

**PLANNING DIVISION REPORT  
DEPARTMENT OF PLANNING AND COMMUNITY  
AND ECONOMIC DEVELOPMENT  
Of June 11, 2008**

**RE: I.D. # 10447: Zoning Map Amendment ID 3363-3364, Rezoning 626 Schewe Road from Temp. A to R1 and R4 and I.D. #10872, Approval of the Preliminary Plat of "Schewe Road Development"**

1. Requested Actions: Approval of a request to rezone approximately 23.1 acres located at 626 Schewe Road from Temp. A (Agriculture District) to R1 (Single-Family Residence District) and R4 (General Residence District) and approval of a preliminary plat creating 39 single-family lots, 1 multi-family lot and 2 public outlots.
2. Applicable Regulations: 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: Joseph R. Gallina, Schewe Road Development Corp.; 8500 Greenway Boulevard, Suite 200; Middleton; Craig Enzenroth, representative.  
  
Surveyor: Michelle Burse, Burse Surveying and Engineering, Inc.; 1400 E. Washington Avenue, Suite 158; Madison.
2. Development Schedule: The applicant wishes to begin construction of the subdivision in fall 2008.
3. Location: Approximately 23.1 acres located at the southwestern corner of Old Sauk Road and Schewe Road, Aldermanic District 9; Middleton-Cross Plains School District.
4. Existing Conditions: The subject site is largely undeveloped with the exception of a single-family residence near the center the property. The site is zoned Temp. A (Agriculture District).
5. Proposed Land Use: 39 single-family lots, zoned R1 (Single-Family Residence District), 1 multi-family lot, zoned R4 (General Residence District), an outlot for private maintenance of landscaping in a cul-de-sac and an outlot for public stormwater management.
6. Surrounding Land Use and Zoning:  
North: Undeveloped lands, zoned Temp. A (Agriculture District); conservation lands and single-family residence on large lots in the Town of Middleton;

South: Undeveloped lands in the Town of Middleton;

East: Middleton Community Church, zoned A; undeveloped land and a single-family residence in the Town of Middleton;

West: Undeveloped lands in the Town of Middleton.

7. Adopted Land Use Plan: The Elderberry Neighborhood Development Plan identifies the southern two-thirds of the subject site for low-density residential uses, with the remaining third of the property along Old Sauk Road recommended for low- to medium-density residential uses.
8. Environmental Corridor Status: The subject property is not currently located within the Central Urban Service Area (CUSA) and therefore is not located in a mapped environmental corridor.
9. Public Utilities & Services: Once the property is added to the Central Urban Service Area, the proposed development can be served by a full range of urban services. Public water is available just east of the site at the adjacent church property. However, sanitary sewer will need to be extended west along Old Sauk Road approximately 2,700 feet to serve the proposed development. This extension cannot occur until the land is added to the CUSA by the Capital Area Regional Planning Commission.

### **STANDARDS FOR REVIEW**

This application is subject to the standards for zoning map amendments and preliminary plats.

### **PLAT REVIEW**

The applicant is requesting approval of a zoning map amendment and preliminary plat to allow creation of 39 single-family lots, 1 lot for future multi-family development of up to 126 dwelling units and 2 outlots from a 23.1-acre parcel located at the southwestern corner of Old Sauk and Schewe roads. The subject site was attached to the City from the Town of Middleton on January 22, 2008 and is zoned Temp. A (Agriculture District).

### Existing Conditions

The subject site is currently developed with a single-family residence and attached garage located near the center of the property and a 2,000 square-foot shed in the southeastern corner of the site. The grade of the subject site generally runs from the southwestern corner of the property and a ridge located offsite to the west towards the northeastern corner of the property and the Old Sauk-Schewe intersection, with an approximately 45-foot grade difference across the site. The land in the northeastern corner of the site was identified as having wet characteristics at the time that the Elderberry Neighborhood Development Plan was prepared, though no wetlands have been identified. The portion of the site with the wet characteristics corresponds to a minor drainage corridor as classified in the neighborhood plan, which appears to cross the northeastern corner of the property at the Old Sauk-Schewe intersection before continuing south and east across the adjacent Middleton Community Church property.

