

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
October 10, 2005

RE: ID# 01849: Zoning Map Amendment LDs. 3131 & 3132, rezoning 9201 Midtown Road from Temp. A to R1 and R5 and ID# 01570, approval of the preliminary plat of "Hawks Ridge Estates."

1. Requested Actions: Approval of a request to rezone 24.5 acres located at 9201 Midtown Road from Temporary A (Agriculture District) to R1 (Single-Family Residence District) and R5 (General Residence District); approval of a demolition permit to allow demolition of a farmhouse, and; approval of a preliminary plat creating lots 33 single-family lots, two lots for future multi-family development and one outlot for public stormwater detention.
2. Applicable Regulations: Section 28.12 (9) provides the process for zoning map amendments; Section 28:04 (22) provides the guidelines and regulations for the approval of demolition permits; 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 McKenzie, B & H Madison, LLC; 7704 Terrace Avenue; Middleton, Wisconsin 53562.

Surveyor: Michelle L. Burse, Burse Surveying & Engineering, Inc.; 1400 E. Washington Avenue, Suite 158; Madison, Wisconsin 53703.
2. Development Schedule: Development of the subdivision will commence in fall of 2005.
3. Parcel Location: Approximately 24.5 acres located on the south side of Midtown Road opposite Hawks Landing Circle, in Aldermanic District 1; Verona Area School District.
4. Existing Conditions: Single-family farmhouse and associated accessory buildings in the City of Madison in Temp. A zoning.
5. Proposed Land Use: 33 single-family lots, zoned R1 and two multi-family lots, zoned R5.
6. Surrounding Land Use and Zoning:
North: Single-family residences and multi-unit condominiums in the Hawks Landing Golf Club subdivision, zoned R1 (Single-Family Residence District) and PUD-SIP;

South: University Ridge Golf Course, zoned A (Agriculture);

West: Single-family residence on large tract, zoned Temp. A; future Hawks Meadow single-

family subdivision, zoned R1 and R2T (Single-Family Residence District);

East: Undeveloped agricultural lands, zoned Temp. A and University Ridge Golf Course.

7. Adopted Land Use Plan: The Midtown Road Amendment to the High Point-Raymond Neighborhood Development Plan recommends the northern half of the site for “medium-density residential” uses and the southern half of the site for “low-density residential uses.” The southeastern corner of the site 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 demolitions, and the standards for preliminary plats.

ANALYSIS AND EVALUATION

The applicants are requesting approval of a zoning map amendment to rezone 24.5-acre parcel from Temp. A (Agriculture) to R1 (Single-Family Residence District) and R5 (General Residence District) and approval of a preliminary plat proposing 33 single-family lots, two lots for future multi-family development, and one 2.67-acre outlot for stormwater detention to be located in the southeastern corner of the site. The existing single-family residence and accessory farm buildings will be demolished to accommodate the proposed development.

Background

The subject site is located on the south side of Midtown Road opposite Hawks Landing Circle. 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 west and east of the site on the south side of Midtown Road are in agricultural use at the present time, while a single-family residence located on a large, heavily wooded Bachman lot adjoins the southwestern corner of the property. The clubhouse and multi-family components of the Hawks Landing Golf Club subdivision are located north of the site across Midtown Road along Hawks Landing Circle. University Ridge Golf Course forms the southern boundary of the development site. On May 2, 2005, the Plan Commission reviewed the “Hawks Meadow” single-family subdivision, containing 32 lots located west of the site at the southeast corner of Woods Road and Midtown Road. The subject site generally falls to the east and west of a ridge that extends from the south towards Midtown Road near the center of the property and is devoid of significant vegetation.

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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 plan map is attached and highlights the boundaries of the subject site. The majority of the lands included in the plan amendment area were recommended for “low-density residential” land uses up to eight units per acre. The amendment specified that there was to be a range of lot sizes within the low density area, including some lots in the low to medium range. “Medium-density residential” land uses averaging 15 units per acre and above were recommended for 11 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, with most of this particular use located on this site. 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. A landscaped buffer was recommended along the south frontage of Midtown Road.

