

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
September 26, 2005

**ZONING MAP AMENDMENT, I.D. 01850 TO REZONE PROPERTY LOCATED AT
9602 MINERAL POINT ROAD FROM PUD-GDP TO AMENDED PUD-GDP-SIP AND A
FINAL PLAT KNOWN AS "BLACKHAWK CHURCH TOWN CENTER" PLAT:**

1. Requested Action: Approval of a final plat known as "Blackhawk Town Center Plat" and approval of a zoning map amendment from PUD-GDP to Amended PUD-GDP-SIP for a mixed-use church/office/retail development.
2. Applicable Regulations: Any subdivision within the City of Madison must comply with Section 16.23 Land Subdivision Regulations, Madison General Ordinances, as well as the Wisconsin Statutes. Section 28.12 of the Ordinance provides the guidelines and process for zoning map amendments. Section 28.07 provides the requirements for review and approval of Planned Unit Developments.
3. Report Drafted By: Bill Roberts, Planner IV.

GENERAL INFORMATION:

1. Applicant: Blackhawk Evangelical Church, Nancy Smith, 110 North Whitney Way, Madison, WI 53705; D'Onofrio Kottke & Associates, Kevin Pape, 7530 Westward Way, Madison, WI 53717 (surveyor); Vandewalle & Associates, Brian Munson, 120 East Lakeside Street, Madison, WI 53715.
2. Status of Applicant: Owners and owners' agent/surveyor.
3. Development Schedule: Site preparation is expected to commence in 2005 with the first phase under development in 2006, with complete build-out taking several years.
4. Parcel Location: North side of Mineral Point Road at South Point Road between Pioneer Road and Pleasant View Road, Middleton-Cross Plains School District, 9th Aldermanic District.
5. Parcel Size: 40 acres +/-.
6. Existing Zoning: PUD-GDP.
7. Existing Land Use: Agricultural lands, farmhouse and related farm buildings.
8. Surrounding Land Use and Zoning (See map): This site is surrounded predominantly by undeveloped agricultural lands. The recently approved "Silicon Prairie Business Park" is located directly to the south of Mineral Point Road zoned SM-Specific Manufacturing District. 89

9. Adopted Land Use Plan: The adopted Elderberry Neighborhood Development Plan March 2002 designated this site split between office employment and neighborhood commercial.
10. Environmental Corridor Status: There are no environmental corridors on this property.

PUBLIC UTILITIES AND SERVICES:

The full range of urban services can be provided to this property as development occurs.

STANDARDS FOR REVIEW:

This proposal is subject to the Planned Unit Development standards.

ANALYSIS AND EVALUATION:

On September 6, 2005 the Common Council approved a PUD-GDP Planned Unit Development-General Development Plan and preliminary plat for this approximately 40 acre mixed-use development. The intent is to establish a neighborhood center and employment district that will have as an anchor use a new church for the Blackhawk Evangelical Church.

The application before the Plan Commission at this time has three elements.

1. Approval of an amended PUD-GDP that is slightly modified and expanded from the GDP approved in September to include additional lands that have been attached to the City of Madison since that time.
2. Approval of an 11-lot final plat that is consistent with the approved preliminary plat.
3. Approval of a Specific Implementation Plan for two lots within the proposed plat for the construction of a new church and related parking.

The primary land use proposal before the Plan Commission and Common Council at this time is approval of the Blackhawk Church site and related parking located to the center of the proposed Blackhawk Church Town Center Plat. The proposed church building will be a two-level structure containing a total square footage of 123,040 square feet. It is the applicant's intent that the church structure will be built in two phases with a portion of the building site remaining as an open lawn until such time that the second phase expansion is needed (see attached site plan). The Specific Implementation Plan also calls for a parking ramp structure to be built directly adjacent and to the north of the proposed church. At this point in time it may be built in two phases with the first level of the parking ramp being an open surface lot for a period of time until construction of an additional level. It is not certain whether the entire parking deck would be constructed immediately or phased, depending upon the need for shared parking and financial limitations that would require a multi-phased solution.

Planning Unit staff and Traffic Engineering staff asked that an overall Transportation Demand Management Plan for the site be submitted with the first SIP for staff review and approval. The Common Council expanded this condition of approval of the GDP to require the review of the Pedestrian, Bicycle, Motor Vehicle Commission as well. The TDM Plan has been provided for review by the Traffic Engineer. The Pedestrian-Bicycle-Motor Vehicle Commission reviewed the plat at their meeting of September 27, 2005.

Consistency With Adopted Plans

As noted in the attached staff report prepared for the preliminary plat and PUD-GDP, this site is within the Elderberry Neighborhood Development Plan, which was adopted by the Common Council in March 2002 (copy of the General Development Plan staff report is attached). Staff feels that this Specific Implementation Plan and proposed final plat are consistent with the development concept outlined in the Elderberry Neighborhood Plan, the recently approved PUD-GDP and preliminary plat. As noted above, the only reason that the GDP is being amended is because it includes a small fragment of land that has been attached to the City of Madison since the approval of the original General Development Plan.

Urban Design Commission Review

The Urban Design Commission has recommended approval for this amended PUD-GDP-SIP (see attached report).

RECOMMENDATIONS:

The Planning Unit recommends that the Plan Commission forward this zoning map amendment for an amended PUD-GDP and PUD-SIP and the final plat known as "Blackhawk Church Town Center" to the Common Council with a favorable recommendation subject to:

1. All the required conditions of approval of the General Development Plan shall be incorporated in the final General Development Plan and recorded either before or at the time of the first Specific Implementation Plan.

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AGENDA # V.D.

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: September 7, 2005

TITLE: 9602 Mineral Point Road – Amended PUD(GDP) and First Phase PUD(SIP) for the Blackhawk Church/Town Center

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: September 7, 2005

ID NUMBER:

Members present were: Paul Wagner, Chair; Todd Barnett, Cathleen Feland, Robert March, Bruce Woods, Michael Barrett, Ald. Noel Radomski, Jack Williams and Lisa Geer.

SUMMARY:

At its meeting of September 7, 2005, the Urban Design Commission **GRANTED FINAL APPROVAL** of an amended PUD(GDP) for the Blackhawk Church/Town Center and PUD(SIP) for the first phase development of the Blackhawk Church on property located at 9602 Mineral Point Road. Appearing on behalf of the project was Steve Kieckhafer, Gregg Bergman, Christina Bogie, Roderick Smith, Michael Brush, Michael Maloney and Keith Kaetterhenry. The modified plans as presented featured the following:

- A review of site cross-sections emphasizing the development of the Blackhawk Church parcel under both options, with and without the parking structure versus the temporary surface parking lot.
- A detailed review of the overall landscape plan for both the parking structure and temporary surface parking lot options.
- A detailed review of modified building elevations featuring the reduction of pavement at the front of the building, including additional landscaping and new entry plaza details in front of the drop-off area.

Following the presentation of the revised plans, the Commission noted that the revised drop-off area should feature additional striping between a row of proposed surface parking stalls and the raised radial feature. In addition, the Commission requested that the applicant enlarge planters to greater than two-feet in width in complement with the width of vertical pilasters and banding on the surface of the terrace of the radial feature.

