

City of Verona Planning Submittal

For Consideration of A Proposed Amendment to the City of Verona Urban Service Area

and the
Dane County Water Quality Plan;
Dane County Land Use and Transportation Plan;
Dane County Farmland Preservation Plan.

For Amendment of the Reinke Properties

Final – February 22nd, 2010

Revised - April 20th, 2010

For Consideration by the State of Wisconsin Department of Natural Resources,
and by
The Capital Area Regional Planning Commission

Verona Common Council

Jon Hochkammer, Mayor
Louis Eifert
Ken Harwood
Scott Manley
William Mac McGilvray
Steve Ritt
Clark Solowicz
H. Brad Stiner
Richard Streich

Verona Plan Commission

Jon Hochkammer
Jeremy Charles
Jeff Horsfall
Jack Linder
Patrick Lytle
Steve Ritt
Janie Ritter

City Staff

Robert Gundlach, City Consulting Engineer
Ronald Rieder, Director of Public Works
Bruce Sylvester, Director of Planning and Development
David Walker, Director of Parks and Urban Forestry

Prepared by: Vierbicher Associates, Inc.
City of Verona Department of Planning and Development

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Attachment 1: Comprehensive Plan (Land Use Chapter)

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Attachment 3: Comprehensive Plan: "Future Urban Areas"

Attachment 4: City of Verona Administrative Policy #48 for USA Expansions

Attachment 5-A: City of Verona 'Southeast Neighborhood Plan'

Attachment 5-B: Plan Commission minutes from January 4, 2010 incorporating the Southeast Neighborhood Plan into the Comprehensive Plan.

Attachment 6-A: Plan Commission minutes from December 7th, 2009 showing that Proposal is Consistent with Comprehensive Plan

Attachment 6-B: Common Council Resolution 12-09-783 approving the proposal to expand the Verona Urban Service Area.

Attachment 7: Letter to the Town of Verona dated December 21st, 2009 providing notification of proposed USA amendment

Attachment 8: Letter to Barb Weber dated February 22, 2010 requesting that the Verona Urban Service Area be amended.

Attachment 9: Wetland Delineation Report—Liberty Business Park, by Natural Resources Consulting and dated December, 2009

Attachment 10: National Resources Consulting, Inc. Wisconsin Department of Natural Resources Assurance Letter

Attachment 11: U.S. Army Corps of Engineers Wetland Concurrence Letter

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EXECUTIVE SUMMARY

This Urban Service Area Amendment (USAA) request is for approximately 78.5 acres of land located just east of US Highway 151, between Whalen Road on the north and County Highway M and Shady Bend on the south. At this time, the area proposed for amendment is not natural but rather is developed intensively with mono-crop agriculture and is SI suburban industrial. The area is rectangular in shape, and is directly adjacent to land within the Verona Urban Service Area. This application is for the inclusion of the 78.5 acres of land in the urban service area in order for this land to be joined with an area to the west for the creation of the Liberty Business Park. The business park is consistent with the City of Verona comprehensive plan, economic development plan, and tax increment financing plans.

1.0 PLAN CONSISTENCY

1.1 Local Community or Neighborhood Plan

Requirement: Include a copy of the local community or neighborhood plan with the submittal.

The proposed USAA is consistent with future urban growth areas identified in the City of Verona Comprehensive Plan. The proposed area is part of the future urban growth area identified as "East" in the comprehensive plan. The comprehensive plan land use chapter is included as Attachment 1. Attachments 2 and 3 are components of the City Comprehensive Plan that describe future planned land uses for the properties that include the amendment area (identified as Reinke/Darrow properties). Future land uses are consistent with the proposed amendment. The amendment is also consistent with City of Verona Administrative Policy #48 on urban service area expansions, included as Attachment 4. The City of Verona has also adopted a Neighborhood Plan for this amendment area and the land that surrounds it. This 'Southeast Neighborhood' Plan is provided in Attachment 5-A, and this proposed Urban Service Area amendment is consistent with the adopted 'Southeast Neighborhood' Plan. Attachment 5-B is a copy of the Plan Commission meeting notes incorporating the Southeast Neighborhood Plan into the Comprehensive Plan.

1.2 Local Plan Commission Documentation

Requirement: Document a finding by the local plan commission that the proposal is consistent with its plan.

On December 7th, 2009 the Verona Plan Commission found the proposed Urban Service Area amendment to be consistent with the city's adopted Comprehensive Plan and voted unanimously to recommend that the Common Council adopt a resolution approving the proposed amendment. A copy of these minutes is provided in Attachment 6-A. The Common Council subsequently adopted Resolution 12-09-783 finding that the proposal is consistent with the City's adopted Comprehensive Plan and supporting the proposal to amend the Verona Urban Service Area to include these lands. A copy of this resolution is provided in Attachment 6-B.

2.0 INTERGOVERNMENTAL COOPERATION

2.1 Document Notification of Adjacent Local Governmental Units

Requirement: Document notification of adjacent local governmental units.

The City of Verona notified the Town of Verona about this proposed amendment to the Verona Urban Service Area on December 21st, 2009. A copy of the letter containing this notification is provided in Attachment 7.

2.2 Adjacent Local Governmental Unit Objections or Support

Requirement: Note any adjacent local governmental unit(s) objections or support of the proposal.

The City of Verona will forward to the Capital Area Regional Planning Commission any comments we receive from the Town of Verona regarding this proposal.

3.0 LAND USE

3.1 Proposed USAA Boundary and Rights-of-Way

Requirement: Prepare Map 1 including the proposed USAA boundary and existing rights-of-way (ROW).

Please refer to Map 3.1 for map displaying the proposed USAA boundary and existing rights-of-way.

3.2 Acreage of Proposed Land Uses for USAA

Requirement: List on Table 1 the acreage of proposed land uses for the USAA only; list ROW separately.

See Table 3.1 below for the acreage of proposed land uses for the USAA, with ROW listed separately.

Table 3.1: USA Amendment Area Data					
Proposed Land Use	Number of Acres			# of Housing Units	Housing in Rest of Plat
	Proposed Development	Existing Development	Environmental Corridor		
Single Family Residential	0	0	0	0	0
Other Residential	0	0	0	0	0
Total Residential	0	0	0	0	0
Commercial	0	0	0		
Industrial	54.85	0	0		
Institutional	0	0	0		
Street ROW	10.30	0	0		
Parks	0	0	0		
Stormwater Management	5.47	0	0		
Other Open Space*	7.88	0	7.88		
Grand Total	78.5	0	7.88		

3.3 Total Acreage of Existing Development

Requirement: List total area (in acres) of "Existing Development" in Table 1: street ROW and lots with improvements.

See Table 3.1 in the previous section for the total acreage of existing development. The land is almost entirely in agricultural use, with a small forested portion. The total land area is 78.5 acres.

3.4 Land Uses Surrounding the USAA

Requirement: Show the land uses (existing and planned) surrounding the USAA on a map.

Please refer to Map 3.2 for Existing Land Uses and Map 3.3 for Planned Land Uses.

3.5 10-Year Staging Boundaries

Requirement: For proposals larger than 100 developable acres, show 10-year staging boundaries on a map.

The proposed area is less than 100 developable acres.

4.0 HOUSING & ECONOMIC DEVELOPMENT

4.1 Housing Type and Number of Units

Requirement: Describe proposed housing and list the number of proposed units by type in Table 1.

There are no residential uses in the proposed USAA area.

4.2 Affordability of Proposed Housing

Requirement: Describe the affordability of proposed housing and whom it serves: families, seniors & persons with disabilities.

