

PLANNING UNIT REPORT  
DEPARTMENT OF PLANNING AND DEVELOPMENT  
July 12, 2005

**Zoning Map Amendment, I.D. 01317 to Rezone Property Located at 9602 Mineral Point Road From Temporary Agriculture District to PUD(GDP) Planned Unit Development-General Development Plan District and a Preliminary Plat of this Land Known as "Blackhawk Church Town Center":**

1. Requested Action: Approval of a preliminary plat known as "Blackhawk Church Town Center Plat" and approval of a zoning map amendment from Temporary Agriculture District to PUD-GDP Planned Unit Development-General Development Plan District 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 Applicants: Owner and owner's agent/surveyor.
3. Development Schedule: Development on this property is expected to commence in 2005-2006 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, 9<sup>th</sup> Aldermanic District.
5. Total Parcel Size: 40 acres +/-.
6. Existing Zoning: Temporary Agriculture District.
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 in the greater "Elderberry Neighborhood". The recently approved "Silicon Prairie Business Park" is located directly to the south of Mineral Point Road zoned SM Specific Manufacturing District.
9. Adopted Land Use Plan: The adopted Elderberry Neighborhood Development Plan March 2002 designates 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. A request to include these lands in the Central Urban Service Area has been reviewed favorably by the Dane County Community Planning and Analysis Division and forwarded to the Wisconsin Department of Natural Resources for approval.

### **STANDARDS FOR REVIEW:**

The standards for review of Planned Unit Development Districts is attached. The demolition permit standards apply to the removal of the farmhouse buildings on the property.

### **ANALYSIS AND EVALUATION:**

This is a proposed PUD-GDP Planned Unit Development-General Development Plan and preliminary plat for an 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.

### **Existing Site Characteristics**

The site is primarily is vacant agricultural land that contains a rural farmhouse and farm buildings. Small trees, planted by a previous owner, exist along Mineral Point Road and in the northern portion of the site. The land generally slopes from a high point in the center of the site down to a lower area along Mineral Point Road. A small portion of the site, on which the farmhouse is located, has yet to be attached to the City of Madison.

### **Proposed Development**

The application is for Plan Commission and Common Council approval of a PUD-GDP and a preliminary plat. The primary use at this time will be a new church and parking facility for the Blackhawk Evangelical Church. It is the church's intent to relocate to this site from their existing facility within the City of Madison. The Blackhawk Church would be the anchor tenant use on this property that will also include mixed-use development.

The church building will be a two-story facility with adjacent structured parking ramp. However, only the ground level of the parking ramp may be built at first. The church building will be located more or less in the center of the 40 acre parcel surrounded by a mix of office/retail buildings and parking facilities. A description for each lot in the proposed plat is attached for Plan Commission and Common Council consideration. Briefly, those proposed land uses are noted as:

1. Lots 8 and 10 (center of site) – church, institutional, office and potential residential uses.
2. Lots 1, 2, 9, 11, 12 (west portion of site) – mixed-use, office/first floor retail development.
3. Lots 3, 5, 6, 7 (eastern portion of the development) – mixed-use, commercial, retail, office, residential.
4. Lot 4 – open space – “village green”.
5. Outlot 1 – stormwater detention area/open space.

A detailed description for each lot is provided in the attached General Development Plan document.

### **Project Phasing**

The development is proposed to be constructed in phases. The first phase will be the church building and related parking. The future phases will occur shortly thereafter, depending on market demands.

### **Off-Street Parking/Transportation Management**

As noted above, it is the church’s intent to provide a two level approximately 545 stall structured parking facility adjacent to and north of the church that would serve the church as well as future uses within this development. The two level parking facility may be built in two phases. A 113 stall surface parking lot will also be available for church use.

The letter of intent states that all uses within this development will be encouraged to implement employee transit programs, as well as accommodate multi-modal transportation uses, including alternative work schedules, flex time, etc. The GDP says that parking demand will also be addressed through shared parking agreements and coordinated transit/off-site busing of UW students and access to Madison Metro bus service for the church. The application further states that several streets within the project may include special traffic islands and traffic calming measures within the public right-of-way.

### **Demolition of Buildings**

The plan includes the demolition and removal of the existing single-family dwellings and farm buildings on this site. These buildings are not yet in the City of Madison but will be attached sometime this summer or early fall. These buildings appear to be in average condition but are of no historical value. A recycling and reuse plan will be required.

## Consistency With Adopted Plans

As noted above, this site is within the Elderberry Neighborhood Development Plan, which was adopted by the Common Council in March, 2002. Among the recommended land uses for this neighborhood was an office employment district and a neighborhood commercial and activity center. This proposed development is located in an area designated for both these uses. The western 2/3 of the site is within an office employment district and the eastern 1/3 is within the neighborhood commercial and activity center district. The neighborhood plan envisioned the creation of a neighborhood commercial "Village Center" in the south central portion of the Elderberry Neighborhood. The Neighborhood Development Plan supported creation of employment districts that would accommodate several types of uses, including business and professional offices, biotech research and light manufacturing uses. The plan also noted that this would be an attractive location for high quality corporate office development. A portion of this area could be used for a community shopping and service center that would provide retail goods and services to the larger west side neighborhoods.

