

**PLANNING UNIT REPORT**  
**DEPARTMENT OF PLANNING AND DEVELOPMENT**  
**April 18, 2005**

**RE: ID #00575: [Substitute] Zoning Map Amendment I.Ds. 3067, 3068 and 3069, rezoning 4949 Meinders Road from Temp. A to R2S, R3 and R4 and ID #00820, approval of the preliminary plat of "Owl Creek Subdivision"**

1. Requested Actions: Approval of a request to rezone 38.9 acres located at 4949 Meinders Road from Temporary A (Agriculture District) to R2S (Single-Family Residence District) R3 (Single and Two-Family Residence District) and R4 (General Residence District) and approval of a preliminary plat creating lots 73 single-family lots, 16 two-family lots, four lots for four-unit townhomes, and tracts for public parkland and stormwater detention.
2. Applicable Regulations: Section 28.12 (9) provides the process for zoning map amendments; the subdivision process is outlined in Section 16.23 (5)(b) of the Subdivision Regulations.
3. Report Drafted By: Timothy M. Parks, Planner

**GENERAL INFORMATION**

1. Applicant & Property owner: The Nelson Group; 2134 Atwood Avenue; Madison, Wisconsin 53704; Doug Nelson, representative.  
  
Surveyor: Burse Surveying & Engineering, Inc.; 1400 E. Washington Avenue, Suite 158; Madison, Wisconsin 53703
2. Development Schedule: Development of the subdivision will commence in summer 2005.
3. Parcel Location: Approximately 38.9 acres located at the northern terminus of Valor Way, the eastern terminus of Meinders Road in the Village of McFarland, on the west side of Owl Creek Drive and Tormey Lane, and approximately a quarter-mile south of Voges Road in Aldermanic District 16; Madison Metropolitan School District.
4. Existing Conditions: Undeveloped lands located in the City of Madison in Temp. A zoning.
5. Proposed Land Use: 73 single-family lots, zoned R2S; 32 two-family units, zoned R3; 16 townhouse units in four four-unit buildings, zoned R4, and 9.2 acres of the neighborhood park and stormwater detention areas.
6. Surrounding Land Use and Zoning:  
North: Undeveloped lands, zoned W (Wetlands District) and A (Agriculture);  
  
South: Undeveloped lands, zoned A; Liberty Place subdivision, zoned R2 and R2T (Single-Family Residence Districts)  
  
West: Industrial lands (auto salvage, refinery, warehousing) in the Village of McFarland;

East: Owl Creek four-unit townhomes, zoned R4 (General Residence District); undeveloped lands, zoned W.

7. **Adopted Land Use Plan:** The Marsh Road Neighborhood Development Plan recommends “low density residential” for all but the northern tier of the property, which calls for “parks and drainageway” uses.
8. **Environmental Corridor Status:** An environmental corridor corresponding to delineated wetlands has been identified in the northwestern corner of the subject site. The same corridor and wetlands also touch the southeastern corner of the site adjacent to the Liberty Place subdivision. The northwestern area will be dedicated as parkland. There are no other environmental corridors on the site.
9. **Public Utilities & Services:** The property will be served by a full range of urban services.

### **STANDARDS FOR REVIEW**

This application is subject to the standards for zoning map amendments and the standards for preliminary plats.

### **ANALYSIS AND EVALUATION**

The applicants are requesting approval of a zoning map amendment to rezone an “L” shaped, 38.9-acre parcel from Temp. A (Agriculture District) to R2S (Single-Family Residence District) R3 (Single and Two-Family Residence District) and R4 (General Residence District) and approval of a preliminary plat creating 73 single-family lots, 16 two-family lots, four lots for four-unit townhomes (121 total dwelling units), and tracts for public parkland and stormwater detention.

#### ***Background***

The area to be rezoned is addressed 4949 Meinders Road although the property also has frontage along Owl Creek Drive and Tormey Lane on the east. The western edge of the site is formed by the corporate limits of Madison with the Village of McFarland. The majority of the site is undeveloped with the exception of four single-family residences. Two of the residences are located on the western edge of the site on either side of Meinders Road extended, with the other two residences located on the northeastern portion of the site fronting Owl Creek Drive and Tormey Lane. Meinders Road is a dedicated public street in the Village McFarland and is partially improved with approximately 30 feet of pavement. At present, the road surface in McFarland is deteriorated, and the Village has set no timeline for its resurfacing. Meinders Road becomes a private gravel drive at the City limits and continues across the southern portion of the subject site to serve two residences located on an adjoining parcel.

The topography of the site falls steeply to the northwest, east and southwest from a ridge that crosses the northwestern corner of the property. A portion of the ridge was previously graded away, creating a sheer south face. The southern half of the site falls generally to the west and east from a second ridge south of Meinders Road extended. The site, which is located in the Marsh

Road neighborhood, is surrounded by a significant amount of delineated wetlands. Both the northern tier of the property and lands located immediately adjacent to the southeast corner of the property have been identified as wetlands and are mapped as environmental corridors. A portion of the northern wetlands on the site have been previously been rezoned to the Wetland zoning district. The northern third of the site is heavily forested with a number of mature trees, while the remainder of the site is sparsely vegetated aside from mature trees surrounding each of the four houses. Aerial photography indicates that the southern portion of the site is in agricultural use.

