



PREPARED FOR THE PLAN COMMISSION

**Project Address:** 2150 Marty Road, 7751 Mid Town Road, and 7342-7362 Raymond Road

**Application Type:** Zoning Map Amendment and Preliminary Plat

**Legistar File ID #** [81295](#) and [81268](#)

**Prepared By:** Timothy M. Parks, Planning Division  
Report includes comments from other City agencies, as noted

## Summary

**Applicant:** Matt Brink, VH Midpoint Meadows, LLC/ Veridian Homes; 6801 South Towne Drive; Madison.

**Contact Person:** Brian Munson; Vandewalle & Associates; 120 E Lakeside Street; Madison.

**Surveyor:** Brett Stoffregan and Dan Day, D’Onofrio Kottke & Associates; 7530 Westward Way; Madison.

**Property Owner:** Marty Century Farm Family Limited Partnership; 3223 Marty Road; Madison.

**Requested Actions:** Approval of a request to rezone 2150 Marty Road, 7751 Mid Town Road, and 7342-7762 Raymond Road from Temporary A (Agricultural District) to [Permanent] A, CC-T (Commercial Corridor–Transitional District) and TR-P (Traditional Residential–Planned District); approving the preliminary plat of *Midpoint Meadows*, creating 148 lots for future single-family residences, 96 lots for 48 two-family dwellings–twin homes, two lots for future multi-family development, one lot for future mixed-use development, five outlots for public alleys, two outlots to be dedicated to the public for stormwater management, and five outlots for private open space and future development.

**Proposal Summary:** The preliminary plat of *Midpoint Meadows* proposes to subdivide the mostly undeveloped 101-acre Marty Century Farm property generally located on the south side of Mid Town Road and north side of Raymond Road on both sides of Marty Road. The subject lands were recently annexed to the City of Madison from the Town of Verona on December 20, 2023 following Common Council approval on December 5.

As part of the proposed subdivision, right of way will be dedicated for the connection of Mid Town Road to Raymond Road, which has been planned since at least 1997, as well as for a substantial portion of the missing section of S High Point Road, which exists in two sections north and south of the subject site. The north-south routing of S High Point Road has been planned since at least 1985.

West of Marty Road, the applicant is requesting approval of TR-P zoning to allow the creation of 148 lots for single-family detached residences, 96 lots for 48 two-family twin unit residences, and approximately 365 multi-family units that will be built on two lots to be located on either side of the Mid Town-Raymond connection. The requests also call for one lot to be zoned CC-T for future commercial/mixed-use development. In addition, two outlots will be dedicated to the public for stormwater management, while three outlots are proposed for private open space.

East of Marty Road, two outlots are proposed for future development on either side of the Mid Town-Raymond connection. The land east of Marty will be zoned to the Permanent A district. The project plans submitted with the rezoning indicates that the two outlots are planned for regional stormwater management; the City is currently discussing acquisition of proposed Outlots 11 and 12, though no formal decision on that acquisition has been made at this time. Additionally, the TR-P master plan graphic identifies a 40.2-acre expansion of Elver Park. That

land, which was attached to the City from the Town of Middleton effective January 29, 2024, lays outside the limits of the proposed preliminary plat and zoning requests.

The applicant hopes to begin construction of the first phase of the subdivision in fall 2024, with completion of the subdivision based on market demand for the future units and mixed-use development. Construction of the Mid Town-Raymond connection and S High Point Road, including completion of the section between the southern plat limits and existing Raymond Road, will likely occur in phases.

**Applicable Regulations & Standards:** Section 28.182 of the Zoning Code provides the process for zoning map amendments. The requirements and process for the TR-P zoning district are outlined in Section 28.053 of the Zoning Code and are attached as Appendix A at the end of this report. The subdivision process is outlined in Section 16.23(5)(b) of the Subdivision Regulations.

**Review Required By:** Plan Commission and Common Council.

**Summary Recommendation:** The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00665, ID 28.022–00666, and ID 28.022–00667, rezoning 2150 Marty Road, 7751 Mid Town Road, and 7342-7762 Raymond Road from Temp. A to A, TR-P, and CC-T, and the preliminary plat of *Midpoint Meadows*, to the Common Council with recommendations of **approval** and **approve** the TR-P Master Plan for the *Midpoint Meadows* subdivision, all subject to input at the public hearing and the conditions from reviewing agencies beginning on page 12 of this report.

## Background Information

**Parcel Location:** Approximately 101 acres of land generally located on the south side of Mid Town Road and north side of Raymond Road on both sides of Marty Road; Alder District 1 (Duncan); Verona Area School District (portions will be annexed to the Madison Metropolitan School District per an agreement between the two school districts). Four parcels located on the west side of Marty Road were not part of the recent annexation, are not part of the proposed development, and remain in the Town of Verona.

**Existing Conditions and Land Use:** Undeveloped land, zoned Temporary A (Agricultural District). A series of farm buildings are located on the 2150 Marty Road parcel.

**Surrounding Land Uses and Zoning:** The site extends approximately three-quarters of a mile along Mid Town Road between S Gammon Road and Carns Drive. North of Mid Town Road, uses include multi-family housing in the Midtown Commons development, single- and two-family residences in the Southern Ridge and Southern Hill subdivisions, Hickory Hill Academy on the east side of S High Point Road, Province Hill Apartments, and undeveloped land adjacent to Elver Park. The far eastern edge of the site is bounded by the Ashbury Woods Condominiums located on the west side of S Gammon Road between Mid Town and Raymond Roads, zoned PD. Raymond Ridge Park and Prairie Ridge Conservation Park are located south of Raymond Road and east of Marty Road CN (Conservancy District) zoning. West of Marty, the lands to the south of the subject site are developed with single-family residences on a variety of differently sized parcels mostly located in the Town of Verona, including along Hickory Ridge Road. Most of the land bordering the western edge of the site is undeveloped land in the Town of Verona, with the southwestern corner of the site bordering by single-family residences in the northeastern corner of the Hawks Creek subdivision, zoned SR-C1 (Suburban Residential–Consistent 1 District) and TR-C3 (Traditional Residential–Consistent 3 District).

**Adopted Land Use Plan:** The 2017 [High Point-Raymond Neighborhood Development Plan](#) recommends the portions of the subject site west of Marty Road for a variety of residential uses at a range of potential densities surrounding potential mixed-use development at the corner of S High Point and Midtown-Raymond Roads. The land east of Marty Road is recommended for open space and stormwater management. Beyond the limits of the rezoning and preliminary plat, the neighborhood development plan recommends the expansion of Elver Park south to Mid Town Road.

The land use polygons for the site in the neighborhood development plan are generally reflected on the future land use maps in the 2023 [Comprehensive Plan](#), which recommends Medium Residential (MR), Low-Medium Residential (LMR), Low Residential (LR), and Park and Open Space (P).