There are no residential uses in the proposed USAA area.

4.3 Business Expansion and Increased Employment

Requirement: If the proposal would expand business and/or increase employment, describe.

A specific tenant is not known at this time, so an exact employment count is not available. However, the 78.5 acre area will develop as industrial use, to serve the demand for this type of space in the Madison area economy. Taking into account land needed for stormwater, environmental corridor, and right-of-way purposes, 54.85 acres of land will be available for industrial development.

Based on current estimates of developable manufacturing parcels to be created with the approval of the requested amendment, the amended service area will net 54.85 acres, approximately 700,000 to 750,000 square feet of building area, and 1,500 to 2,000 jobs at full build out.

5.0 AGRICULTURAL, NATURAL AND CULTURAL RESOURCES

5.1 Environmental Corridors

Requirement: Show "Environmental Corridors" on Map 1 and list acreage in Table 1.

Map 5.1 that displays designated environmental corridors in the proposed amendment area. Acreages are shown in Table 3.1.

5.2 Wetlands, Floodplains and Drainage Ways

Requirement: Identify wetlands, floodplains and drainage ways.

See Map 5.2 that displays wetlands, drainage ways, and areas identified as having potential hydric inclusions on site. There are no floodplains in the proposed amendment area.

There are three areas of possible hydric inclusions in the amendment area, labeled on the map as A, B, and C, as identified by Dane County Land Information Office data. These areas are identified as soil type Troxel Silt Loam (TrB).

Soil borings were taken in the field at the lowest spots by Natural Resources Consulting, Inc. (NRC) to verify the existence of hydric soils in these areas. In Area A, hydric soils were only identified in the wetland portion. No hydric soils were indentified in Area B or Area C. NRC’s full Wetland Delineation Report is provided in Attachment 9.

Wetlands were delineated in the field by NRC in the northern and southeastern portions of the site. The Wisconsin Wetland Inventory (WWI) map does not identify any wetlands within the Study Area nor on adjacent properties. The WWI shows two water bodies which correspond with the field-delineated Wetlands 1 (W-1a and 1b) and 2. The field-delineated northern wetland (wetland 3) is not identified on the WWI Map.

The table below provides a summary of all field-delineated wetlands:

Wetland	Wetland Type	Adjacent Surface Waters	Acreage (on-site)
Wetland 1 (W-1a and W-1b)	Ephemeral wetland in forested setting/T3K	No inlets or outlets observed	W-1a - 0.092 acres; W-1b - 0.069 acres; (Note: total wetland acreage, on and off-site, is 0.718 acres)
Wetland 2 (W-2)	Open water pond/W3H	No inlets or outlets observed	0.136 acres
Wetland 3 (W-3)	Farmed Wetland/E3Kf	No inlets or outlets observed	1.092 acres

NRC has field-delineation assurance status from the Wisconsin Department of Natural Resources (DNR). Please see Attachment 10 for verification of NRC’s wetland delineation assurance status with the DNR. Furthermore, Attachment 11 displays the U.S. Army Corps of Engineers concurrence letter in reference to the field wetland delineations conducted by NRC. Wetland buffers will be provided according to the guidelines set forth in item 5.4. All wetlands are less than two (2) acres in size, including off-site portions of the wetlands.

Further description of the characteristics of all field-delineated wetlands in the proposed amendment area, as well as wetland photos, are included in the Natural Resources Consulting, Inc. Wetland Delineation Report, provided in Attachment 9. Wetland 1 is located in the southeastern corner of the site. This wetland is broken into two sections, 1a and 1b. This wetland extends outside the proposed amendment area to the east.

There is an identified drainage way that travels south through the City of Verona along U.S. Highway 18/151, traverses the highway, and meets up with the proposed amendment area at its northwest corner. The drainage way has been identified as

neither intermittent nor navigable as it approaches the amendment area. See item 5.3 for further discussion of the drainage way.

5.3 Stream Navigability and DNR Concurrence

Requirement: Include detailed wetland and floodplain mapping, stream navigability determination, and DNR concurrence.

See Map 5.2 for a detailed depiction of field-delineated wetlands, as well as the identified drainage way that meets the site at its northwest corner. No floodplains have been identified in the amendment area. A navigability determination was conducted in 2007 on a site visit by Cami Peterson of the Wisconsin DNR. Although the drainage way is mapped according to Dane County Land Information Office data, the drainage way was determined to be non-navigable as it exists in the amendment area and the property immediately to the west of the amendment area. The determination of non-navigability is per the Wisconsin state definition for a navigable stream.

In the amendment area, the drainage way is neither a navigable nor an intermittent stream. It does not become an intermittent stream until it nears U.S. Highway 18/151 off the property to the west. Please see Attachment 12 for the Wisconsin DNR letter stating non-navigability of the drainage way.

5.4 Environmental Corridor Designations

Requirement: Make sure that environmental corridor designations meet criteria as developed by the Dane County RPC.

An environmental corridor is proposed for the southeastern part of the site to completely encompass the wooded area, wetlands 1 (1a and 1b) and 2 within it, and the steep slopes that traverse this wooded area. High quality tree species in the wooded area running east to west will be retained in the environmental corridor as well. This wooded area running east to west across the property will be situated so that it runs along a parcel boundary line and, in addition to its environmental corridor benefits, acts as a windbreak and physical boundary between the northern and southern parts of the site.

Upon review of the site conditions and through completion of a biological assessment, Ramaker and Associates has concluded that the habitat for listed and proposed species, while potentially but unlikely located in the proposed amendment area, would not be adversely affected by the project.

A seventy-five (75) foot buffer will be provided around the delineated wetland at the northern end of the site, labeled wetland 3 on Map 5.2. A seventy-five (75) foot buffer will also be provided around wetlands 1 (1a and 1b) and 2 at the southeastern portion of the site. These wetlands are located within the proposed environmental corridor area at the southeastern portion of the site, and will be buffered by the environmental corridor. All wetlands are less than two (2) acres in size.

Refer to Map 5.1 for designations of environmental corridors on site.

5.5 Environmental Corridor Criteria

Requirement: Indicate whether the proposal surpasses minimum environmental corridors criteria requirements

The designated environmental corridors on the amendment site surpass environmental corridor criteria requirements as set forth by the Capital Area Regional Planning Commission. Wooded areas on slopes greater than 12% on site are designated as environmental corridor, with particular attention paid to the area of wetlands, steep

slopes, and woodlands on the southeastern portion of the site. This area is of special conservation concern given wetlands in the area and the existence of steep wooded slopes nearby.

5.6 Historic Structures or Archeological Areas

Requirement: List any known historic structures or archaeological areas in the USAA.

Ramaker & Associates has identified that the project will have both a direct and indirect Area of Potential Effect (APE). The direct APE consists of any of the following items: ground disturbance areas, access road, underground utility easements, stormwater basins, building demolition, and any other ground disturbance areas as they relate to the project. The indirect APE consists of the geographical area within which the project may be visible.

To assess whether a project proposed in the State will affect a state or federally significant cultural resource, Ramaker & Associates completed a review of the literature and records to identify the potential for impacts to known historic properties. Resources included, but were not limited to the National Historic Landmarks, sites listed on the National Register of Historic Places, previously surveyed historic districts, buildings, structures, or objects from state inventory files, and known prehistoric properties (archaeological sites).

A summary of the potential impacts to the direct and indirect APEs is included below:

Direct APE: A review of literature and resources made available to Ramaker & Associates identified that there were no known archaeological sites in the area surrounding the subject property. A review of the on-line Wisconsin Historical Society (WHS) information (AHI, ASI and BAR) for Sections 23, 24, 25 and 26, Township 6 North, Range 8 East was completed. No historic sites were identified on the subject property or area immediately surrounding the subject property. It should be noted that a previous archaeological survey (#88-1129) transverses the northern portion of the subject property. No archaeological sites were discovered.