The subject site is also characterized by a substantial woodland that extends east to west through the center of the property, as well as by a smaller tree line that extends along the southern property line. While a tree survey was not submitted with the development proposal, both the substantial woodland at the center of the site and the tree line along the edge of the site were identified as natural features in the Elderberry Neighborhood Development Plan.

The adjacent Middleton Community Church occupies a 17.8-acre parcel along Old Sauk Road that was annexed to the City in 2000 so that the church could receive municipal water service for its new facility. However, the area surrounding the subject site is otherwise largely undeveloped at this time, with agricultural lands generally present to west, south and north of the site. A smattering of single-family residences extends along Old Sauk Road in the Town of Middleton, with another single-family residence in the town located south of the church property opposite the southeast corner of the subject site along Schewe Road. Schewe Road is a narrow town road that extends south from Old Sauk Road and features three sharp curves before ultimately connecting to Elderberry Road.

The undeveloped land immediately west of the subject site along Old Sauk Road is owned by the City of Madison Water Utility, which envisions erecting a water tower on a portion of that site to serve future development in the Elderberry neighborhood. Pope Farms Park, a Town of Middleton park, is located to the northwest of the subject site across Old Sauk Road. The subject site is also located across Old Sauk Road from lands owned by the Middleton-Cross Plains School District that were purchased from the town for the future construction of elementary and middle schools on the edge of the Blackhawk neighborhood. The school district land was attached to the City in 2007. Prior to the attachment of the school lands, an amendment to the Blackhawk Neighborhood Development Plan was approved by the City to add the school lands to

the neighborhood planning area and to allow an application to be made to add the land to the CUSA. The plan amendment called for the future school construction to occur on the west side of a north-south residential street extending between Blackhawk Road and Old Sauk Road to align with a realigned Schewe Road to the south.

As noted in the General Information section of this report, the subject site is not located in the Central Urban Service Area (CUSA), which means that public sanitary sewer service presently cannot be extended to the property. The nearest boundary of the CUSA is located approximately 600 feet east of the site in the Blackhawk neighborhood on the edges of the Blackhawk and Greystone subdivisions north of Old Sauk Road. While municipal water was extended to serve the Middleton Community Church, the nearest sanitary sewer main to the proposed residential development is located approximately 2,700 feet to the east along Old Sauk Road in the Sauk Heights subdivision, which is also the western edge of the CUSA in the Elderberry neighborhood. The applicants have requested that an amendment to the CUSA be prepared in conjunction with the approval of their subdivision that would allow them to construct a force sanitary sewer main and lift station between their development and the sewer in Sauk Heights.

#### Project Review

Primary access to the proposed subdivision will be provided by Schewe Road, which will be realigned with this development to match the future street alignment called for in the Blackhawk NDP discussed above. Of the 39 R1-zoned single-family lots proposed, 35 will front onto one of two east-west streets that will extend between Schewe Road and a second north-south street that will extend along the western edge of the development. The remaining 4 single-family lots will front an “eyebrow” cul-de-sac in the southeastern corner of the development shown as Circle C on the preliminary plat. The existing single-family residence on the property will be retained and will occupy an 18,224 square-foot lot on the south side of Street A. The shed in the southeastern corner of the site will be removed. Undeveloped lots in the R1-zoned portion of the subdivision will range in size from 9,478 square feet to 17,356 square feet, with all 39 of the lots exceeding the minimum 8,000 square feet of lot area required in the requested zoning district.

The remaining 7.57 acres of property generally located between Old Sauk Road and the wooded area extending through the center of the subject site is proposed to be zoned R4 to facilitate future development of up to 126 dwelling units. Conceptual plans for how these 126 units could be developed were not submitted for consideration with the zoning request. The 7.57-acre multi-family lot includes an unspecified easement area that will be dedicated to the City for stormwater management with the subsequent final plat.

The two outlots proposed with the preliminary plat include a 0.46-acre parcel east of the intersection of Old Sauk Road and realigned Schewe Road that will be dedicated to the City for stormwater management. The second outlot is a small, 404 square-foot outlot located at the center of Circle B, which will be dedicated to the City but maintained by the owners of proposed Lots 1-4 as median landscaping in the cul-de-sac. A maintenance agreement for the second outlot will be required as part of the final plat of the development.