The area surrounding the 38.9-acre site features a diverse array of land uses. Lands to the west of the site in the Village of McFarland are largely industrial in nature, with a refinery, light manufacturing facilities, warehousing, auto repair and salvage adjoining the property. In general, industrial and heavy commercial uses predominate the length of Triangle Street, which parallels the western boundary of the site and extends between Voges Road on the north and Siggelkow Road on the south. Lands east of the site opposite Owl Creek Drive are developed with four-unit townhouses backed with wetlands that separate the higher-density residential uses from single-family residences developed further to the east off of Marsh Road. Adjacent to the southern tier of the site, the land to the east is undeveloped save for two residences located at the end of Meinders Road. The largely single-family Liberty Place subdivision is currently being developed south of the site, while lands north of the property are largely undeveloped north towards Voges Road, where a number of light industrial uses have been developed.

The site is located within the Marsh Road Neighborhood Development Plan, which governs development on lands bordered by The Beltline on the north, McFarland on the west, Siggelkow Road and McFarland on the south, and Interstate 39-90 on the east. The plan recommends most of the subject site for low-density residential uses, though the northern tier of the property is identified as park and drainageway, reflecting the prevalent wetlands and heavily forested areas that define the northwestern corner of the property.

### ***Zoning Map Amendment and Preliminary Plat Review***

Access to the proposed subdivision will be provided by the formal extension of Meinders Road from west to east across the site, and by the extension of two east-west residential streets into the site from Owl Creek Drive. The southern of these two accesses from the east will cross a narrow strip of the Peterson property that borders the site to the south and east of the project and may not coincide with development of the first phase of the development. The development also proposes the extension of Valor Way northerly from its current terminus in the Liberty Place subdivision. A residential street extending east from Valor Way will provide for a southern approach to the Peterson property. At the request of the City, the applicant has prepared a conceptual plan showing how the Peterson property could be developed in the future based on the street connections proposed in the Owl Creek subdivision.

The conceptual plan has been included with the Plan Commission materials for this case for informational purposes in considering this plat. Approval of the Owl Creek preliminary plat with this conceptual plan does not constitute preliminary plat approval of the Peterson property. The Peterson property is similarly recommended for low-density residential uses by the Marsh Road Neighborhood Development Plan, though a significant portion of that land is impacted by

wetlands that could limit its development potential. The Peterson's will be required to submit separate zoning and subdivision applications at such time as that they wish to develop their property.

The developer proposes to locate the four four-unit residences on the eastern frontage of the development opposite four similar four-unit buildings on the east side of Owl Creek Drive. The four four-unit townhouse lots will be zoned R4, and will be individually subject to review and approval as conditional uses prior to construction. The lots have been laid out in a fashion that will permit the two existing single-family homes on the eastern portion of the site to remain, although the applicants have indicated that at least one of the two houses will be demolished, as the applicants considered it to be in poor condition. The four-unit lots will range in size in area from 11,590 square feet to 17,477 square feet, with all four lots exceeding the 8,000 square feet of lot area required for a four-unit building in R4 zoning (2,000 square feet per unit).

The 16 two-family lots will be located to the west of the proposed four-unit lots on both sides of "Street B" and "Street D" and will be zoned R3. The block bounded by proposed Street B, Street D, Street E and Owl Creek Drive will consist entirely of two and four-unit residential lots, with the remaining six two-family lots located three each on the north side of Street B and the south side of Street D. The proposed two-family lots will range in size from 9,423 square feet to 12,616 square feet, with all of the lots exceeding the 8,000 square feet of lot area required in R3 zoning for a two-family unit (4,000 square feet per unit).

The remainder of the lots proposed in the subdivision will be single-family lots zoned R2S. The average lot area of the 73 single-family lots is approximately 9,100 square feet, with all lots exceeding the 4,000 square feet of lot area required in R2S zoning. This zoning district is being utilized by the applicant to take advantage of reduced front yard requirements varying between 10 and 25 feet versus conventional R2 zoning, which requires a minimum of 30 feet in the front yard. R2S also includes design standards that stipulate that a ground-floor entry face the street and that garages either be located in the rear yard of the residence, or if attached, recessed two feet from the front façade, with no more than 50% of the front facade occupied by the garage.

In addition, four outlots will be dedicated to the City with this development, including a five-acre tract in the northwestern quadrant of the site that will be granted to the City as parkland. The tract includes most of the northernmost ridge and the majority of the mature trees located in that portion of the site. The parkland will have access from the western end of Street B, which ends in a cul-de-sac 750 feet west of Owl Creek Drive. A 15-foot wide peninsula extending south to Street D is also attached to the parkland tract to provide for a future walkway connection leading to the park tract. The remaining three tracts will be used for stormwater management and will be located along the remainder of the northern tier of the property and in the southwestern and southeastern corners of the subdivision.

### ***Inclusionary Zoning***

The applicant has submitted a preliminary Inclusionary Dwelling Unit Plan application indicating intent to comply with the inclusionary zoning provisions of the Zoning Ordinance. The IDUP indicates that 11 of the 73 single-family units, five of the 32 two-family units and three of the 16

four-unit dwellings proposed will be constructed to meet the affordability criteria. Six of the nineteen units will be provided to families earning 70 percent of the area median income (AMI), with the remaining thirteen units to be provided to families earning 80 percent of the AMI. The IDUP indicates that all 121 units in the subdivision will be three-bedroom units, and that all of the units will be owner-occupied. Geographic dispersion of the affordable dwelling units has largely been accomplished according to a map provided with the IDUP, with units generally distributed throughout the development site, though no affordable single-family units are proposed to abut the stormwater management tract or future public parklands in the northwestern quadrant of the site.