Indirect APE: The Indirect APE is limited to the area immediately surrounding the subject property. Ramaker & Associates reviewed available maps and searched the database on the Wisconsin State Historical Society Website (AHI, ASI and BAR) for Sections 23, 24, 25 and 26, Township 6 North, Range 8 East. No historic sites were identified on the subject property or area immediately surrounding the subject property.

6.0 UTILITIES AND STORMWATER MANAGEMENT

6.1 Public Sanitary Sewerage System

Requirement: Describe the proposed USAA public sanitary sewerage system and provide schematics.

The City of Verona has conducted a complete long-term plan for future sanitary sewer service as it grows in the future. This plan includes details for future sanitary sewer service for the proposed amendment area. A complete copy of this 'Waste Water Master Plan' with further information is available on-line and the City of Verona has provided a copy of this plan to the Capital Area Regional Planning Commission. See Attachment 13 for a sanitary sewer schematic.

The proposed amendment area is located within the Whalen Sub-Basin of the East Basin identified in the Waste Water Plan, conducted by Earth Tech, Inc. in 2007. According to this plan, increases in capacity will need to be made to the eastside interceptor to accommodate the additional flow from the future growth in the area. Extensions will need to be made to extend sewer service in the sub-basin as well. This project includes the necessary improvements needed to accommodate additional sanitary sewerage system flow.

6.2 Wastewater Plant/Interceptor Capacity

Requirement: Describe the wastewater plant/interceptor capacity to serve the USAA.

The proposed Amendment Area sanitary sewer system will be operated through a gravity flow piping system located on 78.5 acres within the 407 acre Whalen sub-basin of the East Basin. The East Basin is served by the City's east side interceptor. The interceptor is 15-inch diameter and extends along Badger Mill Creek from MMSD's Pumping Station No.17 off Bruce Street to the Military Ridge State Trail south and east of Hometown Community Park. All sub-basins within the East Basin are tributary to the eastside interceptor through either existing gravity sewer or the extension of gravity sanitary sewer from the interceptor.

The Burgenski, Central and Military sub-basins are all served by 12 inch diameter interceptors that flow into the eastside interceptor. The Military sub-basin interceptor joins the eastside interceptor through the use of a six-inch diameter, double barrel siphon under Badger Mill Creek. An extension of sanitary sewers to serve the Whalen sub-basin would be by extension of the Military sub-basin 12 inch diameter interceptor.

The Verona Sewer Utility currently provides service to residential, commercial, industrial and public users. In order to project future wastewater flows and infrastructure capacities the Utility utilizes the City of Verona Land Use Map to project land use and population density. In 2005, City of Verona water consumption records were used to determine a per capita water consumption rate of 76.7 gallons per day (gpd). In the February 2007 Wastewater Master Plan, the Verona Sewer Utility used a wastewater generation rate roughly 1.17 times the water consumption rate per capita per day due to higher projected future water usage and infrastructure infiltration. This resulted in a wastewater generation rate of 90 gallons per capita per day (gcd) and was subsequently used to forecast the scope of the expansion of the sanitary sewer system into the Whalen sub-basin. This report also used population density projections based on the following:

- 3.0 to 3.2 capita for Single Family Housing
- 2.1 to 2.8 capita for Duplex Housing

- 1.8 capita per dwelling unity for Multi-family Housing
- 6.7 capita per acre of Commercial/Industrial Development

Based on the findings of the 2007 Master Plan, the City of Verona will extend a 12-inch diameter interceptor from the Whalen Road & County Hwy PB east along Whalen Road to the west edge of the Whalen sub-basin. From that point a 12-inch interceptor will travel south along the east edge of the US Hwy 18-151 right of way. Approximately 1,000 feet along the south and east of the US Hwy 18-151 right of way line, the 12 inch interceptor will turn to the east for another 1,400 feet to a location along the west edge of the proposed Amendment Sanitary Sewer service area. This location will serve as a connection point with the 78.5 acre service area.

It is proposed that the 12 inch interceptor will continue to be routed east through the 78.5 acre parcel to a manhole at a location along the east edge of the parcel. This extension will serve the future development along the southeast portion of the Whalen sub-basin. Within the Amendment service area, an 8-inch interceptor will extend north and south along East Avenue, approximately 600 feet east of the west Amendment service area boundary. This 8-inch interceptor will extend to a point just south of the Whalen Road right of way and service future development to the northeast corner of the Whalen sub-basin.

The entire 78.5 acre Amendment parcel has been zoned and will be developed consistent with the Verona Industrial Zoning. This service represents 13.4% of the capita density for the Whalen sub-basin. Using the previously stated parameters, it is estimated that the total capita estimated for the Amendment parcel service area will be 526. Assuming 90 gal per capita per day wastewater generation rate, it is estimated that the Amendment service area will produce an average daily wastewater flow of 47,370 gpd; as part of a total average daily wastewater flow of 353,279 gpd generated for the entire Whalen sub-basin.

The Amendment service area, along with the proposed development to the northeast and southeast portions of the Whalen sub-basin, has been estimated to generate a peak wastewater flow of 540 gpm. The 12 inch interceptor, at the connection point on the east edge of the Amendment parcel service area has been sized for this capacity.

6.3 Current Average Daily Flow to the Wastewater Treatment Plant/Interceptor

Requirement: Provide current average daily flow to the wastewater plant/interceptor.

The Verona Sewer Utility service area encompasses approximately 6.3 square miles with approximately 48 miles of interceptor and collector sewers; along with one 0.54 million gallons per day (mgd) sewage pumping station.

All sewerage from the Verona Sewer Utility service area is collected at the Madison Metropolitan Sewerage District Pumping Station No. 17 on the City of Verona's southwest side and pumped to MMSD's Nine Springs Valley interceptor for transport to MMSD's Nine Springs wastewater treatment facility.

6.4 Proposed Public Water Supply and Distribution System

Requirement: Describe the proposed USAA public water supply/distribution system and provide schematics.

The Verona water distribution system consists of four groundwater supply wells, two elevated water storage tanks, two booster pump stations, three pressure zones, and approximately 52 miles of transmission and distribution water mains ranging in size up to 12 inches in diameter.

According to the Wisconsin Department of Administration, the 2005 population for the City of Verona was 9,103 persons. The total population served by the Verona Water Utility will increase to a population of approximately 28,000 people by 2030. Based on an analysis of land development and population growth, the projected 2030 average day water requirement is estimated to be approximately 3.73 million gallons per day (MGD). This represents an increase in water requirements of nearly 250 percent from the current average day water requirement of approximately 1.07 MGD. Future annual industrial water sales are projected to increase from approximately 0.14 MGD in 2005 to approximately 0.79 MGD by the year 2030.

The Amendment service area is located within a region that overlaps the Central Pressure Zone and the Southeast Pressure Zone of the Verona Water Utility service area. In 2006, the City of Verona conducted a Water Distribution System analysis and concluded that future expansion represented, within the Amendment service area, would have a planned expansion based on the water supply and distribution parameters defined in the Southeast Pressure Zone. The Southeast Pressure Zone is currently serviced by the Southeast Water Tower located at the southern portion of the city.