ACTION:

On a motion by Feland, seconded by March, the Urban Design Commission **GRANTED FINAL APPROVAL** of an amended PUD(GDP) for the Blackhawk Church/Town Center and PUD(SIP) for the first phase development of the Blackhawk Church. The motion was passed on a vote of (8-0-1) with Geer abstaining. The motion required strict adherence to the two-year limit on the use and development of the temporary surface parking area, in addition to the striping of the area adjacent to the raised radial terrace feature, along with providing planters at a minimum of four-feet in width.

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After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 5, 6, 6, 6, 6.5, 7, 7 and 8.

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URBAN DESIGN COMMISSION PROJECT RATING FOR: 9602 Mineral Point Road

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating	
Member Ratings	6	-	5	6	-	-	6	6	
	6	7	8	7	-	6	6	6	
	8	9	8	9	-	7	6	8	
	5	5	6	5	-	5	3	5	
	6	8	8	5	-	6	7	6.5	
	7	7	6	-	7	6	6	7	
	6	6	8	5	-	5	5	6	
	6	7	7	7	-	7	-	7	

General Comments:

- Planters at north entrance need to be much larger to be visually effective.
- Rear entry treatment much improved. Lighting is still quite high in places.
- Entry plaza is great addition.

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AGENDA # IV.G.

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: August 24, 2005

TITLE: 9602 Mineral Point Road (Blackhawk Church Town Center) – Amended PUD(GDP) and Initial Phase PUD(SIP)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: August 24, 2005

ID NUMBER:

Members present were: Paul Wagner, Chair; Lisa Geer, Cathleen Feland, Robert March, Ald. Noel Radomski, and Lou Host-Jablonski, Todd Barnett, Jack Williams, Bruce Woods, and Michael Barrett.

SUMMARY:

At its meeting of August 24, 2005, the Urban Design Commission **GRANTED INITIAL APPROVAL** of an amended PUD(GDP) and first phase PUD(SIP) for the Blackhawk Church Town Center located at 9602 Mineral Point Road. Appearing on behalf of the project were Steven Kieckhafer, Brian Munson, Roderick Smith, Gregg Bergman, and Michael Brush. Prior to the presentation of the plans, staff noted to the Commission that although the overall PUD(GDP) for the development of the Blackhawk Church Town Center, including the church and its related parking facilities at its core and provisions for mixed-use development around the site's periphery had been previously approved by the Commission, the Plan Commission and Common Council, the finalization and recording of the overall PUD(GDP) had not occurred. Under this situation, in order to provide for an expedited processing of the first phase PUD(SIP) for the church and its related facilities, combined with a proposal to allow for the development of an alternative surface parking lot in lieu of a structured parking ramp with the first phase development of the church facility; the project under consideration technically is an amended PUD(GDP) and first phase PUD(SIP) for the church component and parking alternatives currently under consideration. The presentation of the plans emphasized that the overall PUD(GDP) outside of the alternate consideration for a surface parking lot will temporarily displace the future construction of a structured parking facility was virtually unaffected, except for some minor considerations for temporary parking facilities on adjoining lots on adjoining lots. The plans as presented detailed the following:

- A complete detailed review of alternative Option A involving the construction of the originally approved structured parking ramp ancillary to the development of the church facility along with presentation of details for Option B providing for the development of temporary surface parking in lieu of the ramp structure with development of the ramp structure to be coordinated with the phased development of the church facility.
- Fully detailed building elevations, including proposed materials and color samples were displayed, in addition to a review of lighting, landscaping and drainage plans, along with a signage package.

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ACTION:

On a motion by March, seconded by Feland, the Urban Design Commission **GRANTED INITIAL APPROVAL** of Option A only. The motion was passed on a vote of (5-4), with Woods, Barnett, Host-Jablonski and Barrett voting no. The motion required address of the following:

- Further consideration of Option B is still required, with an emphasis to come back with landscaping improvements including the addition of tree islands. Formal consideration of approval of Option B is required with the request for final approval of the project.
- Soften the entry courtyard treatment along with the reduction of pavement at the front of the building to include additional landscaping of trees along the drop-off area.
- The lighting plans need to be clarified to be legible as to the proposed lighting levels.

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

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URBAN DESIGN COMMISSION PROJECT RATING FOR: 9602 Mineral Point Road

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating	
Member Ratings	4	6	5			4	2	4	
								5	
	6	6	5	5	6	6	6	6	
	5	6	5	6	7	6	5	6	
	5	7	6	6	7	6	6	6	
	5	7	5	6	6	6	4	5	
	5	6	6		5	4	4	4	
	7	7	5	5	7	5	7	6	
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General Comments:

- The plan B –without parking desk – is yet another radical downgrade from what we were promised with the GDP.
- Check out the percentage of square footage devoted to worship of the lord versus worship of the private automobile. And no windows in the worship space?
- Prefer Plan A, will cost less in long run.
- Good architecture. Wish housing component would have been interpreted into the PUD versus church, parking and offices.

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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

September 30, 2005

TO: Plan Commission

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

SUBJECT: **9602 Mineral Point Road – Preliminary & Final Plat / Rezoning – Blackhawk Church Town Center / PUD (GDP) to PUD (SIP) 11 Retail & Church**

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 and GDP shall include a note such that no development beyond Phase 1 of a specified number of lots shall occur until such time that intersection improvements as approved by the City are made at South Point Rd and CTH 'S', in order to provide adequate transportation capacity to support the development.
2. The plat and GDP shall be revised to align the subject plat's western right of way line of South Point Rd with the Silicon Prairie plat south of CTH 'S'
3. The plat and GDP shall be revised to include right of way for two roundabout intersections at "A" Street and Ritchie and "A" Street and South Point Rd. The Traffic Engineer will provide the ROW details.
4. The current site plans lack adequate pedestrian provisions. The plat, GDP and SIP shall be revised to provide a pedestrian sidewalk plan that provides functional and attractive sidewalks in all directions, leading to all public streets and all building entrances. The pedestrian plan and provisions shall be reviewed and approved by the City Ped-Bike Coordinator, Arthur Ross, and the City Traffic Engineer. Lot line and building adjustments may be required.

GENERAL OR STANDARD REVIEW COMMENTS

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

5. The applicant shall execute and return the attached declaration of conditions and covenants for streetlights prior to sign off.

6. The applicant shall provide a deposit for future area 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.
7. 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 northerly right-of-way line of Mineral Point Road.
8. The final form of the right of way dedication and limited highway easement for CTH S 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.
10. 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.
11. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 40'.
12. When site plans are submitted for approval, the developer shall provide a recorded copy of the joint driveway ingress/egress and crossing easements available to all lots in the project. All easements shall be recorded on the face of the plat and show on site plans.
13. The applicant shall modify the proposed easterly driveway onto Brader Way and the northerly driveway to South Point Road. The applicant shall be required to queue two (2) vehicles or 60 ft. back from back edge of sidewalk before the drive aisle can connect to the main drive aisle at both driveway approaches.
14. The applicant shall modify and show dimensions of all the driveway approaches according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4). The proposed twenty-four (24) or twenty-six (26) ft. width for the driveway approach, and shall have two five (5) ft. flares. The applicant should modify all the driveway approaches and throats to the maximum width of thirty (30) ft. in width to accommodate truck service and turning vehicles. These changes shall be revised on the plan.