Zoning Map Amendment and Plat Review

Access to the proposed Hawks Ridge Estates subdivision will be provided initially by the construction of Hawks Ridge Drive south from Midtown Road. As aligned, Hawks Ridge Drive will be located opposite Hawks Landing Circle in the Hawks Landing Golf Club subdivision, forming a four-way intersection. This street will continue south approximately 720 feet before curving to the west to become Ashworth Drive, which is proposed to terminate near the southwestern corner of the site. Ashworth Drive has been aligned to allow extension further west at the time the Bachman single-family homestead develops as called for in the Midtown Road NDP. Dregers Way, which has been platted further west of this site in the Hawks Meadow subdivision, will also cross the subdivision from west to east and form the separation between the single-family and multi-family components of this development. Ultimately, Dregers Way will extend east from Woods Road across the entire 60.5-acre annexation area to serve three of the residential developments currently planned to occur south of Midtown Road. The eastern terminus of the street will be provided in a temporary cul-de-sac with the opportunity for extension onto the property east of the subject site on the south side of Midtown Road to facilitate development of that site in the future.

The 33 single-family lots proposed will be located south of Dregers Way and will be zoned R1 with this application. In general, the single-family lots proposed will increase in both lot width and area from Dregers Way south to the adjacent University Ridge Golf Course. Lots located along the south side of Dregers Way west of Hawks Ridge Drive will generally be 75 feet wide and approximately 9,375 square feet in area, with 13,000 square-foot or larger lots proposed east of Hawks Ridge Drive. The lots proposed along Ashworth Drive generally increase in width and area to 85 feet and 11,000-plus square feet on the north side of that street before culminating in “estate” lots of 105 feet of width and 14,000 square feet or more on the south side abutting the

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golf course and stormwater management facility. R1 zoning requires a minimum of 65 feet of lot width and 8,000 square feet of lot area per lot. In all cases, the proposed R1 lots appear to conform to the minimum lot design requirements of the requested zoning district.

The two multi-family lots, totaling 8.63 acres of site, will be located between Midtown Road and Dregers Way and will be zoned R5 in an anticipation of future multi-family development. Details regarding building design and massing have not been provided by the applicant and will be considered on a subsequent application for a planned residential development. 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. In an effort to reduce the impact of future vehicular traffic noise on the multi-family residences that will abut Midtown Road, the Planning Unit requests that submittal of the final plat of this subdivision include a 40-foot buffer strip and building setback parallel to the road. A vehicular access restriction to Midtown Road is also requested for both lots.

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). The 33 single-family units in the subdivision will be owner-occupied and will contain either three or four bedrooms and a minimum of 1,450 square feet of floor area. The IDUP does not include specific information on the number of bedrooms that will be included in the market rate and affordable dwelling units, though it is anticipated that the final unit distribution will be determined at the time the final plat is submitted.

The five affordable housing units proposed satisfies the requirement that at least 15 percent of the single-family dwelling units are affordable under the Zoning Ordinance provisions. The five lots – Lots 3, 8, 13, 21 and 32 – are relatively well dispersed through the first two single-family block faces, though no affordable units are proposed adjacent to the golf course or stormwater management area. Staff does not see this as a problem.

With the two incentive points this project earned, the applicant is requesting reductions in park development fees. 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. Because no qualifying public park spaces will be provided within the subdivision that can be improved to take advantage of the park development fee reduction, this incentive cannot be granted.

The two multi-family lots will be deed restricted to require designation of 15% of the units to be developed in that phase as affordable under the inclusionary provisions in the Zoning Ordinance.

CONCLUSION

In general, the Planning Unit believes that the layout and land uses proposed in the Hawks Ridge

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Estates subdivision conforms with the design and uses envisioned in the Midtown Road NDP. In 2004, when the Plan Commission reviewed the annexation and approved the neighborhood plan amendment for the 60.5-plus acres that includes the subject site, the Commission specified that the portions of this site recommended for low density uses provide a variety of lot sizes, including some lots in the low to medium density range (8-15 units per acre). Though the Planning Unit believes that the proposed subdivision is in substantial conformance with the land uses and street pattern recommended for the surrounding area by the neighborhood development plan, the single-family component does not provide for any smaller lots. The 33-unit single-family phase will occupy approximately 11.7 acres of the development, resulting in a density of 2.9 units per acre. The single-family area, however, does provide a mix of lots sizes that are commensurate with other lots in nearby subdivisions. Staff anticipates that at the time the entire 60.5-acre annexation area is built-out, a wide range of detached housing units will be present, including some two-family units that may be developed on the undeveloped parcel west of the subject site and smaller R2T lots under development along Midtown Road at Woods Road (to be considered on a future application).