Some portion of the ten lots proposed to front along the north side of Street A will impact the wooded area at the center of the subject site. While only the northern 15-20 feet of proposed Lots 30-32 are shown within the boundaries of the woodland, half of Lot 33 and almost all of Lots 34-39 will be located within the woodland area. Similarly, a significant portion of proposed Lot 2 will occupy the smaller wooded area in the southeastern corner of the development. Staff recommends that a tree preservation plan be considered for the subdivision as a condition of approval, which inventories the vegetation present in the two wooded areas and identifies opportunities for preservation during grading and construction.

#### Inclusionary Zoning

The applicants have submitted an Inclusionary Dwelling Unit Plan (IDUP) indicating their intent to comply with the inclusionary zoning provisions of the Zoning Ordinance. The IDUP indicates that 6 of the 39 single-family lots will meet the affordability criteria, with 4 units to be provided to families earning 80 percent of the area median income (AMI) and 2 to be provided to families earning 70 percent of the AMI. The 6 affordable units proposed equals 15.4% of the dwelling units in the development. The number of bedrooms in the affordable dwelling units has not been determined at this time. The inclusionary dwelling units will generally be dispersed throughout the development, with three units located on both Street A and Street B. Two units will abut the wooded area on the north side of Street A.

The size and type of dwelling units proposed for the 7.57-acre multi-family lot have not been identified and no information on that portion of the development has been included in the IDUP. The applicants acknowledge, however, that this lot will be subject to a Land Use Restriction Agreement (LURA) that may require that 15% of any future owner-occupied units be subject to inclusionary zoning at the time of development. Any future rental units proposed will be exempt.

The applicant has requested a park development fee reduction as a revenue offset for the project. A recommendation on this offset will be provided by Parks Division staff. In addition, a gap analysis is currently being reviewed by the Community Development Block Grant Office, with a report to be provided.

The Planning Division has reviewed the densities proposed by the applicants and determined that the project will be receiving a density bonus. The Elderberry Neighborhood Development Plan recommends that the northern third of the property roughly corresponding to the proposed R4-zoned area be developed with low- to medium-density residential use with a density between 8-11 units an acre. The 126 dwelling units proposed to occupy the multi-family lot will result in a 16.63 unit an acre density. The Zoning Ordinance requires that a density bonus for low- to medium-density areas be based on the midpoint of the corresponding density range in a neighborhood plan, which results in a 9.5-unit an acre base density. The development proposes to exceed the base density by 7.13 units an acre, which results in approximately 54 bonus units. The 39 single-family lots proposed will occupy 9.76 net acres of land, which results in a density of 4 units an acre. The base density under the Zoning Ordinance for areas recommended for low-density development is 75% of the density range, or 6 units an acre in the Elderberry Plan, or 58 units on this 9.76-acre site. Therefore, the overall development is receiving a 35-unit bonus.

## **ANALYSIS**

The applicants are requesting approval of a zoning map amendment and a preliminary plat for a future residential development at the southwestern corner of Old Sauk and Schewe roads on land recently attached from the Town of Middleton. The Planning Division believes that the proposed subdivision is generally in keeping with most of the recommendations for the site contained in the Elderberry Neighborhood Development Plan. However, two significant issues should be given careful consideration prior to the project being approved.

### Development Phasing/ Central Urban Service Area Amendment

The proposed development is not served by a full range of urban services at this time. As was indicated earlier in the report, the site is not located within the Central Urban Service Area and as a result, sanitary sewers may not be extended to serve the subdivision until an amendment to the CUSA occurs. Should the Plan Commission recommend approval of this project, language is included in the resolution approving the preliminary plat that would authorize City staff to make an application to the Capital Area Regional Planning Commission to amend the CUSA boundaries to include the subject site and other nearby properties as appropriate.

While the proposed subdivision can be served by municipal water right away, sanitary sewer is not available to the site at the present time. According to available City records, the nearest City sewer is located a little more than a half-mile east of the site at the western edge of the Sauk Heights subdivision on Old Sauk Road. In order to reach this sewer, the developers propose to extend a force main and lift station to pump at their expense.