Please contact John Leach, Engineering Program Specialist 2, Dan J. McCormick, P.E., City Traffic Engineering at 266-4761 if you have questions regarding the above items.

Contact Person: Kevin Pape
Fax: 608-833-1089
Email: kpape@donofrio.cc

Report for Blackhawk Church Town Center

Transportation Demand Management (TDM) Plan

Prepared by:

STRAND ASSOCIATES, INC.®

910 West Wingra Drive

Madison, WI 53715

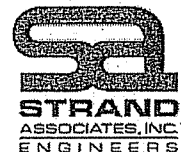
(608) 251-4843

(608) 251-8655

Project No. 1-121.107

www.strand.com

September 2005



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1.01 BACKGROUND

Blackhawk Church was founded in 1965 and operated for twenty-one years in a small church building on North Blackhawk Avenue. In 1986, the church relocated to its current site on North Whitney Way and by 1994, the church had grown to about 300 attendees. Since 1994, the church's attendance has continued to grow at a significant rate and currently has a Sunday attendance of 2,500. Because the sanctuary only seats 350, the church now provides nine total sanctuary and "video café" services every Sunday.



While Blackhawk Church strives to be a good neighbor to the surrounding homes, parking and traffic have grown to be very difficult issues, particularly on weekends. The current location on Whitney Way has very limited possibilities for expansion to accommodate this growth. The church elders, in an effort to address this issue, proposed that the congregation "...relocate as one church to one location that has room for continued growth." The congregation overwhelmingly supported the proposal and in July 2002 approved the purchase of a 40-acre tract of land on Madison's far west side to be developed as the Blackhawk Church Town Center.

The Blackhawk Church Town Center is consistent with the vision set forth in the Elderberry Neighborhood Plan for a neighborhood center and employment district, while accommodating the relocation of Blackhawk Church.

1.02 PURPOSE

The purpose of this report is to present Blackhawk Church's plan to manage transportation demand from both its employees and parishioners and to set up objectives for transportation demand management for other developments within this parcel. This plan is required as part of the Specific Implementation Plan for the City of Madison development process.

1.03 DEVELOPMENT DESCRIPTION

The Blackhawk Church Town Center will be located on a 40-acre parcel in the northwest quadrant of the intersection of Mineral Point Road and South Point Road on the far west side of Madison in Dane County, Wisconsin. A location map is shown in Figure 1.03-1.

The General Development Plan (GDP) prepared by Vandewalle & Associates describes the development in more detail.

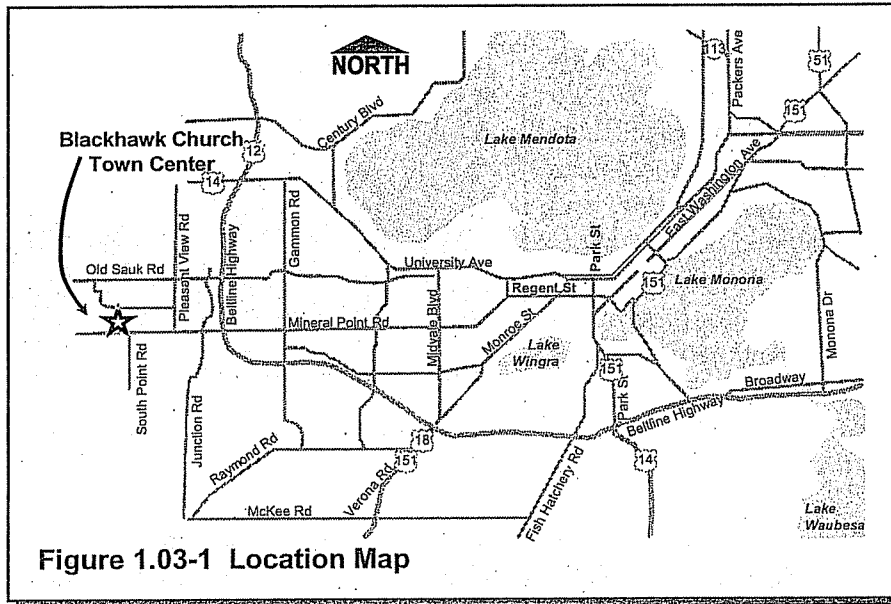


Figure 1.03-1 Location Map

“The Blackhawk Church Town Center creates the neighborhood center and employment district envisioned in the Elderberry Neighborhood Development Plan, while accommodating the relocation of Blackhawk Church. Placed within a framework of pedestrian oriented buildings, walkable streetscapes, and interconnected streets, this combined town center will offer a unique and vibrant mixed use destination within the growing west side of Madison.

The relocation of Blackhawk Church to a landmark facility will form the first component of the town center and will function as the anchor tenant within the development. This use will be accented with complimentary office, retail, and potential residential uses that will complete the framework of the pedestrian center. Through careful design and implementation, the addition of the employment and commercial uses will create a high density neighborhood center with shared parking and urban surroundings.”

Phase 1 is scheduled for construction beginning in the fall 2005. The complimentary land uses will be developed in phases in response to market demand. The GDP Zoning Map is included as Figure 1.03-2 and illustrates the location of the Church and the other future uses by district. Four districts are envisioned:

- District I Blackhawk Church Building Sites 8 and 10
- District II Office/Employment Building Sites 1, 2, 9, 11, and 12
- District III Mixed Use Building Sites 3, 5, 6, and 7
- District IV Open Space Building Sites 4 and O.L. 1

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A. District I: Blackhawk Church

Institutional, office, and residential uses are permitted in this centrally located, 11-acre district as shown in Figure 1.03-2. This district will contain Blackhawk Church as the anchor tenant and civic component of the town center. The Church's initial capacity (on-site at one time) will be approximately 2,000 people and is projected to grow to 3,000 people with future building additions. Additionally, this district will include space for future growth needs and is intended to facilitate office or residential use associated with the Church or sold for development.

B. District II: Office/Employment

This district encompasses about 11 acres at the westernmost edge of the 40-acre parcel. The district creates a pedestrian-oriented business district ranging from two-story office uses to multiple story campus settings. This district permits any uses allowed in the O-4 Office District, first floor retail, outdoor eating and recreational areas (when accessory to another use), and medical, dental, and optical clinics.

C. District III: Mixed Use

Nearly 7 acres along the eastern edge of the parcel would create the mixed use district, framing the commercial and residential components of the town center. Permitted uses are numerous and include multifamily residential, day care facilities, studios, post offices, restaurants, bicycle stores, and many other varieties of shops. This district envisions upper floor residential or office uses with first floor commercial opportunities.

D. District IV: Open Space

The Open Space district integrates civic gathering spaces and stormwater management systems. About 3.5 acres are dedicated to this use and will include a village green.

1.04 SUMMARY

Blackhawk Church intends to develop its parcel in a way that effectively manages transportation demand. Transportation demand management (TDM) measures include:

- Develop parcel with complementary transportation demand uses.
- Use of shared and structured parking.
- Continuation of campus shuttle bus program.
- Provide bicycle/pedestrian amenities including bicycle racks and shower/locker rooms.
- Appoint TDM coordinator.
- Develop TDM information center.
- Participate in Rideshare, Etc., including supplemental Guaranteed Ride Home program.
- Advocate for extension of Madison Metro Transit line.