**Zoning Summary:** The proposed lots will be zoned A, CC-T (Commercial Corridor–Transitional District), and TR-P (Traditional Residential–Planned District). Review of the proposed lots for conformance with those districts may be found in the Appendix B, Zoning Criteria, at the end of this report.

**Environmental Corridor Status:** The portion of the subject site east of Marty Road is located in the Central Urban Service Area, with all of it located in a mapped environmental corridor, including a constructed drainageway that parallels Marty Road.

The portion of the site located west of Marty Road is not located on the CUSA, though an application to the Capital Area Regional Planning Commission (CARPC) to add that land as well as other property in the High Point-Raymond planning area south of Mid Town Road to the CUSA is forthcoming. According to the preliminary maps that will accompany the CUSA expansion request to CARPC, an area of environmental corridor will be added that coincides with detention on the western edge of the Marty property (see ID [81303](#) for more information on this expansion.).

**Public Utilities and Services:** The subject site is located in the Central Urban Service Area and will be served by a full range of urban services as it develops. A Madison Metropolitan Sewerage District interceptor extends north-south through the site. Metro Transit has indicated that it cannot currently serve the proposed subdivision, with the nearest bus stops located either west of the site at Waldorf Boulevard and Mid Town Road (Route 55), or east at the intersection of Raymond and Muir Field Roads (Route E).

## Project Description

VH Midpoint Meadows, LLC/ Veridian Homes is requesting approval of a zoning map amendment and a preliminary plat for an undeveloped approximately 101-acre parcel generally located on the south side of Mid Town Road and north side of Raymond Road on both sides of Marty Road. The lands comprising the proposed *Midpoint Meadows* subdivision were recently annexed to the City of Madison from the Town of Verona effective December 20, 2023 following Common Council approval on December 5.

The subject site extends approximately three-quarters of a mile along the south side of Mid Town Road and is characterized by significant topography across the site. West of Marty Road, the property falls to the west and east form a ridge that extends north-south across the westernmost third of the site. East of the ridge, there is approximately 120 feet of grade change from the top of the ridge to the western right of way of Marty Road. The grade is particularly acute at the rear lot lines of the Town of Verona parcels adjacent to Marty Road that will be surrounded by the subdivision. The slope continues east of the road toward a constructed drainageway located about 125 feet east the Marty Road right of way. The property west of Marty Road includes a tree line along the

westernmost property line and a mixed area of tree cover that generally parallels Mid Town Road, with scattered trees elsewhere. The property east of Marty Road is characterized by approximately 80 feet of grade change from the southeastern corner adjacent to Raymond Road to the constructed drainageway east of Marty Road. Most of the 101 acres are in tillage save for a group of accessory farm buildings located on the 2150 Marty parcel.

North of Mid Town Road, the subject site is bordered from west to east by multi-family housing in the Midtown Commons subdivision, single- and two-family residences in the Southern Ridge and Southern Hill subdivisions, the Hickory Hill Academy on the east side of S High Point Road, Province Hill Apartments, and undeveloped land adjacent to Elver Park (owned by the Marty family and recently attached to the City from the Town of Middleton). The far eastern edge of the 101 acres is bounded by the Ashbury Woods Condominiums located on the west side of S Gammon Road between Mid Town and Raymond Roads. Land south of Raymond Road east of Marty Road is developed with Raymond Ridge Park and Prairie Ridge Conservation Park, while west of Marty, the lands to the south of the subject site are developed with single-family residences on a variety of differently sized parcels mostly located in the Town of Verona. The adjacent Town parcels include residential lots along Hickory Ridge Road, which is platted to the southern edge of the Marty property, although the actual road ends short of the platted cul-de-sac bulb. Most of the property bordering the western edge of the site is undeveloped land in the Town of Verona, with the southwestern corner of the site bordering by single-family residences in the northeastern corner of the Hawks Creek subdivision.

As part of the proposed subdivision of *Midpoint Meadows*, right of way will be dedicated to connect Mid Town Road to Raymond Road. The connection of those road has been planned since at least 1997, with the goal of creating a continuous east-west arterial that will extend from the far western City limits to Verona Road (US Highways 18 and 151). A substantial portion of the missing section of S High Point Road, which exists in two sections north of Mid Town Road and south of Raymond Road, will also be dedicated with the subject plat. The north-south routing of S High Point Road, which will create a continuous urban collector roadway extending from the City of Middleton north of Old Sauk Road to McKee Road (CTH PD), has been planned since at least 1985.

West of Marty Road, the subdivision calls for 148 lots of varying size to be developed in the future with single-family detached residences and 96 lots (Lots 1-80 and 94-109) to be developed with 48 two-family twin unit residences in TR-P zoning. The proposed single- and two-family residences will be organized along a grid of local streets, including the extensions of existing Dewberry Drive and Legacy Lane south from Mid Town Road, and the extension of Red Granite Road across the southern edge of the plat. Red Granite currently exists in the Hawks Creek subdivision and is planned to be a continuous east-west local street following development of the subject site and the adjacent undeveloped Rao parcel currently located in the Town of Verona. All of the two-family units as well as the single-family lots fronting onto Street "C" and the north side of Street "B" will be accessed by mid-block public alleys. Lots 23-32 and 49-64 will front onto private open spaces planned adjacent to Mid Town and S High Point Roads, respectively.

In addition to the single- and two-family lots, the TR-P master plan indicates that approximately 367 future multi-family units will be developed east of extended S High Point Road on two lots to be located on either side of the Mid Town-Raymond connection. Lots 245 is planned for 211 units on the 7.6-acre parcel, while Lot 247 is planned for 156 units on the 5.2-acre parcel. Multi-family dwellings are permitted uses in the proposed TR-P district; however, residential building complexes (defined as "a group of two (2) or more residential buildings on a single parcel or tract of land, developed under single ownership and common management") are a conditional use in TR-P zoning, requiring approval by the Plan Commission following a recommendation by the Urban Design Commission prior to the issuance of building permits.

The applicant is also requesting CC-T zoning for Lot 246 of the plat to allow unspecified future commercial development on the north side of the Midtown-Raymond connection between S High Point Road and what the plat shows as “Old Mid Town Road,” an east-west local street intended to connect the existing section of Mid Town west of S Gammon Road into the proposed street network. Finally, two outlots will be dedicated to the City to manage stormwater for the development proposed west of Marty Road, Outlots 8 and 10.

East of Marty Road, two outlots are proposed for future development on either side of the Mid Town-Raymond connection. The land east of Marty will be zoned to the Permanent A district to allow the plat to proceed. The project plans submitted with the rezoning indicates that the two outlots are planned for regional stormwater management; the City is currently negotiating acquisition of proposed Outlots 11 and 12, though no decision on that acquisition has been made at this time. The proposed rezoning of the property east of Marty simply removes the ‘Temporary’ designation assigned at the time of annexation to allow the plat to proceed in full/permanent A zoning.

