



## Report to the Plan Commission

August 29, 2011

**Legistar I.D. #23614**  
**2653 Jeffy Trail/ 2414 Trevor Way**  
**Deep Residential Lot Certified Survey Map**

Report Prepared By:  
Timothy M. Parks, Planner  
Planning Division

**Requested Action:** Consideration of a Certified Survey Map (CSM) of property owned by Badger Mill Creek, LLC, located at 2653 Jeffy Trail/ 2414 Trevor Way creating 3 single-family residential lots, including 2 deep residential lots, and 1 outlot for public stormwater management.

**Applicable Regulations & Standards:** Section 16.23, Land Subdivision Regulations, Madison General Ordinances provides the requirements for land divisions. Section 28.04(11) stipulates that the Plan Commission may approve the creation of a deep residential lot based on the criteria for such lots and in consideration of the standards and procedures set forth in Section 28.12(11) for conditional uses.

**Summary Recommendation:** The Planning Division recommends that the Plan Commission find the conditional use standards and deep residential lot criteria met and **approve** a Certified Survey Map of property located at 2653 Jeffy Trail/ 2414 Trevor Way, creating 2 deep residential lots, subject to input at the hearing and the conditions from reviewing agencies beginning on page 6 of this report.

### Background Information

**Applicant & Property Owner:** Rick McKy, Badger Mill Creek, LLC, 702 N. High Point Road, Suite 100; Madison.

**Surveyor:** Michael S. Marty, Vierbicher Associates, Inc.; 999 Fourier Drive, Suite 201; Madison.

**Proposal:** The applicant proposes to create four parcels from the subject property, including two deep residential lots. The applicant wishes to record the Certified Survey Map as soon as all regulatory approvals have been granted.

**Parcel Location:** A 1.88-acre parcel located at southern terminus of Trevor Way, with frontage along an un-built section of Jeffy Trail; Aldermanic District 1 (Subeck); Madison Metropolitan School District.

**Existing Conditions:** An undeveloped outlot, zoned R2T (Single-Family Residential District).

#### Surrounding Land Use and Zoning:

North: Single-family residences in the Hawks Creek subdivision in the City of Madison, zoned R1 and R2T (Single-Family Residential Districts).

South: Undeveloped land and a single-family residence on a large tract in the Town of Verona;

West: Single-family residences, an outlot for future development and two outlots for public stormwater management, zoned R2T; ranch townhouses, zoned R4 (General Residence District);

East: Undeveloped land and single-family residences on large tracts in the Town of Verona.

**Adopted Land Use Plan:** The Comprehensive Plan identifies the subject site and surrounding area for Low-Density Residential uses.

The High Point-Raymond Neighborhood Development Plan recommends that the subject site be developed with low-density residential uses, with park, open space and drainage uses recommended for the stormwater management outlots adjacent to the property and for most of the property located to the south of the site between Jeffy Trail and Raymond Road. The neighborhood plan shows the extension of Trevor Way south through the subject outlot to intersect with Jeffy Trail, which currently terminates west of the subject site. Jeffy Trail is recommended in the plan to extend south through the adjacent undeveloped property to ultimately intersect with Raymond Road.

**Environmental Corridor Status:** A portion of the southwestern corner of the subject property adjacent to the City stormwater management outlot is located within a mapped environmental corridor. In addition, the corridor map shows an area with slopes in excess of 12% present along the eastern edge of the subject site and woodlands present across the property.

**Public Utilities and Services:** This property is generally served by a full range of urban services. However, the City Engineer notes that the three residential lots proposed are located across a ridge from the gravity sewers that serve most of the single-family residences located further to the north along Trevor Way. As a result, the applicant will be required to pump the sewage from the three residences north to the gravity sewer or sewer the lots to the south through the adjacent undeveloped property in the Town of Verona to a Madison Metropolitan Sewerage District interceptor main located at Raymond Road.

**Zoning Summary:** Existing R2T (Single-Family Residence District).

Bulk Requirements	Required	Proposed
Lot Area	5,000 sq. ft.	All proposed lots will exceed
Lot width	44'  30' for deep residential lot	All proposed lots will exceed
Usable open space	800 sq. ft. per lot	To be determined prior to const.
Front yard	20'	To be determined prior to const.
Side yards	6' for two-story house	To be determined prior to const.
Rear yard	20'	To be determined prior to const.
Floor area ratio	N/A	---
Building height	2 stories, 35'	To be determined prior to const.
<b>Other Critical Zoning Items</b>		
Yes:	Utility Easements, Shoreland Zoning	
No:	Urban Design, Floodplain, Wellhead Protection; Landmark; Adjacent to Park, Barrier Free	
<i>Prepared by: Pat Anderson, Asst. Zoning Administrator</i>		