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The subject site is located in the western approximately 40% of the Elderberry neighborhood that was identified as the third of three development staging phases in the Elderberry Neighborhood Development Plan. In general, the Phase III development staging area encompasses the portion of the planning area estimated by City staff at the time the neighborhood development plan was prepared to be served by a major new sanitary sewer interceptor line that would run south through the center of the development phase. Presently, this sewer is planned to be extended north from Midtown Road to approximately Mineral Point Road on the southern edge of the Elderberry neighborhood sometime next year. At this time, there is no schedule for extending this interceptor sewer further north towards Old Sauk Road according to the City Engineering Division.

Sewer drainage patterns are many times one of the primary considerations in the staging of development in a neighborhood development plan, as gravity sewers are considered the most sustainable and efficient long-term method of providing the sanitary sewer service needed to serve urban development. The provision of municipal water is also a consideration, though in this case, the Water Utility has indicated that the proposed subdivision can be served by the existing water main that currently serves the adjacent Middleton Community Church. The boundaries of development staging phases are generally established based on how geographic sub-regions of a planning area will receive water and sewer service and the size of those services are designed to serve the growth that will occur within those phases. The City has, however, allowed for the use of temporary lift stations on other occasions until the gravity-flow interceptor has been extended.

The question before the Plan Commission, then, is whether the timing of the applicants' subdivision is appropriate given that the area is not yet in the CUSA. The development staging recommendations in the Elderberry Neighborhood Development Plan do not preclude development from occurring in one phase while it is still occurring in other development phases.

The Subdivision Regulations require that the new subdivisions not be approved unless adequate public services are present and available to serve them. Section 16.23 (3)(a)7.c requires that:

*"The proposed subdivision shall be determined to have adequate sanitary sewerage facilities if located within an area in which main line interceptor sewer service is presently available, under construction, or designated by the Common Council or other local unit of government for extension of sewer service within the current capital budget year and funds are specifically provided for such extension either from public or private financing. In its determination of the adequacy of sewerage service, the Plan Commission and Common Council shall consider the recommendation of the City Engineer, the capacity of trunk lines and sewerage treatment facilities and any other information presented."*

Proposed Multi-Family Development on Lot 40

While the development of the southern two-thirds of the subject site with 39 single-family lots fronting two-east-west streets largely conforms to the development concept for the property in the Elderberry NDP, the development proposal for the northern third of the property will require close scrutiny by the Plan Commission to determine if it comports to the tenets of the plan. The applicants are requesting a development entitlement for the northern 7.57 acres of the site, shown as Lot 40 on the preliminary plat, for future development with up to 126 dwelling units. The resulting density of 16.63 units an acre will substantially exceed the 8-11 units an acre envisioned for the site in the neighborhood plan. The developer has provided a conceptual plan that calls for the multi-family site to be developed with 7 two-story buildings containing 16 units each with a combination of surface and underground parking. Access to the proposed planned residential development would be from an east-west private drive.

In reviewing the development concept for Lot 40, the Planning Division believes that the type of development contemplated by the applicants may not comport to the recommendations of the Elderberry Neighborhood Development Plan. The plan recommends that areas identified for future low- to medium-density development be developed with a variety of multi-family housing types, including duplexes, townhouses and apartments and identifies low- to medium-density residential development as a transitional land use between the more densely developed medium-density residential development areas and less intensely developed low-density residential areas. Medium-density areas in the Elderberry neighborhood are recommended for more urban forms of residential development with a density of between 12-16 units an acre and are generally located throughout the planning area near employment areas, neighborhood activity centers and services, and neighborhood parks. Staff believes that the *medium*-density development envisioned on Lot 40 is not well located in regard to neighborhood activity or employment centers, the closest of which is a modestly sized neighborhood commercial area shown in the plan to be located a half-mile east of the site at the intersection of Old Sauk Road and Bear Claw Way. The site would also be over 1.5 miles from the nearest public transit service, which currently located in the Old Sauk Trails Park area to the east.

