

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
May 2, 2005

RE: ID# 00847: Zoning Map Amendment I.Ds. 3092 & 3093, rezoning 9503 Midtown Road from Temp. A to R1 and R2T and ID# 01105, approval of the preliminary plat of "Hawks Meadow."

1. Requested Actions: Approval of a request to rezone 8.63 acres located at 9503 Midtown Road from Temporary A (Agriculture District) to R1 and R2T (Single-Family Residence District) and approval of a preliminary plat creating lots 33 single-family lots and one outlot for public stormwater detention.
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 Drafted By: Timothy M. Parks, Planner

GENERAL INFORMATION

1. Applicants & Property owners: Tim R. McKenzie and Jim Weber; 7704 Terrace Avenue; Middleton, Wisconsin 53562.

Surveyor: Francis Thousand, Arnold & O'Sheridan, Inc.; 1111 Deming Way; Madison, Wisconsin 53717
2. Development Schedule: Development of the subdivision will commence in summer 2005.
3. Parcel Location: Approximately 8.63 acres located at the southeast corner of Midtown Road and Woods Road, in Aldermanic District 1; Verona Area School District.
4. Existing Conditions: Undeveloped lands located in the City of Madison in Temp. A zoning.
5. Proposed Land Use: 33 single-family lots, zoned R1 and R2T.
6. Surrounding Land Use and Zoning:
North: Single-family residences in the Hawks Landing Golf Club subdivision, zoned R1 (Single-Family Residence District);

South: Single-family residence on large tract, zoned Temp. A (Agriculture); University Ridge Golf Course, zoned A;

West: Single-family residence on large tract and undeveloped lands in the Town of Verona;

East: Undeveloped agricultural lands, zoned Temp. A.

7. **Adopted Land Use Plan:** The Midtown Road Amendment to the High Point-Raymond Neighborhood Development Plan recommends all but the northwestern corner of the site for “low-density residential” uses. The northwestern corner of the site adjacent to the corner of Midtown and Woods Roads is recommended for “park, open space and drainage.”
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 zoning map amendments and the standards for preliminary plats.

ANALYSIS AND EVALUATION

The applicants are requesting approval of a zoning map amendment to rezone 8.63-acre parcel from Temp. A (Agriculture District) to R1 and R2T (Single-Family Residence Districts) and approval of a preliminary plat proposing 33 single-family lots and one outlet for stormwater detention.

Background

The subject site is an undeveloped agricultural parcel that is devoid of any permanent structures or significant vegetation located at the southeast corner of Midtown Road and Woods Road. The site is part of a 60.5-acre grouping of four properties that were annexed to the City of Madison from the Town of Verona in July 2004. The annexation area was generally bounded by Midtown Road on the north, Woods Road on the west and the University Ridge Golf Course on the south and east.

Lands immediately east of the site on the south side of Midtown Road and west of the site across Woods Road are in agricultural use at the present time. A single-family residence on a large, heavily wooded lot immediately to the south separates the subject site from the golf course further to the south. Single-family components of the Hawks Landing Golf Club subdivision are located north of the site across Midtown Road. Access into the western portions of the Hawks Landing development is provided by Red Tail Drive, which Woods Road continues as north of Midtown Road.

At the time the 60.5-acres were annexed into Madison, an amendment to the Midtown Road Amendment to the High Point-Raymond Neighborhood Development Plan was prepared to provide guidance for the development of all lands located south of Midtown Road and east of Woods Road that were not part of the golf course. The majority of the lands included in the plan amendment area – including the subject site – were recommended for “low-density residential” land uses up to eight units per acre. “Medium-density residential” land uses averaging 15 units per acres were recommended for 10.76 acres of land located on both sides of the southerly

extension of Hawks Landing Circle across Midtown Road opposite similarly dense development in Hawks Landing. Stormwater detention areas to serve development of the annexed lands were proposed in the southeastern corner of the planning area adjacent to the golf course and in the northwestern corner of the planning area at the southeast corner of Midtown Road and Woods Road. Access to the new development areas would primarily be provided by two east-west streets extending east from Woods Road, with the southerly extension of Hawks Landing Circle the only access to Midtown Road envisioned.