### Standards for Approval

This application is subject to the conditional use standards of Section 28.12 (11)(g). In addition, Section 28.04 (11) of the Zoning Ordinance includes the following criteria for deep residential lots (excerpted):

- (a) Statement Of Purpose. This subsection is established to allow the intensive development of certain deep residential lots which could not otherwise be fully developed under this or any other development control ordinance. The intensive development of a deep lot is not a matter of right but instead a privilege granted to the developer by the City when the Plan Commission makes a finding that such development is in the public interest.
- (b) General Regulations.
1. The Plan Commission may allow, after consideration of the standards set forth in Section 28.12(11)(g), the development of a deep residential zoning lot into not more than four (4) zoning lots, provided that the front lot shall have a lot width not less than that required in the district in which it is located, and further provided that the rear lot(s) shall have an access to an improved public street through an unobstructed strip of land not less than thirty (30) feet in width. Such strip of land shall be a part of the rear lot and shall not be used to satisfy any area, yard or usable open space requirement.

## **Previous Approvals**

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On May 16, 2006, the Common Council approved a request to rezone 45.3 acres located at 3120-3160 Jeffy Trail from Temporary A (Agriculture District) to R1 and R2T (Single-Family Residence Districts) and R4 (General Residence District), and; approval of a preliminary plat creating lots 76 single-family lots, 2 lots for future multi-family development and 6 outlots for public stormwater detention, parkland and future development. The Hawks Creek subdivision is comprised of three lots that were annexed into the City of Madison from the Town of Verona on March 21, 2006.

The final plat of Second Addition to Hawks Creek, which created the subject outlot, was approved by the Common Council on February 27, 2007 and recorded on May 25, 2007.

## **Project Review**

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The applicant is requesting approval of a Certified Survey Map (CSM) to subdivide an approximately 1.88-acre parcel located at 2653 Jeffy Trail/ 2414 Trevor Way. The subject site is zoned R2T (Single-Family Residence District) and was platted in 2007 as Outlot 3 of the Second Addition to Hawks Creek as an outlot for future development. The proposed CSM will create 3 single-family residential lots and 1 outlot to be dedicated to the City for stormwater management. The proposed outlot will join two other outlots dedicated for stormwater management as part of the larger Hawks Creek residential subdivision, which are located adjacent to the western edge of the subject site.

In addition to the stormwater management facilities located adjacent to the western edge of the subject site, the parcel is bounded to the north by existing and future single-family residences located on both sides of Trevor Way in the Hawks Creek subdivision. Lands to the east and south of the property are located in the Town of Verona and are developed with a variety of single-family residences on large, heavily wooded tracts of varying shape and size, including two parcels totaling approximately 10 acres located between the subject site and Raymond Road.

The subject site is characterized by approximately 40 feet of grade change from the northeasterly corner of the property and the eastern property line to a low point at the southwesterly corner of the site

near a field-located intermittent stream that extends from the adjacent stormwater management tracts to the south. Mature tree cover is present across most of the site.

The proposed CSM calls for 3 single-family lots to be located on the west and south sides of a permanent cul-de-sac of Trevor Way, which currently ends approximately 120 feet north of the northern edge of the subject site. Lot 1 of the proposed land division will be a 15,092 square-foot parcel with approximately 88 feet of frontage onto extended Trevor Way. Lots 2 and 3 of the CSM are considered "deep residential lots" under the Zoning Ordinance, which permits such lots if the Plan Commission concludes that the conditional use standards are met. As described above, a deep residential lot may be created provided that at least one of the lots in the proposed subdivision provides the requisite amount of frontage along a public street per the zoning district. R2T zoning requires that new lots contain a minimum of 44 feet of lot width and 5,000 square feet of lot area. In addition, because the subject site is within 300 feet of the high water mark of the field-located intermittent stream located on the adjacent outlots, the 3 proposed single-family lots are required to comply with shoreland zoning. As a result, each proposed lot is required to be at least 100 feet wide and 15,000 square feet in area.

Lot 2 of the proposed land division will be a 21,002 square-foot parcel connected to the southern edge of the Trevor Way cul-de-sac by an approximately 30.4-foot wide section that projects northward from the majority of the proposed lot, which otherwise appears to be east-west oriented like Lot 1 to the north. Lot 3 is proposed as a 28,270 square-foot parcel that will occupy most of the southern half of the subject site and will be connected to Trevor Way by a 40-foot wide peninsula that will extend northward between Lot 2 and a parcel to the east in the Town of Verona. The proposed outlot for stormwater management, Outlot 1, will be created along the western line of Lot 3, though a recommendation by the City Engineer suggests that the outlot should be extended further north to include the portion of Lot 2 that will be encumbered by the 75-foot setback for the intermittent stream.