In order for the water distribution system to provide the proper pressure and volume into the Amendment service area, a water main highway crossing will be needed at Whalen Road and US Hwy 18/151. The 12 inch water main will be extended to the proposed intersection of Whalen Road and Liberty Drive. The 12 inch water main will then be extended south along Liberty Drive to a connection with the existing 12 inch water main located at the intersection of County Hwy M and Thousand Oaks Drive. The water main distribution system will be extended east into the Amendment service area through 10 inch water mains at the intersections of Liberty Drive and North Street; Liberty Drive and Center Street and Liberty Drive and South Street. A 10 inch water main will extend north and south along East Drive to complete a network loop of the 12 inch water main loop west of the Amendment service area.

Public water service will be provided to the proposed amendment area by the Verona Water Utility. See Attachment 14 for a water system schematic.

6.5 Public Water System Current Capacity

Requirement: Describe the current capacity of the water system.

A new tower is under construction and will be completed in 2010 to service this area of the city. The existing towers allow water service to an elevation of 1,110 feet. The existing pumping capacity of 4,000 to 4,500 gallons per minute is more than adequate for anticipated development. Existing pumps, water towers, and water mains are sufficient to provide the necessary pressure, capacity, and supply for the anticipated development of the amendment area.

6.6 Public Water System Fire Fighting Capacity

Requirement: Describe the adequacy of the public water system to provide 2,000 gpm for 2.5 hours for fire fighting.

In addition to water supply requirements for residential, public, commercial, and industrial consumption, water system planning for fire protection needs is an important consideration. In most instances, water main sizes are designed specifically to supply needed fire flow requirements. Guidelines for determining fire flow requirements are provided by the Insurance Services Office (ISO). ISO is the insurance service organization responsible for evaluating and classifying municipalities for fire insurance rating purposes.

When a community evaluation is conducted by ISO, the water system is evaluated for its capacity to provide needed fire flow at a location. Determination of the needed fire flow is dependent on land use characteristics and the types of properties to be protected; however, in high value districts, fire flow requirements of up to 3,500 gpm can be expected.

Within this planned water distribution system for the Amendment service area, it is anticipated that the water pressure rate under average day demand will range from 60 psi to 70 psi. It is anticipated that the available fire flows under maximum day demand will exceed 3,500 gpm. This will provide adequate fire flow for the entire Amendment service area.

6.7 Current Average Daily and Peak Hourly Water Demand

Requirement: Provide current average daily and peak hourly water demand.

The proposed amendment area is located within the Southeast Pressure Zone, which in 2005, had current average daily water demand of 0.07 million gallons per day and peak hourly water demand of 12,000 gallons per hour (288,000 gallons per day).

6.8 Stormwater Facility Management and Ownership

Requirement: Explain how the stormwater facilities are to be managed or owned.

The City of Verona will require outlots for stormwater management to be dedicated to the City for long-term maintenance. The City has an excellent track-record of inspecting and maintaining publicly-dedicated stormwater management facilities. In 2009, the City created a storm-water utility to provide a stable and reliable funding source for on-going stormwater management practices. Any on-site facilities will be private but will be required to comply with city requirements for maintenance.

6.9 Stormwater Management Measures and Standards

Requirement: Specify the proposed stormwater management measures and standards.

Development within the Amendment Area will be designed to meet the most restrictive requirements for stormwater management and erosion control as outlined in the State of Wisconsin Administrative Code section NR 216 and NR151, Dane County's Code of Ordinances, Chapter 11 and 14, and the City of Verona's Code of Ordinances, chapter 2. A copy of the Erosion Control and Storm Water Management Report is included as Attachment 16.

In an effort to protect the natural resources in and downstream of the Amendment Area, the following stormwater standards are recommended for the proposed Urban Service Area:

1. Post-development peak runoff rate shall not exceed the pre-development peak runoff rate for the 2-year (2.9"), 10-year (4.2") and 100-year (6.0") 24-hour design storm events. The development runoff rates for the entire Amendment Area will be controlled via the design and installation of a wet stormwater detention pond located near the west side of the site and a flow control ditch along the east side of the site. Discharges from outlets shall have a stable outlet capable of carrying designed flow at non-erosive velocities.
2. The proposed development within the Amendment Area will be consistent with Verona Suburban Industrial Zoning. Infiltration standards will be achieved on each individual lot as the lots are developed. Development covenants will be established requiring that sufficient runoff volume be infiltrated so that the post-development infiltration volume shall be at least 60% of the pre-development infiltration volume. If, when designing appropriate infiltration systems for each lot,

more than 2% of the lot is required to be used as the effective infiltration area, the lot owner may alternatively design infiltration systems and pervious surfaces to meet or exceed the estimated average annual recharge rate (7.6 inches per year), using at least 2% of the site for infiltration.

3. Total suspended solids (TSS) load shall be controlled to retain 80% of .05 micron solids resulting from a one-year 24 hour design storm event, according to approved procedures, and assuming no sediment re-suspension. Sediment control standards will be achieved for the entire Amendment Area via the West Wet Detention Pond.
4. Covenants will require that oil and grease control be provided on each individual lot as it is developed. . The first half inch (.5") of run-off will be treated using oil and grease removal technology currently available. Devices used to trap oil and grease shall be cleaned at least once every 3 months. Pumped liquids from cleaning shall be discharged to a licensed wastewater treatment plant.
5. The site is located within a watershed identified by the Wisconsin DNR requiring thermal control of storm water runoff. Thermal control will be implemented using Stormwater Infiltration Best Management Practices to receive the first flush of runoff leaving individual lot impervious surfaces. This practice allows stormwater runoff to recharge the ground water levels closer to the source, with minimal thermal effects on the stormwater discharge.
6. Erosion control measures will be implemented to prevent gully and bank erosion and limit total off site erosion to less than 7.5 tons per acre per year.
7. Stormwater Maintenance Provisions Include:
 - Wet Detention Pond
 - i. The Owner shall visually inspect the pond outlet structure and pond perimeter annually. The pond perimeter area shall be mowed a minimum of twice a year.
 - ii. Mowing shall maintain a minimum grass height of 6"-8". All undesirable vegetation and volunteer tree growth shall be removed, including those in close proximity to the outlet structure.
 - iii. No plantings or structures of any kind are permitted within the detention pond area, without prior written approval of the City.
 - iv. Siltation in the pond shall be dredged and disposed of offsite in accordance with NR347.
 - v. Dredging shall be required when the pond depth is increased by six (6) inches or more as required by the City. The Owner shall maintain records of inspections.
 - Grass Swales
 - i. Swales should be inspected periodically during the first year of use and after all major storm events in perpetuity for possible erosion to the channel.
 - ii. Trash and other debris should be removed seasonally.
 - iii. Rock Check Dams should be inspected for evidence of bypassing.
 - iv. Channelization, barren areas, and low spots within the channel should be repaired and reseeded.
 - v. Accumulation of biomass should be removed periodically.

- Storm Sewer
 - i. Visual inspection of components shall be performed and debris removed from inlets and storm sewer manholes.
 - ii. Repair inlet/outlet areas that are damaged or show signs of erosion.
 - iii. Repairs must restore the component to the specifications of the original plan.

6.10 Stormwater Ponds

Requirement: Indicate plans for the installation of the stormwater ponds prior to land disturbing activities.

Stormwater ponds described in this USAA Application will be installed prior to land disturbance.

7.0 TRANSPORTATION

7.1 Urban Transportation System and Proposed Facilities

Requirement: Describe the urban transportation system and proposed facilities.

See Map 7.1 for a map displaying the proposed transportation system for the amendment area. Transportation linkages to the west in the rest of the Liberty Business Park are included as well for the purpose of continuity. Existing arterial routes include Whalen Road to the north and County Highway M to the south, as well as U.S. Highway 18/151 and Old County Road PB to the west. Liberty Drive is being proposed as a north-south future collector route, while the others will act as future local streets.