Additionally, other developments that locate within the Blackhawk Church Town Center will be held to a high standard of TDM participation. TDM Measures for future developments include:

- Share parking if site adjoins the Blackhawk Church site.
- Construct underground parking if building on site 9.
- Advocate for extension of Madison Metro Transit line to the Town Center.
- Provide priority parking for registered carpools, if development is a large employer.
- Provide, at a minimum, sufficient number of bicycle racks to meet code.
- Provide changing facilities, if development is a large employer.
- Appoint a TDM Coordinator, if development is a large employer.
- Participate in Rideshare, Etc., if development is a large employer.
- Provide a supplemental Guaranteed Ride Home program, if development is a large employer.

SECTION 5
PROSPECTIVE TDM MEASURES

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5.01 OVERVIEW

This section begins by identifying and briefly describing TDM measures that are appropriate for the Church and the future developments that will become part of the Blackhawk Church Town Center. Then, the prospective measures are categorized in a table showing which TDM measures are appropriate for which land uses and at what stage of development. Finally, text is included that may function as part of the condition of approval for future developments within Blackhawk Church Town Center.

5.02 PROSPECTIVE TDM MEASURES

At its Whitney Way location, Blackhawk Church does not currently have a formal TDM program, although they do implement programs that act as TDM measures. These measures form the basis for the following list of TDM measures. Additional measures that may be effective for the new development are also included. The measures are grouped into seven categories:

- Complimentary land use composition
- Parking
- Transit
- Carpool
- Bicycling and walking
- Coordination and communication
- Policies and programs

5.03 COMPLEMENTARY LAND USE COMPOSITION

By its very nature, the development will distribute its transportation loads throughout the week. The peak transportation loads generated by the church are weekday evenings and Sundays. These peak periods are opposite and complement the adjacent office peaks, and adjoining roadway peak hours. Similarly, the office and residential peak demands are opposite the church's peak demand. The smaller commercial uses within the site will tend to generate a consistent transportation demand through the day and week, with only a moderate traffic contribution, mostly during the afternoon peak hour.

5.04 PARKING

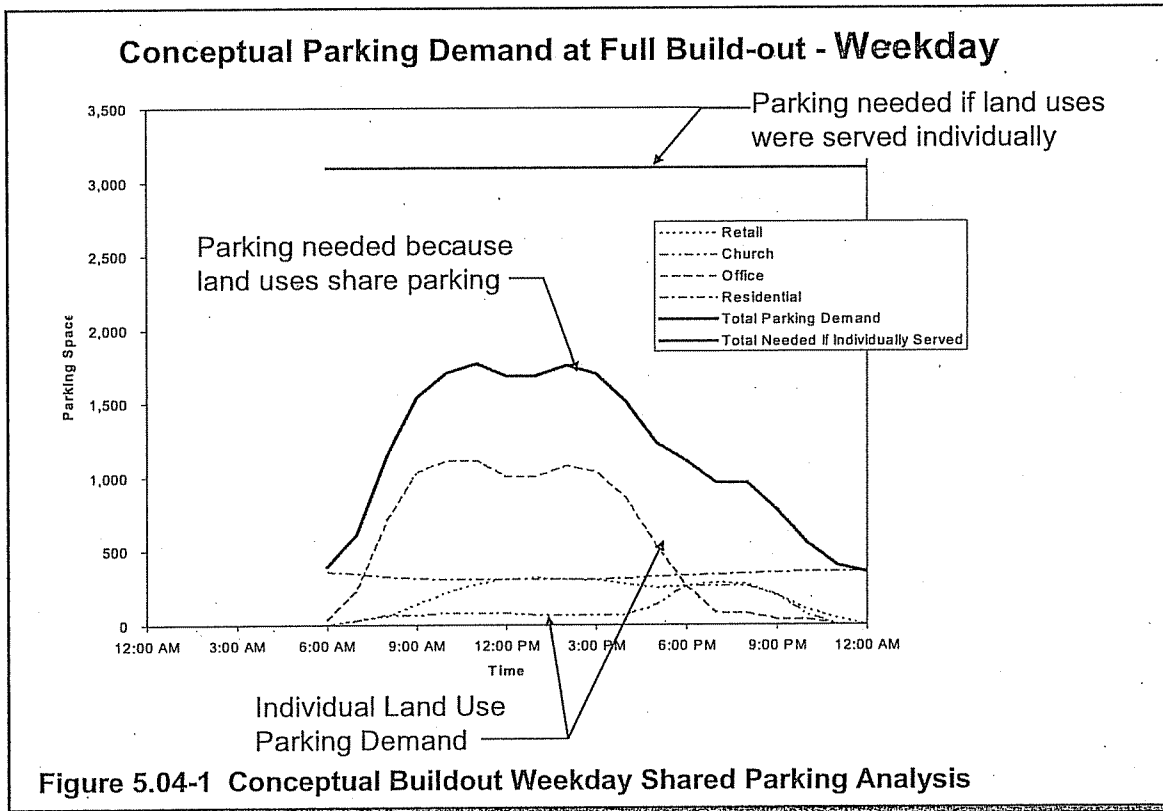
A. Shared Parking

Perhaps the single-largest TDM measure that the Blackhawk Church Town Center is planning to implement is shared parking. As described by the Victoria Transport Policy Institute, shared parking "...means that parking spaces are shared by more than one user, which allows parking facilities to be used more efficiently. It is a type of parking management. Shared Parking takes advantage of the fact that most parking spaces are only used part time by a particular motorist or

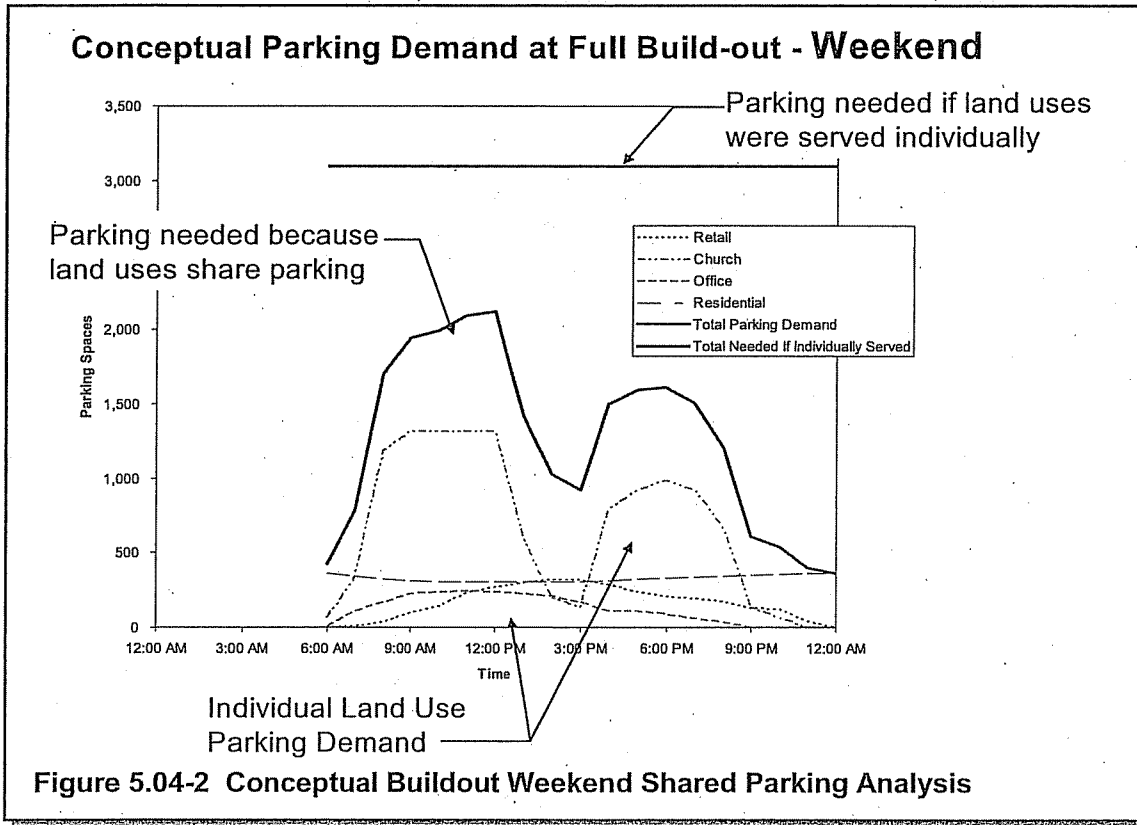
group, and many parking facilities have a significant portion of unused spaces, with utilization patterns that follow predictable daily, weekly and annual cycles.”

