

**PLANNING UNIT REPORT**  
**DEPARTMENT OF PLANNING AND DEVELOPMENT**  
**March 6, 2006**

**RE: ID# 03047: Approval of the final plat of "Hawks Ridge Estates."**

1. Requested Actions: Approval final plat creating lots 33 single-family lots, two lots for future multi-family development and two outlots for public stormwater detention.
2. Applicable Regulations: The subdivision process is outlined in Section 16.23 (5)(b) of the Subdivision Regulations.
3. Report Prepared By: Timothy M. Parks, Planner

**GENERAL INFORMATION**

1. Applicants & Property owners: Tim McKenzie, B & H Madison, LLC; 7704 Terrace Avenue; Middleton.  
  
Surveyor: Michelle L. Burse, Burse Surveying & Engineering, Inc.; 1400 E. Washington Avenue, Suite 158; Madison.
2. Development Schedule: Development of the subdivision will commence as soon as all necessary approvals have been granted.
3. Parcel Location: Approximately 24.5 acres located on the south side of Midtown Road opposite Hawks Landing Circle, in Aldermanic District 1; Verona Area School District.
4. Existing Conditions: Single-family farmhouse and associated accessory buildings in the City of Madison in R1 (Single-Family Residence District) and R5 (General Residence District) zoning.
5. Proposed Land Use: 33 single-family lots, zoned R1 and two multi-family lots, zoned R5.
6. Surrounding Land Use and Zoning:  
North: Single-family residences and multi-unit condominiums in the Hawks Landing Golf Club subdivision, zoned R1 (Single-Family Residence District) and PUD-SIP;  
South: University Ridge Golf Course, zoned A (Agriculture);  
West: Single-family residence on large tract, zoned Temp. A; future Hawks Meadow single-family subdivision, zoned R1 and R2T (Single-Family Residence District);  
East: Undeveloped agricultural lands, zoned Temp. A and University Ridge Golf Course.
7. Adopted Land Use Plan: The Midtown Road Amendment to the High Point-Raymond

Neighborhood Development Plan recommends the northern half of the site for “medium-density residential” uses and the southern half of the site for “low-density residential uses.” The southeastern corner of the site is recommended for “park, open space and drainage.”

8. Environmental Corridor Status: The subject site is not located in a mapped environmental corridor.
9. Public Utilities & Services: The property will be served by a full range of urban services.

### **STANDARDS FOR REVIEW**

This application is subject to the standards for final plats.

### **PREVIOUS APPROVAL**

On October 18, 2005, the Common Council approved a request to rezone 24.5 acres located at 9201 Midtown Road from Temp. A to R1 and R5 with approval of a demolition permit to allow demolition of a farmhouse, and a preliminary plat creating lots 33 single-family lots, two lots for future multi-family development and one outlot for public stormwater detention.

### **FINAL PLAT REVIEW**

The applicants are requesting approval of a final plat creating 33 single-family lots, two lots for future multi-family development, and two outlots for stormwater detention in R1 (Single-Family Residence District) and R5 (General Residence District) zoning. The subject site is located on the south side of Midtown Road opposite Hawks Landing Circle. The site is part of a 60.5-acre grouping of four properties that were annexed to the City of Madison from the Town of Verona in July 2004. An existing single-family residence and accessory farm buildings located along the Midtown Road frontage near the public street entrance to this subdivision will be demolished to accommodate the proposed development.

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

The 33 single-family lots proposed will be located south of Dregers Way and are zoned R1. In general, the single-family lots increase in both lot width and area from Dregers Way south to the adjacent University Ridge Golf Course. Lots located along the south side of Dregers Way west of Hawks Ridge Drive will generally be 75 feet wide and approximately 9,375 square feet in area, with 13,000 square-foot or larger lots proposed east of Hawks Ridge Drive. The lots proposed along Ashworth Drive generally increase in width and area to 85 feet and 11,000-plus square feet on the north side of that street before culminating in “estate” lots of 105 feet of width and 14,000 square feet or more on the south side abutting the golf course and stormwater management facility. R1 zoning requires a minimum of 65 feet of lot width and 8,000 square feet of lot area per lot. In all cases, the proposed R1 lots conform to the minimum lot design requirements of the requested zoning district.