Zoning Map Amendment and Plat Review

Access to the proposed Hawks Meadow subdivision will be provided by the construction of Dregers Way east from Woods Road as generally recommended by the Midtown Road Amendment NDP. A total of 17 of the 33 single-family proposed lots will have frontage onto proposed Dregers Way, including two corner lots that will share frontage with Silverstone Lane, which is proposed to extend north and east from Dregers Way to serve the remaining 15 lots. The proposed public stormwater management tract will be located in the northwestern corner of the plat at the rear of Lots 1-7 adjacent to the Midtown Road-Woods Road intersection as generally recommended by the neighborhood development plan.

The applicant is proposing to rezone the nine lots on the south side of Dregers Way to R1 zoning, which requires a minimum of 65 feet of lot width and 8,000 square feet of lot area per lot. All but one of the nine R1 lots proposed will be 75 feet in width and 8,850 in area, which exceeds these minimum requirements. The ninth lot will be slightly smaller, with 74 feet of width and 8,513 square feet in area adjacent to Woods Road. The remaining lots in the subdivision north of Dregers Way will be zoned R2T, which requires 44 feet of lot width and 5,000 square feet of lot area. Lots north of Dregers Way range in size from 6,696 square feet to 11,823 square feet (the lot on the inside of the radius where Silverstone Lane bends from north to east), with most R2T lots providing approximately 60 feet of lot width and 6,700 to 6,820 square feet of lot area. In all cases, the proposed R2T lots appear to conform to the minimum lot design requirements of that zoning district.

The R2T zoning district also includes design standards that stipulate that a ground-floor entry face the street and that garages either be located in the rear yard of the residence, or if attached, recessed two feet from the front façade, with no more than 50% of the front facade occupied by the garage.

In the future, Midtown Road will be realigned to south and east into Raymond Road as a continuous east-west arterial street with four lanes of traffic extending through the City from Pioneer Road east to US 18 & 151/Verona Road. The preliminary plat includes a 20-foot buffer strip for the six lots that will back onto Midtown Road, with a restriction barring vehicular access to Midtown Road for those lots. In an effort to reduce the impact of future vehicular traffic noise on the use and enjoyment of the homes that will abut Midtown Road, the Planning Unit requests that the buffer strip be increased to 30 feet in depth, and that a detailed screening plan be submitted for review and approval prior to the submittal of the final plat of this subdivision. The screening plan, which will become part of the Subdivision Improvement Contract, should include a variety of landscaping, berming and fencing for the buffer strip and the adjacent stormwater

management facility that provides adequate noise attenuation for the lots backing onto Midtown Road and an aesthetically pleasing facade for passersby on that road. Staff also requests that the preliminary plat be revised to include a vehicular access restriction for Lots 1 and 33 from Woods Road. [It is staff's understanding that a landscaping plan has been prepared for the Midtown Road frontage and that it will be presented at the Plan Commission meeting.]

Inclusionary Zoning

The applicant has submitted an Inclusionary Dwelling Unit Plan (IDUP) indicating his intent to comply with the inclusionary zoning provisions of the Zoning Ordinance. The IDUP indicates that five of the 33 single-family units will be constructed to meet the affordability criteria, with all five units to be provided to families earning 80 percent of the area median income (AMI). All 33 units in the subdivision will be owner-occupied. The draft subdivision restrictive covenants include minimum floor areas for the dwelling units included in the development based on the number of floors above grade and the zoning of the lot. The IDUP, however, does not include specific information on the number of bedrooms that will be included in the market rate and affordable dwelling units.

The five affordable housing units proposed satisfies the requirement that at least 15 percent of the dwelling units are affordable under the Zoning Ordinance provisions. The five lots – Lots 3, 9, 12, 24 and 33 are generally located on the perimeters of the subdivision, with two lots backing onto Midtown Road and a corner lot adjacent to Woods Road. The Planning Unit would suggest that the dispersion of these lots would be improved by relocating one of the two lots abutting Midtown Road to the other side of Silverstone Lane (Lots 14-17).