Blackhawk Church will have weekend and weeknight peaks, though they intend to continue their multiworship hour, multiworship venue to continue to manage traffic flow. The office uses will have typical morning and afternoon weekday peak hours which are opposite of, and compliment the church’s peak demand hours. Residential uses will have peaks opposite the office uses. Commercial uses will have varied peaks depending on the particular use.

The ultimate effect is that there is less land and pavement devoted to the storage of vehicles. Figures 5.04-1 and 2 show a conceptual shared parking analysis for the ultimate buildout of the site for both the weekday and weekend (Sunday). By taking advantage of complimenting land uses using shared parking, from 30 to 40 percent less parking space is needed by the total site.



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Shared parking will be enforced with shared parking agreements and will be required for all building sites adjoining the Church site (sites 5, 6, 7, 8, 9, 10, and 11) as shown earlier in Figure 1.03-2.

B. Structured Parking

Blackhawk Church will construct a parking structure with two levels behind the church. Underground parking is encouraged for sites 1, 2, 3, 6, 7, 11, and 12. Underground parking will be required for site 9, a 2- to 6-story building with a corporate campus setting. The building sites are shown earlier in Figure 1.03-2.

Structured parking adds considerably to development costs, yet substantially decreases the environmental footprint of a development. It allows for more concentrated development, decreases the amount of impervious surface generated by a site, and is a better utilization of land resources.

5.05 TRANSIT

A. Madison Metro Transit Route

As described in Section 4.03, expansion of a Madison Metro Transit route in the near future is unlikely. However, as the Madison urbanized area continues to expand, service may be expanded

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at some future date. As described by a Metro staff person, "...the best design at this point would be to establish an effective street grid so that should transit service be extended, there will be an adaptable street network on which to route and turn the buses as needed given schedule time constraints..." Both the Blackhawk Church Town Center development and the Elderberry Neighborhood Development Plan envision a high level of road connectivity (described further in Section 5.07). Blackhawk Church and other developments will support and advocate for the extension of a Metro Transit line to the Town Center.

B. Blackhawk Church Campus Shuttle Bus

At Blackhawk Church's current location, parking is so constrained that the Church began operating a shuttle bus service to pick up students (a significant percentage of its parishioners) from various areas on campus. The service provides a schedule (See Figure 5.05-1) and seven pick-up location options for students for each of their five Sunday worship services. While parking is not expected to be as constrained at their new location, Blackhawk Church is committed to continuing their student shuttling.

Campus Shuttle		
Pickup points:	#1 W. Johnson (in front of Union South) #2 W. Johnson & W. Mills (at Metro Bus Stop) #3 Lake Street (in front of Witte Hall) #4 University & Park (next to Chadbourne Hall) #5 Corner of Charter and Observatory* #6 Corner of Babcock and Observatory* #7 Eagle Heights (at the Brown Bus Shelter) *Temporary change due to construction	
8:00am service	Pickups:	1) 7:30 am, 2) 7:32 am, 3) 7:35 am, 4) 7:37 am, 5) 7:40 am, 6) 7:42 am, 7) none Arrive Blackhawk: 7:55 am Leave Blackhawk: 9:30 am
9:30am service	Pickups:	1) 8:50 am, 2) 8:52 am, 3) 8:55 am, 4) 8:57 am, 5) 9:00 am, 6) 9:02 am, 7) none Arrive Blackhawk: 9:15 am Leave Blackhawk: 11:00 am
11:00am service	Pickups:	1) 10:15 am, 2) 10:17 am, 3) 10:20 am, 4) 10:22 am, 5) 10:25 am, 6) 10:27 am, 7) 10:00 am Arrive Blackhawk: 10:15 am Leave Blackhawk: 12:30 pm
4:30pm service	Pickups:	1) 3:30 pm, 2) 3:32 pm, 3) 3:35 pm, 4) 3:37 pm, 5) 4:00 pm, 6) 4:02 pm, 7) none Arrive Blackhawk: 4:15 pm Leave Blackhawk: 6:00 pm
6:00pm service	Pickups:	1) 5:20 pm, 2) 5:22 pm, 3) 5:25 pm, 4) 5:27 pm, 5) 5:30 pm, 6) 5:32 pm, 7) none Arrive Blackhawk: 5:45 pm Leave Blackhawk: 7:30 pm

Figure 5.05-1 Student Shuttle Schedule

5.06 CARPOOL

Blackhawk Church already has a very high vehicle-occupancy rate to its worship services because many parishioners attend as families or with friends. Blackhawk Church will continue to encourage its attendees to carpool.

Other large employers (over 120 employees) within the Town Center will establish priority parking for registered carpools (either with the employer or with Rideshare, Etc.) by reserving and signing the most convenient parking stalls for carpools only. Because of their visibility, the stalls will promote carpooling to other drivers.

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5.07 BICYCLING AND WALKING

A. Facilities and Amenities

Blackhawk Church will provide bicycle racks (at least as required by code) and locker rooms with showers. The Church also has an implied casual dress code for both staff and parishioners. This flexibility will entice some people to walk or bicycle to church rather than drive. All other developments will provide bicycle racks (at least as required by code). Large employers (over 120 employees) will provide changing facilities for employees.

B. Design

Blackhawk Church is dedicated to developing the Town Center as a bicycle-friendly and pedestrian-oriented neighborhood center. The following design features are among those planned:

- pedestrian-oriented buildings
- walkable streetscapes with sidewalks on both sides of all streets
- pedestrian-scaled street lighting
- mixed uses
- outdoor eating areas
- village green
- street trees and parking lot landscaping
- parking on-street or at rear of buildings
- access driveways and parking lots separated from principal walkways
- traffic calming measures

With respect to the Elderberry Neighborhood as a whole, the Development Plan recommends dedicated bicycle lanes or separate bikeways within the rights-of-way of heavily traveled streets, such as Mineral Point Road, Old Sauk Road, Pleasant View Road, Elderberry Road, South Point Road, and other proposed connectors. The Plan also notes that "...all of the collectors and local streets are intended to also serve as bikeways. Where the street pattern does not provide a reasonably direct route to important neighborhood destinations, an alternative connection should be provided for bicycles and pedestrians..."