The two multi-family lots totaling approximately eight acres are located between Midtown Road and Dregers Way. The sites were zoned R5 in an anticipation of future multi-family development. The Planning Unit has begun early discussions with the applicant regarding design and massing of the multi-family buildings, which will be considered on a subsequent application for a planned residential development. In the future, Midtown Road will be realigned to south and east into Raymond Road as a continuous east-west arterial street with four lanes of traffic extending through the City from Pioneer Road east to Verona Road. In an effort to reduce the impact of future vehicular traffic noise on the multi-family residences that will abut Midtown Road, the Planning Unit requested at the time the preliminary plat was reviewed that the final plat include a 40-foot buffer strip and building setback parallel to the road. The final plat needs to be revised to show the setback and buffer strip. However, a vehicular access restriction to Midtown Road has been included on Lots 1 and 2.

The Planning Unit generally consented to R5 zoning for the two multi-family lots during the rezoning and preliminary plat review in order to provide the developer with greater development flexibility in the design and placement of buildings but requested that densities of the multi-family lots not exceed the midpoint of R4 zoning. However, the Plan Commission determined that it would be appropriate for the two lots to be developed up to the maximum densities in R4 and required that a note be placed on the final plat that restricted the total density of multi-family development on Lots 1 and 2 to the maximum density permitted in R4 zoning. The maximum density in R4 is 21.8 units per acre based on a flat 2,000 square feet of lot area per unit (unit densities in R4 decrease as the number of bedrooms in a unit increase). R5 zoning can be considerably denser than R4, permitting between 27 and 62 units per acre depending on the number of bedrooms per unit. Bulk requirements in R5 zoning are slightly less restrictive than those in R4, with an additional building story permitted (three) and front and rear yards (20 and 30 feet, respectively) both five feet less than in R4 (two stories and 25 and 35-foot yards).

Staff felt development of the two multi-family parcels in this subdivision should reflect the existing multi-family development pattern present in the Hawks Landing subdivision to the north, which contains two multi-family components with a density of less than nine units per acre. Staff also felt that the density restriction would result in an intensity of development consistent with the recommendations in the Midtown NDP while mirroring the intensity of the other multi-family developments nearby.

The applicant has discussed with the Planning Unit the possibility of using a deed restriction instead a note on the final plat to satisfy the preliminary plat condition, which the Planning Unit does not oppose. However, the applicant would like the application of the R4 density restrictions to be employed on the combined area of the two multi-family lots. Such an approach would allow the applicant to transfer some of the density permitted on the smaller Lot 1 to the larger Lot 2, versus restricting the individual development of both lots to the 21.8 units per acre previously approved by the Plan Commission. Staff is hesitant to approve a restriction with the applicant's desired language without first having preliminarily reviewed a well-developed conceptual plan for the multi-family component to ensure that it met with the City's vision expressed during the rezoning and preliminary plat review for a well-designed planned residential development.

Two stormwater outlots will be dedicated with this plat. Outlot 2 is located in the southeastern corner of the subdivision and reflects the stormwater management area approved on the preliminary plat of the development and the Midtown NDP. Subsequent to the approval of the preliminary plat, it was determined that a second stormwater outlot would be required to serve the northwestern corner of this development due to a modest ridge that crosses the site from north to south just west of Hawks Ridge Drive. The additional stormwater detention will be located in Outlot 1, which extends the length of the western line of multi-family Lot 2.

**Inclusionary Zoning:** The applicant has executed a Land Use Restriction Agreement (LURA) approved by the Community Development Block Grant Office for this subdivision restricting five of the 33 owner-occupied single-family lots under the inclusionary zoning provisions of the Zoning Ordinance. The five lots – Lots 3, 8, 13, 21 and 32 – are relatively well dispersed through the first two single-family block faces, though no affordable units are proposed adjacent to the golf course or stormwater management area. The dispersion in the LURA comports to the dispersion pattern approved on the preliminary plat. The two multi-family lots are also restricted to require designation of 15% of the units to be developed in that phase as affordable under the ordinance. Implementation of the inclusionary zoning requirements for Lots 1 and 2 will occur at the time those lots develop.

In conclusion, the Planning Unit finds the final plat of Hawks Ridge Estates to be in substantial conformance with the approved preliminary plat of the same.

### **RECOMMENDATION**

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

1. Comments from reviewing agencies.
2. That the applicant execute a deed restriction per Planning Unit approval prior to recording the final plat restricting development of multi-family Lots 1 and 2 to a maximum density of 21.78 units per acre as permitted in the R4 zoning district.