The nineteen affordable housing units complies with the 15 percent required overall for owner occupied developments, and the number of affordable units provided in the one, two and four-unit components of the project likewise meets the 15 percent required for the particular type of dwelling unit.

The project has earned two incentive points for use in the incentive matrix based on the percentage of units being provided at 70% and 80% AMI. The applicant initially requested a non-City provision of street tree planting and a cash reimbursement from the Inclusionary Unit Reserve Fund as incentives with this project on an IDUP application dated March 8, 2005. The applicant subsequently submitted an amended IDUP application dated April 8 and submitted to staff on April 11 that included an amended unit count to reflect modifications made to the proposed development. The amended form also requested additional incentives, including park dedication and development fee reductions, and expedited review of subdivision improvements by the City Engineer's Office. To the Planning Unit's knowledge, staff from the Parks Division, City Engineer's Office and Community Development Block Grant Office (CDBG) has not had the opportunity to review the additional requested incentives. At this time, the reserve fund contains no funds, and as such, that incentive cannot be provided.

A report from the CDBG Office regarding this project's compliance with the affordable housing program is attached. Staff requests that the applicant submit a completed Inclusionary Dwelling Unit Plan for approval and recording with the final plat of the subdivision.

## **CONCLUSION**

While the proposed land uses and proposed street pattern both differ slightly from the recommendations in the Marsh Road Neighborhood Development Plan, the Planning Unit considers them to be generally consistent with the intent of its recommendations. The original street pattern proposed for this area in the Marsh Road NDP had to be substantially revised as a result of a significantly greater presence of wetlands in the plan area than those identified when the plan was prepared. The most recent iterations of the neighborhood plan called for Owl Creek Drive to be through routed southwesterly to connect into Valor Way, and for Meinders Road to terminate at the first north-south street proposed in the City. With the support of the Planning Unit, the applicant is proposing to extend Meinders Road across the southern portion of the site to provide one of the connections to the Peterson parcel. Though the neighborhood plan did not originally recommend this connection, the Planning Unit believes that this connection will facilitate development of the parcel to the south and east of the site, as shown on the conceptual

plan for the adjoining parcel. The through routing of Meinders Road also provides an indirect second east-west street connection between Voges Road and Siggelkow Road should the Wisconsin Department of Natural Resources permit a crossing of wetlands east of the site at Yesterday and Owl Creek Drives. This east-west connection is recommended in the Marsh Road NDP to provide increased connectivity between subdivisions west of Marsh Road. Though significant non-residential traffic along Meinders Road is unlikely, staff is recommending that the plat be revised to accommodate a traffic circle at one of the two Meinders Road intersections in the project to reduce concerns about the speed of east-west traffic and to provide an aesthetic enhancement for the subdivision.

As shown on the conceptual plan for the Peterson parcel, the north-south routing of Owl Creek Drive and Valor Way originally envisioned by the Marsh Road NDP will be varied by the ending of Owl Creek Drive into Valor Way in the southern portion of the Owl Creek subdivision. The Planning Unit believes that the routing proposed on the conceptual plan maintains the intent of the north-south connection without providing a direct connection that encourages through traffic to traverse the neighborhood. If the Owl Creek project and Peterson parcel develop as shown on the preliminary plat, there will be at least two routes for traffic from those parcels and the Liberty Place subdivision to the south to navigate between Siggelkow and Voges Roads.

While the neighborhood development plan does not specifically indicate locations for multi-family or two-family development, the proposed subdivision places these uses where they are compatible with adjacent developments, and provides housing variety in a development generally characterized by single-family housing on relatively large lots.

The net density of the proposed development is approximately 4.23 units per acre, well within the low-density residential land use recommendation of the neighborhood development plan, which envisions development up to eight units per acre. The subdivision also preserves most of the existing wetland and wooded areas in the northwestern quadrant of the site that are recommended for park and open space uses by the land use plan.

The preliminary plat should be revised to denote the boundaries of the required 75-foot wetland setback. The delineated wetlands are primarily located in the proposed public parkland and stormwater management tracts, though the edges of the setback will encroach into the rear yards of proposed R2S zoned Lots 5, 6 and 10. Despite the setback encroachment, there should be ample developable space on those lots due to the reduced front yard requirements in R2S zoning.

## **RECOMMENDATIONS**

The Planning Unit recommends that the Plan Commission forward [Proposed Substitute] **Zoning Map Amendment I.Ds. 3067, 3068 and 3069**, rezoning 4949 Meinders Road from Temp. A (Agriculture) to R2S (Single-Family Residence District), R3 (Single and Two-Family Residence District) and R4 (General Residence District) to the Common Council with a recommendation of **approval**, subject to input at the public hearing and comments from reviewing agencies.