With the two incentive points this project earned, the applicant is requesting reductions in park dedication fees, and a cash reimbursement from the Inclusionary Unit Reserve Fund as incentives for this development. A report from the Community Development Block Grant Office regarding this project's compliance with the affordable housing program is attached, as is a report from the Parks Division about this project's eligibility for the requested fee reduction. At this time, the reserve fund contains no funds, and as such, that incentive cannot be provided, and no qualifying public park spaces will be provided with the subdivision that can be improved to take advantage of the park development fee reduction.

CONCLUSION

At the time the Plan Commission reviewed the annexation and neighborhood plan amendment for the 60.5-plus acres that includes the subject site in 2004, the Commission recommended that the annexation area include a portion of the lots in the low to medium density range (8-15 units per acre), and that a landscaped buffer be provided along the south side of Midtown Road. The Planning Unit believes that the proposed subdivision is in substantial conformance with the land use and street pattern recommended for the surrounding area by the Midtown Road Amendment NDP, including the additional recommendations of the Plan Commission. The densities of the typical single-family lots generally range between 3.93 units per acre in the R1 to 4.78 acres in the R2T (lest stormwater outlot). A conceptual plan for the larger 60.5-acre annexation area was prepared by the applicant's surveyor at the request of the Planning Unit that includes an area that

might be developed with some two-family dwellings about midway along the length of Dregers Way that should raise the density of the area and provide a greater variety of dwelling units as encouraged by the neighborhood plan. The Planning Unit is still reviewing the introduction of two-family dwellings into the development area as well other changes to the adopted land use plan including completion of the street pattern approved in the neighborhood development plan.

RECOMMENDATIONS

The Planning Unit recommends that the Plan Commission forward **Zoning Map Amendment LD. 3092 and 3093**, rezoning 9503 Midtown Road from Temp. A (Agriculture) to R1 and R2T (Single-Family Residence District) to the Common Council with a recommendation of **approval**, subject to input at the public hearing and comments from reviewing agencies.

The Planning Unit also recommends that the Plan Commission forward **The Preliminary Plat of Hawks Meadow** 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 preliminary plat be revised per Planning Unit approval prior to submittal of a final plat as follows:
 - a.) relocate the inclusionary dwelling unit designation from either Lot 9 or Lot 12 to Lots 14-17;
 - b.) increase the 20-foot buffer strip along Midtown Road to 30 feet and include standard language from the Subdivision Regulations regarding responsibility for maintenance of the strip;
 - c.) revise the preliminary plat to prohibit direct vehicular access from Lots 1 and 33 to Woods Road.
3. That the developer submit a detailed screening plan (with sections) to be included in the Subdivision Improvement Contract for Planning Unit approval prior to submittal of a final plat. The plan should include a variety of landscape materials, berming and fencing for the buffer strip and the adjacent stormwater management facility.
4. That the developer submit a final plat for approval in accordance with the Section 16.23 (5)(c) of the Subdivision Regulations.
5. That the applicant submit a completed Inclusionary Dwelling Unit Plan for approval and recording with the final plat of the subdivision.



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

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
- FINAL PLAT
- LOT DIVISION
- CONDITIONAL USE
- REZONING
- INCLUSIONARY ZONING
- OTHER: _____

HAWKS MEADOW: SEC 4 - TOWN OF VERONA
 9503 MID TOWN ROAD RZ: TEMP A → R1 & R2T
 35 RESIDENTIAL LOTS & 1 OUTLOT
 TIM MCKENZIE & JIM WERTER / FRANCIS R THOUSAND -
 ARNOLD & OSHERIDAN, INC.