## **Analysis & Conclusion**

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The Planning Division generally believes that the conditional use standards can be met in granting approval of the proposed deep residential lots, and that the proposed land division complies with the provisions in Section 28.04(11) for land divisions creating deep residential lots.

However, in considering whether to approve the proposed land division, the Planning Division recommends that the Plan Commission give careful consideration to the neighborhood connectivity recommendations contained in the High Point-Raymond Neighborhood Development Plan.

The plan was first adopted in 1997 with a very general street pattern for the area located south of Mid Town Road, north of Raymond Road and east of CTH M (now S. Pleasant View Road). The original plan called for existing Jeffy Trail to extend south from Mid Town as a neighborhood collector that would intersect a number of east-west residential streets serving predominantly low-density residential development before ending at the northerly edges of a regional open space corridor containing a section of the Ice Age Trail.

As a result of development approvals such as the Stone Crest Estates subdivision, the original layout of Jeffy Trail was revisited in 2005 and 2006. Two amendments to the neighborhood plan were approved that refined the land use and street circulation recommendations for the Rao, Ripple, Sonntag, Morley and Smithies properties generally located along both sides of Jeffy Trail and east of Stone Crest Estates. The current adopted High Point-Raymond Neighborhood Development Plan calls for Jeffy Trail to extend south through these properties (the Ripple, Morley and Sonntag properties were annexed and

developed as the Hawks Creek subdivision) to intersect Raymond Road, which is shown as a collector road on either side of S. High Point Road along its current alignment while the arterial alignment of Raymond is shown being relocated to the north to create an east-west through-connection with Mid Town Road through the High Point-Raymond and Midtown neighborhoods. The neighborhood plan was further refined to call for low-density residential development along three north-south streets, including Jeffy Trail and Trevor Way as it was platted in the Hawks Creek development. Also in Hawks Creek, the alignment of Jeffy Trail begins to curve to the southeast to meet its intersection at Raymond at the southeastern corner of the former Smithies property, which abuts the subject site on the south and east. Trevor Way is generally shown extending south through the subject site to intersect Jeffy at the northernmost edge of the Smithies property. Currently, Jeffy Trail ends in a temporary turnaround west of the subject site, though a partial right of way abuts a portion of the southern edge of this property. The 2005 and 2006 neighborhood plan amendments and a current land use and circulation map for the surrounding area are attached for reference.

As proposed, the applicant's CSM precludes the extension of Trevor Way south to a future extension of Jeffy Trail as shown in the most recent neighborhood plan. Staff from the Planning Division and City Engineering Division have met with the applicant a number of times to discuss the potential for extending Trevor Way south through the subject site to intersect Jeffy Trail, and the applicant has provided preliminary engineering estimates that suggest that such an extension is cost-prohibitive given the limited amount of low-density residential development the subject site will support.

The extension of Trevor Way south through the subject site to a future extension of Jeffy Trail as envisioned in the neighborhood plan would provide the optimal level of circulation through this portion of the High Point-Raymond neighborhood. However, the Planning Division believes that the extension could be eliminated through the approval of this CSM without causing a negative impact on the ability to implement the land use and circulation recommendations for the larger neighborhood. The future extension of Jeffy Trail south to Raymond Road from its current temporary terminus is of far greater importance for the implementation of the High Point-Raymond Neighborhood Development Plan than Trevor Way, though the extension of Jeffy Trail will require the cooperation of or development by the current and future owners of the Smithies property. The extension of Jeffy Trail may also be challenging due to a number of topographical constraints present between the current terminus and Raymond Road, including significant grades, woodlands, wetlands and an intermittent stream crossing. However, the ability to provide a multimodal link from the southern portion of the High Point-Raymond neighborhood to the planned neighborhood center at Midtown Commons as well as a southern outlet from this portion of the neighborhood to Raymond Road, McKee Road and S. High Point Road may ultimately make the extension of Jeffy Trail necessary.

Not extending Trevor Way through the site would likely reduce the impacts of the proposed subdivision on the heavily wooded, sloping property. As noted earlier, 40 feet of grade change is present across the site, which also contains a dense collection of hardwoods, conifers and underbrush. While a grading plan was not submitted for review with the proposed CSM, it seems reasonable to suggest that less grading will be needed to prepare the three lots for development with a cul-de-sac bulb in the northeastern corner of the site as proposed versus the grading that would be required to create a street alignment for an extended Trevor Way that met City requirements for residential street grades, etc. This should have the secondary benefit of preserving more of the tree cover present on the property. Tree preservation and restorative plantings was an important consideration in the development of the Hawks Creek subdivision, which was developed on similarly dense woodlands.