The Planning Unit also recommends that the Plan Commission forward **The Preliminary Plat of Owl Creek Subdivision** to the Common Council with a recommendation of **approval**, subject

to input at the public hearing and the following condition(s):

1. Comments from reviewing agencies.
2. That the preliminary plat be revised prior to submittal of a final plat to include the following:
  - a) identify the proposed affordable dwelling lots;
  - b) show the required 75-foot wetland setback;
  - c) identify which portions of the site have previously been zoned W (Wetlands);
  - d) provide a traffic circle or other acceptable traffic calming measure per the approval of Traffic Engineering and the Planning Unit at one of the two Meinders Road intersections within the subdivision;
3. That the developer submit a final plat for approval in accordance with the Section 16.23 (5)(c) of the Subdivision Regulations.
4. That the applicant submit an application to rezone the proposed public parkland and stormwater management outlots along the northern tier of the property to Conservancy zoning as part of any application for final plat approval.
5. That the applicant be granted non-City provision of street landscape planting with this project subject to the approval of this incentive by the Parks Division.
6. That the applicant submit a completed Inclusionary Dwelling Unit Plan for approval and recording with the final plat of the subdivision.

**Owl Creek Inclusionary Dwelling Unit Plan:  
Staff Review for the Plan Commission: (April 13, 2005)**

Name of Development	<b>Owl Creek</b>
Address	4949 Meinders Road and 4204 Tormey Lane
Developer/owner	Nelson Group
Contact Person	Doug nelson
Contact Phone	608.244.4990
Contact-mail	

This project includes a total of 73 single-family for-sale lots, 32 duplex units and 16 multi-family units for a total of 121 units, of which 19 would be designated as inclusionary units.

**CONCLUSIONS AND SUGGESTED CONDITIONS:**

<b>The project as proposed, based upon the available information furnished by the developer,</b>		
	Will comply with MGO 28.04 (25)	
X	<b>Will comply with MGO 28.04 (25) if the following conditions or changes are met:</b>	
	Standard conditions: Developer must build the units such that they meet the terms of the ordinance, bedroom mix and minimum size, and dispersion, or arrange for builders purchasing the lots to meet those requirements.	
	Project-specific conditions:	A. The single family IZ units are more concentrated in the SE quadrant of the development. There are no IZ units abutting the parkland or greenway on the NW quadrant. Developer should alter at least 1 IZ unit designation to the NE or NW quadrant to better disperse the units per the ordinance.  B. The developer identifies which of the 70% IZ units would be allocated to the duplex or 4 unit properties. Developer should designate the 2 the single family units which will be the IZ units in the 70% range.
	Does not comply for the following reasons:	

Reviewed by	Hickory R. Hurie, CD Grants Supervisor Barbara Constans, Grants Administrator
	Date: April 13, 2005

**TEXT SUMMARY FOR PLANNING UNIT REPORT TO PLAN COMMISSION:**

The developer proposes to develop lots to create a total of 121 dwelling units on 38.7 acres.

15% of the for-sale total units or 19 will be designated as IZ units. 13 would be priced at a range affordable to households at 80% of Area Median Income (AMI). 6 will be priced at a range affordable to 70% of the AMI.

The developer requests specific incentives for this project including funds from the IZ Reserve which are currently unavailable.



### 1. PROPOSED ALLOCATION OF AFFORDABLE UNITS

Number of units	At Market	At 80%	At 70%	At 60%	At 50%
Single Family	62	9	2		
Duplexes	27	2	3		
4 Units	13	2	1		

### 2. TABLE TO CALCULATE POINTS

This Project's points	At Market	Percentage of units at 80% of Area median income (AMI)	70%	60%	50%
5%			1		
10%		1			
15%					
20%					
<b>TOTAL for project</b>					<b>2</b>

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

For-sale: Per cent of dwelling units	At Market	At 80% of AMI	70%	60%	50%
Ord. points					
5%		0	1	2	3
10%		1	2	3	4
15%		2	3	4	5
20%		3	4	5	6

Rental: Per cent of dwelling units	At Market	At 60% of AMI	50%	40%	30%
Ord. points					
5%		0	1	2	3
10%		1	2	3	4
15%		2	3	4	5
20%		3	4	5	6

### 3. ISSUES RELATED TO DESIGN, PRICING, OR TERMS OF IZ UNITS

Standards for Inclusionary dwelling units (IDUs)	Complies	Does not comply	Additional comments
Exterior Appearance of IDUs are similar to Market rate	yes		Developer plans to comply
Proportion of attached and detached IDU units is similar to Market rate.	yes		
Mix of IDUs by bedroom size is similar to market rate	yes		Developer proposes IZ units bedroom mix proportional to market rate unit mix.
IDUs are dispersed throughout the project	yes but uneven dispersion		Developer proposes to spread IZ units but would need to re-designate location of IZ unit in NW quadrant.
IDUs are to be built in phasing similar to market rate	Yes		
Pricing fits within Ordinance standards	Yes		
Developer offers security during construction phase in form of deed restriction	Yes		City would require this as part of subdivision agreement

Developer offers <b>enforcement</b> for for-sale IDUs in form of option to purchase or for rental in form of deed restriction	Yes		City would require Land use restriction agreement, during development, and an option to purchase after sale.
Developer describes marketing plan for IDUs	Yes, in process		Presumption is that developer would market to target IZ households as part of general marketing campaign.
Developer acknowledges need to inform buyers/renters of IDU status, responsibilities for notification	Yes		Discussed.
Terms of sale or rent	Yes		
<b>Additional areas of interest</b>	<b>Area of interest</b>		<b>Additional Comment</b>
Developer has arranged to sell/rent IDUs to non-profit or CDA to meet IDU expectations	No		NA
Developer has requested waiver for off-site or cash payment	No		NA
Developer has requested waiver for reduction of number of units	No		NA
Other:	None identified		