Additionally, the TR-P project plans identify a 40.2-acre expansion of Elver Park with the development. However, that land, which was attached to the City from the Town of Middleton effective January 29, 2024, lays outside the limits of the proposed preliminary plat and zoning requests. The applicant and property owner are not proposing to dedicate that land to the City to satisfy their parkland dedication requirements in the Subdivision Regulations, and instead plan to pay fee in lieu of dedication for the future residential development.

## Analysis

### Consistency with Adopted Plans

In order to approve the zoning map amendment, the Common Council shall find that the zoning map amendment is *consistent with* the City’s Comprehensive Plan as required by Section 66.1001(3) of Wisconsin Statutes. “Consistent with” is defined as “furthers or does not contradict the objectives, goals and policies contained in the comprehensive plan.” By extension, the Comprehensive Plan encourages consistency with adopted neighborhood and other sub-area plans, which are adopted as supplements to the Comprehensive Plan.

The subject site is located within the boundaries of the High Point-Raymond Neighborhood Development Plan, which was first adopted in 1997 and amended in 2017 to provide detailed land use, utility/service, design, and transportation recommendations for the area of the existing and future City roughly bounded by S Pleasant View Road/ CTH M on the west, Elver Park on the east, McKee Road/CTH PD on the south, and Valley View Road on the north.

The 2017 amendment makes a series of recommendations regarding the transportation network in the planning area, including a number of recommendations that are pertinent to the *Midpoint Meadows* subdivision and its environs. While the recommendations to connect Mid Town Road to Raymond Road and extend S High Point Road through the Marty property are principally unchanged since the 1997 neighborhood development plan, the 2017 plan revises the recommended changes to Mid Town Road and Raymond Road associated with the connection of the two roads.

Regarding Mid Town, the 1997 plan calls for the section between Marty Road and S Gammon Road to be vacated to create an uninterrupted open space between Elver Park and Raymond Road, while the 2017 amendment

suggests that the road, which was improved in 2010 to improve drainage, add bike lanes, and improve the travel lanes, could remain to provide a future southern access to Elver Park.

Regarding Raymond Road, the 1997 neighborhood development plan recommended vacation of Raymond west of S High Point Road through the nearby Ice Age Trail Corridor to create an uninterrupted open space corridor extending a half-mile north-south from McKee Road to Flagstone Park. However, the 2017 plan suggested that the closure of Raymond at the “Five Points” intersection with McKee Road that occurred with the reconstruction of S Pleasant View Road (CTH M) in 2017-2019 resulted in Raymond Road becoming a lower-volume local street compared to previously. The 2017 plan was concerned that closure of Raymond as called for in the 1997 plan would result in a 3,000-foot long dead-end north of McKee Road if Raymond was discontinued. Instead, the current plan for Raymond Road calls for only discontinuing it from Marty Road east to where it would intersect the new east-west arterial, with the remainder serving as a local street between Marty and the new intersection of Raymond and Wellness Way northeast of the Pleasant View-McKee intersection.

Other circulation recommendations in the 2017 neighborhood development plan relevant to the site include the future extension of Hickory Ridge Road into the Marty property, extension of Red Granite Road from Marty Road to its current western terminus at Talc Trail in the Hawks Creek and Stone Crest Estates subdivisions, and the extension of Shale Drive from High Point Road to Pleasant View Road, including through the Marty properties. The 2017 plan also suggests that the short section S Gammon Road between Raymond and Mid Town Roads could potentially be vacated in the future due to the severe grades present once a new access to private parcels and Elver Park is created.

The neighborhood development plan recommends a variety of predominantly residential development for the approximately 70 acres of the subject site located west of Marty Road, with the land east of Marty Road recommended for open space and stormwater management.

Three of the four corners of the future Mid Town-Raymond/High Point Road intersection are recommended for development in the Residential Housing Mix (HM) 4 category. HM4 is the highest density residential district in the High Point-Raymond Neighborhood Development Plan and is recommended to be located near larger mixed-use nodes and transit corridors. Most development in HM4 is recommended to be multi-unit apartment buildings up to 50 dwelling units per acre. Buildings up to four stories in height with relatively high lot coverage are recommended in this district.

The parcels located at the northeastern and southeastern corners of the future intersection also have a “potential mixed-use” overlay, where Neighborhood Mixed-Use (NMU) development is *encouraged* but not required according to the plan. Commercial development within the NMU category is intended to accommodate neighborhood-oriented businesses providing goods and services to nearby residents. Residential uses are encouraged and anticipated as part of NMU areas to add vibrancy to these districts, with residential uses above ground floor commercial uses encouraged at “appropriate” locations. Exclusively residential buildings should be in less prominent locations such as on local street frontages or within interior courtyards. Buildings up to four stories in height are recommended in the mixed-use areas in the neighborhood development plan, but larger buildings may be appropriate at “select locations.” Development densities and intensities in the NMU areas should follow those typically found in HM4. High-quality architectural and urban design is encouraged, and buildings should be pedestrian-oriented and integrated in to the neighborhood rather than dominated by large setbacks and parking areas of exclusively commercial corridors.

The HM4 parcels located on three of the four corners of the Mid Town-Raymond/High Point Road intersection are to be surrounded by Housing Mix 3 (HM3), which is also recommended for the northwestern corner of the intersection. Housing types within the HM3 District should consist of a mix of townhouses and apartment buildings that will likely be larger and taller than in Housing Mix (HM2) but still retain a neighborhood scale. The density of individual developments may be as high as 40 dwelling units per acre, with the higher residential densities at locations close to mixed-use areas, transit corridors and parks and help support the development of neighborhood-serving businesses in mixed-use districts. The density in HM3 may also serve as a transition district between lower-density forms of development in HM2 and the highest-density HM4 district and mixed-use districts. Buildings may generally be three stories, but heights may vary depending on the scale of surrounding developments. In general, an urban character of design and architecture is recommended, with buildings oriented to and fronting onto adjacent streets to help define and enhance the public realm along the street edge.

As the distance from the Mid Town-Raymond/High Point Road intersection increases, the density recommended by the neighborhood development plan decreases, with Housing Mix (HM2) recommended along the south side of Mid Town Road and east side of extended S High Point Road. HM2 is predominately a single-family designation, with homes on smaller lots and a greater share of other housing types compatible with single-family homes, including duplexes, four-unit buildings, townhouses, and small-scale apartment buildings on lots with front, side and rear yards. Dwelling unit types in HM2 District should be varied, and large areas of one housing unit type should be avoided. Buildings in HM2 can be up to three stories in height. Development in HM2 may be as dense as 20 dwelling units per acre, with higher density development in HM2 intended to provide more residents the opportunity to live within convenient walking and biking distance to mixed-use areas, parks and open space, and other neighborhood amenities and features. Apartments in this district should include a mix of unit sizes, including larger two- and three-bedroom units suitable for families with children.

