

**PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT**

April 4, 2007

RE: ID# 05800 Zoning Map Amendment I.D. 3253, rezoning 8102 Midtown Road from PUD-GDP to Amended PUD-GDP and ID# 06068, approval of the preliminary and final plat of "Midtown Center"

1. Requested Actions: Approval of a request to rezone 6.6 acres located at 8102 Midtown Road from Planned Unit Development, General Development Plan (PUD-GDP) to Amended PUD-GDP, and; approval of a preliminary and final plat creating seven lots for future mixed-use development and one outlot for private stormwater management.
2. Applicable Regulations: Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments; Section 28.12 (9) provides the process for zoning map amendments; the subdivision process is outlined in Section 16.23 (5)(b) of the Subdivision Regulations.
3. Report Prepared By: Timothy M. Parks, Planner

GENERAL INFORMATION

1. Applicant & Property owner: Karyl Rice, W.C. Development; 3553 University Avenue; Madison.

Surveyor: Michael S. Marty, Calkins Engineering, LLC; 5010 Voges Road; Madison.
2. Development Schedule: Development of this phase of the subdivision will commence as soon as all necessary regulatory approvals have been granted.
3. Parcel Location: The subject site is a 6.6-acre block located along the southern edge of the Midtown Commons Planned Unit Development and is bounded by Midtown Road on the south, Waldorf Boulevard on the west, Carns Drive on the east and Mayo Drive on the north; Aldermanic District 1; Madison Metropolitan School District.
4. Existing Conditions: Undeveloped lands.
5. Proposed Land Uses: The developer proposes to subdivide the property into seven sites for future development with a mix of commercial and residential uses as detailed in the letter of intent and zoning text for the amended general development plan.
6. Surrounding Land Use and Zoning:
North: Future multi-family residential buildings, zoned PUD-SIP;

South: Undeveloped agricultural land and single-family residences on large tracts in the Town of Verona;

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East: Gateway Apartments and multi-family townhomes, zoned PUD-SIP

West: Veterinary Specialty Hospital and future mixed-use building containing 44 condominium units and 9,000 square feet of first floor retail, zoned PUD-SIP.

7. **Adopted Land Use Plan:** The High Point-Raymond Neighborhood Development Plan identifies the subject block for medium-density residential uses and neighborhood mixed-use as generally shown on the approved general development plan for Midtown Commons.
8. **Environmental Corridor Status:** The subject site is not located in a mapped environmental corridor.
9. **Public Utilities & Services:** The property will be served by a full range of urban services.

STANDARDS FOR REVIEW

This application is subject to the standards for planned unit developments and zoning map amendments and the standards for preliminary and final plats.

PREVIOUS APPROVALS

In September 1999, the Common Council approved a request to rezone approximately 79.1 acres located a quarter-mile west of CTH M on the north side of Midtown Road from Temporary A (Agriculture District) to PUD-GDP for the initial general development plan for the Midtown Commons "traditional neighborhood development." The PUD-GDP was amended on September 5, 2000 in conjunction with a preliminary plat for the development. The overall development concept calls for up to 708 dwelling units to be provided in a mix of residential and mixed-use buildings, with a commercial core identified along Midtown Road.

On December 5, 2000, the Common Council approved the final plat of Midtown Commons creating 64 lots for approximately 58 single and two-family units and 283 multi-family units, though actual unit counts in the development have varied by individual specific implementation plans. The plat was recorded on June 6, 2001.

On July 20, 2004, the Common Council approved the final plat of Second Addition to Midtown Commons creating five lots for mixed- and flex-use development and multi-family development, two lots for park and open space and civic uses, and one outlot for stormwater detention. The plat was recorded on June 9, 2005.

PROJECT REVIEW

The applicant is requesting approval to subdivide approximately 6.6 acres of land located in the southernmost tier of the Midtown Commons planned unit development into seven lots for future commercial and residential uses. The site is bounded by Midtown Road on the south, Waldorf Boulevard on the west, Carns Drive on the east and Mayo Drive on the north and is comprised of Lot 1 of the final plat of Midtown Commons and Lots 96 and 97 of the Second Addition to

Midtown Commons. The plat, referred to as Midtown Center, will coincide with a major alteration to the approved general development plan for Midtown Commons to establish building envelopes and general guidelines for the development of the area, which was identified in the original Midtown Commons PUD as the commercial core of the project as approved in 1999 and subsequently amended. The plat will also include an outlot for private stormwater management at the southwest corner of the block adjacent to Midtown Road and Waldorf Boulevard.

The site is currently undeveloped and is characterized by a grade change of approximately 40 feet from the northeast corner of the site to the southwest.

The amended general development plan proposes seven building envelopes located on the perimeter of the block, with the interior of the block largely occupied with surface parking for the mix of commercial and residential uses proposed. A brief summary of the seven building sites:

- **Lot 1** will be located in the northwest corner of the site adjacent to the corner of Waldorf and Mayo Drive. The applicant proposes between 46-52 dwelling units and 6,000 to 14,500 square feet of commercial space for the building, which will be four stories in height when developed. The plan anticipates underground parking for up to 40 vehicles below the future building. This building will be located across Waldorf Boulevard from a 44-unit condominium building with 9,000 square feet of first floor retail space that is currently under construction and an approved 60-unit condominium building that includes opportunities for live-work units on the lower floors north of the site across Mayo Drive.
- **Lot 2** will be developed with 40-48 living units with approximately 36 under-building parking spaces located on Mayo Drive midway between Waldorf and Carns Drive. This building will also be four stories in height.
- **Lot 3** will be developed with 48-60 dwelling units and 42 under-building parking spaces in a building that will wrap the corner of Mayo and Carns and stand four stories in height. Lot 3 will be generally located south of a 75-unit building approved on Lot 2 of the Midtown Commons plat and across Carns Drive from a line of two-story townhouses.
- **Lot 4** will be developed with a building containing between 17,000 and 21,000 square feet of commercial space and 12-14 dwelling units. The building will stand up to three stories in height, with an envelope shown approximately 45 feet north of Midtown Road on the Carns Drive frontage. Parking for this building will primarily be located on the surface, though the building may accommodate up to 18 cars underground. Lot 4 will stand opposite the three-story Gateway Apartment building.
- **Lots 5 and 6** will each be developed as commercial buildings up to three stories in height each along the Midtown Road frontage. No residential units are proposed on these two building sites, which will largely be served by surface parking. Land to the south of these two sites is characterized by undeveloped agricultural lands and large-lot single-family residential lots in the Town of Verona.
- **Lot 7** will be developed with a building containing between 16,000 and 18,000 square feet of commercial space and 10-12 dwelling units. The building will stand up to three stories in height along the Waldorf Boulevard frontage. Parking for this building will primarily be

located on the surface, though the building may accommodate up to 15 cars underground. Lot 7 will be located across from a newly constructed veterinary hospital on the west side of Waldorf Boulevard.