#### 4. INCENTIVES REQUESTED

A) Density bonus of 10% (except developments of 4 or more stories and >75% of parking is underground, or has 30 or fewer detached du, then density of 20% per point) (limited to 3 points)

B) Reduction in Park development fees (limit of 1 point)

C) Reduction in Park Dedication requirements (limit of 1 point)

D) 25% reduction in parking requirements (limit of 1 point)

E) Non-city provision of street tree landscaping

F) Cash subsidy from IZ fund, \$10,000/IZ unit for up to 50% of the on-site IZ units (Limit of 2 points)

G) Cash subsidy from IZ fund, \$5,000/IZ unit for lower range column of households, up to 50% of on-site IZ units with 49 or fewer detached du or developments with 4 or more stories and at least 75% of parking is underground. (Limit of 2 points)

H) One additional story in downtown design zones, not to exceed certain height requirements

I) Eligibility for residential parking permits equal to number of IZ units in PUD

J) Assistance in obtaining other funds related to housing

K) Preparation of a neighborhood development plan from non-city sources (if development located in Central Services Area, is contiguous to existing development and no such plan exists.

L) Expedited review: developer requested simultaneous approval of preliminary and final plats.

M) Expedited engineering design process

## 5. ISSUES OF PROCESS

Are there issues in any of the following steps that should be identified now for closer attention?

Step	Standard Step Activity	Special Issues
Pre-conference with City Planning Staff	Held January, 2005	None identified
Presentation of <u>Concept</u> to City's Development Review Staff Team	Presented	None identified
Submission of Zoning Application and <u>IZ Dwelling Unit Plan</u>	IDUP submitted February 2, 2005. Revised IZ plan March 1, 2005. Revised and resubmitted IZ Plan April 8, 2005	None identified
Formal Review by City's Development Review Staff Team	Complete	None identified
Formal Review by <u>Plan Commission</u>	Pending	None identified
<u>Appeal Plan Commission Decision to Common Council (optional)</u>	Developer has not requested waiver.	None identified
<u>Compliance with Approved Inclusionary Dwelling Unit Plan (IDUP)</u>	Deed restriction to be recorded for construction phase; Marketing Plan implemented	None identified
<u>Construction of development according to IDUP</u>	Developer is ready to begin in 2005.	None identified
Comply with any continuing requirements	Sample 5% of IDU annually for compliance review.	None identified



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. Dailey, 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: March 7, 2005

TO: Plan Commission

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

SUBJECT: Owls Creek 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. All street names are subject to approval by the City Engineer. Street "D" needs a different name at the common line of Lots 15 & 16 extended.
2. The area dedicated for stormwater management is adjacent to a known wetland. Lands used to meet the requirements of Chapter 37 MGO shall not be provided in wetlands. The applicant shall provide a current delineation of the wetlands within the borders of this plat.
3. The plat proposes to dedicate all stormwater management areas on the north side of the development. To get all the stormwater to these locations will require large amounts of storm pipe. All stormwater must be treated prior to discharge to the greenway system.
4. The applicant must meet the requirements of NR-151.
5. All lots adjacent to the proposed greenway/stormwater management areas shall have rear lot corners at elevation 15.00 or higher. The plat or a recorded deed restriction shall provide for no grading or structures below this elevation. This restriction may require significant filling of Lots 1 through 8 and portions of proposed Street "B".
6. There may be an issue with sanitary sewer service for Lots 81-96. The sanitary sewer on Valor Way does not have adequate clearance to cross Koch pipeline. The bottom of the pipe has an elevation of 12.7 and the City sewer has an invert of 10.15. Koch pipe requires 2 feet of clearance. The City sewer is an 8-inch main as is the Koch pipeline. If Koch will not permit crossing, the applicant shall propose alternate route for sanitary sewer service. Koch pipeline contact is Marvin DeJear (651) 458-4876.
7. Provide a 75-foot buffer/setback to platted lot lines from the delineated wetland line (environmental corridor).
8. Lot No. 22 appears un-buildable as it is bisected by a gas main.

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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: Owls Creek 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

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minimum reverse curve radius of \_\_\_\_\_ feet.

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

#### Streets and Sidewalks

- 3.1 The Developer shall construct Madison Standard street improvements for all streets within the plat/csm.
- 3.2 The developer shall show a 30 40 (*Strike one, 30 collector, 40 Arterial*) foot building setback line on the plat/csm adjacent to [Roadway Name] \_\_\_\_\_ for all lots in the plat/csm adjacent to said roadway.
- Note: No buffer strip shall be dedicated to the City as the City does not want the maintenance.*
- 3.3 Extensive grading may be required due to steep roadway grades.
- 3.4 The developer shall note that City funds for park frontage are limited and will be determined at the sole discretion of the City.
- 3.5 The developer shall construct sidewalk and record a waiver of their right to notice and hearings for the 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 Owl Creek Drive. The Developer shall construct sidewalk and 21-feet of a future 42-foot roadway including curb and gutter on the west 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 \_\_\_\_\_. (*Also require the City / Developer agreement line 1.1*)
- 3.10 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along \_\_\_\_\_. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
- 3.11 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] \_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and section 4.09 of the MGO.
- 3.12 The Applicant shall grade the property line along \_\_\_\_\_ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.13 Developer shall make improvements to [Roadway Name] \_\_\_\_\_ considered temporary to facilitate ingress and egress to the plat/csm until such time as the ultimate improvement of the roadway is undertaken by the city.
- 3.14 The Developer shall make improvements to [Roadway Name] \_\_\_\_\_ to facilitate ingress and

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egress to the plat/csm.