The parcel is located in the northwest quadrant of the existing County Highway M and Shady Bend Road intersection between County Highway M and Whalen Road. Access to the parcel will be provided from County Highway M and Whalen Road. The existing County Highway M and Shady Bend Road intersection will be reconstructed slightly to the west of its current location. East Drive will be constructed in the approximate center of the parcel, serving as an extension from Shady Bend Drive and terminating at a new tee intersection with Whalen Road.

The industrial park at full build out will generate 700 morning peak hour trips, 710 afternoon peak hour trips, and 5,740 weekday trips ends. Approximately 15 percent of the trips will access the development from the new Whalen Road and East Drive intersection. The remaining 85 percent of the trips will access the development from the reconstructed County Road M and Shady Bend Road intersection. Build out of the Areas 6 is expected to be 50 percent in the ten years between 2010 and 2020. Full build out of Liberty Business Park is expected by 2030.

There are several intersections in and adjacent to the project area that will require review and possible action in regards to the need for intersection control devices. The applicant commits to working with city officials at intersections along Whalen Road, and with county officials at intersections along County Highway M on the southern end of the site.

The existing tee intersection of County Highway M and Shady Bend Road will be reconstructed slightly to the west of the existing intersection. East Drive will be extended north from CTH M to Whalen Road, where a new tee intersection will be constructed. The recommended intersection traffic control for both these intersections is stop control on the side road.

The recommended intersection geometry for the proposed Whalen Road and East Drive

intersection does not change between 2020 and 2030 and is shown in Exhibit 4 of Attachment 15 and Exhibit 5 of Attachment 15. The eastbound approach will be one thru lane and one right turn lane. The eastbound right turn lane should provide 325 feet of storage to accommodate deceleration from the 45 mph posted speed limit. The northbound approach will require a single lane approach. The westbound approach will be a shared thru-left lane with a 250 foot left turn bypass lane.

The recommended intersection geometry for the 2020 County Highway M and East Drive intersection is shown in Exhibit 4 of Attachment 15. The eastbound approach will be a shared thru-left lane with a 250 foot left turn bypass lane. The southbound approach will require a single lane approach. The westbound approach will be one thru lane and one right turn lane. The westbound right turn lane should provide 325 feet of storage to accommodate deceleration from the 45 mph posted speed.

The recommended intersection geometry for the 2030 County Highway M and East Drive intersection is shown in Exhibit 5 of Attachment 15. Off-site development traffic is not analyzed for this intersection, but the 2030 recommended geometry is compatible with future capacity improvements, such as signalization. The eastbound approach will be a single thru lane and a single left turn lane with a 325 feet of storage to accommodate deceleration from the 45 mph posted speed limit and storage for 2 vehicles. The southbound approach will be one left turn lane and one right turn lane. The southbound left turn lane requires a 150 foot storage lane. The westbound approach will be one thru lane and one right turn lane within 325' of storage. County Highway M must be a median-divided roadway with a minimum 24 foot median to provide left-turning vehicles from East Drive a staged crossing of CTH M.

7.2 Sidewalks and Other Pedestrian Facilities

Requirement: Note sidewalks or other pedestrian facilities.

Sidewalks will be provided along all new rights-of-way constructed within the proposed amendment area. A paved multi-use path is planned by the City of Verona comprehensive plan to accommodate pedestrian and bicycle traffic along U.S. Highway 18/151 to the west of the proposed amendment area.

7.3 Facilities for Bicycles

Requirement: Note facilities for bicyclists.

The City of Verona comprehensive plan identifies a future bike route that travels through the City and then east along Whalen Road towards Fitchrona Road. The City has also requested that in-street bike lanes be provided in Liberty Drive, and that a bike trail extend along East Avenue from the bike trail along Whalen Road, south to County Highway M. Both of these facilities are displayed on Map 7.1.

7.4 Bus Route, Taxi and/or Carpooling Measures

Requirement: Describe bus route, taxi, and/or carpooling measures.

Mass transit service is available in the City of Verona via the City of Madison's Metro Transit. The existing service is the 'commuter' Route 55, which provides weekday morning and evening rush-hour service between Verona Avenue and the Epic System's campus on the City's west side and the west transfer station in the City of Madison. The City intends to continue this route as a valuable component of the City's transportation system to both provide alternative modes of travel and to minimize congestion on local roadways. As the area included in this application proposal develops, the City will review the transportation alternatives in the area and likely add another Madison Metro stop.

7.5 Areas Planned for Transit Facilities

Requirement: Show or describe areas planned for transit or taxi service or park & ride facilities.

The proposed amendment area is located within the service coverage area for Madison Taxi, Badger Cab Company, and Union Cab of Madison. There are no planned capital improvements (transit shelters, park and ride facilities, etc.) for the proposed amendment area, although the City will likely work with Madison Metro Transit to add bus service to the area as it develops.

8.0 COMMUNITY FACILITIES

8.1 Local Police Officers

Requirement: Provide the number of full time equivalent local police officers.

The City of Verona provides police protection to all city properties and also provides first-responder services to unincorporated areas outside of the City. Police protection will be provided to the 'southwest' amendment area upon annexation and development within the city.

The Verona Police Department is staffed by 18 full-time sworn officers, including the Police Chief, as follows:

1	Chief
1	Lieutenant
3	Sergeants
1	Detective
12	Patrol

In addition to these 18 full-time sworn officers, 2 part-time sworn officers are available as necessary to cover shifts and insure 24-7 coverage. The ratio of sworn officers to population in the City in 2008 was 1.7 officers for every 1,000 residents. National and State averages for this ratio are typically 2.2 sworn officers for every 1,000 residents, although these higher figures include larger metropolitan police forces. The Dane County average for communities similar to Verona was 1.8 sworn officers/1,000 residents. The City of Verona's population is expected to grow to at least 18,000 by the year 2030, requiring additional officers to be hired. Non-sworn staff for the police department includes:

3	Office staff, including an Office Manager, Full-time records clerk, and Part-time records clerk
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Existing Program/Service

The Verona Police Department provides public safety services to the City of Verona 24 hours a day, 7 days a week throughout the year. The Verona Police Department receives and responds to over 8,000 calls for service annually. Police services in the City of Verona are substantially higher in Verona than in larger cities. For example—persons in non-injury automobile accidents in the City of Madison must self-report the accidents, while such accidents in Verona receive an officer on the scene. Similarly—residential burglaries in Madison in which the burglar has left the premise do not receive officers on the scene and the victims must self-report, while in Verona officers go to the scene to investigate and take a report.

Other services provided by the police include:

- Educational and community events such as car seat inspections, bike helmet use promotion, National Night Out, and block parties;
- Special events support for events such as Home Town Days, Home Town Days parade, Badger State games and the Iron Man competition;
- Special crime awareness publicity in response to localized crime such as neighborhood theft from vehicles or crimes targeted at businesses;
- Special enforcement efforts such as seat-belt checks and drunk-driving enforcement campaigns;
- Crossing guard services for children walking to school;
- Participation in the Dane County Narcotics and Gang Task Force;
- Animal control;
- Crime investigational services;
- Testimony services at municipal and circuit court trials;

8.2 Distance to Fire Station and Response Time

Requirement: Note the distance of the fire station to the USAA and response time.