- The private stormwater management tract, **Outlot 1**, will be located south of Lot 7 and west of Lot 6 in the lowest portion of the site.
- Buildings on Lots 4-7 will be a minimum of two stories in height per C-2.1 and C-3.1, though this is not readily apparent in either the letter of intent or zoning text.

Parking for the block is estimated at 403 spaces, with an approximately 1:1 ratio of surface to underground spaces envisioned. Actual parking counts and the final design of the parking facilities will vary as specific implementation plans are submitted for the seven development sites. The amended general development plan proposes five points of access from surrounding streets, including a full-access driveway from Midtown Road located midway along the southern frontage. Four of the access points, including one from each of the bordering streets, will serve the surface parking, which will largely be located on the southern half of the site. The developer is proposing a central driveway across the site from east to west approximately midway between Mayo Drive and Midtown Road, which will feature diagonal parking and a traffic circle for traffic calming. In addition, a variety of pedestrian walkways are shown crossing the site.

Architectural details and site landscaping are general in nature at this point aside from some basic guidelines included in the letter of intent for the amended general development plan. The letter of intent suggests that the seven buildings will share common architectural characteristics while allowing for variations in individual building facades and architectural treatments. A preliminary list of design guidelines submitted to the Planning Division include the use of masonry along the base of each building, definition between commercial floors and residential floors above, a requirement to define building entrances, and a common palette for common area adornments such as lighting and landscaping. Specific architectural detailing and landscaping will be an integral part of the review of the specific implementation plans for individual buildings on subsequent applications.

Inclusionary Zoning:

The applicant has submitted a general Inclusionary Dwelling Unit Plan with the 156 to 186 dwelling units proposed in the amended general development plan. The applicant notes that, due to the very general nature of the plan, detailed information on compliance with inclusionary zoning will be provided at the time individual specific implementation plans for buildings containing residential units are submitted. Staff is requesting that a Land Use Restriction Agreement be recorded against the entire Midtown Center plat and each individual lot to compel compliance with the inclusionary zoning ordinance at the time individual applicable lots are developed.

Based on the density permitted on this block by the existing approved General Development Plan, the proposed amended GDP will receive a density bonus as a value-offset for the project. The benchmark density for consideration of a density bonus is what is allowed by the existing zoning, which in this case is the approved GDP. Staff has determined that the approved GDP allowed a

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maximum of 26 dwelling units on the three lots that currently comprise the block, including 10 units on Lot 1, 11 units on Lot 95, and 5 units on Lot 96. The resulting average net density for the block is 4.0 units per acre.

The proposed amended General Development Plan envisions from 156 to 186 units on this block (which would consist of seven lots and an outlot). This results in an average net density between 38.0 and 45.4 units per acre if applied only to the 4.1 acre portion of the block comprising the five lots where residential units are proposed, or a density bonus ranging between 130 and 16 units.

ANALYSIS

The applicant is requesting approval of an amended general development plan for the Midtown Commons PUD that will more specifically define future development of the site identified in the existing general development plan as the commercial core of the neighborhood. The amended general development plan coincides with a preliminary and final plat to divide the three existing platted lots that comprise the site into seven lots for individual development.

The subject block is identified in the High Point-Raymond Neighborhood Development Plan for medium-density residential uses and neighborhood mixed-use development, which the amended general development plan is in substantial conformance with. The mixed-use area was identified as the center of the High Point-Raymond neighborhood, which generally extends from Valley View Road on the north to McKee Road (CTH PD) on the south. The neighborhood plan recommends that this mixed-use area be devoted to convenience retail, local serving offices, a grocery store, restaurants, service commercial uses and entertainment with upper floors devoted to office and residential uses. These uses are typically representative of C1 limited commercial zoning in the Zoning Ordinance. The zoning text submitted with the amendment proposes C2-equivalent commercial uses for the estimated 63,000 to 100,000 square feet of commercial space included within the Midtown Center general development plan. While C2 zoning might include uses that are more intensive than the neighborhood plan generally envisions, the C2 equivalence will serve as a continuation of the land uses permitted with the existing Midtown Commons zoning text. Staff propose that the proposed zoning text be modified slightly to note that only permitted uses in C2 be incorporated into the Midtown Center text.

In general, the Planning Division finds the development concept for the Midtown Center project to be appropriate within the emerging context of the Midtown Commons neighborhood. The plan proposes buildings that will be constructed along the perimeter of the block to further reinforce the traditional neighborhood elements of the Midtown Commons neighborhood, which largely features urban building forms with small yards and a generally high amount of interaction with the public streets. While the plan proposes approximately 200 spaces of surface parking in the center of the block, staff believes that the parking area includes an acceptable amount of planting opportunities to soften the surface parking lot as well as pedestrian connections throughout the site to encourage non-vehicular movement through the site and neighborhood.

Staff is also generally in support of the massing scheme and preliminary design guidelines that have been included with the application. The project proposes buildings that will be a minimum of two stories and a maximum of four stories in height, which should further contribute to the urban

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scale that has been developed elsewhere in the Midtown Common neighborhood. While the proposed location of the stormwater management tract for the project will likely result in a weaker than hoped for northeast corner at Midtown Road and Waldorf Boulevard, the location is the most appropriate given that it is the lowest point of this site. Specific attention to the design and landscaping of the basin and surrounding area will need to be given as early in the building of Midtown Center as possible to ensure that the basin area can serve as an attractive gateway to both the project and Midtown Commons neighborhood. The buildings on each side of the basin will also need to include strong design elements adjacent to the basin to frame it as best as possible.

However, staff has identified two areas of concern that they feel are not adequately addressed in the amended general development plan. Staff feels that the design guidelines should be revised to address how the seven buildings, particularly those containing commercial uses, will address the public streets on the perimeter of the development. It will be of paramount importance that each of the buildings containing first floor commercial uses be primarily oriented to the public streets, including the provision of active, usable entrances from the public sidewalk and architectural features that identify the street-side walls of those buildings as the "front" walls and doors of those buildings. While staff recognizes that many of the patrons of these commercial spaces will arrive by car and will park in the central shared parking lot, the individual buildings shall be designed to be as oriented to or more oriented to the adjacent streets than to the parking lot.

The second area of concern is a lack of information regarding usable open space for the 156 to 186 dwelling units proposed in Midtown Center. The site plans included with the amendment suggest that little open space will be provided at ground level for the five buildings proposed to house dwelling units, though staff acknowledges that actual building plans may not occupy all of the building envelopes proposed. While the future buildings will share an urban character similar to other buildings in Midtown Commons, staff feels that the general design guidelines should be revised to require that individual dwelling units be provided with porches, patios or balconies and that rooftop terraces be incorporated whenever possible.