This plan also focuses on interconnected streets: "To the extent possible, the plan attempts to limit the number of cul-de-sacs by emphasizing street connectivity within the neighborhood. Cul-de-sacs are only proposed where topography or other natural features limit the local street connections. As development proposals are received, street patterns and connections should be reviewed in order to emphasize street connectivity over cul-de-sacs where possible. ...The grid-like local street pattern creates relatively small blocks, and it is intended that both commercial and residential developments maintain a strong relationship to the public street and sidewalk system."

5.08 COORDINATION AND COMMUNICATION

A. TDM Coordinator

A TDM coordinator is important to the success of a TDM program. Acting as a point-person for TDM questions and information, the coordinator would administer and evaluate the TDM program, coordinate with other staff, and communicate with all employees and patrons. Ideally, the coordinator would be a regular user of alternate modes. Blackhawk Church will appoint a staff member to be TDM coordinator. All large employers (over 120 employees) will have a TDM coordinator.

B. TDM Information Center

Blackhawk Church will provide a centrally located information center in the form of a kiosk, table, or bulletin board that provides maps and other information on alternatives to SOV trips. Other employers are strongly encouraged to also provide TDM information centers at their businesses.

C. Events

Businesses and other establishments within Blackhawk Church Town Center could coordinate and support a number of transportation events that includes:

- Rideshare commuter information visits.
- Social functions.
- Health and safety classes.
- Bicycle repair days.
- Bike-to-Work Week.
- Car-Free Challenge.
- Charity races.

Events such as these may be most successful when approached at the Town Center level (rather than for individual businesses/institutions).

D. Rideshare, Etc.

Blackhawk Church will initiate a relationship with Rideshare, Etc. The TDM coordinator will work closely with Rideshare and cooperate on joint programs such as Guaranteed Ride Home, ride matching, and commuter information visits. Other large employers (over 120 employees) will also coordinate with Rideshare, Etc. and will cooperate to provide a Guaranteed Ride Home program.

E. Best Workplaces for CommutersSM

Employers within the Blackhawk Church Town Center development could apply for and participate in Best Workplaces for CommutersSM (BWC), which is sponsored by the United States EPA and DOT. According to the BWC Web site:

“...[The] program publicly recognizes employers whose commuter benefits reach the *National Standard of Excellence*. Providing commuter benefits helps employers address

limited or expensive parking, reduce traffic congestion, improve employee recruiting and retention, and minimize the environmental impacts associated with drive-alone commuting. Participating companies earn the designation "Best Workplaces for CommutersSM" – a mark of excellence for environmentally and employee-friendly organizations.

The program highlights the efforts of many top employers to help get employees to work safely, on time, and free of commute-related stress. It provides the tools, guidance, and promotion necessary to help U.S. employers of any size incorporate commuter benefits into their standard benefits plan, reap financial benefits, and gain national recognition."

BWC provides training, resources, and public recognition to employers that meet the program requirements, which are described in the Appendix. Currently, the UW is the only employer in the state to earn this distinction. Large employers are strongly encouraged to apply for this program.

5.09 POLICIES AND PROGRAMS

A. Guaranteed Ride Home Program

Rideshare, Etc. already provides a free guaranteed ride home program. Blackhawk Church will actively promote this service to its employees. It will also supplement the service to provide rides to employees who are asked to work unexpected overtime or to bicyclists who face a return trip in inclement weather. Large employers (over 120 employees) will also use their TDM Coordinator to promote this service to its employees and will supplement this service to provide rides to employees who need them due to unforeseen circumstances.

B. Scheduling Flexibility

A minor schedule adjustment might allow an employee to use a certain carpool or bus route. For example, employers could permit a first-shift employee whose bus arrives at 7 A.M. to regularly punch in at 7:05 A.M. Similarly, employers could be lenient with an employee whose inbound carpool is occasionally delayed, and it could allow an employee whose carpool arrives at 6:30 A.M. to begin work half an hour early. Staggered work hours are included in this measure. All employers are strongly encouraged to permit scheduling flexibility. Blackhawk Church is very flexible with the work hours for most positions, so staff will be able to fit their schedule around a bus schedule or carpool. This flexibility also allows staff to avoid the peak hour periods.

C. Nearby Housing

Blackhawk Church Town Center employers could encourage their employees to live within walking distance of their job. The development itself envisions residential uses associated with the Church site and the mixed-use site. Additionally, a wide range of residential densities are envisioned in the Elderberry neighborhood surrounding the Town Center.

5.10 TDM IMPLEMENTATION

The following table summarizes the prospective TDM measures, the participants, and the level of commitment to the measure.

TDM Measure	Participants	BH: Commitment	Other Dev'ts: Commitment
Complimentary land use composition	All	Required	Required
Shared parking	BH, adjoining O and MU	Required	Required
Structured parking	BH, adjoining O and MU	Required	Recommended
Metro transit stop	All	Advocacy	Advocacy
Campus shuttle bus	BH	Required	N/A
Encourage carpools	BH, LO	Recommended	Required
Provide bike racks	All	Required	Required
Provide changing facilities	BH, LO	Required	Required
Bike/Ped-oriented design	All	Required	Required
TDM coordinator	BH, LO	Required	Required
TDM information center	All	Required	Recommended
TDM events	All	Recommended	Recommended
Rideshare, Etc.	BH, LO	Required	Required
Best Workplaces for Commuters SM	LO	N/A	Recommended
Guaranteed Ride Home Program	BH, LO	Required	Required
Scheduling Flexibility	All	Recommended	Recommended
Nearby Housing	All	Recommended	Recommended

Notes: BH = Blackhawk Church
 O = Office Developments
 LO = Large Employers
 MU = Mixed-Use Tenants (includes residential and commercial)

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5.11 CONDITIONS OF APPROVAL FOR FUTURE DEVELOPMENTS

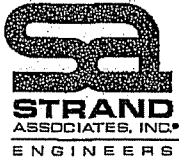
Blackhawk Church recommends the following items be included as conditions for approval in future development agreements. Large employers are considered those employing more than 120 employees.

The development shall:

- Share parking if site adjoins the Blackhawk Church site.
- Construct underground parking if building on site 9.
- Advocate for extension of Madison Metro Transit line to the Town Center.
- Provide priority parking for registered carpools, if development is a large employer.
- Provide, at a minimum, sufficient number of bicycle racks to meet code.
- Provide changing facilities, if development is a large employer.
- Appoint a TDM Coordinator, if development is a large employer.
- Participate in Rideshare, Etc., if development is a large employer.
- Provide a supplemental Guaranteed Ride Home program, if development is a large employer.

The development is strongly encouraged to:

- Construct underground parking if building on sites 1, 2, 3, 6, 7, 11, or 12.
- Provide a TDM information center.
- Organize and participate in TDM events.
- Apply for BWCSM
- Permit scheduling flexibility
- Encourage employees to consider nearby housing options.



