and veto this project.

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Richard K Lovitz

SIGNATURE 205 N. Jefferson ST

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Alex Miller

SIGNATURE

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