The remaining land west of Marty Road is recommended for Housing Mix 1 (HM1). The predominant housing type in HM1 is detached single-family housing on individual lots, but limited areas may be developed with other lower-density housing types such as duplexes or townhouses at appropriate locations. It is specifically recommended that single-family housing developments include a range of house types and lot sizes. The use of alleys to provide rear access to garages is encouraged in HM1. The density of the individual housing types in HM1 should be less than 16 units per acre, with the average net density of 6 dwelling units per acre. Land on the western and eastern edges of the 70 acres west of Marty Road are recommended for open space and stormwater management.

The land use polygons for the site in the High Point-Raymond Neighborhood Development Plan are generally reflected on the future land use maps in the 2018/2023 Comprehensive Plan, which recommends Medium Residential (MR), Low-Medium Residential (LMR), Low Residential (LR), and Park and Open Space (P). However, because it is an overlay, the Comprehensive Plan does not show a mixed-use designation for the portions of the site where the neighborhood development plan encourages mixed-use, with MR shown instead.

The layout of the proposed *Midpoint Meadows* subdivision is generally consistent with the development pattern recommended for the subject site in the adopted neighborhood development plan with a few notable exceptions. The preliminary plat shows the connection of Mid Town to Raymond as well as the extension of High Point Road south of Mid Town to begin completion of the missing section to Raymond Road. Red Granite and Shale (Street "D" on the plat) will extend across the site in a manner similar to the extensions in the adopted plan, while "Old" Mid Town will connect to the new arterial, albeit in a modified alignment. However, the plat advocates for the future vacation of Marty Road south of the Mid Town-Raymond connection, and the creation of a cul-de-sac adjacent to the southernmost residence on the west side of the road, which in turn modifies how the section of

Raymond Road extending southwest towards the “Five Points” area will terminate. As of the writing of this report, staff from the City Engineering Division and Traffic Engineering Division are also working with the development team to refine the Mid Town-Raymond and High Point alignments and cross-sections, including at the intersection of those roads.

The proposed uses in the *Midpoint Meadows* are also generally consistent with the pattern of land uses recommended for the property with exceptions. The portions of the plat proposed for single- and two-family residential development are largely consistent with the areas recommended for HM1 and HM2 in the adopted plan, and staff is supportive of the mix of housing types proposed. The local street grid east of S High Point Road, however, is somewhat modified compared to the layout in the neighborhood development plan in part due to the area proposed on the preliminary plat for stormwater management east of the ridge becoming larger and shifting further south. [Note: The 2017 plan was adopted one year prior to the August 20, 2018 flood event that led to substantial changes to the stormwater management regulations in MGO Chapter 37, which generally now require more land to manage stormwater compared to previously.] As a result, the areas recommended for HM3 and HM4 east of High Point Road have been consolidated into two lots ranging in size from 5.6 to 7.2 acres compared to the smaller parcels shown in the adopted neighborhood development plan, with future densities of 27-30 units per acre for those sites, which is generally in keeping with HM3 and HM4 recommended densities. While no conceptual plans have been provided for Lots 245 and 247, Planning staff could be open to greater densities in the HM4 density range (up to 50 units an acre) if the future development of those lots reflects the design recommendations in the plan and makes the neighborhood-serving commercial uses recommended for the NMU node a greater likelihood.

The HM3 and HM4 block shown in the southwestern corner of the Mid Town-Raymond/High Point Road intersection, however, has been eliminated in favor of a block of two-family twin homes served by an alley and overlooking a private open space adjacent to S High Point Road, which is more suggestive of an HM2 development pattern and densities.

The Planning Division believes that the Plan Commission can find that the CC-T zoning proposed for Lot 246 of the preliminary plat is appropriate to implement the recommended HM4 with NMU overlay recommended at the northeastern corner of the new Mid Town-Raymond/High Point Road intersection, though careful adherence to the design recommendations in the neighborhood development plan will be expected at such time as a future project is proposed to ensure that the planned urban character and pedestrian orientation are implemented to the greatest extent possible. While the recommended maximum height in the NMU land use category is generally four stories, staff could support a taller building on that lot if it achieved the goals for vertical mixed commercial-residential development espoused by the plan for that corner. On the other hand, auto-oriented uses and/or lower-density and lower-scaled development on Lot 246 would generally be discouraged.

### Subdivision Design

The *Midpoint Meadows* preliminary plat was submitted following the repeal and recreation of Section 16.23 of Madison General Ordinances by the Common Council on July 25, 2023 (Ordinance 23-00075 (ID 78130) and will therefore be reviewed using the amended regulations, including for consistency with the Complete Green Streets Guide.

The adopted [Complete Green Streets Guide](#) incorporates a more nuanced, equity-based approach to the design of streets that prioritizes pedestrians, transit, and bicycles over motor vehicles and parking compared to how streets have been designed since about 1950. The Guide intends to design and operate the entire right of way to



prioritize safety, connectivity for people traveling whether they are walking, taking transit, biking, or driving, and to ensure the green infrastructure needs of the City. The Guide identifies 11 street types and specifies for each (see pages 58-61 of the Guide) the minimum and preferred walkway width; minimum and preferred “flex zone” width (including curb, gutter, terrace, and on-street parking (if present)); minimum, maximum, and preferred travel way width (including for a typical two-way street all travel lanes, transit lanes, on-street bike lanes, center turn lanes, and medians, but not on-street parking); and the minimum and maximum width of the overall right of way. The design parameters for each street type includes a “typical average daily trips (ADT),” which informs how new streets are determined. The 11 street types have been incorporated into the Subdivision Regulations, which defer to the Guide for the implementation of those streets when proposed in a new subdivision or land division.

The preliminary plat shows that Streets A (extended Dewberry Drive), B (west of S High Point Road), C, and Red Granite Road will have 60-foot wide rights of way, while the rest of Street B, Street D, and Legacy Lane are shown with 66-foot rights of way. The applicant has indicated to staff that they would prefer that on-street parking be accommodated on all of the local streets in the plat, as well as along the south side of Mid Town Road west of High Point Road, and along High Point south between the new Raymond Road and Street B to accommodate the parking needs of future residents. Staff has classified Red Granite Road as a Neighborhood Yield Street per the Complete Green Streets Guide, with a maximum travel way of 16 feet, a 20- to 34-foot overall flex zone, while Streets A, B, C, and D, and Legacy Lane are classified as Neighborhood Streets, with 20- to 22-foot travel ways and a 20- to 30-foot total flex zone. In order to accommodate the applicant’s desire for parking on both sides of those streets, they will need to dedicate a minimum of 62 feet of right of way. [Per the Complete Green Streets Guide, the *typical* right of way for a Neighborhood Street is 64 feet, and 62 feet for a Neighborhood Yield Street, with *minimums* of 50 and 46 feet, respectively, though those minimum right of way widths do not accommodate any on street parking.]

The developer proposes an 80-foot right of way for S High Point Road, which is identified as a collector street in neighborhood development plan and classified as a Community Connector by the Complete Green Streets Guide street typology map. Eighty (80) feet is considered the typical right of way width for a Community Connector street. Additionally, the developer is proposing a 30-foot landscaping easement on both sides of S High Point Road for the abutting lots, which will run to the benefit of the homeowners association. Staff, however, encourages that the easement (which will also function as a building setback line for those lots) be reduced or eliminated in order to instead encourage the potential creation of additional lots.