In the case of the subject site, the neighborhood plan shows an east-west public street located between Old Sauk Road and the first east-west street in the low-density portion of the subject site in the approximate location of the east-west private drive included in the development concept. Staff feels that this particular public street is an integral component in achieving the desired densities recommended for the site in the neighborhood plan.

The size and arrangement of a residential parcel plays a significant role in how the parcel will be developed. In reviewing the conceptual development layout in the Elderberry Neighborhood



Development Plan, it appears to staff that the vast majority of areas recommended for low- to medium-density residential development tend to be a half-block deep fronting residential streets. This tends to result in a development pattern that features smaller buildings such as duplexes, townhouses and smaller apartment complexes on individual lots that are organized along public streets. This parcel arrangement contrasts with medium-density residential areas, which tend to feature more internally oriented developments on larger parcels of land with public streets on the perimeter similar to the development concept submitted by the applicants.

Planning Division staff recommends that the development concept and preliminary plat for proposed Lot 40 be revised to include an east-west public street extending through the R4-zoned portion of the property from Schewe Road and for additional lots to be created that will facilitate development of a variety of multi-family residential types. The density of the area should not exceed the maximum 11 units an acre envisioned in the Elderberry Neighborhood Development Plan and should include a combination of attached single-family and lower-density multi-family uses befitting a low- to medium-density residential area, particularly one located as far from services as the subject site. To accomplish this, the developers should consider utilizing 56-foot wide rights of way for Streets A and B and adjusting lot depths for the R1-zoned portion of the subdivision to create additional space for the public third east-west public right of way recommended by staff.

Finally, the R4 zoning requested permits a maximum density of 21.87 units an acre. Should the Plan Commission approve the development concept for Lot 40 proposed by the applicants, staff recommends that, at a minimum, a restriction be placed on the subdivision approval limiting the density of Lot 40 to 126 units total.

## **CONCLUSION**

The applicants propose a subdivision of their 23.09-acre site at the southwest corner of Old Sauk and Schewe roads that comports to many of the recommendations for this property in the Elderberry Neighborhood Development Plan. However, the site is not currently in the Central Urban Service Area. The project also includes a request to exceed the densities recommended for the subject site in the neighborhood plan and with a development type that may not be supported in the plan.

The Plan Commission should address as part of its deliberation on this project the timing of the project to determine if they believe that the proposed development is appropriate at this time, or if should wait until the land has been added to the CUSA. Should the Commission recommend that the project proceed at this time, it should recommend approval of the development and

authorize City staff to make an application to the Capital Area Regional Planning Commission to amend the Central Urban Service Area boundaries to include the site and other nearby properties.

The Commission should also make a recommendation on the type of development that should occur on the northern third of the site, which will be zoned R4. As noted above, staff believes that the density of this parcel should not exceed the maximum density in the Elderberry Neighborhood Development Plan of 11 units an acre. The development concept for Lot 40 should also include a greater diversity of residential unit types in addition to apartments.

### **RECOMMENDATIONS**

If the Plan Commission can find that the standards for approval of zoning map amendments and preliminary plats can be met, the Plan Commission should forward Zoning Map Amendment ID 3363-3364, rezoning 626 Schewe Road from Temp. A (Agriculture District) to R1 (Single-Family Residence District) and R4 (General Residence District), and the preliminary plat of Schewe Road Development to the Common Council with recommendations of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That staff is authorized to make an application to the Capital Area Regional Planning Commission to amend the Central Urban Service Area boundaries to include the subject site and other nearby properties. The final plat of the proposed subdivision may not be submitted for any State, County or City approval until such time as the entire subject site has been added to the Central Urban Service Area.
3. That a grading plan be submitted with the final plat that identifies areas of land disturbance throughout the subdivision overlaid on top of a generalized map of the areas of mature vegetation to assist staff in identifying areas where existing tree cover may be preserved. A tree preservation plan shall be submitted containing an inventory of trees along the southern property line and in the center of the property, which includes the size and species of trees in those areas so that opportunities for tree preservation and any necessary tree preservation easements and building envelopes can be identified and conditioned with the approval of the final plat.
4. That a revised preliminary plat be submitted as part of a final plat submittal for this project that includes a 60-foot wide public street right of way through Lot 40. The Lot 40 area should be further subdivided in a fashion that includes additional lots on both sides of the public street, which will support development of a variety of attached single-family

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and multi-family buildings including duplexes, townhouses and apartments. An amended Inclusionary Dwelling Unit Plan that reflects this revised preliminary plat may be required to coincide with the amended preliminary plat/ final plat submittal.