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

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

#### Storm Water Management

- 4.1 An erosion control plan and land disturbing activity permit shall be submitted to the Engineering Division for review and approval prior to grading or any other construction activities. The Preconstruction Meeting for Public Improvements shall not be scheduled prior to issuance of this permit. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.2 The following notes shall be included on the final plat:
- a. All lots within this plat are subject to public easements for drainage purposes which shall be a minimum of 6-feet in width measured from the property line to the interior of each lot except that the easements shall be 12-feet in width on the perimeter of the plat. For purposes of two (2) or more lots combined for a single development site, or where two (2) or more lots have a shared driveway agreement, the public easement for drainage purposes shall be a minimum of six (6) feet in width and shall be measured only from the exterior property lines of the combined lots that create a single development site, or have a shared driveway agreement, except that the easement shall be twelve (12) feet in width along the perimeter of the plat. Easements shall not be required on property lines shared with greenways or public streets. No buildings, driveways, or retaining walls shall be placed in any easement for drainage purposes. Fences may be placed in the easement only if they do not impede the anticipated flow of water.
  - b. The intra-block drainage easements shall be graded with the construction of each principle structure in accordance with the approved storm water drainage plan on file with the City Engineer and the Zoning Administrator, as amended in accordance with the Madison General Ordinances.
- 4.3 Arrows shall be added to the certified survey map indicating the direction of drainage for each property line not fronting on a public street. In addition, the certified survey map shall include lot corner elevations, for all lot corners, to the nearest 0.25-foot. The following notes shall be added to the certified survey map.
- a. Arrows indicate the direction of surface drainage swale at individual property lines. Said drainage swale shall be graded with the construction of each principal structure and maintained by the lot owner unless modified with the approval of the City Engineer. Elevations given are for property corners at ground level and shall be maintained by the lot owner.
  - b. All lots within this certified survey are subject to public easements for drainage purposes which shall be a minimum of 6-feet in width measured from the property line to the interior of each lot except that the easements shall be 12-feet in width on the perimeter of the certified survey. For purposes of two (2) or more lots combined for a single development site, or where two (2) or more lots have a shared driveway agreement, the public easement for drainage purposes shall be a minimum of six (6) feet in width and shall be measured only from the exterior property lines of the combined lots that create a single development site, or have a shared driveway agreement, except that the easement shall be twelve (12) feet in width along the perimeter of the certified survey. Easements shall not be required on property lines shared with greenways or public streets. No buildings, driveways, or retaining walls shall be placed in any easement for drainage purposes. Fences may be placed in the easement only if they do not impede the anticipated flow of water.
- 4.4 Prior to the issuance of building permits, the Developer shall submit a master stormwater drainage plan to the City Engineering Division for review and approval which shows lot corner elevations to the nearest 0.25-foot. For purposes of the plan, it shall be assumed that grading shall be done on a straight line grade between points unless other information is provided. The proposed slope between points shall always be greater than or equal to .0075 ft/ft. If a break in grade is required between lot corners a shot shall be taken at that break in grade to provide the Engineer with enough information to interpret the plan. The Developer shall also show proposed drainage arrows on the plan to indicate the proposed direction of drainage.

The master storm water drainage plan shall be submitted to City Engineering in digital format with elevations/grades/contours shown on the recorded plat map of the development. The digital record shall be provided using the state plane coordinate system – NAD 27.

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

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

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

- 4.5 If the lots within this certified survey map are inter-dependent upon one another for storm water runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the certified survey map and recorded at the Dane Co Register of Deeds.
- 4.6 The following note shall be added to the certified survey map. "All lots created by this certified survey map are individually responsible for compliance with Chapter 37 of the Madison General Ordinances in regard to storm water detention at the time they develop."
- 4.7 This plat/csm could affect a flood plain, wetland or other sensitive areas. As such, it shall be reviewed by the Commission on the Environment. Contact Mike Dailey at 266-4058 for further details. The proposed plat/csm may be considered a major change to the environmental corridor and be subject to a public hearing and approval of the Dane County Regional Plan Commission.
- 4.8 A portion of this plat/csm may come under the jurisdiction of the US Army Corp of Engineers and Wisconsin Department of Natural Resources for wetland or flood plain issues or navigable waterway. A permit for those matters may be required prior to construction on any of the lots currently within the plat/csm. Contact the WDNR & USACOE for a jurisdictional determination.
- 4.9 Prior to recording, this plat/csm shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Contact Greg Fries at 267-1199 to discuss these requirements.
- 4.10 This site is greater than one (1) acre and the applicant is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources. Contact Jim Bertolacini of the WDNR at 275-3201 to discuss this requirement.
- 4.11 NR-151 of the Wisconsin Administrative Code will be effective on October 1, 2004. Future phases of this project shall comply with NR 151 in effect when work commences. Specifically, any phases not covered by a Notice of Intent (NOI) received from the WDNR under NR-216 prior to October 1, 2004 shall be responsible for compliance with all requirements of NR-151 Subchapter III. As most of the requirements of NR-151 are currently implemented in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

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

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

Commercial development shall infiltrate 60% of the predevelopment infiltration amount, 10% of the runoff from the 2-year post development storm or dedicate a maximum of 2% of the site area to active infiltration practices.