Finally, the Midtown-Raymond connection is being classified as a Boulevard per Complete Green Streets. Staff believes that a 125-foot right of way will be needed for that arterial roadway if parking is desired adjacent to the development lots. A final cross-section for the Midtown-Raymond connection is still being developed by staff, but one travel lane and an on-street bike lane are being contemplated away from the High Point intersection on either side of a wide center median (up to 42 feet in width initially), with the potential for a second travel lane to be created from the median should the need for additional capacity be determined in the future (which would leave a 20- to 22-foot wide median).

Other considerations with the design of the proposed subdivision include the lot pattern proposed in the southwestern quadrant of the new Mid Town-Raymond/High Point intersection. In addition to generally not reflecting the HM3 and HM4 development pattern recommended by the High Point-Raymond Neighborhood Development Plan, the plat calls for an alley to extend north-south through the block (Outlot 5/Street “E”), beginning at Mid Town Road. The Subdivision Regulations generally do not allow alleys to have their points of connection with an arterial street or highway unless approved by the Plan Commission in consultation with the

City Traffic Engineer or their designee. In this case, the Traffic Engineering Division is recommending at a minimum that the alley only be approved if it is a one-way southbound alley, with traffic not allowed to egress onto Mid Town Road. Because of the planned median in Mid Town, that will result in only a right-in movement being allowed.

In addition to the alley access question, Planning staff questions the efficacy of private open space outlots adjacent to Mid Town and S High Point Roads, as proposed by Outlot 3 and 4. While Section 28.135(2)(b) allows for lots to front onto public or private parks provided they are accessed and addressed from an alley, staff is concerned that the proposed "open space" adjacent to the future arterial and collector roads, respectively, could create safety and maintenance issues for both lots, with Outlot 3 in particular seeming to have little benefit as an open space. In the case of Outlot 3, staff would recommend that the block between Street A/Dewberry Drive and Legacy Lane be reconfigured to eliminate the outlot in favor of all lots abutting Mid Town Road, while staff encourages that the block bounded on the east by Outlot 4 be reconfigured to eliminate the north-south alley and outlot, with Street D and the paralleling alleys extended east to S High Point Road and a north-south orientation for the lots similar to what is proposed west of Legacy Lane. In lieu of the staff-proposed reconfiguration of the block, staff would be open to a HM3 development pattern being introduced between Street E and High Point, which could include townhouses or small apartment buildings that front onto High Point but are accessed from the rear. In this alternative scenario, the alley would need to remain one-way southbound as recommended by the City Traffic Engineer.

### Implementation

The proposed subdivision of the approximately 101-acre subject site represents a significant step forward in the growth and development of the far west side of the City. In addition to the introduction of over 600 dwelling units across the site, development of the Marty Century Farm parcels will aid in the implementation of critical community connections planned to cross the property, which will be implemented in phases as the property develops. Development of the subject properties will also aid directly or indirectly in the implementation of other significant public investments, including development of new regional stormwater management facilities east of Marty Road, and the potential expansion of Elver Park south to Mid Town Road on the separate but related parcel located just north of the limits of the proposed plat.

However, unlike the construction of many other new greenfield subdivisions, implementation of the *Midpoint Meadows* development will require investment by the City to implement all of the improvements recommended in adopted plans through and adjacent to the subdivision. In addition to the potential park expansion and regional stormwater facilities planned within and adjacent to the plat limits, the City will be responsible for construction of the portion of the Mid Town-Raymond connection east of Raymond Road, and for the construction of S High Point Road between the southern plat limits and the existing Raymond Road-S High Point Road intersection. The City will likely also be responsible for terminating the section of Raymond located between S High Point Road and the new Mid Town-Raymond connection now that Marty Road will not be that eastern terminus. The City may also be responsible for some of the improvements to the new arterial west of Marty Road as more detailed plans for that road are developed.

Implementation of the many planned public improvements in the area of the plat may also have tangible impacts on surrounding properties compared to how new developments typically impact surrounding properties. In addition to the eventual completion of S High Point Road and the rerouting of Mid Town and Raymond Roads to create the continuous east-west arterial between the western City limits and Verona Road, existing travel patterns will be altered through the eventual conversion of Marty Road into a cul-de-sac north of the Mid Town-Raymond

connection, as well as likely future changes to how Elver Park is accessed from the south and west. Development of the site and implementation of all of the long-planned road network will also likely cause changes to the names of existing street segments and access to and the addresses of some properties in the area. Many of these potential impacts will unfold over the course of many years and budget cycles, and will require ongoing communication with the many interested parties as different projects are undertaken.

## Conclusion

The applicants are requesting approval of a zoning map amendment and the preliminary plat of *Midpoint Meadows* to allow subdivision and development of an approximately 101-acre parcel generally located on the south side of Mid Town Road and north side of Raymond Road on both sides of Marty Road. Staff believes that the Plan Commission may find that these requests meet the standards for approval. *Midpoint Meadows* represents a significant infill development opportunity for a long undeveloped parcel on Madison's far west side that has long been critical to the continued growth and development of this part of the City. Staff feels that the proposed development is generally consistent with the applicable recommendations for the site in the High Point-Raymond Neighborhood Development Plan and Comprehensive Plan, as well as with the street design criteria in the Complete Green Streets Guide. In addition to the over 600 dwelling units planned for the western 70 acres of the 101 acres, the proposed development will provide land for important, long-planned connections of Mid Town and Raymond Roads and the extension of the "missing" section of S High Point Road, and sets aside land that the City is interested in acquiring for regional stormwater management.

However, some aspects of the proposed development will need refinement as the project moves forward to final platting, including the final alignment of the Mid Town-Raymond connection and S High Point Road extension and the layout of the block in the southwestern corner of the new Midtown-Raymond/High Point intersection, which includes an alley connection to an arterial street in conflict with the Subdivision Regulations. Staff is also requesting more information on the design and use of the three private open space outlots proposed along Mid Town and S High Point Roads, and is encouraging the reconfiguration of the blocks containing those outlots that might obviate the need for them. Staff is recommending that a revised preliminary plat and TR-P master plan be submitted with the subsequent final plat of the subdivision that addresses the comments within the narrative of the report and the conditions of approval that follow in the next section of the report.

Staff acknowledges that implementation of the planned public improvements associated with the *Midpoint Meadows* development may impact surrounding properties compared to how a new development typically impacts its surroundings. In addition to the eventual completion of S High Point Road and the rerouting of Mid Town and Raymond Roads to create the continuous east-west arterial between the western City limits and Verona Road, the plat will also alter existing travel patterns and potentially change how Elver Park is accessed from the south and west. Implementation of all of the planned future roads will also likely cause changes to the names of existing street segments and access to properties, and may result in the addresses of some properties changing in response to the new street network. Many of these potential impacts will unfold over the course of many years and budget cycles, and will require ongoing careful coordination and communication between the developer, City, and nearby stakeholders.