3. That the final plat be revised per Planning Unit approval as follows:
  - a.) a 40-foot building line and landscape buffer strip shall extend parallel to Midtown Road;
  - b.) in lieu of a separate restriction, a note restricting the density of multi-family Lots 1 and 2 to the maximum density allowed in R4 zoning (21.78 units per acre);
4. Final approval of the Inclusionary Dwelling Unit Plan and Land Use Restriction Agreement (LURA) by the Community Development Block Grant Office and recording of the LURA on all designated affordable lots including the multi-family Lots 1 and 2



Department of Public Works  
**City Engineering Division**

608 266 4751

Larry D. Nelson, P.E.  
City Engineer

City-County Building, Room 115  
210 Martin Luther King, Jr. Boulevard  
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**Deputy City Engineer**  
Robert F. Phillips, P.E.

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**Operations Supervisor**  
Kathleen M. Cryan

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

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

DATE: February 23, 2006

TO: Plan Commission

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

SUBJECT: Hawks Ridge Estates 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. This plat drains both to the Upper and Lower Badger Mill Creek Watersheds. Development in either of these watersheds is subject to a stormwater impact fee. This fee shall be paid prior to Engineering sign-off.
2. Stormwater management may require some off-site improvements to accommodate the concentrated discharge.
3. A portion of the plat must be served by sanitary sewer from the west. These lots cannot be developed until sewer is extended by others. Additionally these lots shall be subject to sanitary sewer impact fees for the Lower Badger Mill Creek and possibly connection charges for temporary use of the lift station of Hawks Landing.
4. The portion of the plat served by sanitary sewer from the east, shall require off-site extension of public sanitary sewer which may be entirely at the expense of the Developer
5. The developer shall be required to provide surety or a deposit for the developer's share of the cost to reconstruct Midtown Road.
6. The Developer shall coordinate the right-of-way configuration of Hawks Ridge Drive with the city and shall revise the right of way dedication if required by the City Engineer.
7. Clarify that easements for storm and sanitary are "public". Also clarify easement use for both portions south off of Silverstone Lane, both are labeled sanitary and one must be storm.

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**GENERAL OR STANDARD REVIEW COMMENTS**



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

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

Name: Hawks Ridge Estates 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?**

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

- 2.5 \_\_\_\_\_  
\_\_\_\_\_
- 2.6 Property lines at intersections shall be rounded with a 15 foot radius on \_\_\_\_\_  
\_\_\_\_\_
- 2.7 Property lines at intersections shall be rounded with a 25 foot radius on \_\_\_\_\_  
\_\_\_\_\_
- 2.8 The right of way width on Midtown Road shall be 106-feet at Hawks Ridge Drive.
- 2.9 \_\_\_\_\_ shall have a minimum centerline radius of \_\_\_\_\_ feet and \_\_\_\_\_ shall have a minimum centerline radius of \_\_\_\_\_ feet.
- 2.10 The cul-de-sac on \_\_\_\_\_ shall have a minimum radius of \_\_\_\_\_ feet with a minimum reverse curve radius of \_\_\_\_\_ feet.
- 2.11 The plat/csm shall show a temporary limited easement for a temporary cul-de-sac on \_\_\_\_\_ having a radius of \_\_\_\_\_ feet and a reverse curve radius of \_\_\_\_\_ feet. The easement(s) shall expire when the streets are extended.

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

**Streets and Sidewalks**

- 3.1 The Developer shall construct Madison Standard street improvements for all streets within the plat/csm.
- 3.2 The developer shall show a 30 ~~40~~ (Strike one, 30 collector, 40 Arterial) foot building setback line on the plat/csm adjacent to [Roadway Name] Midtown Road for all lots in the plat/csm adjacent to said roadway.
- Note: No buffer strip shall be dedicated to the City as the City does not want the maintenance.*
- 3.3 Extensive grading may be required due to steep roadway grades.
- 3.4 The developer shall note that City funds for park frontage are limited and will be determined at the sole discretion of the City.
- 3.5 The developer shall construct sidewalk and record a waiver of their right to notice and hearings for the assessments for the improvement of [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO. Said sidewalk constructed in front of and waiver recorded to Lot(s) \_\_\_\_\_.
- 3.6 The Developer shall make the following improvement to [Roadway Name] \_\_\_\_\_.  
The Developer shall construct sidewalk and \_\_\_\_\_ feet of a future \_\_\_\_\_ foot roadway including curb and gutter on the \_\_\_\_\_ side of the roadway.
- 3.7 The Developer shall construct sidewalk to a plan approved by the City Engineer and complete ditching as required by the City Engineer along [Roadway Name] \_\_\_\_\_.
- 3.8 The Developer shall grade the right of way line to a grade established by the City Engineer and complete ditching along the roadway as specified by the city engineer along [Roadway Name] \_\_\_\_\_.
- 3.9 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along Midtown Road, (Also require the City / Developer agreement line 1.1)
- 3.10 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along \_\_\_\_\_. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
- 3.11 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] \_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and section 4.09 of the MGO.
- 3.12 The Applicant shall grade the property line along \_\_\_\_\_ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.13 Developer shall make improvements to [Roadway Name] \_\_\_\_\_ considered temporary to facilitate ingress and egress to the plat/csm until such time as the ultimate improvement of the roadway is undertaken by the city.
- 3.14 The Developer shall make improvements to [Roadway Name] Midtown Road to facilitate ingress and egress to the plat/csm.