The Planning Unit has generally consented to R5 zoning for the two multi-family lots proposed in order to provide the developer with greater development flexibility in the design and placement of buildings, though staff anticipates densities for the two lots, which total 8.63 acres in area, will be lower than the maximum densities permitted in R4 zoning. R4 zoning typically permits a maximum density of 21.8 units per acre based on a flat 2,000 square feet of lot area per unit, while R5 zoning permits between 27 and 62 units per acre depending on the number of bedrooms per unit. Bulk requirements in R5 zoning are slightly less restrictive than those in R4, with an additional building story permitted (three) and front and rear yards (20 and 30 feet, respectively) both five feet less than in R4 (two stories and 25 and 35-foot yards). Development of these multi-family parcels should further reflect the existing multi-family development pattern present in the Hawks Landing subdivision. Multi-family development occurred in two separate phases in that development, with 142 units on 16.6 acres developed opposite this site on the north side of Midtown Road, which resulted in a density of less than nine units per acre. The second multi-family phase located northeast of the site on Maplecrest Drive proposed 114 condominiums on 13.4 acres, with a density of 8.5 units per acre.

The Planning Unit recommends that a note be included on the final plat of this subdivision that restricts development of the two multi-family parcels to a total of 160 units, which equals approximately 18.5 units per acre. Staff believes that this density will result in an intensity of development that mirrors the intensity of other multi-family developments nearby and is consistent with the adopted plan for the area.

Development of these two multi-family parcels should also include diversity in building styles and massing. The intensity of development should step down from the Midtown Road frontage, where three-story garden-style condominium buildings may be appropriate, to lower intensity development along the north side of Dregers Way opposite the future single-family residences. Buildings on the north side of Dregers Way should generally not exceed two-stories and should be designed to compliment the single-family buildings opposite, with some consideration of well-designed three-story buildings a possibility. Development of both multi-family parcels will also include substantial landscaping throughout, with a considerable landscaping screen to be

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provided along the entire Midtown Road frontage. The screening along Midtown Road should include installation of a variety of vegetation as well as berming and/ or screen walls where appropriate within the 40-foot building setback along Midtown Road.

RECOMMENDATIONS

The Planning Unit recommends that the Plan Commission forward **Zoning Map Amendment LD. 3131 and 3132**, rezoning 9201 Midtown Road from Temp. A (Agriculture) to R1 (Single-Family Residence District) and R5 (General Residence District) to the Common Council with a recommendation of **approval**, subject to input at the public hearing and comments from reviewing agencies.