PLANNING UNIT CONTACT: TIM DARKS
 RETURN COMMENTS BY: 22 APRIL 2005

PLEASE ALSO EMAIL OR FAX ANY COMMENTS TO THE APPLICANT:
 Applicant E-mail: fthousand@arnoldandosherridan.com Fax: 821-8501

Date Submitted: 09 MARCH 2005 Plan Commission: 02 MAY 2005
 Date Circulated: 14 MARCH 2005 Common Council: 14 MAY 2005

CIRCULATED TO:

- ZONING
- FIRE DEPARTMENT
- PARKS DIVISION
- TRAFFIC ENGINEERING
- CITY ENGINEERING
- WATER UTILITY
- CDBG - HURIE
- REAL ESTATE - D. WARREN

- DISABILITY RIGHTS - SCHAEFER
- POLICE DEPT. - THURBER
- CITY ASSESSOR - SEIFERT
- MADISON METRO - SOBOTA
- BOARD OF EDUCATION C/O SUPT.
- PUBLIC HEALTH - K. VEDDER
- NEIGHBORHOOD ORGANIZATION

FEERSLL
 ALD. _____ DIST. _____
 MADISON GAS & ELECTRIC
 _____ ENERGY
 _____ SBC
 _____ MID PLAINS TELE
 _____ MT. VERNON TELE

- 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.
- A resolution will be before the Common Council within a few weeks regarding this matter.

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

NO COMMENTS / YOUR COMMENTS:

Approval per Staff review and neighborhood input

[Handwritten Signature]

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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. Davis, R.L.S.

DATE: April 22, 2005
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: Hawks Meadow Preliminary 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. Stormwater Management requirements include 100 year detention, thermal control, infiltration and 80% TSS Control.
2. This development is subject to fees associated with the Lower Badger Mill Creek Impact Fee District. Prior to approval, Developer shall execute a Waiver of Assessments for these costs. These charges are for regional storm water improvements and regional sanitary sewer improvements
3. Temporary sanitary sewer service is available in the Hawks Landing Lift Station. Connection charges for the temporary use of this lift station are approximately \$10.00/1000 SF net area.

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: Hawks Meadow Preliminary 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

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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 47-foot wide strip of Right of Way along Midtown Road, south of the section line (94-feet south of Hawks Landing Golf Club).
- 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.
- * 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 Silverstone Lane shall be 60-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.

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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 Midtown Road 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 Midtown Road 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 Woods Road. The Developer shall construct sidewalk and 16-foot of a future roadway including curb and gutter on the east 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.

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

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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:
- 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.
 - 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.

- 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.
- 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.
 - 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.

- 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:

- 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 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, this plat/csm shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Contact Greg Fries at 267-1199 to discuss these requirements.
- 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.

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 connection to the public sewerage system.
- 5.2 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.

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 NAD 1927 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 NAD 1927 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 NAD 1927 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 Bob Arseneau 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.

14-15



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: 4/8/05
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: 9503 Mid Town 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:

2. 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 John Lippitt, MFD Fire Protection Engineer, at 608-261-9658 if you have questions regarding the above items.

cc: John Lippitt

11-15



Traffic Engineering Division

David C. Dryer, City Traffic Engineer

Madison Municipal Building
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608/266-4761
TTY 608/267-9623
FAX 608/267-1158

April 25, 2005

REVISED April 29, 2005

TO: Plan Commission

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

SUBJECT: **9503 Mid Town Road – Preliminary Plat– Hawks Meadow**

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 plat shall be revised to dedicate 40 feet of right of way along Woods Road, unless otherwise approved by the Traffic Engineer.
2. The plat is subject to special assessments or impact fees for Midtown Road Area-wide Assessment and Impact Fee District for traffic signals and associated intersection improvements based on Council adopted resolutions. These shall be cleared prior to final plat approval.
3. 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 future area traffic signals and associated intersection changes.

GENERAL OR STANDARD REVIEW COMMENTS

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

4. The applicant shall enter into a subdivision contract for street and intersection improvements along Woods Road and Midtown Road to provide safe and adequate ingress and egress to the plat. The improvements shall be designed to provide adequate sight distances and safe operations at the intersections. The design, plans and specifications shall be reviewed and approved by the Traffic Engineer.
5. The internal streets may include special design or traffic calming treatments, at key locations. The developer shall execute some type of covenants and restrictions for the maintenance of such devices. The applicant shall modify the right-of-way at key locations to accommodate traffic calming treatments as determined by the City Traffic Engineer.