## Recommendation

### Planning Division Recommendation (Contact Timothy M. Parks, (608) 261-9632)

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00665, ID 28.022–00666, and ID 28.022–00667, rezoning 2150 Marty Road, 7751 Mid Town Road, and 7342-7762 Raymond Road from Temp. A to A, TR-P, and CC-T, and the preliminary plat of *Midpoint Meadows*, to the Common Council with recommendations of **approval** and **approve** the TR-P Master Plan for the *Midpoint Meadows* subdivision, all subject to input at the public hearing and the conditions from reviewing agencies that follow:

### **Recommended Conditions of Approval** Major/Non-Standard Conditions are Shaded

#### Planning Division

1. A phasing plan for the portion of the subdivision west of Marty Road shall be submitted for approval with the first final plat.
2. Prior to submitting a final plat for any phase for this development, a revised preliminary plat shall be presented to the City that satisfies all of the conditions of this preliminary plat approval.
3. The portion of the property not located in the Central Urban Service Area (CUSA) shall be added to the CUSA boundaries prior to approval of the first final plat for recording. [An application to the Capital Area Regional Planning Commission by the City will be made later this year following Common Council authorization.]
4. Section 16.23(6)(a)6. states that alleys shall not have their points of connection on an arterial street or highway unless approved by the Plan Commission in consultation with the City Traffic Engineer or their designee. The City Traffic Engineer has indicated that egress from Outlot 5/Street “E” to Mid Town Road should not be allowed, thereby making that alley one-way southbound.
5. Describe how Outlots 3, 4, and 6 will be used for private open space. In the TR-P master plan text, describe how the private open space outlots will be improved and used. The lots that front on the private open space outlots shall meet the requirements consistent with MGO Section 28.135(2)(b).
6. As an alternative to the above two conditions, Planning staff recommends that the block containing Outlot 5/ Street “E” be reconfigured to eliminate the north-south alley and private open space outlots in favor of north-south oriented lots and streets and alleys that intersect S High Point Road and/or residential development consistent with the Residential Housing Mix (HM) 3 category in the High Point-Raymond Neighborhood Development Plan. West of Legacy Lane, Outlot 3 should be eliminated in favor of lots extended to the Mid Town Road frontage.
7. Note: East of Marty Road, the City is in negotiation to acquire Outlots 11 and 12 for stormwater management. In the event that the property is not acquired for stormwater management or other public purpose, rezoning to a district other than A–Agricultural and further subdivision of that land shall require City approval.
8. The 30-foot landscaping easement parallel to S High Point Road should be reduced or eliminated to allow additional lots to be created along the intersecting streets.

9. Revise the TR-P master plan to eliminate the references to the “proposed realignment” of Mid Town Road and S Gammon Road on proposed Outlot 12.
10. The applicant shall submit to the Planning Division two copies of private subdivision covenants, conditions and restrictions, and easements that will govern the organizational structure, use, maintenance and continued protection of the development and any common services, open areas or other facilities to serve the proposed plat. These documents shall be approved by the Planning Division in consultation with the City Attorney’s Office prior to final approval of the plat for recording.
11. The section of Marty Road south of the proposed Mid Town-Raymond Roads connection shall not be vacated/ discontinued until a suitable terminus for the section of Raymond Road south of the plat limits has been acquired/dedicated and constructed, including any portion of the terminus located off the subject site.
12. Consistent with the comments from the Engineering Division–Mapping Section, some of the officially mapped street areas and additional right of way widenings conflict with the current neighborhood development plan. Work with Planning and Engineering staff prior to submittal of the final plat to show dedications required by the High Point-Raymond Neighborhood Development Plan and/or Official Map.
13. That prior to final approval and recording of a final plat contain private open spaces, the applicant shall demonstrate compliance with the requirements in Section 16.23(8)(f)8 of the Subdivision Regulations for privately-owned and maintained open space, including the execution of land use restrictions and open space easements in a form acceptable to the Parks Division, Planning Division, and City Attorney’s Office.

14. At the time of final plat recording, the two-family twin dwellings shall have a joint cross access and maintenance agreement recorded that addresses the shared maintenance of the exterior elements of those units (roof, walls, etc.) consistent with the requirements in Section 28.151 of the Zoning Code.

**The following conditions of approval have been submitted by reviewing agencies:**

**City Engineering Division** (Contact Tim Troester, (608) 267-1995)

15. A Phase 1 environmental site assessment (per ASTM E1527-13), is required for lands dedicated to the City. Provide one (1) digital copy and staff review will determine if a Phase 2 ESA is also required. Submit report(s) to Brynn Bemis ((608) 267-1986, [bbemis@cityofmadison.com](mailto:bbemis@cityofmadison.com)).
16. Off-site sanitary sewer improvements by the developer will be required as a condition for development.
17. The applicant may potentially be assessed for off-site sanitary sewer improvements built on S High Point Road and Raymond Road south of the proposed plat development.
18. The land east of Marty Road and south of Mid Town Road [proposed Outlots 11 and 12] is needed for stormwater management. The developer shall work with the Stormwater Utility on a conveyance agreement for those lands.
19. The developer shall enter into a City/Developer agreement for the required infrastructure improvements. The agreement shall be executed prior to sign-off of the final plat. Allow 4-6 weeks to obtain agreement. Contact the City Engineering Division to schedule the development and approval of the plans and the agreement.

20. Construct Madison standard street, multi-use path, and sidewalk improvements for all streets within the plat.
21. Construct sidewalk/path, terrace, curb and gutter, and up to 14 feet of pavement along Hoepker Road and Portage Road to a plan approved by City Engineer.
22. Construct public sanitary sewer, storm sewer, and drainage improvements as necessary to serve the lots within the plat, except Mid Town/Raymond Roads, which will be explained in other conditions.
23. Construct sidewalk, path, terrace, curb and gutter, and 10 feet of pavement on each side of Mid Town Road from S High Point Road to Marty Road. Construct sidewalk, path, terrace, curb and gutter, and 10 feet of pavement on south side of Mid Town Road from the western plat limit to S High Point Road.
24. Construct "Old Mid Town Road" (as it is named on the preliminary plat) as required by the City Engineer from S High Point Road/Raymond Road to Marty Road, including all connections to adjacent properties.
25. Construct 10-foot multi-purpose path along Old Mid Town Road alignment from S High Point Road to Marty Road.
26. Make improvements to Mid Town Road in order to facilitate ingress and egress to the development as required by City Traffic Engineer.
27. Realign the Mid Town-High Point Road intersection as shown in the plat and required by the City Engineer and City Traffic Engineer.
28. Construct public sanitary sewer, storm sewer, and drainage improvements as necessary to serve the lots within the plat.
29. This development is subject to impact fees for the Upper Badger Mill Creek Storm Impact Fee District. All impact fees are due and payable at the time building permits are issued. Add the following note on the face of the plat: "Lots / buildings within this development are subject to impact fees that are due and payable at the time building permit(s) are issued."
30. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to City Engineering Division sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder ((608) 261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering Division sign-off.
31. Provide proof of septic system abandonment from Public Health—Madison and Dane County as a condition of plat approval.
32. An Erosion Control Permit is required for this project.
33. A Storm Water Management Report and Storm Water Management Permit is required for this project.
34. A Storm Water Maintenance Agreement (SWMA) is required for this project.