#### Sanitary Sewer

- 5.1 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to connection to the public sewerage system.
- 5.2 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.

#### Mapping / Land Records

- 6.1 Wisconsin Administrative Code A-E 7.08 identifies when Public Land System (PLS) tie sheets must be filed with the Dane County Surveyor's office. The Developer's Surveyor and/or Applicant must submit copies of required tie sheets or condition reports for all monuments, including center of sections of record, used in this survey, to Eric Pederson, City Engineering. If a new tie sheet is not required under A-E 7.08, Engineering requests a copy of the latest tie sheet on record with Dane County Surveyor's office. The Applicant shall identify monument types on all PLS corners included on the Plat or CSM. **Note: Land tie to two PLS corners required.**
- 6.2 In accordance with Section s. 236.18(8), Wisconsin Statutes, the Applicant shall reference **City of Madison NAD 1927 Coordinates** on all PLS corners on the Plat or Certified Survey Map in areas where this control exists. The Surveyor shall identify any deviation from City Master Control with recorded and measured designations. City of Madison has established NAD 1927 Coordinates on all PLS corners within its corporate boundary. Visit the City of Madison Engineering Division web address [http://gis.ci.madison.wi.us/Madison\\_PLSS/PLSS\\_TieSheets.html](http://gis.ci.madison.wi.us/Madison_PLSS/PLSS_TieSheets.html) for current tie sheets and control data. If a surveyor encounters an area without a published NAD 1927 value, contact Engineering Division for this information.
- 6.3. The Applicant shall submit to Eric Pederson, prior to Engineering sign-off of the subject plat, two (2) digital and one (1) hard copy of the **final plat/CSM** to the Mapping/GIS Section of the Engineering Division. **The digital copies shall be submitted in both NAD27 & WIDOT County Coordinate System, Dane County Zone datums in either Auto CAD Version 2001 or older, MicroStation Version J or older or Universal DXF Formats and contain the minimum of the following, each on a separate layer name/level number:**



- a. Right-of-Way lines (public and private)
- b. Lot lines
- c. Lot numbers
- d. Lot/Plat dimensions
- e. Street names
- f. Easement lines (i.e. street, sanitary, storm (including wetland & floodplain boundaries) water, pedestrian/bike/walkway, or any public and/or private interest easement except **local service** for Cable TV, gas, electric and fiber optics).

NOTE: This transmittal is a separate requirement than the required submittals to Bob Arseneau for design purposes.

NOTE: New electronic final plat transmittals and notification of changes which occur to the final plat during the time the Engineering Division signs off and receives the digital copies of said plat and the recording thereof, are the responsibility of the Developer/Surveyor.

- 6.4 In accordance with Section s.236.34(1) (c) which says a CSM shall be prepared in accordance with s.236.20(2) (c) & (f), Wisconsin Statutes, the Applicant must show type, location and width of any and all easements. Clearly identify the difference between existing easements (site Register of Deeds recording data) and easements which are being conveyed by the Plat/CSM. Identify the owner and/or benefiting interest of all easements.

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**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** March 31, 2005

**To:** Bill Roberts, Planner III

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

**Subject:** 4949 Meinders Rd. , Preliminary Plat, OWL CREEK SUBDIVISION

**Present Zoning District:** Temp. Ag

**Proposed Use:** 108 residential lots and 6 outlots

**Requested Zoning District:** R2S, R-3, & R-4

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. 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 plan for recording prior to zoning sign off of the plat.
2. Put a note on the plat at the buildings to be removed. Buildings that will remain shall be shown with setbacks from the property lines that meet the setbacks for the zoning district that they will be located in. Buildings that may be made nonconforming with the creation of the plat need to be addressed, ie moving a lot line, variance, moving or removal.
3. The following lots, including but not limited to, may not meet grades that provide the required usable open space (Lots 35, 41, 50, 51, 58, 59, 60, 79 and 80). Provide a grading plan of the plat to show that usable open space requirements can be met on all of the lots in the amount of 800 square feet per lot for the R-2S, 750 square feet per lot for the R-3 and 500 square feet per unit for the R-4. Usable open space shall be in a compact area of not less than 200 square feet, having no dimensions less than 10 feet and having a slope no greater than 10 percent. The front yard and street side yards do not count toward usable open space.