The adopted neighborhood development plan generally defined the village center concept that might include some of the following elements:

- *An emphasis on creating an integrated neighborhood business street, as distinct from an aggregation of essentially separates business sites.*
- *A focus on the collector street as the primary axis for the business district. Buildings and signage should be oriented toward this street rather than Mineral Point Road.*
- *Relatively small blocks created by the public street system.*
- *Multi-story buildings encouraged, particularly along the collector street.*
- *Mixed-use development encouraged, with office or residential uses above retail uses.*
- *Buildings located close to the sidewalk, with parking lots to the rear or on side streets rather than in front of businesses.*
- *Short-term parking along business streets.*
- *Minimum "gaps" in the street-level retail frontage.*
- *High levels of pedestrian amenity, including street trees and other plantings, street furniture, and special lighting.*
- *Good linkages with the surrounding residential neighborhood and employment district.*

Staff feels that the General Development Plan and proposed subdivision is consistent with this development concept outlined in the adopted neighborhood plan. This development of a "Town Center" with the church as the primary use will establish a neighborhood focal point and result in the combination of neighborhood retail and service uses and site opportunities for employment uses. Each phase of the development will require detailed plans submitted for Urban Design Commission, Plan Commission and Common Council approval as Specific Implementation Plans.

## Character and Intensity of Use

It appears from the General Development Plan and the proposed preliminary plat that this proposed town center development can be physically compatible with the concept as outlined in the adopted neighborhood development plan. The buildings will be placed close to the right-of-

ways with proposed building heights ranging from 1-5 stories and the efficient use of off-street parking by incorporating a parking structure on the site. Staff thinks that the amount of surface parking may be reduced, but will look at each phase SIP on a case-to-case basis. The plan does provide for the opportunity for pedestrian amenities, including linkages to the surrounding neighborhood that will soon develop.

At the PUD-GDP stage of any development proposal, a significant amount of detail is not yet available. The preliminary general design shows a mix of building structures with some large and smaller footprints that range in height from 1-5 stories. Staff feels that the character and intensity of land use for this development is compatible with the planning efforts in this neighborhood and can provide an attractive, aesthetically desirable environment, depending on the future Specific Implementation Plans.

Staff feels this will be a good example of a more intense/more urban commercial/retail development that will result in the more efficient use of land than the traditional sprawling shopping centers that were the norm over the past three decades.

### **Inclusionary Dwelling Unit Plan**

The General Development Plan does indicate that there is the potential for residential development occurring somewhere above the first floor of buildings on the eastern 1/3 of the project. However, there is no information available on the specific unit types known at this point. The GDP allows for the potential of:

- 20 units on Lot 3,
- 10 units on Lot 5,
- 100 units on Lot 6,
- 75 units on Lot 7, and
- 60 units on Lot 8.

An inclusionary dwelling unit plan will be required for the residential development as part of all future land use approvals of Specific Implementation Plans for this site.

### **Open Space**

The General Development Plan shows a small 19,500 square foot village green to be created at the corner of South Point Road extended north and a new street called Brader Way (Lot 4), along with the 1/2-acre stormwater detention. Both lots will be privately owned and maintained. Additional open space will be required for those buildings that contain residential units as part of the Specific Implementation Plan review.

### **CONCLUSION:**

The Planning Unit has evaluated this Planned Unit Development-General Development Plan and preliminary plat application and concludes that this is an excellent development proposal for a more compact, urban, mixed-use village center consistent with the recommendations in the Elderberry Neighborhood Development Plan. This General Development Plan shows a mix of building types and placements that will enhance the primary land use as a church for the

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Blackhawk Evangelical Church. The proposed street layout is consistent with the overall neighborhood development plan. This development will serve as an anchor for future development along Mineral Point Road and will set the standard for further projects in this neighborhood.

This plan establishes design guidelines and standards for building size and placement for each site within the proposed Blackhawk Church Town Center Plan. Specific Implementation Plan developments will be reviewed within the context of the provisions set out in this General Development Plan. The layout and design of the buildings on each of the lots of the plat will be reviewed with the objective of creating a cohesive, well planned "town center" environment that will be interconnected with the planned residential area to the east and north of this project. The development plan sets out the employment areas that are an important component of the overall neighborhood plan which will be integrated with future employment areas planned to the west of this site. The PUD-GDP standards can be met.