35. This site appears to disturb over one (1) acre of land and requires a permit from the Wisconsin Department of Natural Resources (WDNR) for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR-216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. The applicant is notified that the City of Madison is an approved agent of the Department of Safety and Professional Services (DSPS) and no separate submittal to this agency or Capital Area Regional Planning Commission (CARPC) is required for this project to proceed.
36. Submit a soil boring report that has been prepared by a Professional Engineer two weeks prior to recording the final plat to the City Engineering Division indicating the ground water table and rock conditions in the area. If the report indicates a ground water table or rock condition less than nine (9) feet below proposed street grades, a restriction shall be added to the final plat, as determined necessary by the City Engineer.
37. Confirm that adequate sight distance exists where streets intersect per AASHTO design standards for intersection sight distance. If adequate sight distance does not exist, change the location of the street intersection or agree to make improvements to the roadways such that the sight distance is achieved or make mitigating improvements as required by the City. Caution: The improvements indicated may require right of way outside of the plat limits.
38. The 100-year event needs to be safely passed through the plat within the right of way.
39. Provide calculations for the 500-year storm event, as identified in MGO Chapter 37, as part of the plat design and stormwater management plan. The flows from this design storm event will be routed through the development and used to determine an anticipated safe top of concrete foundation elevation for future buildings in critical areas.
40. Submit proposed lot corner grades with the stormwater management plan as these two items must be reviewed together to properly determine stormwater overflow conditions. Prior to the issuance of building permits, submit a master stormwater drainage plan with final as-built lot corner grades. These grades may be modified from the originally proposed grades provided they continue to meet design tolerances. No building permits shall be issued prior to City Engineering's final approval of this plan.
41. This project will disturb 20,000 square feet or more of land area and require an Erosion Control Plan. Please submit an 11" x 17" copy of an erosion control plan (pdf electronic copy preferred) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval.
42. Demonstrate compliance with MGO Section 37.07 and 37.08 regarding permissible soil loss rates. Include Universal Soil Loss Equation (USLE) computations for the construction period with the erosion control plan. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
43. Complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by MGO Chapter 37.

44. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Stormwater Management Permit application can be found on City Engineering's website. The Storm Water Management Plan & Report shall include compliance with the following:

Submit prior to plan sign-off, a stormwater management report stamped by a P.E. registered in the State of Wisconsin.

Provide electronic copies of any stormwater management modeling or data files including SLAMM, RECARGA, TR-55, HYDROCAD, Sediment loading calculations, or any other electronic modeling or data files. If calculations are done by hand or are not available electronically, the hand copies or printed output shall be scanned to a PDF file and provided to City Engineering. (POLICY and MGO 37.09(2))

Detain the 2-, 5-, 10-, 100-, and 200-year storm events, matching post-development rates to pre-development rates and using the design storms identified in MGO Chapter 37.

Provide infiltration of 90% of the pre-development infiltration volume.

Reduce TSS by 80% (control the 5-micron particle) off of newly developed areas compared to no controls.

Provide substantial thermal control to reduce runoff temperature in cold water community or trout stream watersheds.

The applicant shall demonstrate that water can leave the site and reach the public right of way without impacting structures during a 100-year event storm. This analysis shall include reviewing overflow elevations and unintended storage occurring on site when the storm system has reached capacity.

Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any BMP used to meet stormwater management requirements on this project.

45. Submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the Engineering Division. Email PDF file transmissions are preferred to: [bstanley@cityofmadison.com](mailto:bstanley@cityofmadison.com) (East) or [tstroester@cityofmadison.com](mailto:tstroester@cityofmadison.com) (West).

**City Engineering Division – Mapping Section** (Contact Julius Smith, (608) 264-9276)

46. The developer shall request the petition for the street discontinuance and vacation of Mid Town, Raymond, and Marty Roads. Provide an exhibit along with legal description and sketch of the right of way to be vacated and other required materials after first consulting with Engineering Mapping staff. Note: There are existing parcels dependent on these roads. These discontinuances will be phased as can be allowed and will not be released until full alternate rerouting can be accomplished.

47. Prior to submitting a final plat for any phase for this development, a revised preliminary plat shall be presented to the City that satisfies all of the conditions of this preliminary plat approval.

48. In accordance with Chapter 236, Wisconsin Statutes, the applicant must show the type, location and width of any and all easements on the plat. Clearly identify the difference between existing easements (cite recording data) and easements which are being conveyed by the land division. Identify the owner and/or benefiting



interest of all easements. Include any and all language required to properly and legally create any easement by this land division. State the width of the 1 Rod or 16.5-foot easement to Wisconsin Telephone and state what portion will remain effecting the platted parcels. show this for both the preliminary and final plats. For the final plat, have any portion of the easement that is affect the area to be dedicated for public road released.

49. Release portions of 16.5-foot wide TDS Easement per Document No. 3924259 and 12-foot wide TDS Easement per Document No. 31955177 lying within areas being dedicated to the public for right-of-way.
50. The ultimate final cul-de-sac on Marty Road shall have a minimum radius of 72 feet with a minimum reverse curve radius of 100 feet.
51. Due to phasing there may be need for temporary turnarounds between phases. Grant turnaround easements as needed for phasing with the following language: "Temporary Limited Easement benefitting the City of Madison for temporary turnaround improvement purposes. Said Easement shall terminate upon the extension of \_\_\_\_\_ Street (East, West, North, South) of this plat along with the removal of the public temporary turnaround improvements within the easement area."
52. Coordinate and request from the utility companies serving this area the easements required to serve this development. Those easements shall be properly shown, dimensioned and labeled on the final plat.
53. As required by Ordinance, provide private Easements or private Outlots to accommodate the current USPS required centralized delivery of mail using Cluster Box Units (CBUs). Coordinate the locations of the CBUs with the USPS Development Coordinator, City Engineering and City Traffic Engineering Staff and in accordance with the Policies for Cluster Box Units as adopted by the City of Madison Board of Public Works. CBUs serving this land division will not be permitted within any publicly owned or dedicated lands.

If the Developer is not able to determine the final locations of the CBUs prior to recording the final plat, the final placement of CBUs for each phase of development within this land division shall be determined prior to construction. The locations for each phase shall as required by Ordinance, in accordance with the Policies for Cluster Box Units as adopted by the City of Madison Board of Public Works and in compliance with United States Postal Service requirements.