5. That a 30-foot building setback line parallel to Old Sauk Road be included on the final plat of the subdivision. Landscaping and screening of this 30-foot setback area may be required as part of any subsequent land use approvals for the lot(s) affected.
6. That the applicant submit a final Land Use Restriction Agreement and Inclusionary Dwelling Unit Plan for this development prior to recording of the final plat of the subdivision as required by the Planning Division and Community Development Block Grant Office.



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  
1 866 704 2315 Textnet

**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.  
Gregory T. Fries, P.E.

**Facilities & Sustainability**  
Jeanne E. Hoffman, Manager  
James C. Whitney, A.I.A.

**Operations Manager**  
Kathleen M. Cryan

**Hydrogeologist**  
Joseph L. DeMorett, P.G.

**GIS Manager**  
David A. Davis, R.L.S.

**Financial Officer**  
Steven B. Danner-Rivers

DATE: May 30, 2008  
TO: Plan Commission  
FROM: Larry D. Nelson, P.E., City Engineer  
SUBJECT: 626 Schewe Road Plat & 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. The Developer shall dedicate a 45 foot right of way on "Street C" and shall construct 22 feet of asphalt pavement, and curb and gutter and sidewalk on the easterly side of the roadway.
2. The Developer shall construct a portion of Schewe Road. From the south plat line to approximately the north line of lot 39 the Developer shall construct 22 feet of asphalt pavement, and curb and gutter and sidewalk on the westerly side of the roadway. The Developer shall construct the full cross section from approximately the north line of lot 39 to Old Sauk Road as required by the City Engineer and City Traffic Engineer.
3. The Developer shall construct the south half of Old Sauk Road including sidewalk on the south side as required by the City Engineer or shall provide surety and reimburse the City for the Developer's share of the City's cost of construction on Old Sauk Road. The method use to secure the reimbursement of the Developer's share of the cost to reconstruct Old Sauk Road shall be determined by the City Engineer after consultation with the Developer.
4. The Developer shall dedicate an easement for public utilities across Outlot 1.
5. Consideration to aligning "Street C" with the park entrance to the north shall be discussed between the developer and the City of Madison.
6. Revise street designation of "West Old Sauk Road" to "Old Sauk Road".
7. Submit proposed street names to Engineering Mapping Lori Zenchenko ([lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com)) for approval and placement on the final plat prior to recording the same.
8. Drainage in this area is limited. Flow could be directed to Lower Badger Mill Creek or the Old Sauk Road Drainage Impact Fee District. Fees associated with impact districts shall be agreed to as part of this development.



- 9. Web based self inspection for erosion control is required.
- 10. Property will be subject to the Lower Badger Mill Impact Fee District (sanitary and storm).
- 11. Property currently located outside of the Central Urban Service Area boundary and will need to be added before this development can proceed.
- 12. Off-site sanitary sewer will be required for this development including a lift station/force main if this development is to occur in the near future. All lift station and force main costs shall be the responsibility of the Developer.
- 13. The Developer shall discuss with the City Engineer, City Traffic Engineer, and Planning and Development, the alignment of "C" Street where it intersects Old Sauk Road and the advantages and disadvantages of aligning "C" Street with the park entrance to the north. The applicant shall revise the plat accordingly as required by the City Engineer.

**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: 626 Schewe Road Plat & 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.
- 1.3 The Developer is required to pay Impact Fees for the \_\_\_\_\_ Impact Fee District for Lot(s) \_\_\_\_\_ of the \_\_\_\_\_ Plat/CSM. The current rate is \$ \_\_\_\_\_ /1000SF for a total of \$ \_\_\_\_\_. 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/csm.
  - 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](mailto: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
    - 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.

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).