CONCLUSION

In closing, the Planning Division feels that the proposed general development plan for Midtown Center will establish a framework for the development of the commercial core envisioned for the Midtown Commons development and High Point-Raymond neighborhood. The building siting and generalized massing should result in a development with a strong presence along each of the adjacent public streets that fits within the traditional, urban neighborhood context emerging to the north of the project site. Attention will need to be paid at the specific implementation plan stage that each of the buildings proposed provides a strong visual and active orientation to the adjacent streets and neighboring buildings.

RECOMMENDATIONS

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment I.D. 3253 rezoning 8102 Midtown Road from Planned Unit Development, General Development Plan (PUD-GDP) to Amended PUD-GDP and the preliminary and final plat of Midtown Center to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That the zoning text be revised per Planning Division approval as follows:

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- a.) that the list of uses be revised to note the following:
 - commercial uses as allowed in the C2 zoning district as permitted uses and subject to approval as part of the individual specific implementation plans;
 - accessory uses directly associated with those permitted uses, including parking for residents and guests, and outdoor eating areas as shown on approved specific implementation plans.
 - b.) signage for the commercial buildings shall be limited to the maximum permitted in the C2 zoning district and to the maximum permitted in the R5 district for the residential buildings, as approved by the Urban Design Commission and Zoning Administrator;
 - c.) the height regulations shall be amended to note that each of the buildings will be a minimum of two stories; this note shall also be included in the design guidelines recorded with the general development plan;
 - d.) the usable open space section shall be amended to include the provision of patios, porches and balconies and some greenspace for each dwelling unit developed to the extent possible; this note shall also be included in the design guidelines recorded with the general development plan;
3. That the applicant work with Planning Division and Urban Design Commission staff on the final form and contents of the design guidelines for this project prior to the recording of the amended general development plan. Any appeal of a staff decision on the guidelines shall be submitted to the Urban Design Commission for consideration.
 4. That a Land Use Restriction Agreement be executed against the entire plat and each individual lot containing residential dwelling units as part of the recording of the final plat of Midtown Center as required by the Community Development Block Grant Office and Planning Division.
 5. That the applicant submit a detailed Inclusionary Dwelling Unit Plan for approval at the time a specific implementation plan is submitted for any building containing ten or more owner-occupied dwelling units. Each IDUP submitted shall contain a marketing plan and unit dispersion plan in addition to the completed IDUP form and letter of intent. All requests for revenue offsets and the cost-benefit analysis for individual IDUPs shall be reviewed within the context of the entire Midtown Center planned unit development.

AGENDA # 7

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: March 7, 2007

TITLE: 8102 Mid-Town Road – Amended PUD-GDP, Multiple Site/Mixed-Use Development. 1st Ald. Dist. (05832)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: March 7, 2007

ID NUMBER:

Members present were: Paul Wagner, Lisa Geer, Robert March, Bruce Woods, Todd Barnett, Cathleen Feland, Lou Host-Jablonski and Michael Barrett.

SUMMARY:

At its meeting of March 7, 2007, the Urban Design Commission **GRANTED FINAL APPROVAL** of an Amended PUD-GDP, multiple site/mixed-use development located at 8102 Mid-Town Road. Appearing on behalf of the project were Donald Schroeder and J. Randy Bruce. Prior to the presentation, staff noted to the Commission that the amended PUD-GDP provides for the subdivision of an existing one-lot/full block into seven development sites including a drainage outlot that will share cross access, as well as surface parking amenities with building envelopes that front upon the four surrounding streets, Mayo Drive, Karns Drive, Mid-Town Road and Waldorf Boulevard. According to Bruce, each of the development sites will be provided a framework for development as provided within the amended PUD-GDP with individual SIPs for prospective development to follow. The overall GDP generally supports office/commercial development to the south with residential land uses to the north. Bruce provided an overview of the multiple lot development proposal. Following the presentation, it was noted by the Commission that its appreciation for master planning that incorporated shared access parking and open space amenities.

ACTION:

On a motion by Host-Jablonski, seconded by March, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a unanimous vote of (8-0).

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 6, 7, 7, 7, 7, 8, 8 and 8.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 8102 Mid-Town Road

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	-	-	-	-	-	-	-	8
	7	-	-	-	-	7	7	7
	7	-	-	-	-	-	7	7
	6	-	-	-	-	-	6	6
	-	-	-	-	-	-	-	8
	7	-	-	-	-	7	7	7
	7	-	-	-	-	7	-	7
	8	-	-	-	-	7	9	8

General Comments:

- This kind of master planned block – with shared parking, shared access, pre-planned stormwater infiltration and so on – is exactly what we’ve asked for, for years. Kudos.
- Pretty good comprehensive planning for a suburban site.
- Rain gardens, infiltration.
- A true master plan.

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Department of Public Works
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
City Engineer

City-County Building, Room 115
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703
608 264 9275 FAX
608 267 8677 TDD

Deputy City Engineer
Robert F. Phillips, P.E.

Principal Engineers
Michael R. Dalley, P.E.
Christina M. Bachmann, P.E.
John S. Fahrney, P.E.
David L. Benzschawel, P.E.
Gregory T. Fries, P.E.

Operations Supervisor
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

GIS Manager
David A. Davls, R.L.S.

DATE: March 20, 2007
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 8102 Midtown Road Plat and Rezoning

The City Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. All work in the right-of-way shall be performed by a City licensed contractor.
2. All pavement restoration shall be in accordance with City Engineering's Patching Criteria.
3. Connection to storm sewer shall be completed under a permit to work in the right-of-way.
4. The Developer is required to pay Impact Fees for the Upper Badger Mill Creek Stormwater Improvement Impact Fee District for Lot 1 of the Midtown Commons Plat. The current rate is \$60.0037/1000SF for a total of \$7,252.05. The Developer shall select one of the following two options for payment of these fees:
 - 1) Impact Fees shall be paid in full prior to Engineering sign-off of the plat.
 - 2) The Developer has elected to defer the payments until such time as the building permits are applied for, in which case the owner(s) shall have fourteen (14) days after receiving the invoices to pay the outstanding impact fees. The following shall be required prior to plat sign off:
 - a) The Developer shall supply an Excel spreadsheet with lot numbers, lot areas, and number of dwelling units per lot. The Developer shall supply a Cadd file of the proposed FINAL plat, in a format compatible with Microstation J. This information shall be required to calculate the Impact Fees, which will then be recorded at the Register of Deeds against each lot in the subdivision.
 - b) All information shall transmitted to Janet Dailey by e-mail at Jdailey@cityofmadison.com, or on a CD to:

Janet Dailey
City of Madison Engineering Division
210 Martin Luther King Jr. Blvd
Room 115
Madison, WI 53703

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- c) A minimum of three (3) weeks shall be required for staff to calculate the Impact Fees and record the documents prior to plat sign-off.
- d) The Developer shall put the following note on the face of the plat:

ALL THE LOTS WITHIN THIS SUBDIVISION ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE WITHIN FOURTEEN DAYS OF THE ISSUANCE OF BUILDING PERMIT(S).