### **RECOMMENDATIONS:**

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

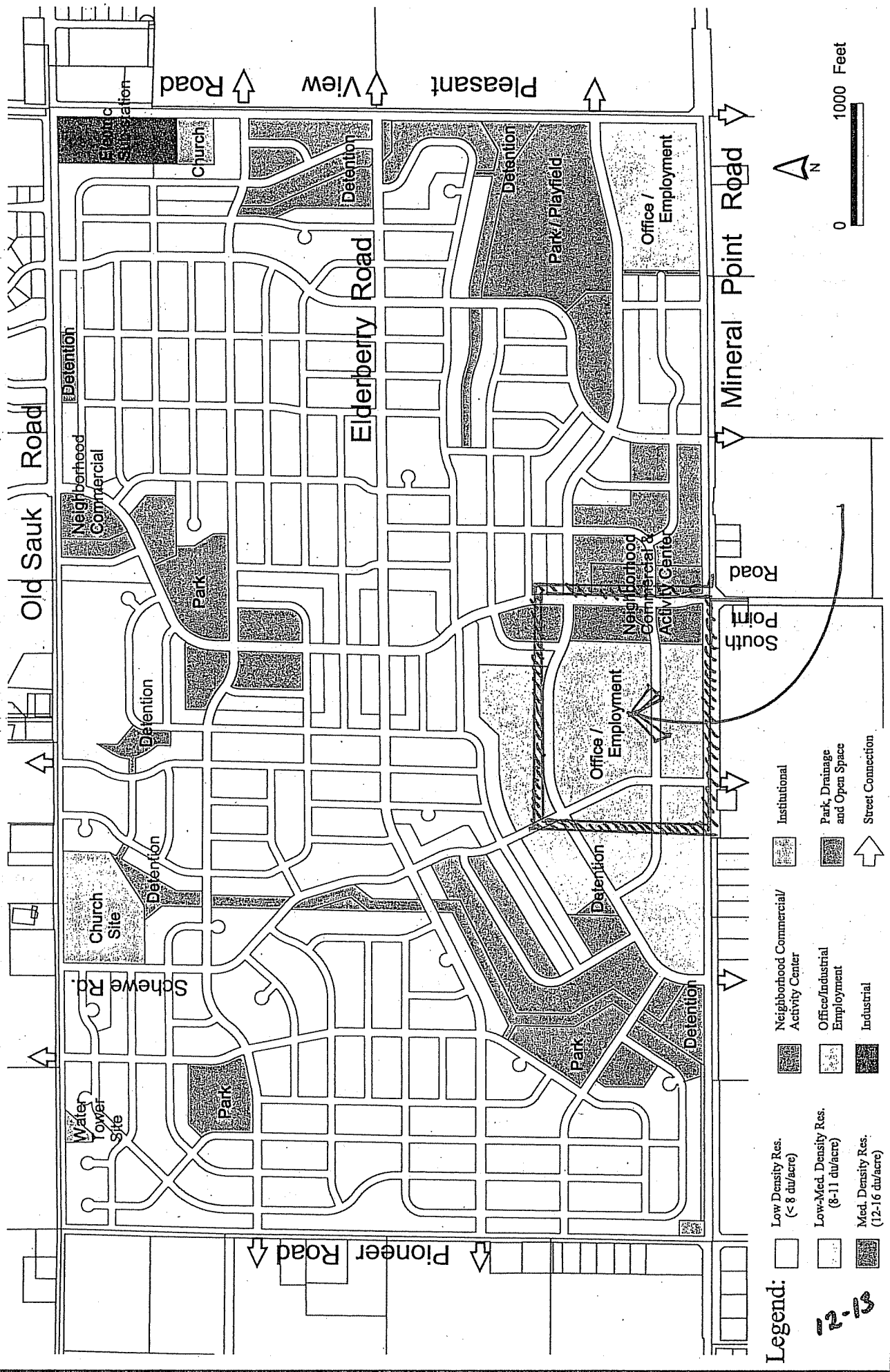
1. Reviewing agency comments.
2. Final approval and all conditions of the Urban Design Commission.
3. DNR approval of the amendment of the Central Urban Service Area boundaries to include this site prior to recording of the GDP.
4. Submittal of an overall Transportation Demand Management Plan for the GDP area, approval by the Traffic Engineer as part of the first SIP.
5. Submittal of an inclusionary dwelling unit plan as part of any SIP that includes residential development.
6. Sidewalks shall be installed on both sides of all streets and between development sites except as otherwise provided by the Plan Commission. The GDP shall be amended accordingly with the objective to provide pedestrian linkages throughout the entire site.
7. First floor retail in sites 1, 2, 9, 11 and 12 shall be limited to no more than 25% of the first floor of the aggregate of the buildings proposed for these lots.
8. For site 3, some of the buildings shall be required to incorporate a second story. At least two buildings shall be built on site 3.
9. Buildings fronting on Brader Way on sites 5 and 3 shall be a minimum of two stories.
10. Prior to recording of the GDP and final plat, the land still in the Town of Middleton within this project shall be attached to the City of Madison.