To this end, staff recommends that the applicant work with City Engineering and Planning staff on the grading of the site as a condition of approval of the CSM to limit the impacts of the development of the

three lots on the existing topography, with an eye towards preserving as many of the valuable trees present on the site as possible. A grading plan that identifies the proposed areas of disturbance throughout the site overlaid on top of a generalized map of the areas of mature vegetation should be submitted so that staff may work with the applicant to identify areas where vegetation may be preserved. The tree information overlay should contain a tree inventory showing the size and species so that opportunities for tree preservation can be identified.

Should the Plan Commission choose to approve the CSM as submitted with the termination of Trevor Way in a cul-de-sac, staff believes that an affirmative statement should be included in the approval to grant a waiver to the requirements in the Subdivision Regulations that generally restricts the use of cul-de-sacs in subdivision design. Sec. 16.23(8)(a)1 states that "Cul-de-sacs shall not be used in any street layout, unless the topography or other unique physical feature of a development makes cul-de-sacs the only, or most logical, street layout. Where cul-de-sacs are determined to be necessary, a sidewalk, connecting path or multi-use path shall be provided to connect to another public right of way unless topography or other unique physical features make this connection impossible." Sec. 16.23(8)(a)2 further states that "Proposed streets shall extend to the boundary lines of the subdivision unless prevented by topography or other physical conditions; or unless in the opinion of the Plan Commission such extension is not necessary or desirable for the coordination of the layout of the subdivision and for the advantageous development of the adjacent lands."

In this case, staff believes that there is sufficient evidence to find that the construction of a cul-de-sac for Trevor Way is appropriate due to the topographical conditions present and the uncertainty of extending Jeffy Trail south through the adjacent site in the future. As noted above, staff does not believe the elimination of Trevor Way as a through street will have a detrimental impact on the implementation of the recommendations of the High Point-Raymond Neighborhood Development Plan.

Lastly, the High Point-Raymond Neighborhood Development Plan includes requirements for aesthetic management zones for projects visible from the Ice Age Trail and Elver Park, the former of which applies to the subject site. The aesthetic management zone is intended to reduce the visibility of adjacent developments from the environmental corridors by requiring an earth tone material palette to be approved for any development in these zones. As a condition of approval, staff recommends that a material palette be submitted for approval by the Planning Division prior to final approval of the CSM for recording.

## **Recommendations and Proposed Conditions of Approval**

Major/Non-Standard Conditions are shaded

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### **Planning Division Recommendation** (Contact Timothy M. Parks, 261-9632)

The Planning Division recommends that the Plan Commission find the conditional use standards and deep residential lot criteria met and **approve** a Certified Survey Map of property located at 2653 Jeffy Trail/ 2414 Trevor Way, creating 2 deep residential lots, subject to input at the hearing and the following conditions:

1. That the Plan Commission finds the extension of Trevor Way to not be necessary for the advantageous development of the adjacent lands as recommended in the High Point-Raymond Neighborhood Development Plan due to the topographical constraints present on and adjacent to the subject site.

2. That a grading plan identifying areas of land disturbance throughout the subdivision be submitted for approval by the Planning Division and City Engineering Division prior to final approval of the CSM. The grading plan shall be overlaid on top of an inventory of mature vegetation (showing the size and species) to assist staff in identifying areas where existing vegetation may be preserved. Final satisfaction of this condition may include the grant of easements to the City and the establishment of building envelopes or setback lines on the face of the CSM to ensure the long-term protection of any vegetation preserved through the site preparation process.
3. That the CSM be revised to establish a front building line on Lots 2 and 3 generally parallel to the Trevor Way cul-de-sac radius where those lots become 100 feet wide.
4. That the exterior of the buildings constructed on the 3 proposed lots be constructed with materials to match an exterior materials palette to be approved by the Planning Division prior to the recording of the CSM and that those materials be detailed on any building permit submittals for these lots.