Verona Joint Fire Department and the Verona Fire District

Fire protection services in the City of Verona are not provided directly by the City itself, but rather are provided by the Verona Joint Fire Department. The Verona Joint Fire Department is comprised of the City of Verona, the Town of Verona and the Town of Springdale, which fund its operation based on property values. These three municipalities entered into an intergovernmental agreement to establish the Verona Fire District, within which the Verona Joint Fire Department provides fire protection and related services. The Verona Fire District includes an area covering approximately 30 square miles and 14,000 people. The Verona Joint Fire Department is governed by the Verona Fire District Commission, which is comprised of 7 members, including 3 representatives each from the Town and City of Verona and 1 representative from the Town of Springdale.

Existing Facilities: The Verona Fire Station:

The fire station is located at 101 Lincoln Street at the corner of East Verona Avenue and Lincoln Street and was built in 1976. This location is approximately 2.5 miles from the proposed amendment area. The 10,248 square foot building provides four drive-through bays that can accommodate up to 8 vehicles (See ‘Existing Equipment’ below...). The fire station provides space as outlined below:

Table 5 Verona Fire Station	
Room	Notes
Garage	4 drive-through bays to accommodate up to 8 vehicles
Meeting Room	Training, meeting, and educational space.
Offices	4 offices
Day Room and Kitchen	Includes lounge area
Radio Dispatch	Radio communications
Out-building	Museum Weight Room

Existing Staff:

The Verona Joint Fire Department employs 3 full-time fire fighters—one of whom is the Assistant Fire Chief. In addition to these full-time employees, 24 paid on-call fire fighters

and 4 retired on-call volunteers are available to respond to calls for service as necessary.

Existing Programs and Services:

The Verona Joint Fire Department provides the following services and programs:

- Fire and emergency response
- Fire prevention education
- Sprinkler and fire alarm 'Plan Review' for proposed commercial and multi-family buildings
- Code Compliance review for existing commercial and multi-family buildings.
- Daily apparatus and equipment maintenance and repair.

Level of Service:

The Insurance Services Office (ISO) rates communities on the basis of fire protection for national insurance companies. Verona currently has a rating of "4" on a scale of 1 to 10 (1 being best and 10 being worst). A rating of 5 is the best rating a community with a volunteer fire department can receive. This rating suggests that the level of fire service has been very good in the Verona Fire District. In general, every one-point decrease in a community's fire rating results in a 20% decrease in property insurance rates for local homeowners and businesses (or, conversely, a 1 point increase produces a 20% increase in insurance costs).

Response Time:

2008 Response time for the Verona Fire District is:

Time Period	Average Response Time	Range	Response Over 10 Minutes
8 a.m. – 4 p.m. Monday-Friday	5 minutes, 16 seconds	1-21 minutes	7.4%
4 p.m. – 8 a.m. Monday-Friday	7 minutes, 42 seconds	1-18 minutes	22.4%
Saturday-Sunday	8 minutes, 36 seconds	3-15 minutes	37.0%

Response time is the time from the alarm to arrival on location. Times are variable depending on the location of the call for service.

Call Volume:

Besides a drop in 2006, calls for service to the Verona Joint Fire Department have generally increased as the population in the District has grown.

Calls for Service:

2005:	417	2006:	353
2007:	489	2008:	495

8.3 Distance to EMS Station and Response Time

Requirement: Note the distance of the EMS station to the USAA.

The Fitchburg-Verona (Fitch-Rona) Emergency Medical Services unit is located at 5415 King James Way in Fitchburg, near the intersection of U.S. Highway 18/151 and McKee Road. The approximate distance from the site to the Fitch-Rona Emergency Medical Services unit is 3.8 miles to the north along the shortest route. According to the Fitch-Verona EMS, response time will be ten minutes or less for emergency medical services.

8.4 Municipal Services to be Provided

Requirement: List municipal services, including solid waste collection services, to be provided.

A full range of municipal services will be extended to the amendment area: sanitary sewer, public water, fire department, and police department.

The City of Verona stopped providing curb-side trash hauling services to Verona residents in 1972. Owners of commercial, industrial, and residential properties with more than 4 dwelling units are required to contract directly with the trash-hauling service of their choice. The City puts out competitive bids for new trash-hauling contracts every 5 years and awards the contract to the winning proposal based on established criteria and cost. Residents pay for this city-contracted trash hauling service with their annual property tax bill as a separate charge. In 2008, the city contracted with Waste Management and charged a rate for this service of \$133.00 per year per residential unit in the city.

Refuse does not include recyclables, vehicle batteries, animal waste, and household hazardous waste. Curb-side recycling services are provided by the same private waste-hauling firm that receives the trash-hauling contract.

8.5 Distance to Parks and Schools

Requirement: Describe the distance to parks and schools, which would serve the USAA.

The area to be included in the urban service area amendment will be put into industrial use as a business park, and thus will not generate use of local schools. Within the proposed USAA area approximately 3.4 acres of the environmental corridor will be dedicated to park land. The nearest existing park to the site is Badger Prairie County Park, is approximately 1.5 – 2.0 miles to the northwest of this site. Additionally, Sugar River Wetlands State Natural Area is approximately 4.0 miles to the west of the area proposed to be included in the Verona urban service area.

The proposed USAA will not include a residential component and thus will not require be served by a school.

9.0 SUPPLEMENTAL INFORMATION

9.1 Purpose of the Proposed Amendment – Needs Assessment

During the last decade the City of Verona has ranked as one of the fastest-growing cities in Dane County and the State of Wisconsin. The City grew by more than 45% between 2000 and 2008 to more than 10,240 people. The City population is projected to grow to more than 18,000 (more than 70% increase), by 2030.

Dane County has also been one of the fastest-growing population and employment areas in the State. The County is an employment center for an eight county metropolitan region. In 2000, commuters made up 13.2% of the Dane County labor force. This commuter workforce is increasingly important as Dane County jobs are growing at a faster rate than the labor force.

Verona is located at the intersection of two primary highways traveled by commuters from Green County and Iowa County. More than 4300 employees currently commute to Dane County from Green County. More than 3200 people currently commute to Dane County from Iowa County. Given its location at the intersection of highways 69 and U.S.H. 18-151, Verona is ideally located within Dane County to these key labor pools.

During the past 20 years, the City has seen strong and steady growth of long-time Verona businesses as well as the arrival of new and growing companies. In addition to being the world headquarters for Epic, the City is also home to Latitude, Cleary Building, Carnes, and a new \$28 million Sigma-Aldridge facility.

The City of Verona recognizes the importance and value of local employment and non-residential tax base additions in meeting the needs of the City and its residents.

The City's Economic Development goals and objectives are noted in the City of Verona 2010 Comprehensive Plan. The Plan includes the following goals:

- Stabilizing, retaining and expanding the local economic base – including agriculture- and quality employment opportunities in Verona.
- Assessing categories or particular types of new business and industries that are desired by Verona;
- Designating an adequate number of sites for such businesses and industries in Verona.

The report also states "Because manufacturing jobs are often high-paying and because manufacturing industries often require high-paying secondary and tertiary support industries in close proximity, the City of Verona will actively seek to attract and retain manufacturing employers. Because such employers often require highly-skilled labor forces and proximity to major transportation arterials, (such as U.S.H. 18-151), Verona has competitive advantages when seeking to attract such employers. To address this market, The City of Verona will actively seek to grow and expand its manufacturing base through the creation of city-sponsored industrial parks, especially near access to arterial highways. The City of Verona will actively seek to set-aside lands for future manufacturing, warehousing and high-tech employment and will limit this land to development of complimentary business uses."

Listed among Verona Area Weaknesses the City needs to address are the following:

- "Lack of competitively priced industrial and office park land"
- "Limited locations for the creation of industrial and office parks"
- "Limited economic development expertise and capacity at the local – government level."