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# Land Use and Street Plan

## Elderberry Neighborhood Development Plan

### Map 6



## ELDERBERRY NEIGHBORHOOD DEVELOPMENT PLAN

### GENERAL DEVELOPMENT CONCEPT

The Elderberry neighborhood planning area is a relatively large area comprising 1,114 acres. Connections with the existing Madison neighborhoods to the north, east and south are an important element of the plan. The planning area is adjacent to Mineral Point Road, a major arterial highway that carries significant volumes of traffic. It is expected that traffic volumes will continue to increase as development in this area and western Dane County continues. The location of the Elderberry Neighborhood and its relationship to Mineral Point Road make the area an important gateway into the City of Madison. Its location means this neighborhood will be among the first urbanized areas encountered when entering the City from the west on Mineral Point Road. It is important to take advantage of this opportunity to make a positive first impression. Sensitive urban design along this corridor will enhance this gateway.

The recommended residential areas are planned to accommodate a broad range of housing types, residential densities, and tenure, and it is expected that this range will be realized as the neighborhood is developed. It is proposed that a variety of housing types and densities be provided in all parts of the neighborhood. However, most of the medium and low-medium density housing is proposed at locations relatively close to the commercial centers or to major parks or open space, so that walking distances to neighborhood activity centers are minimized for the largest number of residents. The character and design of development is important, as is integration of individual developments into the neighborhood as a whole. The proposed public street network is designed to create relatively small blocks and a high degree of interconnection within the neighborhood. In general, it is recommended that both multi-family and single-family developments seek to work within the recommended street system rather than proposing isolated enclaves of development served by private streets.

A neighborhood "village center" commercial district is proposed on the high ground in the south-central portion of the planning area, just north of Mineral Point Road along South Point Road extended. This village center is intended to function as a neighborhood focal point, with an emphasis on neighborhood-oriented retail and service uses. The design and layout of development within the village center will be a critical factor in forming a functional and cohesive neighborhood-oriented asset and focal point. Another smaller neighborhood convenience-commercial center is proposed in the north-central portion of the planning area at the intersection of South Point Road extended and Old Sauk Road. A large commercial district serving as an employment area is proposed in the south-central portion of the planning area, adjacent to the village center. A second office/research commercial area is planned in the southeast corner of the planning area on lands owned by the University of Wisconsin. The employment areas will include professional offices, light industrial, and research development uses, which will provide additional employment opportunities for the neighborhood and community. No regional retailing or major highway-oriented uses are recommended in the commercial centers.



The neighborhood development plan also incorporates several locations that will accommodate existing and proposed community-based uses and institutional facilities. In the eastern half of the planning area, an existing church site is identified. In the western half of the neighborhood, a small existing cemetery and a large site that a local church proposes to develop are identified. In addition, the City of Madison Water Utility has purchased property in the northwest portion of the planning area as a site for a future water tower and possible well site to serve the far west side of the City, including most of the future Elderberry Neighborhood.

Public parks and open spaces are purposefully located throughout the neighborhood where they not only provide convenient recreation and open space opportunities to the surrounding neighborhood, but where they also enhance the visual character of the neighborhood by providing terminal views at the ends of local street segments, and an open space amenity along frequently traveled routes. A community park and playfield is recommended in the southeast portion of the planning area as part of a broader open space plan to serve the neighborhood and larger west side area. The preservation of oak trees and wooded areas is encouraged where possible in the parks and private development.

The recommended system of collector and local streets is planned to create a high degree of connectivity within the neighborhood and provide multiple routes to most destinations--for pedestrians, bicycles, and motor vehicles. The basic street pattern is "grid-like," and it is recommended that both commercial and residential developments maintain a strong relationship to the public street and sidewalk system. All streets include public sidewalks, and are intended to also serve as bikeways. Proposed collector streets are intended to provide travel corridors within the Elderberry Neighborhood and to facilitate movement and connection to surrounding neighborhoods.

The existing arterial street, Mineral Point Road, will continue to provide a key point of access to the planning area while also serving regional through traffic. Additional private access to Mineral Point Road and bordering collector roadways should be limited, and alternative access provided by the proposed neighborhood street system. To improve connections to the adjacent neighborhoods, it is recommended that north-south and east-west collector streets connect with the established street pattern of these existing neighborhoods and that future streets in these areas be coordinated to provide connectivity.

### **Elderberry Neighborhood Development Plan Goals**

The following planning goals for the Elderberry Neighborhood are viewed as critical to the creation of a cohesive neighborhood that functions well within the context of the larger west side area. The *Elderberry Neighborhood Development Plan* seeks to:

- Encourage a mix of land uses and land use patterns within the neighborhood.
- Encourage a broad range of housing types, densities, tenures, prices, and rents within the neighborhood and provide this range to all parts of the neighborhood.