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

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

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

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

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

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

Commercial development shall infiltrate 60% of the predevelopment infiltration amount, 10% of the runoff from the 2-year post development storm or dedicate a maximum of 2% of the site area to active infiltration practices.
- 4.12 A minimum of two (2) working days prior to requesting City Engineering signoff on the plat/csm the applicant shall contact Randy Whitehead (608-266-4099) to obtain the final stormwater utility charges that are due and payable prior to sub-division of the properties. The stormwater utility charges (as all utility charges) are due for the previous months of service. All charges shall be cleared prior to the land division (and subsequent obsolesces of the existing parcel).

**Sanitary Sewer**

- 5.1 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to 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](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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## 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

February 27, 2006

TO: Plan Commission  
FROM: David C. Dryer, P.E., City Traffic Engineer  
SUBJECT: 9201 Mid Town Road – Final Plat – Hawks Ridge Estates

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

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

1. The plat is subject to impact fees for traffic signals and associated intersection improvements based on Council adopted resolutions. These shall be cleared prior to final plat or development approval.
2. The plat shall provide a deposit for future traffic signals and associated intersection changes at the intersections the City plans to signalize. The proportional share of the cost is based on a parcel's daily trips generated as defined by the industry standard known as the Institute of Transportation Engineers' Trip Generation Manual. As of 2004, the City is assessing approximately \$30 per trip for the capital cost of improvements for this area. The deposit may be paid in development phases.
3. The final right of way dedications along Midtown Rd shall be reviewed and approved after further consultation with the Traffic Engineer and City Engineer. It appears that the ROW of Midtown Rd needs to be widened from 40 feet to 47 feet. The ROW for Hawk's Ridge Drive will also have to be modified to make the street work for a planned future signalized intersection.

### GENERAL OR STANDARD REVIEW COMMENTS

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

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

Between Lots	Between Lots	Between Lots
3 & 4	12 & 13	31 & 32
6 & 7	15 & 16	33 & 34
9 & 10	18 & 19	

6. The applicant shall show a detail drawing of the 12 ft. utility easement dimensions and lot lines on the face of the plat.
7. The applicant shall enter into a subdivision contract for infrastructure elements required to serve the plat, including interim or temporary improvements to serve the plat, according to the City's plans and specifications. These plans include traffic calming measures to be designed by the City.
8. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

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

Contact Person: Michelle Burse  
 Fax: 608-250-9266  
 Email: burse@chorus.net

DCD:DJM:dm



# CITY OF MADISON FIRE DEPARTMENT

## Fire Prevention Division

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

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

DATE: 2/21/06  
TO: Plan Commission  
FROM: Edwin J. Ruckriegel, Fire Marshal  
SUBJECT: **9201 Midtown Rd.**

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

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

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

## **GENERAL OR STANDARD REVIEW COMMENTS**

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

2. All portions of the exterior walls of newly constructed 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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## Madison Water Utility

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David Denig-Chakroff, General Manager

Alan L. Larson – Principal Engineer

119 East Olin Avenue  
Madison, Wisconsin 53713  
Telephone: 608 266-4653

FAX: 608 266-4644

E-mail: allarson@ci.madison.wi.us

## MEMORANDUM

**Date:** February 2, 2006  
**To:** The Plan Commission  
**From:** Alan L. Larson P.E.  
Principal Engineer - Water  
608-266-4653  
**Subject:** FINAL PLAT  
Hawks Ridge Estate  
9201 Mid Town Road

Madison Water Utility has reviewed this final plat and has the following comments.

### MAJOR OR NON-STANDARD REVIEW COMMENTS

None

### GENERAL OR STANDARD REVIEW COMMENTS

All public water mains and water service laterals shall be installed by a standard City subdivision contract.

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

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

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

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

Alan L. Larson, P.E.

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