- 5. All existing and proposed sanitary sewer facilities shall have invert elevations provided on the plan set.
- 6. Proposed private sanitary sewers shall have ownership/maintenance agreements (recorded) for all lots either being crossed or being provided sanitary sewer service by the private sanitary sewer extension.
- 7. Private sanitary sewer shall have recorded private sewer easements over effected lots.

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

Engineering Division Review of Plats (Pre-Preliminary, Preliminary, Final) and Certified Survey Maps

Name: 8102 Midtown Road Plat and Rezoning

General

- 1.1 The Developer shall enter into a City / Developer agreement for the installation of public improvements required to serve this plat/csm. The developer shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The developer shall meet with the City Engineer to schedule preparation of the plans and the agreement. The City Engineer will not sign off on this plat/csm without the agreement executed by the developer.
- 1.2 Two weeks prior to recording the final plat, a soil boring report prepared by a Professional Engineer, shall be submitted to the City Engineering Division indicating a ground water table and rock conditions in the area. If the report indicates a ground water table or rock condition less than 9' below proposed street grades, a restriction shall be added to the final plat, as determined necessary by the City Engineer.

Right of Way / Easements

- 2.1 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- 2.2 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping _____ feet wide along _____.
- 2.3 It is anticipated that the improvements on [roadway name] _____ required to facilitate ingress and egress to the plat/csm will require additional right of way and/or grading easements located outside the plat/csm boundary. The developer shall acquire the right of way and/or sloping easements as required by the City at the developer's expense. In the event that the developer is unable to acquire the right of way and/or sloping easements required, the City shall assist the developer in acquiring the property and the developer shall pay the City for all costs associated with the acquisition.
- 2.4 The Developer shall petition for the street vacation of (roadway name) _____ and provide a legal description and sketch of the right of way to be vacated after consultation with the City Engineer.

Are the following requirements met?

- * Streets Intersect at right angles.
- * A 15 foot minimum tangent at intersections from PC of curve to property line.
- * Arterial intersection spacing generally greater than 1200 feet.
- * Jogs are avoided at intersections. Arterial streets shall be adjusted to align if spacing less than 300 feet.
- * Spacing of intersections on local streets shall be greater than 300 feet.

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* Cul-de-sacs shall be less than 1000 feet long.

* 100 foot tangents between curves.

- 2.5 _____

- 2.6 Property lines at intersections shall be rounded with a 15 foot radius on _____

- 2.7 Property lines at intersections shall be rounded with a 25 foot radius on _____

- 2.8 The right of way width on _____ shall be _____ feet, on
_____ shall be _____ feet and on _____ shall be
_____ feet.
- 2.9 _____ shall have a minimum centerline radius of _____ feet and _____
shall have a minimum centerline radius of _____ feet and _____ shall have a minimum centerline radius of
_____ feet.
- 2.10 The cul-de-sac on _____ shall have a minimum radius of _____ feet with a
minimum reverse curve radius of _____ feet.
- 2.11 The plat/csm shall show a temporary limited easement for a temporary cul-de-sac on _____
having a radius of _____ feet and a reverse curve radius of _____ feet. The easement(s) shall
expire when the streets are extended.
- 2.12 The developer shall show on the plat/csm a 40 foot utility easement adjacent to [roadway name] _____
The easement wording shall be approved by the City Engineer. The intent of the easement is to allow for the
relocation of a major transmission line. The actual poles would remain on the right of way however major
transmission lines require an easement beyond the space occupied by the poles for safety.
- 2.13 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and
finds that no connections are required.
- 2.14 The Developer shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement _____ feet wide
from _____ to _____.
- 2.15 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from
_____ to _____. The developer shall be responsible for the
ongoing construction and maintenance of a path within the easement. The maintenance responsibilities shall include, but not be
limited to, paving, repaving, repairing, marking and plowing. The developer shall work with the City of Madison Real Estate Staff to
administer this easement. Applicable fees shall apply.

Streets and Sidewalks

- 3.1 The Developer shall construct Madison Standard street improvements for all streets within the plat/csm.
- 3.2 The developer shall show a 30 40 (*Strike one, 30 collector, 40 Arterial*) foot building setback line on the plat/csm
adjacent to [Roadway Name] _____ for all lots in the plat/csm adjacent to said
roadway.
- Note: No buffer strip shall be dedicated to the City as the City does not want the maintenance.*
- 3.3 Extensive grading may be required due to steep roadway grades.
- 3.4 The developer shall note that City funds for park frontage are limited and will be determined at the sole discretion of
the City.
- 3.5 The developer shall construct sidewalk and record a waiver of their right to notice and hearings for the
assessments for the improvement of [roadway] _____ in accordance
with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO. Said sidewalk constructed in front of and waiver recorded to
Lot(s) _____.
- 3.6 The Developer shall make the following improvement to [Roadway Name] _____.
The Developer shall construct sidewalk and _____ feet of a future _____ foot roadway including curb and

gutter on the _____ side of the roadway.

- 3.7 The Developer shall construct sidewalk to a plan approved by the City Engineer and complete ditching as required by the City Engineer along [Roadway Name] _____.
- 3.8 The Developer shall grade the right of way line to a grade established by the City Engineer and complete ditching along the roadway as specified by the city engineer along [Roadway Name] _____.
- 3.9 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along _____. (Also require the City / Developer agreement line 1.1)
- 3.10 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along _____. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
- 3.11 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] __ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and section 4.09 of the MGO.
- 3.12 The Applicant shall grade the property line along _____ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.13 Developer shall make improvements to [Roadway Name] _____ considered temporary to facilitate ingress and egress to the plat/csm until such time as the ultimate improvement of the roadway is undertaken by the city.
- 3.14 The Developer shall make improvements to [Roadway Name] _____ to facilitate ingress and egress to the plat/csm.

[Select one of the below comments for either of the above or leave general]

- The above improvement will consist of acceleration and deceleration tapers.
- The above improvement consists of rights turn lanes.
- The above improvement will consist of passing lanes.
- The above improvement will consist of median openings.
- Caution – The improvements indicated above may require right of way outside of the plat/csm. See comment 2.3 to require additional right of way for this purpose.*
- 3.15 The developer shall note the AASHTO design standards for intersection sight distance will be applied during the design of the streets within this plat/csm.
- 3.16 The developer shall confirm that adequate sight distance exists on _____ where public streets intersect. If adequate sight distance does not exist, the developer shall change the location of the street intersection or agree to make improvements to the roadways such that the sight distance is achieved or make other mitigating improvements as required by the City.
- 3.17 All proposed street names shall be approved by the City Engineer. Applicant shall contact Lori Zenchenko (608-266-5952) with street name requests.
- 3.18 Installation of "Private" street signage in accordance with 10.34 MGO is required.