Owl Creek Subdivision  
 4949 Meinders Rd  
 March 31, 2005  
 Page 2

**R-2S ZONING CRITERIA**

Bulk Requirements	Required	Proposed
Lot Area	4,000 sq. ft.	adequate
Lot width	40'	adequate
Usable open space	800 sq. ft. per unit	(3)
Front yard	18' or 15' (dep. on loc of gar)	
Side yards	5' each side	
Rear yard	20'	
Building height	2 stories/35'	

Site Design	Required	Proposed
Number parking stalls	1 per unit	

**R-3 ZONING CRITERIA**

Bulk Requirements	Required	Proposed
Lot Area	4,000 per unit, min. 6,000 s.f.	9,423 sq. ft. +
Lot width	50'	adequate
Usable open space	750 s.f. per unit	(3)
Front yard	25'	
Side yards	5' 1 st., 6' 2 st.	
Rear yard	40'	
Building height	2 stories/35'	

Site Design	Required	Proposed
Number parking stalls	depends on # bdrms per unit	

**R-4 ZONING CRITERIA**

Bulk Requirements	Required	Proposed
Lot Area	2,000 per unit up to 2 bdrms, Min. 6,000 sq. ft.	11,590 sq. ft. +
Lot width	50'	adequate
Usable open space	500 sq. ft. per unit	(3)
Front yard	25'	
Side yards	Dep. on # of units in bldg.	
Rear yard	35'	
Building height	2 st/35', 3 stories for PRD	

Owl Creek Subdivision  
 4949 Meinders Rd  
 March 31, 2005  
 Page 3

Site Design	Required	Proposed
Number parking stalls	Dep. on # bdrms per unit	
Accessible stalls	Yes, if not townhouse	
Loading	Dep. on size of buildings	
Number bike parking stalls	1 per unit	
Landscaping	Yes	
Lighting	Yes	

Other Critical Zoning Items	
Urban Design	no (unless project is PRD, then yes)
Historic District	no
Landmark building	no
Flood plain	no
Utility easements	yes
Water front development	no
Adjacent to park	no
Barrier free (ILHR 69)	no

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



## 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

March 29, 2005

TO: Plan Commission

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

SUBJECT: **4949 Meinders Road – Preliminary / Rezoning – Owl Creek Subdivision / Temp A to R2S, R3 & R4**

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. None |
|---------|

### GENERAL OR STANDARD REVIEW COMMENTS

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

- The applicant shall execute and return the attached declaration of conditions and covenants for street lights & traffic signals prior to sign off.
- Utility easements shall be provided as follows:

Between Lots	Between Lots	Between Lots
11 & 12	47 & 48	88 & 89
27 & 28	51 & 52	91 & 92
28 & 29	57 & 58	
30 & 31	59 & 60	
33 & 34	65 & 66	
35 & 36	69 & 70	
38 & 39	76 & 77	
43 & 44	83 & 84	

- The applicant shall show a detail drawing of the 12 ft. utility easement dimensions and lot lines on the face of the plat.
- The plat may include special design traffic calming on the street design for which the developer shall be responsible. The applicant shall contact Traffic Engineering prior to submittal of final plat review to accommodate traffic calming design.

6. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

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

Contact Person: Doug Nelson

Fax: 244-0205

Email:

DCD:DJM:dm

## Madison Water Utility

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David Denig-Chakroff, General Manager

Alan L. Larson – Principal Engineer

523 East Main Street  
Madison, Wisconsin 53703

Telephone: 608 266-4653

FAX: 608 266-4426

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

## MEMORANDUM

**Date:** February 4, 2005

**To:** Tim Parks, Planning & Development

**From:** Alan L. Larson P.E.  
Principal Engineer - Water  
608-266-4653

**Subject:** PRELIMINARY PLAT & REZONING – Owl Creek – Section 27 Town of Blooming Grove – 4919 Meinders Road

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

### MAJOR OR NON-STANDARD REVIEW COMMENTS

### GENERAL OR STANDARD REVIEW COMMENTS

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

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

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

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

Alan L. Larson, P.E.

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Department of Public Works  
**Parks Division**

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

April 11, 2005

TO: Plan Commission  
FROM: Simon Widstrand, Parks Development Manager *S.W.*  
SUBJECT: **Owl Creek Preliminary Plat**

1. **Park Dedication will be required for the woodland in the northwest corner of the plat. Several additional lots will be required as dedication to protect the woodland, as indicated in the adopted neighborhood plan. The amount of additional land and lot configurations cannot be determined until the developer provides a tree inventory (species, size and surveyed tree locations) for proposed lots 6-12 plus a 50-foot buffer as part of the Final Plat submittal. A fee in lieu of dedication will be required if the actual land required for dedication does not meet the requirement of approximately 2.8 acres.**
2. **Several issues cannot be resolved until the wetland boundary is officially delineated, so any approvals are conditioned on compliance with the final delineation.**
3. **A park development fee of approximately \$80,000 will be required at final plat approval.**
4. **Utility easements shall not be allowed across parkland without prior approval of the Parks Division.**

If you have questions regarding the above items, please contact Simon Widstrand at 266-4714 or [awidstrand@cityofmadison.com](mailto:awidstrand@cityofmadison.com)





# CITY OF MADISON FIRE DEPARTMENT

## Fire Prevention Division

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

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

DATE: 2/11/05  
TO: Plan Commission  
FROM: Edwin J. Ruckriegel, Fire Marshal  
SUBJECT: **4949 Meinders Rd.**

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

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

1. None.

### GENERAL OR STANDARD REVIEW COMMENTS

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

2. All portions of the exterior walls of newly constructed one- and two-family dwellings shall be within 500-feet of at least one fire hydrant. Distances are measured along the path traveled by the fire truck as the hose lay's off the truck. See MGO 34.20 for additional information.

Please contact John Lippitt, MFD Fire Protection Engineer, at 608-261-9658 if you have questions regarding the above items.

cc: John Lippitt

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