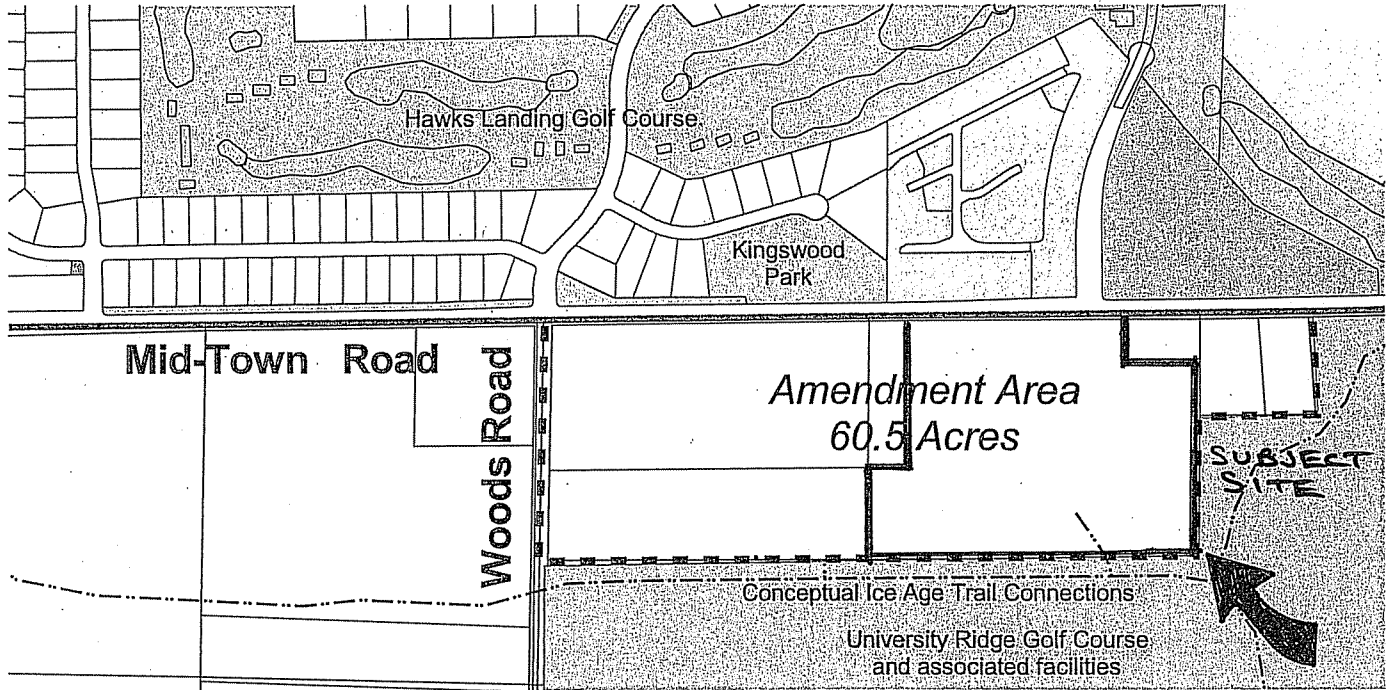
The Planning Unit also recommends that the Plan Commission forward **The Preliminary Plat of Hawks Ridge Estates** to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. When submitted, the final plat shall include the following:
 - a.) a 40-foot building line and landscape buffer strip parallel to Midtown Road;
 - b.) a note restricting the density of multi-family Lots 1 and 2 to 160 dwelling units total;
 - c.) a note prohibiting direct vehicular access to Midtown Road from Lots 1 and 2.
3. That the developer submit a final plat for approval in accordance with the Section 16.23 (5)(c) of the Subdivision Regulations.
4. That the applicant submit a completed Inclusionary Dwelling Unit Plan for approval and recording with the final plat of the subdivision that includes a deed restriction requiring compliance with the affordable housing provisions of the Zoning Ordinance for the two proposed multi-family lots.