The following conditions have been submitted by reviewing agencies:

**City Engineering Division** (Contact Janet Dailey, 261-9688)

5. Coordinate the necessary dedication of lands for public stormwater management purposes out of proposed Lot 2 with the City Engineering Division.
6. The developer shall dedicate additional lands for right of way for a cul-de-sac for Trevor Way from Lots 1, 2 and 3 to be determined by the City Engineer.
7. The developer shall dedicate additional lands for right of way at 2554 Jeffy Trail for a cul-de-sac to be determined by the City Engineer.
8. The developer shall dedicate an easement at 2556 Jeffy Trail for a pedestrian-bike easement and sanitary sewer easement to be determined by the City Engineer.
9. Offsite sewer improvements will be required to provide sanitary sewer service to the proposed three-lot CSM. The likely route would be to connect to the Madison Metropolitan Sewerage District (MMSD) sewer located on the south side of Raymond Road, which shall require public sanitary sewer easements across lots of the CSM and across other lands not included with the proposed CSM. This route may also encroach or cross low-lying wetland areas requiring permitting from the Wisconsin Department of Natural Resources. Alternate private pumping systems shall also be considered. The City Engineer, after consultation with the developer, shall determine how the proposed lots will be served and determine any easement requirements prior to the City signing off on the CSM.
10. The developer shall be required to execute a contract addendum to Contract 53B2131 and 53B2138 for the subdivision improvements to the First Addition to Hawk's Creek and the Second Addition to Hawk's Creek, respectively, for the installation of the cul-de-sacs and public infrastructure required to complete Trevor Way and Jeffy Trail.
11. The developer shall enter into a City/Developer agreement for the installation of public improvements required to serve this plat. 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 without the agreement executed by the developer.

12. The developer shall construct Madison standard street improvements for all streets within the CSM.
13. An erosion control plan and land disturbing activity permit shall be submitted to the City Engineering Division for review and approval prior to grading or any other construction activities. The Pre-construction 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.
14. The following notes shall be included on the final CSM:
  - 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.

Note: In the event of a City Of Madison Plan Commission and/or Common Council approved re-division of a previously subdivided property, the underlying public easements for drainage purposes are released and replaced by those required and created by the current approved subdivision.

Note: In addition to notes such as this, State Plat Review now enforces the requirement that easements or other reference lines/areas be graphically shown, dimensioned and tied when they represent fixed locations. They will accept a "typical detail" when the easement or restriction can be effectively described and retraced from the typical detail.

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

The following note shall accompany the master storm water drainage plan:

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

16. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to detain the 2, 10 & 100-year storm events; control 80% TSS (5 micron particle), provide substantial thermal control, and; provide infiltration in accordance with NR-151. Stormwater management plans shall be submitted and approved by the City Engineering Division prior to signoff of the CSM.
17. A minimum of 2 working days prior to requesting City Engineering Division signoff on the final plat, the applicant shall contact Janet Dailey (261-9688) 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 subdivision (and subsequent obsolesces of the existing parcel).
18. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Janet Dailey (261-9688) to obtain the final MMSD billing a minimum of two working days prior to requesting City Engineering signoff.
19. 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.
20. In accordance with Section s. 236.18(8), Wisconsin Statutes, the applicant shall reference City of Madison WCCS Dane Zone, 1997 Coordinates on all PLS corners on the Certified Survey Map in areas where this control exists. The surveyor shall identify any deviation from City Master Control with recorded and measured designations. The City has established WCCS, Dane Zone Coordinates on all PLS corners within its corporate boundary. Visit the City 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 WCCS Dane Zone 1997 value, contact the City Engineering Division for this information.

**Traffic Engineering Division** (Contact John Leach, 267-8755)

This agency submitted a response with no comments or conditions for this request.

**Zoning Administrator** (Contact Pat Anderson, 266-5978)

This agency did not submit a response for this request.

**Parks Division** (Contact Kay Rutledge, 266-4714)

21. The developer shall pay \$10,190.58 in park dedication and development fees for the 3 new single family lots. The developer must select a method for payment of park fees before signoff on the CSM. This development is within the Elver park impact fee district (SI31).

Park dedication required=3 units at 1,100 square feet per unit=3,300 square feet. The fee in lieu of dedication is based on current property values up to \$2.22 per square foot for 2011=\$ 7,326.00. Park development fees for a single-family unit in 2011=(3 sf units X \$954.86 per unit)=\$2,864.58.

**Fire Department** (Contact Bill Sullivan, 261-9658)

This agency submitted a response with no comments or conditions for this request.

**Water Utility** (Contact Dennis Cawley, 261-9243)

22. This lot division will require the installation of public water main and water service laterals by a standard City of Madison Subdivision Contract.

23. In accordance with MGO 13.21, all operating wells shall be identified and permitted by the Water Utility and all unused private wells shall be abandoned.

**Metro Transit** (Contact Tim Sobota, 261-4289)

This agency did not submit a response for this request.