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 Street "C" and Old Sauk Road 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.
- \* 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.
- 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.

- 2.16 Public Sanitary Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Sanitary Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sanitary sewer facilities.
  - b. No above-ground improvements shall be located in the Public Sanitary Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public sanitary sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
  - c. Plantings and landscaping within the Public Sanitary Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
  - d. The property owner shall not change the grade of the Public Sanitary Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
  - e. The Public Sanitary Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.17 The Public Sidewalk Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Sidewalk Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sidewalk improvements.
  - b. No above-ground improvements will be allowed in the Public Sidewalk Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
  - c. Plantings and landscaping within the Public Sidewalk Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
  - d. The property owner shall not change the grade of the Public Sidewalk Easement Area(s) without the prior written approval of the City's Engineering Division.
  - e. The Public Sidewalk Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.18 The Public Storm Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Storm Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public storm sewer facilities.
  - b. No above-ground improvements shall be located in the Public Storm Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public storm sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
  - c. Plantings and landscaping within the Public Storm Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
  - d. The property owner shall not change the grade of the Public Storm Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.  
The Public Storm Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.19 The Public Water Main Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Water Main Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public water main facilities.
  - b. No above-ground improvements will be allowed in the Public Water Main Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
  - c. Plantings and landscaping within the Public Water Main Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
  - d. The property owner shall not change the grade of the Public Water Main Easement Area(s) without the prior written approval of the City's Engineering Division.
  - e. The Public Water Main Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

#### 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 W. Old Sauk Road, Schewe Road and Street "C" 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) 1, 2, 10, 11, 29, 30, 40, 39, 21, and 20.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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 Old Sauk Road 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.



- 3.19 Coordinate all necessary new interior addresses associated with this proposed development with City Engineering Program Specialist Lori Zenchenko [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com) or (608) 266-5952

#### 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 management 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 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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](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 (cite 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](mailto:epederson@cityofmadison.com)

**Date:** June 3, 2008

**To:** The Plan Commission

**From:** Larry D. Nelson P.E., Interim General Manager

**Subject:** PRELIMINARY PLAT / REZONING – 626 Schewe Road

The Madison Water Utility has reviewed this preliminary plat / rezoning request and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS**

None

**GENERAL OR STANDARD REVIEW COMMENTS**

All public water mains and water service laterals shall be installed by standard City Subdivision Contract, except water mains on the perimeter streets may be installed by an assessment reimbursement agreement.

All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.

This property is not in a Wellhead Protection District.

Final plans shall be submitted to City Engineering (Janet Dailey) for verification of compliance with these comments.

The Water Utility will not need to sign off the final plans, but will need a copy of the approved plans.

Larry D. Nelson, P.E.

cc: Janet Dailey



## Traffic Engineering and Parking Divisions

David C. Dryer, 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

June 6, 2008

TO: Plan Commission

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

SUBJECT: **626 Schewe Road – Preliminary Plat / Rezoning – Schewe Road Development /Town of Middleton Sec. 20 / Temp A to R1 & R4**

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 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)." Note: The final sign-off may be delayed until the transportation impact fees are negotiated or approved by the Council.
2. The right of way for Schewe Rd needs to be revised to 80 ft for adequate capacity for traffic, parking, bicycles and pedestrians.
3. The exact alignments of Street C and Schewe Rd as they intersect Old Sauk Rd will need to be reviewed and approved by the Traffic Engineer and parcels to the north.

### PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

4. Prior to approval, the applicant shall prepare and provide a master ped-bike plan for the plat that is consistent with the City's area wide plans and the plat's specific provisions, to be reviewed and approved by the Traffic Engineer. The applicant may need to modify the right-of-way to accommodate the ped-bike plan.

### GENERAL OR STANDARD REVIEW COMMENTS

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

5. 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.