The City of Verona and Dane County in general, are expected to see continued population and economic growth in the future. The City of Verona wishes to plan for and accommodate that expected growth with appropriate utilities and infrastructure.

The City created Tax Incremental District Number 6 in 2000 to provide utilities and infrastructure for industrial development in the general area located at the intersection of CTHS 'M' and 'PB.'

The area included in this USA amendment request is contiguous to the current Verona USA and to existing industrial development lands located within TID 6.

This area is planned as a new and complimentary non-residential component of the business park lands that have been master planned as Liberty Business Park.

The area will offer sites that are characterized by:

- larger lot sizes than are currently available within the City,
- offered at land prices that are at the lower end of commercial land values in the Madison metropolitan market area
- zoned (and deed restricted) to allow more affordable industrial space than typically available in the Madison metropolitan market area

- proximity to high capacity electrical service
- proximity to high capacity sewer and water services

The combination of these key characteristics is intended to provide a class of improved industrial sites that allow the growth and expansion of existing Verona area businesses and meet the needs and requirements of various businesses engaged in the manufacturing, production and assembly of goods.

Similar sites are not commonly available within a master-planned, urbanized environment, particularly within the Southwest sub-market area. The City has had successful business parks with the Verona Commerce Park and the Bruce Street Industrial Park. Verona Commerce Park was established in 1987 and consists of 25 acres. That Park has no remaining acreage available. Bruce Street was created in 1998 and consists of 31 acres. Bruce Street has no remaining acreage available.

In 2004, the City approved the Verona Technology Park. The Park consists of approximately 96 developable acres. Approximately 41.5 acres have been sold and developed to-date. It should be noted that those 41.5 acres have four separate users; Latitude (15 acres), UW SWAP shop (10 acres), SAFC (15 acres) and Specialized Electric (1.5 acres); an average of 10.4 acres/user.

The Verona Technology Park, has approximately 29 acres are zoned for retail and commercial (non-industrial) uses. The remaining 26 acres are zoned suburban industrial, but are broken into two sites of approximately 3 acres each, one five acre parcel, one 10 acre parcel and three lots that may total as much as 17 acres. These lots are further restricted with deed restrictions that are less amenable to metal sided structures more typical of manufacturing and distribution facilities.

The Liberty Business Park manufacturing sites fit into the larger context of a master planned campus which includes a mix of single and multi-tenant office, single and multi-tenant flex space, retail, commercial, hospitality and institutional uses.

Based on current estimates of developable manufacturing parcels to be created with the approval of the requested amendment, the amended service area will net 54.85 acres, approximately 700,000 to 750,000 square feet of building area and 1,500 to 2,000 jobs at full build out.

9.2 Review/Analysis of City of Verona's Efforts to a) In-fill and b) Redevelop Existing Industrial Sites

The City of Verona currently has 6 industrial areas:

- South Nine Mound/Commerce Parkway;
- Investment Court
- Bruce Street Industrial Park
- Paoli/South Main Street
- Technology Park
- West Side Neighborhood
- Liberty Business Park

Each of these areas are either fully built-out or almost fully built-out, as follows:

- South Nine Mound/Commerce Parkway. This is the oldest industrial area in the City of Verona and encompasses approximately 40 acres of land. There are currently 2 privately-owned vacant lots within this industrial area, and these lots have been vacant since this industrial area was developed over 30 years ago. The City would like to have

buildings/improvements constructed on these 2 vacant lots but is not legally able to force the owners to sell the parcels or to have buildings constructed on them.

- Investment Court. This industrial area was created by the City of Verona in the 1990s using tax increment financing and encompasses approximately 15 acres of land. There is currently 1 privately-owned vacant lot within this industrial area. The City would like to have a building constructed on this vacant lot but is not legally able to force the owner to sell the parcel or construct a building on it.
- Bruce Street Industrial Park. This industrial area was created by the City of Verona in the 1990s using tax increment financing and encompasses approximately 20 acres of land. There are no vacant lots within this development and it is completely 'built-out'.
- Paoli/South Main Street. This area was not specifically created by the City nor by a private developer as an industrial park, but rather 'evolved' over several decades as an industrial area as businesses located in the area and grew over time. Three primary businesses occupy this area: Carnes—a heating and ventilating manufacturing facility; Cleary—a metal-sided building fabrication company; and the Coating Place—a highly sophisticated pharmaceutical processing facility. There are no (0) available lots for additional industrial development in this area.
- Technology Park. This industrial area was privately developed by the Livesey Company in the early 2000's using tax increment financing to promote the growth and development of local industries and to promote local job creation. It encompasses 119 gross acres of land and currently has 9 vacant lots available for sale/construction. This industrial park—and an adjacent CSM lot—currently has multiple light-industrial facilities, including: Sigma Aldrich Fine Chemicals; the University of Wisconsin/State of Wisconsin 'SWAP' shop and warehouse; an electrical contractor business, and Latitudes—a precision metal fabrication facility. The City expects the remaining 9 lots to be sold within the next 3-5 years, based on regional and national economic trends. The area also includes a non-industrial commercial area closest to the intersection of CTH's 'M' and 'PB'.
- West Side Neighborhood. This industrial area encompasses approximately 400 acres of land and is owned by Epic Systems, a fast growing medical software manufacturing and service company. This industrial area was created by the City of Verona in early the 2000's using tax increment financing to promote the growth and development of local industries and to promote local job creation. The West Side Neighborhood is occupied exclusively by Epic Systems' corporate campus and headquarters offices. The City anticipates additional office development within this area. There is no land available for other businesses.
- Liberty Business Park. Liberty Business Park includes approximately 210 acres (gross) of land that is not platted nor developed yet, and so no lots are currently available for accommodating industrial and office development. The City of Verona is currently working with the property owner to review and approve development plans for this future industrial and office area, including utility plans and plat information. This industrial and office park is located in the same tax increment district as Technology Park (above) and—like that industrial park—includes approximately 30 acres of land designated for non-industrial commercial development closest to the intersection of CTH's 'M' and 'PB', leaving approximately 180 acres (gross) for future industrial and office development. Two-thirds of this planned industrial/office area—approximately 115 acres—is currently located within the City of Verona urban service area. The City plans additional industrial development on 80 acres of land located adjacent to and immediately east-of the lands that are currently located within the Verona USA. The developer and the City have both agreed that this industrial park with include three distinct 'zones' of industrial and office development, as follows:
 - The most expensive and most-highly regulated zone (for architectural and landscaping requirements...) will be in the western-most section of the industrial park—adjacent to U.S.H. 18-151. The City expects this area to develop with corporate offices and similar land uses;