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October 4, 2005

David Dryer, City Traffic Engineer
Room 100, Municipal Building
215 Martin Luther King Jr. Boulevard
Madison, WI 53703-3352

Re: Blackhawk Church Town Center TDM Plan
Responses to PBMVC comments

Dear Mr. Dryer:

Included below are Blackhawk Church's responses to the Pedestrian Bike Motor Vehicle Commission (PBMVCs) comments on the Church's proposed Transportation Demand Management (TDM) Plan. We are forwarding these for your review along with the plan itself.

1. *The PBMVC recommended initially constructing only a single deck of the parking structure. They felt construction of the two-story structure would provide an overabundance of parking, especially during the period when the church is the only development on the site. They felt constructing only the first level would help prevent the sense that there is an overabundance of parking at the site so that drivers don't fall into the habit of driving alone to church.*

The church has proposed in the Specific Implementation Plan (SIP) both options (build both levels or build only first level initially) because of cost and timing considerations. The Urban Design Commission approved this approach. They may initially build only the first level if it helps manage costs. However, building both levels at once ensures the structure is built, adds dimension to the development, increases density, and supports the vibrant, mixed-use, and pedestrian friendly vision of the Town Center. At this point, the church does not want to be constrained to one option as they don't have final cost estimates yet.

We do not recommend any changes to the plan because of this comment.

2. *The PBMVC recommended that the church TDM coordinator also coordinates for other developments within the Town Center.*

We agree with this recommendation and amendment of the plan accordingly.

3. *The PBMVC recommended there be additional discussion of bike parking in the plan.*

The specifics of the bike parking are addressed in the SIP plans. We do not recommend any changes to the plan because of this comment.



David Dryer, City Traffic Engineer
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October 4, 2005

4. *The PBMVC voiced their concern about the lack of existing infrastructure, such as bike/ped facilities out to the site. They recommend creating these connections sooner rather than later.*

Blackhawk Church will support the construction of this infrastructure, but there is limited ability for them to hasten this process.

We do not recommend any changes to the TDM Plan because of this comment.

5. *The PBMVC recommended the creation of a Transportation Management Association (TMA) for smaller employers.*

We agree with this recommendation. The Blackhawk Church TDM Coordinator will be responsible for organizing this TMA and will use it as a venue to work with the other developments in the Town Center.

We agree to amend the plan accordingly.

6. *The PBMVC noted that parking cash-out and free bus passes are not mentioned in the plan.*

There are hundreds of potential TDM measures. The Plan focused on the measures that are most likely to succeed given the characteristics of this development. Parking cash-out and free bus passes are generally more effective in dense urban areas with limited parking and a high level of transit service. Until the specific developments and the development agreements are put in place, it will be difficult to choose the most effective TDM measures to use. The TMA will be charged with implementing more specific TDM measures and will have the ability and authority to investigate additional measures. Financial incentives such as those suggested by the PBMVC may be integrated into the future developments' corporate strategies.

We do not recommend any changes to the TDM plan because of this comment.

7. *The PBMVC suggested the "120 employee" number needs more support. They recommended investigating the 2003 ordinance that Alderman Golden proposed to the Long-Range Transportation Planning Commission (LRTPC).*

That ordinance proposed a threshold of 75 employees. The staff did not know the basis of this number, but suspected it was a threshold used by other communities. Best Workplaces for Commuters seems to use a threshold of 20 employees to trigger a larger commitment of benefits. The State of Washington requires employers with over 100 full-time employees to participate in a Commute Trip Reduction Program.

We feel a responsible and effective TDM policy for this development must take care to not burden future prospective tenants to the point that the property becomes unviable.



David Dryer, City Traffic Engineer
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Setting the threshold too low may make these properties less marketable particularly since, at this point, TDM plans are not required of all developments in the area.

We recommend changing the "large employer" threshold to 75 employees.

8. *The PBMVC suggested the future developments in the Town Center be required to amend the TDM Plan to incorporate their own specific TDM measures. The Amended Plan should be reviewed by the plan commission as part of the development process.*

We agree with this suggestion and amendment of the plan accordingly.

9. *The PBMVC recommended a focus on incentives for compliance rather than punishments for noncompliance.*


This is a detail that the TMA can work out. We agree with this suggestion and amendment of the plan accordingly.

Please contact us if you would like to discuss these issues. We will attend the October 10, 2005, Madison Plan Commission meeting and be available to answer questions. Thank you for your consideration.

Sincerely,

STRAND ASSOCIATES, INC.


Tory E. Kress


Jeffrey S. Held, P.E.

- c: Dan McCormick, City of Madison
Brad Murphy, City of Madison
Timothy Parks, City of Madison
Rick Smith, Blackhawk Church
Nancy Smith, Blackhawk Church



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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 *[Signature]*
SUBJECT: 9602 Mineral Point Road PUD (GDP/SIP) (Blackhawk Church Town Center)

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

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

- 1. The Developer shall comply with the conditions of the Blackhawk Church Town Center Preliminary and Final Plat approval.

GENERAL OR STANDARD REVIEW COMMENTS

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

Engineering Division Review of Planned Community Developments, Planned Unit Developments and Conditional Use Applications.

Name: 9602 Mineral Point Road PUD (GDP/SIP) (Blackhawk Church Town Center)

General

- 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.
- 1.2 The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
- 1.3 The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.
- 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- 1.5 The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
- 1.6 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

Right of Way / Easements

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- 2.1 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- 2.2 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- 2.3 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping _____ feet wide along _____.
- 2.4 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and finds that no connections are required.
- 2.5 The Applicant shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement _____ feet wide from _____ to _____.
- 2.6 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from _____ to _____.
- 2.7 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 Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along _____.
- 3.3 **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.
- 3.4 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.
- 3.5 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.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees.
- 3.8 The Applicant shall make improvements to _____ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) _____.
- 3.9 The Applicant shall make improvements to _____. The improvements shall consist of _____.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way.

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The approval of this development does not constitute or guarantee approval of the encroachments.

- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.

Storm Water Management

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.5 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.6 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.
- 4.7 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.
- 4.8 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.9 If the lots within this site plan are inter-dependent upon one another for stormwater 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 site plan and recorded at the Dane Co Register of Deeds.
- 4.10 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Please contact Greg Fries at 267-1199 to discuss this requirement.
- 4.11 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.12 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.13 The Applicant shall submit, prior to plan sign-off, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.

CAD submittals can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) formats and contain the following data, each on a separate layer name/level number:

- a) Building Footprints
- b) Internal Walkway Areas
- c) Internal Site Parking Areas
- d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)

NOTE: Email file transmissions preferred lzenchenko@cityofmadison.com. Include the site address in this transmittal.

- 4.14 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:

8-9

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.

Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.
- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

Sanitary Sewer

- 6.1 Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner.
- 6.2 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.
- 6.3 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
- 6.4 The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size and alignment of the proposed service.

8-9



Department of Public Works
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
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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 *Larry D. Nelson*
SUBJECT: Blackhawk Church Town Center Revised Preliminary and Final 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 Developer shall review the right-of-way needs for Mineral Point Road and South Point Road with the City Engineer and City Traffic Engineer and shall dedicate additional right-of-way if required by the City Engineer.