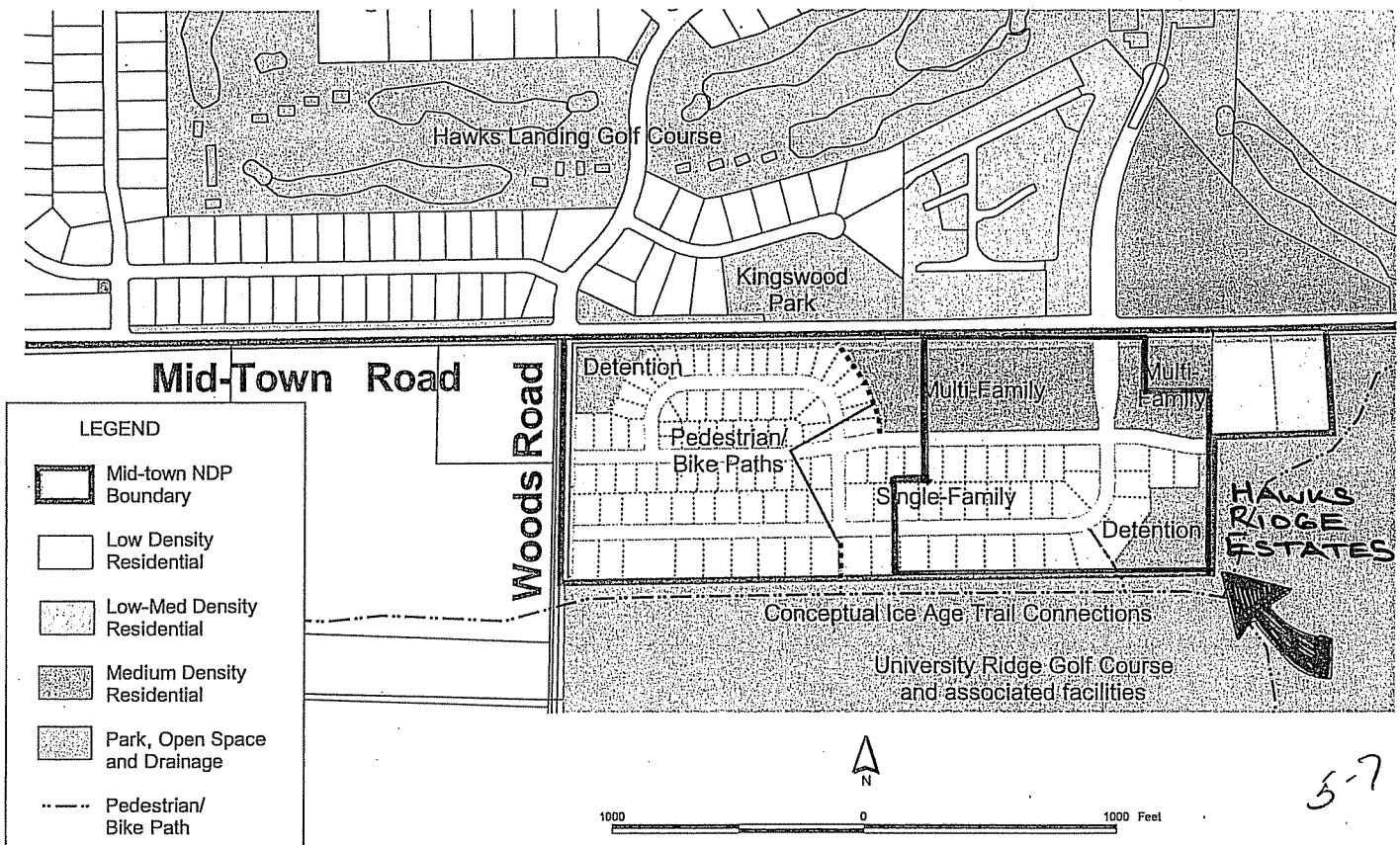
The Planning Unit recommends that the Plan Commission forward **Zoning Map Amendment LD. 3111 and 3112**, rezoning 9201 Midtown Road from Temp. A (Agriculture) to R1 (Single-Family Residence District) and R4 (General Residence District) to the Common Council with a recommendation that this matter be **placed on file**, as it is no longer relevant.

AMENDMENT to the MID-TOWN NEIGHBORHOOD DEVELOPMENT PLAN Land Use and Street Plan

Mid-town Neighborhood Development Plan
as adopted August 1999 and implemented through land subdivision and zoning approvals.



Mid-town Neighborhood Development Plan
as Amended and Adopted by the Common Council July 20, 2004



**Hawks Ridge Estates
Inclusionary Dwelling Unit Plan:
Staff Review for the Plan Commission: (September 6, 2005)**

Name of Development	Hawks Ridge Estates
Address	9201 Midtown Rd
Developer/owner	Tim Mckenzie DBA B & H Madison LLC of which he owns 100% member interests
Contact Person	Tim Mckenzie and Jim Weber
Contact Phone	608.836-0900
Contact-mail	timmck@trmckenzie.com

TEXT SUMMARY FOR PLANNING UNIT REPORT TO PLAN COMMISSION:

The developer proposes to develop lots to create a total of 33 single family and 2 multi family dwelling lots on 25 acres. 15% of the for-sale total lots or 5 of the single family lots will be designated as IZ lots. The 2 multi-family lots may be sold to other developers who will agree to comply with the inclusionary zoning requirement and allow 15% of the total number of multi-family units to be designated as inclusionary zoning units.

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:	Require the developer to identify which lots will be 3 and 4 bedroom IZ Lots prior to submittal of the plat.
	Does not comply for the following reasons:	

Reviewed by	Barbara Constans, Grants Administrator Hickory R. Hurie, CD Grants Supervisor Date: September 6, 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

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

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		Developer must indicate how they will identify the number of 3 and 4 bedroom properties to be built.
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			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		

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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	1st Sept 1, 2004	None identified
Presentation of <u>Concept</u> to City's Development Review Staff Team	Presented May 5, 2005	None identified
Submission of Zoning Application and <u>IZ Dwelling Unit Plan</u>	IDUP submitted August 11, 2005	None identified
Formal Review 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

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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: September 29, 2005