Storm Water Management

- 4.1 An erosion control plan and land disturbing activity permit shall be submitted to the Engineering Division for review and approval prior to grading or any other construction activities. The Preconstruction Meeting for Public Improvements shall not be scheduled prior to issuance of this permit. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.2 The following notes shall be included on the final plat:
 - a. All lots within this plat are subject to public easements for drainage purposes which shall be a minimum of 6-feet in width measured from the property line to the interior of each lot except that the easements shall be 12-feet in width on the perimeter of the plat. For purposes of two (2) or more lots combined for a single development site, or where two (2) or more lots have a shared driveway agreement, the public easement for drainage purposes shall be a minimum of six (6) feet in width and shall be measured only from the exterior property lines of the combined lots that create a single development site, or have a shared driveway agreement, except that the easement shall be twelve (12) feet in width along the perimeter of the plat. Easements shall not be required on property lines shared with greenways or public streets. No buildings, driveways, or retaining walls shall be placed in any easement for drainage purposes. Fences may be placed in the easement only if they do not impede the anticipated flow of water.

NOTE: IN THE EVENT OF A CITY OF MADISON PLAN COMMISSION AND/OR COMMON COUNCIL APPROVED REDIVISION OF A PREVIOUSLY SUBDIVIDED PROPERTY, THE UNDERLYING PUBLIC EASEMENTS FOR DRAINAGE PURPOSES ARE RELEASED AND REPLACED BY THOSE REQUIRED AND CREATED BY THE CURRENT APPROVED SUBDIVISION.

- b. The intra-block drainage easements shall be graded with the construction of each principle structure in accordance with the approved storm water drainage plan on file with the City Engineer and the Zoning Administrator, as amended in accordance with the Madison General Ordinances.

Information to Surveyor's: In addition to notes such as this, WI State Plat Review now enforces the requirement that easements or other reference lines/areas be graphically shown, dimensioned and tied when they represent fixed locations. They will accept a "typical detail" when the easement or restriction can be effectively described and retraced from the typical detail.

- 4.3 Arrows shall be added to the certified survey map indicating the direction of drainage for each property line not fronting on a public street. In addition, the certified survey map shall include lot corner elevations, for all lot corners, to the nearest 0.25-foot. The following notes shall be added to the certified survey map.
 - a. Arrows indicate the direction of surface drainage swale at individual property lines. Said drainage swale shall be graded with the construction of each principal structure and maintained by the lot owner unless modified with the approval of the City Engineer. Elevations given are for property corners at ground level and shall be maintained by the lot owner.
 - b. All lots within this certified survey are subject to public easements for drainage purposes which shall be a minimum of 6-feet in width measured from the property line to the interior of each lot except that the easements shall be 12-feet in width on the perimeter of the certified survey. For purposes of two (2) or more lots combined for a single development site, or where two (2) or more lots have a shared driveway agreement, the public easement for drainage purposes shall be a minimum of six (6) feet in width and shall be measured only from the exterior property lines of the combined lots that create a single development site, or have a shared driveway agreement, except that the easement shall be twelve (12) feet in width along the perimeter of the certified survey. Easements shall not be required on property lines shared with greenways or public streets. No buildings, driveways, or retaining walls shall be placed in any easement for drainage purposes. Fences may be placed in the easement only if they do not impede the anticipated flow of water.

NOTE: IN THE EVENT OF A CITY OF MADISON PLAN COMMISSION AND/OR COMMON COUNCIL APPROVED REDIVISION OF A PREVIOUSLY SUBDIVIDED PROPERTY, THE UNDERLYING PUBLIC EASEMENTS FOR DRAINAGE PURPOSES ARE RELEASED AND REPLACED BY THOSE REQUIRED AND CREATED BY THE CURRENT APPROVED SUBDIVISION.

Information to Surveyor's: In addition to notes such as this, WI State Plat Review now enforces the requirement that easements or other reference lines/areas be graphically shown, dimensioned and tied when they represent fixed locations. They will accept a "typical detail" when the easement or restriction can be effectively described and retraced from the typical detail.

- 4.4 Prior to the issuance of building permits, the Developer shall submit a master stormwater drainage plan to the City Engineering Division for review and approval which shows lot corner elevations to the nearest 0.25-foot. For purposes of the plan, it shall be assumed that grading shall be done on a straight line grade between points unless other information is provided. The proposed slope between points shall always be greater than or equal to .0075 ft/ft. If a break in grade is required between lot corners a shot shall be taken at that break in grade to provide the Engineer with enough information to interpret the plan. The Developer shall also show proposed drainage arrows on the plan to indicate the proposed direction of drainage.

The master storm water drainage plan shall be submitted to City Engineering in digital format with elevations/grades/contours shown on the recorded plat map of the development. The digital record shall be provided using the state plane coordinate system – NAD 27.

The following note shall accompany the master storm water drainage plan:

- a. For purposes of this plan, it is assumed that grading shall be a straight line grade between points unless otherwise indicated. All slopes shall be 0.75% or steeper. Grade breaks between lot corners are shown by elevation or through the use of drainage arrows.

No building permits shall be issued prior to City Engineering's approval of this plan.

- 4.5 If the lots within this certified survey map are inter-dependent upon one another for storm water runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the certified survey map and recorded at the Dane Co Register of Deeds.
- 4.6 The following note shall be added to the certified survey map. "All lots created by this certified survey map are individually responsible for compliance with Chapter 37 of the Madison General Ordinances in regard to storm water detention at the time they develop."
- 4.7 This plat/csm could affect a flood plain, wetland or other sensitive areas. As such, it shall be reviewed by the Commission on the Environment. Contact Mike Dailey at 266-4058 for further details. The proposed plat/csm may be considered a major change to the environmental corridor and be subject to a public hearing and approval of the Dane County Regional Plan Commission.
- 4.8 A portion of this plat/csm may come under the jurisdiction of the US Army Corp of Engineers and Wisconsin Department of Natural Resources 6-7

Resources for wetland or flood plain issues or navigable waterway. A permit for those matters may be required prior to construction on any of the lots currently within the plat/csm. Contact the WDNR & USACOE for a jurisdictional determination.

- 4.9 Prior to recording the plat/csm, the applicant shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
- Detain the 2 & 10-year storm events.
 - Detain the 2, 10, & 100-year storm events.
 - Control 40% TSS (20 micron particle).
 - Control 80% TSS (5 micron particle).
 - Provide infiltration in accordance with NR-151.
 - Provide substantial thermal control.
 - Provide oil & grease control from the first 1/2" of runoff from parking areas.