The Developer shall review the right-of-way width of Ritchie Street and "A" Street where they abut the plat boundary and shall make adjustments to these right-of-ways widths if required by the City Engineer.
2. This plat is subject to fees associated with the Lower Badger Mill Creek Impact Fee District. Those fees shall be paid prior to sign off.
3. The current sanitary sewer capacity is limited to approximately 65 gpm, 0.14 cfs which will allow only a portion of the proposed development to occur. This capacity limitation will be lifted when the new Upper Badger Mill Sewer Interceptor is installed (2007 expected construction).
4. Sanitary sewer connection fees shall be levied for either the South Point Lift Station or the Lower Badger Mill Creek.
5. The Developer shall dedicate a permanent limited easement for grading and sloping to a width as required by the City Engineer adjacent to the public right of ways that abut lots 1 through 9, 12, and OL 1. (All lots that are not in the initial phase and all lots abutting Mineral Point Road).
6. The Developer shall record a waiver of their right to notice and hearings for assessments for improvement of the public right of ways adjacent to all lots that are not in the initial phase of development. The Developer shall be responsible for all costs associated with the construction of the streets except that boarding streets will be assessed to adjacent properties as well. The waiver shall apply to all portions of the public infrastructure including public utilities, streets, sidewalks, street trees, and lighting.
7. Lot 8 will not have access to a public street in the foreseeable future because only half of the

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abutting street is being dedicated at this time. Therefore, it is unlikely that lot 8 can be developed as a buildable lot at this time. In the event that any portion of lot 8 is used as a parking lot, a dead restriction acceptable to the City Engineer shall be recorded that restricts the sale and further improvement of lot 8 until such time as public improvements are made to the roadway adjacent to lot 8.

8. The Developer shall make improvements to CTH M to facilitate access to the plat at South Point Road and at Ritchie Street. The improvements shall be coordinated with the Dane County Highway Office.
9. A note shall be added to the final plat to the effect: Lots 7, 9 and that portion of Lot 12 draining away from the public stormwater basin on Mineral Point Road shall comply with all parts of Chapter 37 MGO.
10. The Developer shall be aware that while the public retention basin intended to cover the plat for infiltration proves to be exempt from infiltration, sufficient borings were not taken to claim exemption for each lot. As a result the SIP site shall provide for infiltration in accordance with NR-151.
11. Change Ritchie Street. It conflicts with existing Richie Road in the Town of Middleton. Continue St. Philomena Way north through this plat.
12. Name "A" Street. Get approval of street name, prior to final plat submittal, from City Engineering

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: Blackhawk Church Town Center Revised Preliminary and Final 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?

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- * Streets Intersect at right angles.
- * A 15 foot minimum tangent at intersections from PC of curve to property line.
- * Arterial intersection spacing generally greater than 1200 feet.
- * Jogs are avoided at intersections. Arterial streets shall be adjusted to align if spacing less than 300 feet.
- * Spacing of intersections on local streets shall be greater than 300 feet.
- * Cul-de-sacs shall be less than 1000 feet long.
- * 100 foot tangents between curves.

- 2.5 _____

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

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

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

Streets and Sidewalks

- 3.1 The Developer shall construct Madison Standard street improvements for all streets within the plat/csm.
- 3.2 The developer shall show a 30 40 (*Strike one, 30 collector, 40 Arterial*) foot building setback line on the plat/csm
adjacent to [Roadway Name] _____ for all lots in the plat/csm adjacent to said
roadway.
- Note: No buffer strip shall be dedicated to the City as the City does not want the maintenance.*
- 3.3 Extensive grading may be required due to steep roadway grades.
- 3.4 The developer shall note that City funds for park frontage are limited and will be determined at the sole discretion of
the City.
- 3.5 The developer shall construct sidewalk and record a waiver of their right to notice and hearings for the

8-9

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 Mineral Point 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] Mineral Point Road to facilitate ingress and egress to the plat/csm.

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

- The above improvement will consist of acceleration and deceleration tapers.
- The above improvement consists of rights turn lanes.
- The above improvement will consist of passing lanes.
- The above improvement will consist of median openings.
- Caution – The improvements indicated above may require right of way outside of the plat/csm. See comment 2.3 to require additional right of way for this purpose.*
- 3.15 The developer shall note the AASHTO design standards for intersection sight distance will be applied during the design of the streets within this plat/csm.
- 3.16 The developer shall confirm that adequate sight distance exists on _____ where public streets intersect. If adequate sight distance does not exist, the developer shall change the location of the street intersection or agree to make improvements to the roadways such that the sight distance is achieved or make other mitigating improvements as required by the City.

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:

- 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 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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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: 9/26/05
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: 9602 Mineral Point 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. Unable to scale the drawing submitted accurately to confirm the fire apparatus access.
2. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. The site plans shall clearly identify the location of all fire lanes.
 - b. Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet of the structure, and parallel to one entire side of the structure.
 - c. Provide a fire lane that extends to within 150-feet of all exterior portions of the structure.

GENERAL OR STANDARD REVIEW COMMENTS

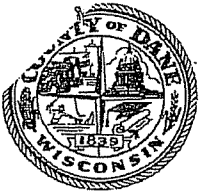
In addition, we offer the following General or Standard Review Comments:

3. Fire lanes shall be constructed of concrete or asphalt only, and designed to support a minimum load of 80,000 lbs.
4. Provide a completed MADISON FIRE DEPARTMENT "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.
5. All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. 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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DANE COUNTY DEPARTMENT of PUBLIC WORKS, HIGHWAY and TRANSPORTATION

County Executive
Kathleen M. Falk

2302 Fish Hatchery Road ♦, Madison, Wisconsin 53713-2495
Voice and TDD Phone: (608) 266-4261 ♦ FAX: (608) 266-4269

Commissioner/Director
Gerald J. Mandli

September 27, 2000

Attn: Norb Scribner
Dane County Zoning and Natural Resources
Committee
Room 116
City-County Building
Madison, WI 53704

File No 05-42

Surveyor: Pape

The following survey of lands was received and examined by this department

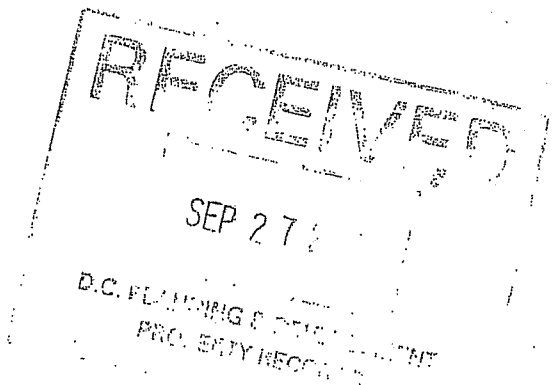
Section: 21, City of Madison

Owner/Development: BlackHawk Church Town c

Comments: CTH S is a controlled access highway. No access should be designated across the frontage of CTH S and back along the sideroads for a distance if 250 feet. Right of way to be dedicated for 60 feet. Type A intersections with passing lanes will be required at both intersections with CTH S. Traffic signals at South Point Road should be considered by the City of Madison. Right of way appears to be correct.

DIVISION OF HIGHWAY

Pamela J. Dunphy, Assistant Commissioner



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