TO: Plan Commission

FROM: Larry D. Nelson, P.E., City Engineer

SUBJECT: Hawks Ridge Estates **Revised** Preliminary Plat

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 location of the streets within the plat shall be coordinated with adjacent plats which are now also in the platting process.
2. This plat drains both to the Upper and Lower Badger Mill Creek Watersheds. Development in either of these watersheds is subject to a stormwater impact fee. This fee shall be paid prior to Engineering sign-off.
3. Stormwater Management shall provide for 1, 10, 100 year detention sediment control 80%, infiltration in accordance with NR-151, and thermal control.
4. Stormwater management may require some off-site improvements to accommodate the concentrated discharge.
5. A portion of the plat must be served by sanitary sewer from the west. These lots cannot be developed until sewer is extended by others. Additionally these lots shall be subject to sanitary sewer impact fees for the Lower Badger Mill Creek and possibly connection charges for temporary use of the lift station of Hawks Landing.
6. The portion of the plat served by sanitary sewer from the east, shall require off-site extension of public sanitary sewer which may be entirely at the expense of the Developer
7. The developer shall be required to provide surety or a deposit for the developer's share of the cost to reconstruct Midtown Road.
8. The Developer shall coordinate the right-of-way configuration of Hawks Ridge Drive with the city and shall revise the right of way dedication if required by the City Engineer.

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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 Ridge Estates Revised Preliminary Plat

General

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

Right of Way / Easements

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

Are the following requirements met?

- * Streets Intersect at right angles.
- * A 15 foot minimum tangent at intersections from PC of curve to property line.
- * Arterial intersection spacing generally greater than 1200 feet.
- * Jogs are avoided at intersections. Arterial streets shall be adjusted to align if spacing less than 300 feet.
- * Spacing of intersections on local streets shall be greater than 300 feet.
- * 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 Midtown Road shall be 106 feet at Hawks Ridge Drive.
- 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 _____

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having a radius of _____ feet and a reverse curve radius of _____ feet. The easement(s) shall expire when the streets are extended.

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

Streets and Sidewalks

- 3.1 The Developer shall construct Madison Standard street improvements for all streets within the plat/csm.
- 3.2 The developer shall show a 30 40 (Strike one, 30 collector, 40 Arterial) foot building setback line on the plat/csm adjacent to [Roadway Name] 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 [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO. Said sidewalk constructed in front of and waiver recorded to Lot(s) _____.
- 3.6 The Developer shall make the following improvement to [Roadway Name] _____. The Developer shall construct sidewalk and _____ feet of a future _____ foot roadway including curb and gutter on the _____ side of the roadway.
- 3.7 The Developer shall construct sidewalk to a plan approved by the City Engineer and complete ditching as required by the City Engineer along [Roadway Name] _____.
- 3.8 The Developer shall grade the right of way line to a grade established by the City Engineer and complete ditching along the roadway as specified by the city engineer along [Roadway Name] _____.
- 3.9 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along Midtown Road . (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] Midtown Road to facilitate ingress and egress to the plat/csm.

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

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- 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 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.
 - 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.
- 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.
- 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:

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

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

- 4.5 If the lots within this certified survey map are inter-dependent upon one another for storm water runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the certified survey map and recorded at the Dane Co Register of Deeds.
- 4.6 The following note shall be added to the certified survey map. "All lots created by this certified survey map are individually responsible for compliance with Chapter 37 of the Madison General Ordinances in regard to storm water detention at the time they develop."
- 4.7 This plat/csm could affect a flood plain, wetland or other sensitive areas. As such, it shall be reviewed by the Commission on the Environment. Contact Mike Dailey at 266-4058 for further details. The proposed plat/csm may be considered a major change to the environmental corridor and be subject to a public hearing and approval of the Dane County Regional Plan Commission.
- 4.8 A portion of this plat/csm may come under the jurisdiction of the US Army Corp of Engineers and Wisconsin Department of Natural Resources 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.
- 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 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** 5-7

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.

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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

July 9, 2005

Rev: September 29, 2005

TO: Plan Commission
FROM: David C. Dryer, P.E., City Traffic Engineer
SUBJECT: **9201 Mid Town Road – Preliminary Plat / Rezoning – Hawks Ridge Estates / Temp A to R1 & R5**

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 is subject to impact fees for traffic signals and associated intersection improvements based on Council adopted resolutions. These shall be cleared prior to final plat or development approval.
2. The plat shall provide a deposit for future traffic signals and associated intersection changes at the intersections the City plans to signalize. The proportional share of the cost is based on a parcel's daily trips generated as defined by the industry standard known as the Institute of Transportation Engineers' Trip Generation Manual. As of 2004, the City is assessing approximately \$30 per trip for the capital cost of improvements for this area. The deposit may be paid in development phases.