- Locate most of the low-medium and medium density residential uses relatively close to the neighborhood's activity centers and park & open space areas, so that a majority of the neighborhood's residents can walk to these amenities.
- Avoid locating large region-serving retail uses, such as discount department stores, or highway-oriented uses, such as fast food drive-ins or automobile sales lots, in the neighborhood.
- Create a mixed-use, relatively compact, pedestrian-friendly employment district in order to provide opportunities for residents to live close to where they work and a district that contains sensitive urban design, especially to Mineral Point Road.
- Include the following design characteristics within the neighborhood commercial centers: relatively small blocks, multi-story buildings, mixed-use development with office or residential uses above retail uses, buildings located close to the sidewalk with parking lots to the rear or on side streets rather than in front of businesses, short term parking along business streets, minimum "gaps" in the street-level retail frontage, high levels of pedestrian amenity including street trees and other plantings, street furniture, and special lighting, and good linkages with the surrounding neighborhood.
- Size and locate the park & open space areas in order to provide convenient access to these amenities for all of the neighborhood residents, create terminal views and high visibility of the park & open space areas, and use the full allowance of the parkland dedication requirements.
- Preserve natural features, wooded areas and oak groves where possible.
- Create an inter-connected street network with small blocks, sidewalks, and bikeways that preserves through streets and connections with the adjacent neighborhoods and provides multiple routes for transit use.
- Reduce the number of cul-de-sacs to only those that are required because of topography or other constraints.

## RECOMMENDED LAND USES

The Elderberry Neighborhood is planned primarily as a residential community, and the largest percentage of the land within the planning area, about 56 percent, is recommended for residential development. About eight percent of the planning area is recommended for park and open space uses, including the large playfield in the southeast corner of the neighborhood. Commercial uses are recommended for about ten percent of the planning area, primarily in the proposed commercial and employment centers. Identified institutional uses and other specialized uses account for less than two percent of the land, while most of the balance, about 25 percent, will be required for street rights-of-way. Recommended land uses within the Elderberry Neighborhood are presented on the Land Use and Street Plan (Map 6) and are summarized in Table 3.

**TABLE 3**  
**Proposed Land Use**

Land Use	Acres	% Of Total
<b>Residential</b>	<b>620.8</b>	<b>55.7</b>
Low Density Residential (<8 du/acre)	476.2	42.7
Low-Medium Density Residential (8-11 du/acre)	61.5	5.5
Medium Density Residential (12-16 du/acre)	83.1	7.5
<b>Commercial</b>	<b>107.5</b>	<b>9.8</b>
Employment District	92.8	8.4
Neighborhood Centers	14.7	1.4
<b>Industrial (Electrical Sub-station)</b>	<b>8.5</b>	<b>0.7</b>
<b>Institutional</b>	<b>16.5</b>	<b>1.4</b>
<b>Park and Open Space</b>	<b>85.1</b>	<b>7.6</b>
Parks and Playfield	50.1	4.5
Drainage and Detention	35.0	3.1
<b>Street Right-of-Way</b>	<b>275.5</b>	<b>24.8</b>
<b>TOTAL</b>	<b>1,113.9</b>	<b>100.0</b>

### Residential Land Uses

A total of 621 acres are recommended for residential uses in the Elderberry Neighborhood, not including residential uses occurring as part of mixed-use developments in the designated commercial districts. Creation of a range of housing types, tenures, rents, and densities within each housing type, is one of the goals of the *Elderberry Neighborhood Development Plan*. This diversity is represented on the Land Use and Street Plan map by designating sub-areas within the neighborhood for low, low-medium, and medium density residential development. The mapped locations for housing in different density ranges illustrate the recommended development patterns, but some flexibility in implementing the recommendations is assumed. It is not expected that every residential development will necessarily correspond exactly to the specific density range indicated—but that the general pattern and distribution of densities and housing

types be consistent with the intent of the neighborhood plan recommendations. Also, variations in building structures and cost should be expected within each of these designations.

The neighborhood development plan recommends about 476 acres for low density development at less than eight dwelling units per acre, about 62 acres for low-medium density development at 8 to 11 dwelling units per acre, and about 83 acres for medium density development at 12 to 16 units per acre. Assuming that development occurred within each range at an average net density of 4, 10, and 14 dwelling units per acre, respectively, a total of 3,634 dwelling units would occur within the neighborhood at full build-out. This would result in about 1,851 low-density dwelling units, 619 low-medium density dwelling units, and 1,164 medium density units (see Table 4).

Based on these acreage and density allocations, about 51 percent of the projected total number of housing units would be in the low-density range, 17 percent in the low-medium density range, and 32 percent in the medium density range. Most of the low-density housing will consist of single-family units on a variety of lot sizes; while the low-medium and medium density housing will include a variety of multi-family housing types, including duplexes, apartments, townhouses, and other forms of housing--and will include both condominium and rental housing. As a general objective, it is recommended that from 50 to 60 percent of all housing units developed in the neighborhood be single-family units and that 40 to 50 percent be multi-family units, including both rental and condominium units. As the neighborhood is developed, the actual built densities should be monitored, and the density recommendations for specific locations may be adjusted to maintain this approximate ratio.