6. Utility easements shall be provided as follows:

Between Lots	Between Lots	Between Lots
1 & 2	30 & 31	
14 & 15		
17 & 18		
26 & 27		

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. 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: Francis Thousand
Fax: 608-821-8501
Email: fthousand@arnoldandosheridan.com

DCD:DJM:dm



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

April 26, 2005

TO: Plan Commission
FROM: Simon Widstrand, Parks Development Manager
SUBJECT: **Hawk's Meadow Preliminary Plat**

S.W.

1. **Park Fees estimated at \$85,618.50 are required.**
2. **Current plans do not indicate any recreational facilities or improvements that would qualify for IZ credits.**

Dedication / Fee Calculations

Dedication = 33 @ 1100 square feet = 36,300 square feet. A fee in lieu of dedication will be required for this amount. Fees in lieu of dedication are based on the actual value of the acreage otherwise required for dedication, with a maximum value of \$1.65 / square foot, adjusted January 1 of each year. The value is determined by the Planning Real Estate Unit and is based on the land value prior to development approval. The maximum land fee would be \$59,895.00
The Park Development Fee is 33 @ \$779.50 = \$25,723.50

TOTAL PARK FEES ARE ESTIMATED AT \$85,618.50

Half of the fees shall be paid prior to signoff on the Final Plat, with a letter of credit provided to cover the other half. Or fee payments may be phased with plat construction phases.

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

14-15



Hawks Meadow Inclusionary Dwelling Unit Plan: Staff Review for the Plan Commission: (April 25, 2005)

Name of Development	Hawks Meadows
Address	9503 Midtown Rd
Developer/owner	Tim Mckenzie
Contact Person	Tim Mckenzie and Jim Weber
Contact Phone	608.836-0900
Contact-mail	

TEXT SUMMARY FOR PLANNING UNIT REPORT TO PLAN COMMISSION:

The developer proposes to develop lots to create a total of 33 dwelling units on 9 acres. 15% of the for-sale total units or 5 will be designated as IZ units.

The developer requests specific incentives for this project including funds from the IZ Reserve which are currently unavailable.

The developer has included as part of his IZ Plan a marked up version of the Land use Restriction form which shall not be considered by City staff to be a part of IZ Plan as accepted by the City.

CONCLUSIONS AND SUGGESTED CONDITIONS:

The project as proposed, based upon the available information furnished by the developer,		
	Will comply with MGO 28.04 (25)	
X	Will comply with MGO 28.04 (25) if the following conditions or changes are met:	
	Standard conditions: Developer must require that the builders purchasing the lots build such that they meet the terms of the ordinance, bedroom mix and minimum size, and dispersion.	
	Project-specific conditions:	IZ LURA as indicated and modified in the application has not been approved and accepted by the City Attorney's Office.
	Does not comply for the following reasons:	

Reviewed by	Barbara Constans, Grants Administrator Hickory R. Hurie, CD Grants Supervisor Date: April 25, 2005
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1. PROPOSED ALLOCATION OF AFFORDABLE UNITS

Number of units	At Market	At 80%	At 70%	At 60%	At 50%
Single Family	33	5	0		

2. TABLE TO CALCULATE POINTS

This Project's points	At Market	Percentage of units at 80% of Area median income (AMI)	70%	60%	50%
5%					
10%					
15%		2			
20%					
TOTAL for project					2

Note: These tables are included in the Inclusionary ordinance and provided for information purposes:

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For-sale: Per cent of dwelling units	At Market	At 80% of AMI	70%	60%	50%
Ord. points					
5%		0	1	2	3
10%		1	2	3	4
15%		2	3	4	5
20%		3	4	5	6

Rental: Per cent of dwelling units	At Market	At 60% of AMI	50%	40%	30%
Ord. points					
5%		0	1	2	3
10%		1	2	3	4
15%		2	3	4	5
20%		3	4	5	6