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

- 4.10 This site is greater than one (1) acre and the applicant is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources. Contact Jim Bertolacini of the WDNR at 275-3201 to discuss this requirement.
- 4.11 NR-151 of the Wisconsin Administrative Code will be effective on October 1, 2004. Future phases of this project shall comply with NR 151 in effect when work commences. Specifically, any phases not covered by a Notice of Intent (NOI) received from the WDNR under NR-216 prior to October 1, 2004 shall be responsible for compliance with all requirements of NR-151 Subchapter III. As most of the requirements of NR-151 are currently implemented in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

NR-151 requires infiltration in accord with the following criteria. For the type of development, the site shall comply with one of the three (3) options provided below:

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or dedicated a maximum of 1% of the site area to active infiltration practices.

Commercial development shall infiltrate 60% of the predevelopment infiltration amount, 10% of the runoff from the 2-year post development storm or dedicate a maximum of 2% of the site area to active infiltration practices.

- 4.12 A minimum of two (2) working days prior to requesting City Engineering signoff on the plat/csm the applicant shall contact Janet Dailey (608-261-9688) to obtain the final stormwater utility charges that are due and payable prior to sub-division of the properties. The stormwater utility charges (as all utility charges) are due for the previous months of service. All charges shall be cleared prior to the land division (and subsequent obsolesces of the existing parcel).

Sanitary Sewer

- 5.1 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
- 5.2 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
- 5.3 This land division contains or is adjacent to facilities of MMSD. Prior to approval, applicant shall provide evidence that MMSD has reviewed and approved the proposed land division.

Mapping / Land Records

- 6.1 Wisconsin Administrative Code A-E 7.08 identifies when Public Land System (PLS) tie sheets must be filed with the Dane County Surveyor's office. The Developer's Surveyor and/or Applicant must submit copies of required tie sheets or condition reports for all monuments, including center of sections of record, used in this survey, to Eric Pederson, City Engineering. If a new tie sheet is not required under A-E 7.08, Engineering requests a copy of the latest tie sheet on record with Dane County Surveyor's office. The Applicant shall identify monument types on all PLS corners included on the Plat or CSM. **Note: Land tie to two PLS corners required.**
- 6.2 In accordance with Section s. 236.18(8), Wisconsin Statutes, the Applicant shall reference **City of Madison WCCS Dane Zone, 1997 Coordinates** on all PLS corners on the Plat or Certified Survey Map in areas where this control exists. The Surveyor shall identify any deviation from City Master Control with recorded and measured designations. City of Madison has established WCCS, Dane Zone Coordinates on all PLS corners within its corporate boundary. Visit the City of Madison Engineering Division web address http://gis.ci.madison.wi.us/Madison_PLSS/PLSS_TieSheets.html for current tie sheets and control data. If a surveyor encounters an area without a published WCCS Dane Zone 1997 value, contact Engineering Division for this information.
- 6.3. The Applicant shall submit to Eric Pederson, prior to Engineering sign-off of the subject plat, two (2) digital and one (1) hard copy of the **final plat/CSM** to the Mapping/GIS Section of the Engineering Division. **The digital copies shall be submitted in both NAD27 & WIDOT County Coordinate System, Dane County Zone datums in either Auto CAD Version 2001 or older,**

MicroStation Version J or older or Universal DXF Formats and contain the minimum of the following, each on a separate layer name/level number:

- a. Right-of-Way lines (public and private)
- b. Lot lines
- c. Lot numbers
- d. Lot/Plat dimensions
- e. Street names
- f. Easement lines (i.e. street, sanitary, storm (including wetland & floodplain boundaries) water, pedestrian/bike/walkway, or any public and/or private interest easement except **local service** for Cable TV, gas, electric and fiber optics).

NOTE: This transmittal is a separate requirement than the required submittals to Engineering Streets Section for design purposes.

NOTE: New electronic final plat transmittals and notification of changes which occur to the final plat during the time the Engineering Division signs off and receives the digital copies of said plat and the recording thereof, are the responsibility of the Developer/Surveyor.

- 6.4 In accordance with Section s.236.34(1) (c) which says a CSM shall be prepared in accordance with s.236.20(2) (c) & (f), Wisconsin Statutes, the Applicant must show type, location and width of any and all easements. Clearly identify the difference between existing easements (site Register of Deeds recording data) and easements which are being conveyed by the Plat/CSM. Identify the owner and/or benefiting interest of all easements.
- 6.5 Prior to Engineering final sign-off by main office for Certified Survey Maps (CSM), final CSM must be submitted to Engineering Division Surveyor / Land Records Coordinator for final technical review and approval. This submittal must occur a minimum of two working days prior to final Engineering Division sign-off. Electronic mail submittal of the FINAL CSM in PDF form is preferred. Transmit to epederson@cityofmadison.com



Traffic Engineering and Parking Divisions

David C. Dyer, P.E., City Traffic Engineer and Parking Manager

Suite 100
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608 266 4761
TTY 866-704-2315
FAX 608 267 1158

March 22, 2007

TO: Plan Commission

FROM: David C. Dyer, P.E., City Traffic Engineer and Parking Manager

SUBJECT: **8102 Mid Town Road – Preliminary and Final Plat / Rezoning – MidTown Center Town of Middleton Sec 34 / PUD (GDP) to Amended PUD (GDP) – Mixed Use Development**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The applicant shall be required to make improvements to Midtown Road to accommodate the proposed Midtown Road Access as determined by City Traffic Engineer. The applicant shall enter to a subdivision contract or developer's agreement prior to Plat or PUD approval for this reconstruction work.
2. The applicant shall pay all outstanding Transportation Impact Fees for this area.
3. The applicant shall show driveway approaches across the street for Carns Drive and Mayo Drive. If necessary, the applicant shall modify the driveway approaches to align the proposed driveway approaches to the approaches across the street.
4. The applicant shall center the proposed Waldorf Blvd. approach to center on the Waldorf Blvd. median break.
5. The parking facility shall be modified to provide for adequate internal circulation for vehicles. This can be accommodated by eliminating a parking stall at the dead ends. The eliminated stall shall be modified to provide a turn around area ten (10) to twelve (12) feet in width and signed "No Parking Anytime."
6. The approval of this PUD (GDP) does not include the approval of the changes to roadways, proposed median break, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and Common Council for the restoration of the public right-of-way including any changes requested by the developer. The applicant shall enter into a subdivision contract or developer's agreement to accommodate proposed street improvements.
7. The ramp down to underground parking percent of sloped shall be designed to accommodate low-clearance vehicles for a transition. The applicant shall provide a profile of the ramp showing the slopes critical clearance, when plans are submitted for approval.