**TABLE 4  
Proposed Dwelling Units**

Density Range	Dwelling Units	% Of Total
Residential		
Low Density Residential (<8 du/acre)	1,851	51.0
Low-Medium Density Residential (8-11 du/acre)	619	17.0
Medium Density Residential (12-16 du/acre)	1,164	32.0
<b>TOTAL</b>	<b>3,634</b>	<b>100</b>

The recommended pattern and distribution of higher density residential uses place a high percentage of this development in close proximity to the neighborhood commercial centers, the employment district, and the neighborhood park features. These locations are considered the most appropriate for more intensive urban residential forms--including, for example, multi-story apartments and town houses. The commercial centers are envisioned as relatively compact, walkable, street-oriented commercial districts that will become convenience shopping and "destination" activity centers for this neighborhood, and perhaps, for surrounding neighborhoods as well. Park features and to some extent the employment district, are viewed as walkable destinations served by the recommended higher density residential uses. Street patterns incorporated as part of these land use patterns provide the opportunity for a future transit route

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that will link the higher density residential areas, the two neighborhood commercial centers, the employment district, and several of the park facilities.

Medium density uses might also include mixed-use development within or adjacent the neighborhood centers and western portions of the employment district. Because of the topography, there may be opportunities to place some of the necessary parking underground, thus enhancing the compact character of the development and reducing the need for large surface parking lots often associated with higher densities.

The Brassington rural subdivision is recommended for continued low-density residential uses. The existing lots are larger than is typical in an urban neighborhood, and the neighborhood plan recognizes that some of the current owners may eventually want to divide their parcels to permit additional development, while other residents will want to continue their current use unchanged.

Areas recommended for low-density residential use are envisioned to be primarily single-family development. Although under some circumstances, low-density development could take other residential forms. It is anticipated that a variety of lot sizes within the low-density range will be provided as the land is subdivided, including the smaller lots characterized as "traditional" neighborhood development. In addition, the area within one-quarter mile of Pioneer Road is designated for low-density residential uses in compliance with the City's agreement with the Town of Middleton.

### **Commercial Land Uses**

Recommended commercial land uses within the Elderberry Neighborhood are concentrated at several locations, a proposed 84.4-acre employment district and neighborhood commercial "village center" in the south-central portion of the neighborhood, a 19.6-acre office/research area in the southeast corner of the neighborhood, and a 3.5-acre neighborhood convenience-commercial center in the north-central portion of the neighborhood. It is generally recommended that additional commercial locations not be developed within the planning area, so that the proposed commercial centers can become well established as focal points of community activity and commerce within the neighborhood. Commercial development along the frontages of Mineral Point Road, Old Sauk Road, Pleasant View Road, or South Point Road extended, beyond what is recommended in the neighborhood plan, would also disrupt the development pattern of the reverse-access lots intended to minimize future traffic conflicts on these major roadways.

### Employment Districts

The larger of the two employment districts is located in the south-central portion of the neighborhood, north of Mineral Point Road and west of South Point Road extended. A proposed east-west collector street bisects the district. Mineral Point Road and the proposed collector street will provide for the primary orientation of development within the district. Adjacent areas to the north and west of the employment district are recommended for residential uses. Development of the employment district should provide a sensitive transition to these residential

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uses, which may include buffering, screening, or special design features. The proposed neighborhood commercial "village center" lies adjacent to the east. It is intended that the village center would define the primary character of development on South Point Road immediately north of Mineral Point Road. The main employment district is approximately 73 acres in size.

Several general types of uses are recommended in the main employment district including business and professional offices, biotech, research and light industrial uses. In addition, because of its visibility from Mineral Point Road, this is also an attractive location for high-quality corporate office development. The plan proposes a mix of employment uses in the district that will significantly expand the range of employment available in the neighborhood, and provide additional opportunities for neighborhood residents to work closer to home.

Because Mineral Point Road forms a gateway to Madison from the west, it is important that development visible from the highway be of the highest design quality. A detailed development plan for the employment district will be required before development there begins, and individual project proposals will also require Plan Commission approval. It is recommended that in the review of both general and specific development plans; careful consideration is given to urban design--and particularly to the view from Mineral Point Road. It is considered important that individual projects contribute as a unified part of the district as a whole. Important factors to consider include ensuring that the site's building design and materials create an attractive appearance on all sides of the development, especially the elevations visible from Mineral Point Road; that adequate site landscaping is provided on all sides; and that parking areas do not dominate the view.

A portion of the main employment district may be suitable as a community shopping and service center providing a range of retail goods and services to the neighborhoods on Madison's west side. Expected businesses might include a large grocery store, as well as restaurants and taverns, and similar uses. Because residential development in the Elderberry Neighborhood is still a few years away, it may be several years before there is a large enough local market to support community-based retailing at this location. The relationship between the neighborhood commercial center and community based shopping and service areas should be defined as part of specific development plans.

The second, smaller employment district is located in the southeast corner of the planning area on lands owned by the University of Wisconsin. This 19.6-acre parcel is envisioned for professional office, biotech, and research type uses. It is recommended that, to the extent possible, both of the employment districts be planned to encourage compact, pedestrian-friendly clusters of complementary businesses including multi-story buildings to encourage and facilitate mixed-use developments.