6. Utility easements shall be provided as follows:

<b>Between Lots</b>	<b>Between Lots</b>	<b>Between Lots</b>
1 & 2	18 & 19	34 & 35
11 & 29	20 & 21	37 & 38
12 & 13	30 & 40	39 & 40
15 & 16	31 & 32	

7. The applicant shall show a detail drawing of the 12 ft. utility easement dimensions and lot lines on the face of the plat.
8. The applicant shall graphically show the "No Access Restriction" on the face of the plat map.
  - a. No Access shall be granted along the southerly right-of-way line West Old Sauk Road.
9. 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: Michelle L. Burse  
Fax: 250-9266  
Email: burse@chorus.net

DCD:DJM:dm

**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** June 16, 2008

**To:** Plan Commission  
**From:** Patrick Anderson, Assistant Zoning Administrator  
**Subject:** 626 Schewe Road, Schewe Plat

**Present Zoning District:** Temp. Ag

**Proposed Use:** Plat of 39 single family lots, 1 multi-family and 3 outlots.

**Requested Zoning District:** R-1 and R-4

- 1 A permit to demolish the accessory building on proposed lot 1 shall be secured before the final plat is recorded.

**ZONING CRITERIA**

<b>Bulk Requirements</b>	<b>Required</b>	<b>Proposed</b>
Lot Area	8,000 sq. ft.	9,468 sq. ft. +
Lot width	65'	71' +
Usable open space	1,300 sq. ft.	adequate
Front yard	30'	TBD
Side yards	6'	TBD
Rear yard	40'	TBD
Floor area ratio	n/a	n/a
Building height	2 stories/35' max	TBD

<b>Site Design</b>	<b>Required</b>	<b>Proposed</b>
Number parking stalls	1 per unit	
Accessible stalls	TBD	
Loading	n/a	n/a
Number bike parking stalls	TBD	
Landscaping	Yes	
Lighting	TBD	

<b>Other Critical Zoning Items</b>	
Urban Design	No
Flood plain	No
Utility easements	Yes
Barrier free (ILHR 69)	No

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

\* Since this project is being rezoned to the **(R-1 and R-4)** districts, a conditional use shall be required for more then 8 units in the R-4 area.



# 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: May 27, 2008  
TO: Plan Commission  
FROM: Edwin J. Ruckriegel, Fire Marshal  
SUBJECT: **626 Schewe Road**

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.)

None

## **GENERAL OR STANDARD REVIEW COMMENTS**

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

1. Per MGO 34.19, 34.20 and IFC 503.2.5:
  - a. A fire apparatus access road that is longer than 150-feet shall terminate in a turnaround. Provide an approved turnaround (cul-de-sac, 45 degree wye, 90 degree tee) at the end of the fire apparatus access road. This turnaround shall be constructed of concrete or asphalt only, and designed to support a minimum load of 80,000 lbs.
  - b. All portions of the exterior walls of newly constructed one- and two-family dwellings shall be within 500-feet of at least one fire hydrant. Distances are measured along the path **traveled by the fire truck as the hose lays off the truck**. See MGO 34.20 for additional information.

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

cc: Bill Sullivan





## Madison Metro Transit System

1101 East Washington Avenue  
Madison, Wisconsin, 53703  
Administrative Office: 608 266 4904  
Fax: 608 267 8778



May 29, 2008

TO: Plan Commission

FROM: Timothy Sobota, Transit Planner, Metro Transit

SUBJECT: **626 Schewe Road – Schewe Road Development/Plat**

Metro Transit 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.)

None

### GENERAL OR STANDARD REVIEW COMMENTS

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

1. The subject plat does not fall within the definition of Metro Transit's current service area for either mainline bus routes or paratransit eligibility. The closest bus stop, located near the intersection of Old Sauk Road and Heartland Trail, is more than one and half miles away from the intersection of Old Sauk Road and Schewe Road. Metro Transit's complementary paratransit service area extends only as far west as the intersection of Bear Claw Way and Old Sauk Road, three-quarters a mile from the closest corner of the subject plat, so any rides otherwise eligible for this service would not be provided.
2. Metro Transit has no plans or funding sources for route extensions in this area.

Please contact Tim Sobota, Metro Transit at 608-261-4289  
or by email at <[tsobota@cityofmadison.com](mailto:tsobota@cityofmadison.com)>  
if you have questions regarding the above items.



Digitally signed  
by Tim Sobota  
Date: 2008.05.29  
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CC: Project contact person, Michelle Burse: [burse@chrous.net](mailto:burse@chrous.net)