GENERAL OR STANDARD REVIEW COMMENTS

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

3. The applicant shall execute and return the attached declaration of conditions and covenants for streetlights prior to sign off.
4. Utility easements shall be provided as follows:

Between Lots	Between Lots	Between Lots
4 & 5	12 & 13	33 & 34
8 & 9	15 & 16	
10 & 11	18 & 19	

15-7

5. The applicant shall show a detail drawing of the 12 ft. utility easement dimensions and lot lines on the face of the plat.
6. There will be access restrictions on plat for development of this final plat and shall be noted on the face of the plat as follows:
 - a. No Access shall be granted along the southerly right-of-way line of Mid Town Road.
7. The applicant shall enter into a subdivision contract for infrastructure elements required to serve the plat, including interim or temporary improvements to serve the plat, according to the City's plans and specifications. These plans include traffic calming measures to be designed by the City.
8. The final right of way dedications along Midtown Rd shall be reviewed and approved after further consultation with the Traffic Engineer and City Engineer.
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: Francis Thousand
Fax: 608-821-8501
Email: fthousand@arnoldandsheridan.com

DCD:DJM:dm



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: 9/6/05
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **9201 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. The temporary cul-de-sacs shall be constructed of concrete or asphalt only, and designed to support 80,000 pounds.
3. 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

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Madison Water Utility



David Denig-Chakroff, General Manager

Alan L. Larson – Principal Engineer

119 East Olin Avenue
Madison, Wisconsin 53713
Telephone: 608 266-4653
FAX: 608 266-4644
E-mail: allarson@ci.madison.wi.us

MEMORANDUM

Date: August 22, 2005
To: The Plan Commission
From: Alan L. Larson P.E.
Principal Engineer - Water
608-266-4653
Subject: PRELIMINARY PLAT / REZONING
Hawks Ridge Estate
9201 Mid Town Road

Madison Water Utility has reviewed this preliminary plat / rezoning 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 a standard City subdivision contract.

All operating private wells shall be identified and permitted by the Water Utility in accordance with Madison General Ordinance 13.21

All unused private wells shall be abandoned in accordance with Madison General Ordinance 13.21.

The owner shall sign a waiver of notice and hearing for water main assessments on Mid Town Road.

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

5-7



Department of Public Works
Parks Division

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

October 3, 2005

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

S.W.

- 1. Park Fees estimated at \$355,785.10 are required for the single family lots plus 160 multifamily units. Park Fees shall be paid prior to signoff on the final plat, or the developer may choose pay half the fees and provide a letter of credit for the other half.**
- 2. Current plans do not indicate any recreational facilities or improvements that would qualify for IZ credits.**

Dedication / Fee Calculations

Dedication = (35 @ 1100 square feet) + (160 @ 700 square feet) = 150,500 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 estimated land fee is:

\$248,325.00

The Park Development Fee is (35 @ \$779.50) + (160 @ \$501.11) = \$107,460.10

TOTAL PARK FEES ARE ESTIMATED AT \$355,785.10

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





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 RIDGE ESTATE: SEC 4 TOWN OF VERONA
 9201 MID TOWN ROAD RZ: TEMP → R1 & R5
 35 SINGLE FAMILY LOTS, 2 MULTI-FAMILY LOTS &
 1 OUTLOT TIM MCKENZIE - B & H MADISON/
 MICHELLE L BURSE - BURSE SURVEYING & ENGINEERING

PLANNING UNIT CONTACT: TIM PARKS

RETURN COMMENTS BY: 29 SEPTEMBER 2005

PLEASE ALSO EMAIL OR FAX ANY COMMENTS TO THE APPLICANT:

Applicant E-mail: burse@choru.net Fax: 250-9266

Date Submitted: 11 AUGUST 2005 Plan Commission: 10 OCTOBER 2005

Date Circulated: 15 AUGUST 2005 Common Council: 13 OCTOBER 2005

REVISED
 PLAS + INFO

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

- ALD. Sanburn DIST. 1
- MADISON GAS & ELECTRIC
- ALLIANT 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:

JS

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