### Neighborhood Commercial Centers

Two neighborhood commercial districts are proposed as part of the *Elderberry Neighborhood Development Plan*. One which would straddle South Point Road extended at Mineral Point Road

in the south-central portion of the planning area, and a second at the intersection of South Point Road extended and Old Sauk Road in the north-central portion of the neighborhood.

The proposed south-central neighborhood commercial district is proposed as a "village center" which carries with it the stated objective of functioning as a neighborhood-oriented focal point and activity center. It is generally envisioned that a village center development concept would incorporate a "village green" open space feature, around which mixed-use development might be focused, create a pedestrian friendly atmosphere, and include pedestrian friendly connections to nearby employment and residential areas. The proposed employment district adjacent to the village center to the west establishes the basis that some aspects of this village center would be geared to serving uses within the employment district. The village center concept is only generally defined, and details will need to be clarified by future concept development and planning, but some of the elements might include:

- An emphasis on creating an integrated neighborhood business street, as distinct from an aggregation of essentially separates business sites
- A focus on the collector street as the primary axis for the business district. Buildings and signage should be oriented toward this street rather than Mineral Point Road
- Relatively small blocks created by the public street system
- Multi-story buildings encouraged, particularly along the collector street
- Mixed-use development encouraged, with office or residential uses above retail uses
- Buildings located close to the sidewalk, with parking lots to the rear or on side streets rather than in front of businesses
- Short term parking along business streets
- Minimum "gaps" in the street-level retail frontage
- High levels of pedestrian amenity, including street trees and other plantings, street furniture, and special lighting
- Good linkages with the surrounding residential neighborhood and employment district

Because there are no similar neighborhood commercial centers either in the Blackhawk Neighborhood to the north or in the Junction Neighborhood to the east, the proposed village center could become a focal point for community activities and convenience and specialty shopping for surrounding residential neighborhoods. While proposed primarily as a center providing convenience goods and services, the mix of uses in the village center might include clothing shops, hardware stores, gift shops, jewelers, specialty food stores and small specialty retailers of all kinds. Small professional and business offices (including offices above retail uses) as well as community and civic facilities such as day care centers, neighborhood centers, or branch post offices, also might be located in the village center. Another possibility for the village center would be specialty shopping and entertainment activities, such as art galleries, antique shops, unique restaurants, brew pubs, or small theatres, for example. Because of the village center's smaller size and scale, and special urban design character, it would be difficult for large businesses, or uses requiring extensive parking, for example, to be compatible with the compact, pedestrian-oriented village center development concept.

Another smaller neighborhood commercial center is proposed at the intersection of South Point Road extended, Old Sauk Road and Bear Claw Way. Bear Claw Way is an existing street that

extends north from Old Sauk Road into the Blackhawk Neighborhood. The proposed location at Old Sauk Road provides the opportunity to serve residents of both the Blackhawk and Elderberry Neighborhoods. The site is envisioned as a small, convenience-type commercial center with uses that might include a small grocery or specialty food shop, a laundry, hairdresser or barber, or similar uses that people patronize frequently. A neighborhood-oriented development concept, which emphasizes pedestrian friendly access, is also expected to be an important component of this commercial center.

None of the commercial centers are recommended as a location for large region-serving retail uses, such as discount department stores, or for highway-oriented uses, such as fast food drive-ins or automobile sales lots.

### **Institutional Land Uses**

Four institutional sites are included in the development plan, two of which recognize existing institutional uses. The existing Jehovah's Witnesses Church is located on the west side of Pleasant View Road, a short distance south of Old Sauk Road. The church property includes approximately 2.6-acres. The other existing institutional use is a cemetery located at the northeast corner of the Pioneer Road and Mineral Point Road intersection. The property contains approximately 0.7-acres.

Two additional sites in the northwest portion of the planning area are proposed for future institutional uses. The City of Madison's Water Utility has purchased a 16-acre parcel, approximately five acres of which will be used for a future water tower and possible well site. The Water Utility may sell off the remaining acreage, which the development plan has recommended for low-density residential uses.

The second proposed site is owned by the Middleton Community Church and contains about 18-acres. The church has indicated its intent to eventually develop the site for religious and other community functions. Preliminary review of the site indicates that storm water management facilities will likely need to be located on a portion of the property, therefore only about 12 acres are recommended for institutional use. Preliminary review also indicates that sanitary and storm water sewer easements may also be needed across this property. Future development of this site should examine these issues as a part of development approval.