3. ISSUES RELATED TO DESIGN, PRICING, OR TERMS OF IZ UNITS

Standards for Inclusionary dwelling units (IDUs)	Complies	Does not comply	Additional comments
Exterior Appearance of IDUs are similar to Market rate	yes		Developer plans to comply
Proportion of attached and detached IDU units is similar to Market rate.	yes		
Mix of IDUs by bedroom size is similar to market rate	yes		Developer proposes IZ units bedroom mix proportional to market rate unit mix. Developer will require builders to meet the IZ Mix requirement.
IDUs are dispersed throughout the project	yes		
IDUs are to be built in phasing similar to market rate	Yes		Developer shall require this of builders to whom he sells the lots for development.
Pricing fits within Ordinance standards	Yes		
Developer offers security during construction phase in form of deed restriction	Yes		City would require this as part of subdivision agreement
Developer offers enforcement for for-sale IDUs in form of option to purchase or for rental in form of deed restriction	Yes		City would require Land use restriction agreement, during development, and an option to purchase after sale.
Developer describes marketing plan for IDUs	Yes, in process		Presumption is that developer would inform builders as the lots are marketed.
Developer acknowledges need to inform buyers/renters of IDU status, responsibilities for notification	Yes		Discussed. Developer will notify the builders of the IZ requirements prior to sale of a lot.
Terms of sale or rent	Yes		
Additional areas of interest	Area of interest		Additional Comment
Developer has arranged to sell/rent IDUs to non-profit or CDA to meet IDU expectations	No		NA
Developer has requested waiver for off-site or cash payment	No		NA
Developer has requested waiver for reduction of number of units	No		NA
Other:	None identified		

4. INCENTIVES REQUESTED

- A) Density bonus of 10% (except developments of 4 or more stories and >75% of parking is underground, or has 30 or fewer detached du, then density of 20% per point) (limited to 3 points)
- B) Reduction in Park development fees (limit of 1 point)
- C) Reduction in Park Dedication requirements (limit of 1 point)
- D) 25% reduction in parking requirements (limit of 1 point)
- E) Non-city provision of street tree landscaping
- F) Cash subsidy from IZ fund, \$10,000/IZ unit for up to 50% of the on-site IZ units (Limit of 2 points)
- G) Cash subsidy from IZ fund, \$5,000/IZ unit for lower range column of households, up to 50% of on-site IZ units with 49 or fewer detached du or developments with 4 or more stories and at least 75% of parking is underground. (Limit of 2 points)
- H) One additional story in downtown design zones, not to exceed certain height requirements
- I) Eligibility for residential parking permits equal to number of IZ units in PUD
- J) Assistance in obtaining other funds related to housing
- K) Preparation of a neighborhood development plan from non-city sources (if development located in Central Services Area, is contiguous to existing development and no such plan exists.
- L) Expedited review: developer requested simultaneous approval of preliminary and final plats.
- M) Expedited engineering design process

5. ISSUES OF PROCESS

Are there issues in any of the following steps that should be identified now for closer attention?

Step	Standard Step Activity	Special Issues
Pre-conference with City Planning Staff	Held January, 2005	None identified
Presentation of <u>Concept</u> to City's Development Review Staff Team	Presented	None identified
Submission of Zoning Application and <u>IZ Dwelling Unit Plan</u>	IDUP submitted March 9, 2005	None identified
<u>Formal Review</u> by City's Development Review Staff Team	Complete	None identified
Formal Review by <u>Plan Commission</u>	Pending	None identified
<u>Appeal</u> Plan Commission Decision to Common Council (optional)	Developer has not requested waiver.	None identified
<u>Compliance</u> with Approved Inclusionary Dwelling Unit Plan (IDUP)	Deed restriction to be recorded for construction phase or Marketing Plan implemented	None identified
<u>Construction</u> of development according to IDUP	Developer is ready to begin in 2005.	None identified
Comply with any continuing requirements	Sample 5% of IDU annually for compliance review.	None identified