6.7

8. The developer shall contact City Traffic Engineering, Kevin Fahey (266-4761) prior to submitting PUD (SIP) lot plans to arrange for relocation of the existing street light, and wiring. All cost related to this relocation shall be the responsibility of the developer.
9. The applicant shall show the dimensions for proposed all surface and underground parking stalls' items A, B, C, D, E, F, H and degree of angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. Signs and planting areas are to be excluded from the rectangular stall areas including the two (2) feet of vehicle overhang. The two (2) feet of vehicle overhang shall be shown on the plan and dimensioned.
10. "Stop" signs shall be installed at a height of seven (7) feet at all driveway approaches behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
11. The applicant shall add the following Maintenance of Traffic Measures to the GDP/SIP Zoning Text.

MAINTENANCE OF TRAFFIC MEASURES

Several streets within the GDP and plat include special traffic islands and traffic calming measures within the public right-of-way. The _____ (Association) shall be responsible, at the Association's sole cost and expense, for the maintenance and upkeep of such physical traffic measures. Such maintenance and upkeep shall be performed at the discretion of the Association except to the extent required by the City of Madison and shall include landscaping. If the landscaping is not maintained, the City will give notice to the _____ (Association) that it is not being maintained. If the Association does not respond to the notice within 60 days, the physical traffic measures will be topped with an asphalt pavement.

The _____ (Association) and persons involved with the maintenance and upkeep of the special traffic measures shall indemnify and hold harmless the City of Madison and its Boards and Commission and their officers, agent and employees from and against all claims, demands, loss of liability of any kind or nature for any possible injury incurred during maintenance and upkeep.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

12. None

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

13. The applicant shall execute and return the attached declaration of conditions and covenants for streetlights & traffic signals prior to sign off. The applicant will need to provide a deposit for their reasonable and proportionate share of traffic signal costs.

14. Utility easements shall be provided as follows:

Between Lots	Between Lots	Between Lots

15. The applicant shall show a detail drawing of the 12 ft. utility easement dimensions and lot lines on the face of the plat.

16. There will be access restriction as noted on the Plat and shall be noted on the face of the plat and the PUD (GDP) as follows:

- a. Remove note 7 on the Plat.
- b. Note 8 shall state, " No More Than One Private Access Shall Be Granted along the Northerly Right-Of-Way Of Midtown Road, Unless Otherwise Determined by The City Traffic Engineer.

17. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact Dan J. McCormick, P.E., City Traffic Engineering at 266-4761 if you have questions regarding the above items.

Contact Person: Michael S. Marty
Fax: 608-838-0445
Email: mmarty@calkinsengineering.com

DCD:DJM:dm

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: March 29, 2007

To: Plan Commission
From: Kathy Voeck, Assistant Zoning Administrator
Subject: 8102 Mid Town Rd, Rezoning, Prelim. & Final Plat Midtown Center

Present Zoning District: PUD(GDP)
Proposed Use: 7 Mixed use lots and 1 outlot
Requested Zoning District: Amended PUD(GDP)

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project). **NONE.**

GENERAL OR STANDARD REVIEW COMMENTS

- The zoning text shall include the 8102 Midtown Rd. address in the heading.

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	6,000 sq. ft. Min. per lot	33,853 sq. ft. + per lot (280,525 sq. ft. total lot area)
Lot width	50'	adequate
Usable open space	160 sq. ft. per unit	to be reviewed at SIP
Front yard	20' R-5, 0' C-2	to be reviewed at SIP
Side yards	depends on use & bldg size	to be reviewed at SIP
Rear yard	30' 2 stories +	to be reviewed at SIP
Floor area ratio	3.0 (C-2)	to be reviewed at SIP
Building height	---	to be reviewed at SIP

Site Design	Required	Proposed
Number parking stalls	Dep on #bdrms per unit & dep. on retail use	to be reviewed at SIP
Accessible stalls	Yes	to be reviewed at SIP
Loading	Dep. on use and building size	to be reviewed at SIP
Number bike parking stalls	1 per dwelling unit & 1 per each 10 cars for commercial	to be reviewed at SIP
Landscaping	Yes	to be reviewed at SIP
Lighting	Yes	to be reviewed at SIP

6-7

Other Critical Zoning Items	
Urban Design	Yes
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	None shown
Water front development	No
Adjacent to park	No
Barrier free (ILHR 69)	Yes

With the above conditions, the proposed project **does** comply with all of the above requirements.

* Since this project is being rezoned to the **(PUD)** district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the **C-2/R-5** district, because of the surrounding land uses.

6-7



Department of Public Works
Parks Division

Madison Municipal Building, Room 120
215 Martin Luther King, Jr. Boulevard
P.O. Box 2987
Madison, Wisconsin 53701-2987
PH: 608 266 4711
TDD: 608 267 4980
FAX: 608 267 1162

March 22, 2007

TO: Plan Commission
FROM: Simon Widstrand, Parks Development Manager *S.W.*
SUBJECT: **8102 Midtown Road**

- 1. The developer shall pay \$271,015.78 for park dedication and development fees.**
- 2. Prior to City signoff on this project, the developer shall select a process for paying the park fees, and meet the requirements of that process.**
- 3. There are no features of this SIP that qualify for IZ park fee reduction credits.**

Dedication and Fees paid to date for the Midtown Commons Plat:

Midtown Commons Plat = 58 single family and duplex plus 283 multifamily
First Addition = 27 sf/dp plus 155 mf
Second Addition = 70 mf (40 built to date)
8201 Mayo = 44 mf
TOTAL TO DATE = 85 sf/dp plus 552 mf

Park development fee credit for 30 mf units will presumably be used by 1723-25 Waldorf, which has been approved for 60 units (payment for 30 will be required for building permit).

With these unit counts, and the park dedications made previously, 1723 Waldorf has met its dedication requirement and credit for 38 multifamily units will be available to Midtown Center. The eastern portion of Midtown Center (in the original plat) was also allocated 10 mf units. Therefore the Midtown Center development will have to pay fee in lieu of dedication for all but 48 of its units, and will have to pay park development fees for all but 10 of its proposed units.

At the maximum stated densities and the current fees, this will result in the following calculation of fees in lieu of dedication plus park development fees:

Park Dedication = $186-48=138$ multifamily @ 700 square feet/unit = 96,600 square feet. The developer shall pay a fee in lieu of dedication based on the land value of the square footage of parkland required (up to a maximum of \$1.82 / square foot). **Fee is \$175,812.00**

Park Development Fees = $186-10=176$ mf @ \$540.93) = \$ 95,203.68

TOTAL PARK FEES = \$271,015.68

Park fee payment checks shall be payable to the City of Madison Treasurer, and all questions, payments and deliveries shall be made to the office of the Madison Parks Division. Prior to City signoff on this project, the developer shall select one of the following options for paying these fees:

1. Payment of all fees in a lump sum prior to City signoff on the project.
2. The developer may pay half the fees and provide a two-year letter of credit for the remaining half of the fees, both prior to City signoff.
3. For plats being built with phased subdivision improvement contracts, the developer may pay the fees due for the number of units in each contract, paid at the time of contract execution, and at the fee rates then in effect.
4. The fee payment may be paid within fourteen days of issuance of any zoning, conditional use or building permit. No certificate of occupancy may be issued for buildings on any parcel for which there are unpaid impact fees. Under this option, the fees shall be calculated and prorated to each lot on the development, and the developer shall record a notice of the outstanding impact fees for each lot prior to receiving City signoff for the project. All fees shall be paid at the rate in effect at the time of payment.

Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816.

Please contact Simon Widstrand at 266-4714 or awidstrand@cityofmadison.com if you have questions regarding the above items.

6-7



CITY OF MADISON FIRE DEPARTMENT

Fire Prevention Division

325 W. Johnson St., Madison, WI 53703-2295

Phone: 608-266-4484 ♦ FAX: 608-267-1153

DATE: 3-14-07
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **8102 Midtown Rd**

The City of Madison Fire Department (MFD) has reviewed the subject development and has the following comments:

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. None

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

1. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows: **(commercial structures only)**
 - a. The site plans shall clearly identify the location of all fire lanes.
 - b. Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet of the structure, and parallel to one entire side of the structure.

Please contact Scott Strassburg, MFD, at 608-261-9843 if you have questions regarding the above items.

cc: Scott Strassburg



Department of Planning & Development
 Planning/Inspection/Real Estate/Community & Economic Development
 Mark A. Olinger, Director

JAY LANSFORD

Bradley J. Murphy
 Planning Unit
 215 Martin Luther King, Jr. Boulevard
 P.O. Box 2985
 Madison, WI 53701-2985
 (608) 266-4635

REVIEW REQUEST FOR:

- PRELIMINARY PLAT
- FINAL PLAT
- LOT DIVISION/CSM
- CONDITIONAL USE
- DEMOLITION
- REZONING
- INCLUSIONARY ZONING
- OTHER

MIDTOWN CENTER : SECTION 34 TOWN OF MIDDLETON
 8102 MID TOWN ROAD - 7 MIXED USE LOTS, 1 OUTLOT
 RE: PUB(GDP) → AMENDED PUB(GDP) - MIXED USE DEVELOPMENT
 PETER FRAUTSCHI - W/C DEVELOPMENT CORP/
 MICHAEL S MARTY - CALKINS ENGINEERING

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PLANNING UNIT CONTACT: TIM PARKS

RETURN COMMENTS BY: 26 MARCH 2007

PLEASE ALSO EMAIL OR FAX ANY COMMENTS TO THE APPLICANT:

Applicant E-mail: pfrautschi@aol.com Fax: 608-266-1616

Date Submitted: 07 FEBRUARY 2007 Plan Commission: 09 APRIL 2007

Date Circulated: 12 FEBRUARY 2007 Common Council: 17 APRIL 2007

CIRCULATED TO:

- | | | |
|---|--|---|
| <input type="checkbox"/> ZONING | <input type="checkbox"/> DISABILITY RIGHTS | <input type="checkbox"/> ALD. _____ DIST. _____ |
| <input type="checkbox"/> FIRE DEPARTMENT | <input checked="" type="checkbox"/> POLICE DEPT. - THURBER | <input type="checkbox"/> MADISON GAS & ELECTRIC |
| <input type="checkbox"/> PARKS DIVISION | <input type="checkbox"/> CITY ASSESSOR - SEIFERT | <input type="checkbox"/> ALLIANT ENERGY |
| <input type="checkbox"/> TRAFFIC ENG. | <input type="checkbox"/> MADISON METRO - SOBOTA | <input type="checkbox"/> A T & T |
| <input type="checkbox"/> CITY ENG. - GEBERT | <input type="checkbox"/> BOARD OF EDUCATION C/O SUPT. | <input type="checkbox"/> T D S |
| <input type="checkbox"/> CITY ENG. - PEDERSON | <input type="checkbox"/> PUBLIC HEALTH - SCHLENKER | <input type="checkbox"/> MT. VERNON TELE |
| <input type="checkbox"/> WATER UTILITY | | |
| <input type="checkbox"/> CDBG - CONSTANS | <input type="checkbox"/> NEIGHBORHOOD ORGANIZATION | |
| <input type="checkbox"/> REAL ESTATE - EKOLA | | |

- Review the above as per time schedule set in Chapter 16.23(5)(b)2; 16.23(5)(3)3; or Chapter 28, City of Madison Ordinance; OR your agency's comments cannot be considered prior to action.
- One copy for your files; one copy for file of appropriate telephone company; PLEASE RETURN one copy with joint comments.
- The above is located in your district. A copy is on file in the Planning & Development Office for review. If you have any questions or comments, contact our office at 266-4635.
- The above is located within or near the limits of your neighborhood organization. A copy is on file in the Planning & Development Office for review. If you have any questions or comments, contact our office at 266-4635.

RETURN COMMENTS TO: PLANNING UNIT, DEPARTMENT OF PLANNING & DEVELOPMENT

NO COMMENTS / YOUR COMMENTS:

Parking lot planting should not obscure night time lighting of the parking lot or decrease line of sight.

Capt. Jeff Langford

6-7

Parks, Timothy

From: Charles Wade [cwade@sehinc.com]
Sent: Thursday, March 29, 2007 1:41 PM
To: Parks, Timothy
Subject: 8102 Mid Town Road access concerns

Hi Tim-

I'm a resident at 2314 Mica Road near the proposed Midtown Commons mixed use development. I am excited to see forward movement on this site, however, upon review of the site plan, I noticed that there is a proposed full-access driveway to Mid Town Road located approximately 350 feet from Waldorf Blvd. I believe a commercial driveway at this location is too close to the existing Waldorf Blvd. intersection. The development has with the potential to generate a significant number of commercial and residential trips.

When looking at the High Point-Raymond Neighborhood Plan, I have concerns with allowing this, or any private access directly to Mid Town Road. Access should be provided via local road connections only. My understanding is the long-term plan is to relocate Raymond Road to Midtown Road and Connect High Point Road to McKee Road. Mid Town Road would eventually have added capacity to four-lanes under the plan. I believe allowing this access may compete with the long-term function of Mid Town Road as a collector/arterial roadway and limit future options at Waldorf Blvd. if a signal should be needed at this location in the long-term.

I would propose allowing pedestrian access only and using this location as a pedestrian oriented gateway for the development.

These are my opinions as a resident of the area, and not those of the company I work for. Thanks for your time to review this email.

Chuck Wade, AICP
Transportation & Land Use Planner
SEH
6418 Normandy Ln., Ste. 100
Madison, WI 53719
608.270.5348
cwade@sehinc.com
www.sehinc.com