### **Parks and Open Spaces**

A system of neighborhood parks is recommended to provide convenient recreational opportunities and open space amenities for residents of the Elderberry Neighborhood. In addition, a major park/playfield serving both local and regional residents is proposed on the University of Wisconsin lands in the southeast portion of the neighborhood. A major drainage greenway is delineated which carries much of the storm water from the western portion of the neighborhood to points south. This drainage greenway has been incorporated into a neighborhood park in the southwest portion of the planning area. The combination of park and drainage features is envisioned to create a larger, better-connected open space amenity for the





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## Traffic Engineering Division

David C. Dryer, City Traffic Engineer

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

July 9, 2005

TO: Plan Commission

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

SUBJECT: **9602 Mineral Point Road – Preliminary Plat / Rezoning – Blackhawk Church  
Town Center / Temp A to PUD (GDP)**

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 and traffic signal improvements 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.

### 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. 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.

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6. There will be access restrictions on plat for development of this final plat and shall be noted on the face of the plat as follows:
  - a. No Access shall be granted along the northerly right-of-way line of Mineral Point Road.
7. 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.
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.
9. 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.

Please contact 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

DCD:DJM:dm

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**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** July 2, 2005

**To:** Bill Roberts, Planner III

**From:** Kathy Voeck, Assistant Zoning Administrator

**Subject:** 9602 Mineral Point Rd., Preliminary Blackhawk Church Town Center Plat

**Present Zoning District:** Temp Ag

**Proposed Use:** Church, Offices, Mixed use and Open space

**Requested Zoning District:** PUD(GDP)

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project). **NONE.**

**GENERAL OR STANDARD REVIEW COMMENTS**

1. The zoning text shall include the "Family definition" as it applies to a specific conventional zoning district (ie R-4) per chapter 28 of the Madison General Ordinances.
2. Page 16 of the zoning text references "see page 33" and there is no page 33.
3. In the plat, label buildings "to be demolished".
4. Note: For future SIP approvals, Section 28.04(24) provides that Inclusionary Zoning requirements shall be complied with as part of the approval process. Submit to Zoning, a copy of the approved Inclusionary Zoning plan for recording prior to zoning sign off of any SIP's.

9602 Mineral Point Rd  
 Blackhawk Church Town Center Plat  
 July 2, 2005  
 Page 2

**ZONING CRITERIA**

Bulk Requirements	Required	Proposed
Lot Area	6,000 sq. ft.	18,525 sq. ft. +
Lot width	50'	104' +
Usable open space	Setbacks and bulk requirements to be reviewed at SIP submittals	
Front yard		
Side yards		
Rear yard		
Floor area ratio		
Building height		

Site Design	Required	Proposed
Number parking stalls	To be reviewed at SIP	
Accessible stalls		
Loading		
Number bike parking stalls		
Landscaping		
Lighting		

Other Critical Zoning Items	
Urban Design	Yes
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	Not shown
Water front development	No
Adjacent to park	No
Barrier free (ILHR 69)	Yes

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

\* Since this project is being rezoned to the PUD district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the C-1 district, because of the surrounding land uses.

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Department of Public Works  
**City Engineering Division**

608 266 4751

Larry D. Nelson, P.E.  
City Engineer

City-County Building, Room 115  
210 Martin Luther King, Jr. Boulevard  
Madison, Wisconsin 53703  
608 264 9275 FAX  
608 267 8677 TDD

**Deputy City Engineer**  
Robert F. Phillips, P.E.

**Principal Engineers**  
Michael R. Dalley, P.E.  
Christina M. Bachmann, P.E.  
John S. Fahrney, P.E.  
David L. Benzschawel, P.E.  
Gregory T. Fries, P.E.

**Operations Supervisor**  
Kathleen M. Cryan

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

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

DATE: June 29, 2005  
TO: Plan Commission  
FROM: Larry D. Nelson, P.E., City Engineer  
SUBJECT: Blackhawk Church Town Center Preliminary Plat

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

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

1. Change Ritchie Street. It conflicts with an existing street in the same zip code. All street names are subject to approval of the City Engineer.
2. 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.
3. 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.
4. No Stormwater Management is shown. This plat shall provide 1, 10, 100 year detention, sediment control 80%, infiltration in accordance with NR-151, and thermal control.
5. 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).
6. Sanitary sewer connection fees shall be levied for either the South Point Lift Station on the Lower Badger Mill Creek.
7. Development schedule shall be dependent on the City extending storm and sanitary sewer to the Silicon Prairie Plat limits on the south side of Mineral Point Road. The City has not yet scheduled this extension. The Developer shall be responsible for extending across Mineral Point Road.

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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: Blackhawk Church Town Center Preliminary Plat

**General**

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

**Right of Way / Easements**

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

**Are the following requirements met?**

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

- 2.5 \_\_\_\_\_
- 2.6 Property lines at intersections shall be rounded with a 15 foot radius on \_\_\_\_\_
- 2.7 Property lines at intersections shall be rounded with a 25 foot radius on \_\_\_\_\_
- 2.8 The right of way width on \_\_\_\_\_ 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.

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

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[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 dedicate 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](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,**

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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: 6/24/05  
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. As stated in your submittal,  
"Appropriate fire department access for all buildings shall be supplied within this development and may include fire access drives, reduced setbacks, restricted on-street/off street parking areas, and fire suppression systems."

## **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.
- 3) 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 a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.

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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