- o The 'middle zone' will be located east of the zoned described above. This area will be less restricted and more affordable. The City expects this area to develop with a mix of office, manufacturing, and light-industrial land-uses;
- o The 'east' zone will be the least restricted and the most affordable for light-industrial, manufacturing, office, warehouse, distribution, and similar land-uses. It is precisely this 'east' zone that is currently *not* located within the Verona USA and which the City seeks to add to the Verona USA with this 'Southeast' urban service area amendment proposal. Adding this 'east' area of the Liberty Business Park to the Verona USA will allow the '3-zone' style of office and industrial development that the City has planned for the 'Liberty Business Park'.
- o The City believes—based on information from competent commercial and industrial brokers and realtors—that in the Verona Area there is the most market demand for the 'affordable' light-industrial development that the City plans for the 'east' portion of Liberty Business Park. Local (Verona) businesses wishing to expand, businesses from outside of Verona looking to relocate to Verona, and start-up businesses are all likely end-users of this 'east' area of Liberty Business Park. The City of Verona does *not* wish to utilize the more visible and more accessible (and more valuable...) lands within the western and central portions of the Liberty Business Park for this 'affordable' industrial development. Rather, the City has decided to reserve/preserve these more visible/prominent portions of the Liberty Business Park for more expensive development in the future when market conditions improve for such land-uses. While some may argue that these western and central areas of Liberty Business Park should be developed now for less-expensive, lower-quality industrial development, the City believes that it is prudent and appropriate planning to add land to the Verona USA further away from U.S.H. 18-151 (to the east...as proposed here...) for lower-cost industrial development while preserving the lands that are already in the Verona USA—and that are closer to U.S.H. 18-151—for more expensive and higher-quality industrial and office development. In essence—the City wishes to jump-over highly-valuable land adjacent to U.S. 18-151 to a) preserve this area for more expensive industrial and office development in the future—when the market demands such land and to b) make available more affordable industrial lands further away from U.S.H. 18-151 in the short-term, when indications show that there is demand for such affordable industrial land.) The City believes it would be poor planning and land-use to place affordable light-industrial development on the land that is currently within the USA and closer to U.S.H. 18-151.

Total Developed Lots Currently Available in the City of Verona to Accommodate Industrial Growth and Development:

- 12 (Located in 3 different developed industrial parks...)

Total Area—Not Including Developed Lots—Planned for Future Industrial and Office Development (But Not Available Currently...) in the City of Verona:

- 180 acres—all located within the Liberty Business Park. 100 acres of this land that is already in the Verona USA is in close proximity to U.S.H. 18-151. The City of Verona has determined that these 100 acres of land are *not* appropriate for use for affordable industrial development and so the City is seeking to add an additional 80 acres of land to the Verona USA for affordable light-industrial development within the eastern-most portion of Liberty Business Park.

- A) Infill** The City of Verona believes that the 12 existing vacant industrial lots are available for 'in-fill' development, and that these 12 existing vacant industrial lots will be 'in-filled' with new construction over the next 3-5 years based on regional and national economic trends.

- B) Redevelopment** The City of Verona considers redevelopment to consist of the removal and replacement of existing buildings with newer buildings (as opposed to ‘in-fill’ development—which is the construction of buildings on existing vacant lots...) While the City of Verona does anticipate industrial in-fill development on the 12 existing vacant industrial lots within the City, the City of Verona does not anticipate that industrial parcels within the City with existing buildings will be extensively redeveloped. Many of these existing industrial buildings are occupied by newer, high-quality, and highly-advanced facilities—such as Epic Systems, Sigma Aldrich, and the Coating Place. Other existing industrial buildings within the City are older and provide excellent ‘start-up’ sites for new businesses. Additionally, the City believes that older, lower-quality industrial and office buildings within the City provide excellent space for affordable business incubation and local business expansion. For these reasons, the City does not actively promote nor pursue the redevelopment of existing industrial properties within the City.

Lastly—it is probably not necessary to state—but the City of Verona does not wish to redevelop residential or commercial areas of the City to accommodate industrial and office development. Rather, the City believes that sites on the City’s periphery—and with excellent access and visibility to/from U.S.H. 18-151—are much more logical and appropriate places for accommodating industrial development that typically includes heavy truck/freight traffic and other negative externalities such as noise, exterior storage, freight handling and semi-trailer traffic, 24-hour operations, and other factors which make such industrial land-uses inappropriate for our commercial and residential areas.

9.3 City of Verona Smart Growth Success

Verona’s Track Record of Saying ‘No’ to Inappropriate Development on the Urban Edge

The City of Verona has a strong track record of saying ‘no’ to development that the City determines is not logical, gradual, and in the City’s best interest. One recent example was the two-year process the City was involved with, with a regional retail developer. The developer was determined to obtain City approvals for a regional shopping center on over 100 acres of land on the outskirts of the City. Despite repeated requests, lobbying, and strongly- worded letters to the editor, the City remained firm in telling the developer that the City was not interested in—and would not approve—that much retail development outside of the City’s downtown area and the Verona Avenue commercial corridor. After 2 years of requests, the developer finally accepted that the City was ‘firm’ on this question and withdrew their request.

The City has a solid track record of in-fill and redevelopment projects in our downtown area. The City of Verona has every intention to make decisions that will maintain and enhance market pressures for such in-fill and redevelopment projects in our downtown core through the judicious restraint of commercial ‘edge’ development that could undermine the City’s goals for a strong and healthy downtown commercial area.

City of Verona’s Track Record of Saying ‘No’ to Low-Density Development

A second example that should be noted regarding the City of Verona’s elected officials commitment to good planning and resisting pressure from land developers is the recent decision to not pursue a well-and-septic development within the City limits. A local residential developer had repeatedly proposed annexing land into the City and allowing it to be developed with well and septic systems rather than serving it with municipal water and sewer. Because the City is committed to accommodating anticipated population growth with dense urban development served by utilities—rather than by low-density development served by well and septic systems— the City denied the

annexation request and informed the developer that the City would not approve well and septic development within the City.

The City anticipates that CARPC will work with the City to facilitate dense urban development served by utilities through the planned and appropriate expansion of the Verona USA. By supporting the City of Verona's efforts to grow densely with urban development served by utilities— CARPC will send a strong message that it is a partner in accommodating anticipated Dane County population growth with smart, dense development.

City of Verona's Successful Farmland & Rural Preservation Efforts

The City of Verona has 'done its part' to prevent low-density, inefficient land development through our adoption and implementation of our farmland preservation policies. In addition to saying 'No' to low-density development within the City—as described in the preceding section—the City of Verona has also said 'No' to low-density, land-consuming development outside of the City. Specifically, in 2008 the City of Verona adopted extraterritorial plat approval rules that allow farmers and farm families to split parcels into smaller lots to accommodate farm family growth, but the rules do not allow low-density urban development such as 'rural residential' subdivisions within the City of Verona's extraterritorial area.

While this area only covers a small portion of the County—the City is committed to doing what it can to preserve rural areas and direct projected population growth and development to incorporated areas rather than allowing relatively large areas of farmland to be developed for a relatively small number of residential housing units. As an example—prior to the adoption of this farmland preservation ordinance in 2008—the City of Verona regularly allowed land-divisions in our extraterritorial area that allowed one unit of housing to be built on lots that averaged 3 to 5 acres in size. Using 4 acre lots as an example—20 new homes on 4 acre lots would consume 80 acres of rural and agricultural lands. These 20 homes also created immense conflicts with farmers due to agricultural practices such as manure spreading, late-night harvesting, and dust and noise from the operation of farm equipment on nearby agricultural lands. By preventing such wasteful and conflict-causing low-density development, the City will instead accommodate those same 20 homes on less than 5 acres of land—using City of Verona average densities of 4.5 dwelling units per acre. As a result—the City of Verona preserves approximately 75 acres of farmland for every 20 new units of housing built in the City versus units built outside of the City.

9.3 Utilities and Stormwater Management Maps

Requirement: Provide one copy of detailed utilities and stormwater management maps for the USAA.

See Attachment 13 for a utility and stormwater management schematic of the site.

9.4 Engineering Reports

Requirement: Supply a copy of any pertinent engineering reports.

The following reports are included with the application

- Wetland Delineation Report – Attachment 9
- Technical Memorandum Regarding Traffic Impacts – Attachment 15
- Erosion Control And Storm Water Management Report – Attachment 16
- Topographical Survey – Attachment 17

Appendix A

Maps

Appendix B
Attachments