The required CBU documents shall be recorded prior to the start of construction of the public improvements serving any Lot or Outlot. In the instance of land divisions that do not require the construction of public improvements or a contract with the developer, the required approved CBU documents shall be recorded simultaneously with the final approved land division. Construct the CBUs in accordance with the specifications approved by the Board of Public Works.

54. Show the officially mapped additional 27 feet along the northwesterly side of existing Raymond Road. Show the officially mapped additional 7 feet along the entire length of plat of the South side of Mid Town Road. Also show the North-South running Proposed Parkway along the easterly portion of the plat in Outlots 10-12.

Note per MGO Section 16.23 (3)(a)(2)(c)(i): "Whenever a parcel to be subdivided embraces any part of a street, highway or greenway designated in the Comprehensive Plan or any neighborhood or sub-area plan, the official map, or the Street Type Map in the current Complete Green Streets Guide or as published from time to time by the Madison Department of Transportation, such part of such proposed public way shall be platted and dedicated by the subdivider in the location and at a width indicated along with all other streets in the subdivision. When there is disagreement between an adopted plan or the Street Type Map regarding the

specific requirements for a street or highway, the recommendations of the most recently adopted plan, guide, or map should apply. The location, configuration and width of a street, highway or greenway designated by the Comprehensive Plan or any neighborhood or sub-area plan or official map may be modified by a subdivision or land division, as approved by the City, under Chapter 236 of the Wisconsin Statutes and MGO Section 16.23, if the changes do not affect any land outside of the plat area.

Some of the above officially mapped street areas and additional right of way widenings conflict with the current neighborhood development plan. Work with Planning and Engineering staff prior to submittal of the final plat to show dedications required by the High Point-Raymond Neighborhood Development Plan and/or Official Map

55. The discontinuance of Raymond Road shall be timed properly and will not require any such public limited easement (PLE) for roadway purposes to the City of Madison for any of the lands currently lying within the limits of Raymond Road. Separate the notes about the vacation and the PLE and use separate leaders to avoid any confusion.
56. Obtain more information or a better copy of Document No. 544866 Easement to Wisconsin Power and Light for Poles and Wires and Show this easement on the plat.
57. A note shall be added under all of the street names labeled and to be dedicated on the plat: "Dedicated to the Public" as required by ss. 236.20(4)(b). A 'DTTP' designation is missing for Hickory Ridge Road and the to be renamed Old Mid Town Road
58. 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 plat in areas where this control exists. The surveyor shall identify any deviation from City Master Control with recorded and measured designations. Visit the Dane County Surveyor's Office for current tie sheets and control data that has been provided by the City of Madison.
59. Provide a list of proposed street names to Lori Zenchenko (lzenchenko@cityofmadison.com) for review and approval.
60. Correct existing street name of 'Midtown Rd' to 'Mid Town Rd'.
61. Street B will need to be separated into two street names at the intersection of Red Granite Road.
62. Street A is an extension of Dewberry Drive; update that segment accordingly.
63. Old Midtown Road is not acceptable as a street name, provide a replacement name with the naming suggestion list.
64. Verify the centerline of Marty Road and the existing easterly right-of-way as shown. Dedicate a full width of 66 feet from the northerly portion of the westerly line of Marty Road the line running along Lot 1 of CSM 4332 and project it southerly into the cul-de-sac bulb without any breaks so the last approximately 100 feet area being dedicated is 37.78' wide before the bulbs reverse curve.

65. The Mid Town-Raymond Road connection shall be dedicated to have an overall width of 125 feet or as determined by Traffic Engineering and City Engineering. South High Point Road shall be dedicated to have an overall width of 80 feet. All other roads shall have a minimum width of 62 feet unless specified by Traffic Engineering and City Engineering or where further dedications may be required by the Official Map.
66. Public alleys shall be platted as rights-of-way. Remove these as 'outlot' dedications. The alleys do not require names. Remove the name of Street E, as Lots 49-64 will be addressed from S High Point Road. The public alleys shall be 26 feet wide.
67. Label all of the condominiums with the underlying land divisions of record, and not just the condominium documents the lots are subject to.
68. Label all radii. Intersection radii along Mid Town Road are missing, and don't appear to be 15 feet.
69. Correct the Lot number for CSM 2921 from Lot 1 to Lot 2.
70. Label Prairie Ridge Conservation Park.
71. Per MGO Section 16.23(7)(a)(9), Location, size and invert elevation of any existing sanitary or storm sewers, culverts or drain pipes and the location and size of any existing water and gas mains on and adjacent to the preliminary plat and proposed to be used in the development. If sewers and water mains are not on or adjacent to the preliminary plat the direction and distance to and size of the nearest ones, showing invert elevations of sewers shall be indicated.
72. The PK nail found Stated as the Northeast Corner of Section 35 T7N, R8E should be noted as the Southeast Corner.
73. For those lands lying outside the initial phase of final plat that are contained within this preliminary plat, those lands shall be included and platted in Outlots to be reserved for future development. Once platted into Outlots they may be omitted from future phases, however remnants will still need to be further placed into Outlots if left over in other phases.

**Traffic Engineering Division** (Contact Sean Malloy, (608) 266-5987)

74. The applicant shall work with the Traffic Engineering and City Engineering Divisions on finalizing the alignment of Mid Town Road/Raymond Road. Alignment alterations may result in major modifications to the plat.
75. The applicant shall work with Traffic Engineering and City Engineering Divisions on finalizing the alignment of S High Point Road. Alignment alterations may result in major modifications to the plat.
76. Red Granite Road shall be classified as Neighborhood Yield Streets as defined by the current Complete Green Streets Guide.
77. Street "A", Street "B", Street "C", Street "D", Legacy Lane, and Hickory Ridge Road shall be classified as Neighborhood Streets as defined by the current Complete Green Streets Guide.

78. If the applicant wishes to provide parking on both sides of their streets classified as Neighborhood Streets as defined by the Complete Green Streets Guide, they shall dedicate a minimum 62 feet of right of way.
79. If the applicant wishes to provide parking on both sides of Mid Town Road/Raymond Road, defined as a Boulevard by the Complete Green Streets Guide, they shall dedicate a minimum 125 feet right of way.
80. The applicant shall provide a cul-de-sac at the proposed terminus of Marty Road to be designed per MGO 16.23 (6)(a)(9)(d).
81. The applicant shall provide a cul-de-sac at the proposed terminus of Mid Town Road to be designed per MGO 16.23(6)(a)(9)(d).
82. The Traffic Engineering Division has concerns with the proposed alley access shown as Outlot 5 on Mid Town Road. If an alley is to be constructed, it shall be restricted to a one-way southbound movement with right-in only access to Mid Town Road.

83. Prior to final sign-off, the applicant shall work with the Traffic Engineering Division's Electrical Section to record the necessary easements for streetlights. Typically, Traffic Engineering requires a 12-foot easement between lots and 6-foot easements on corner lots where streetlights are needed. Easements are needed between lots: 111-112, 96-97, 72-73, 104-105, 116-Outlot 8, 129-130, 139-140, 164-165, 158-159, 153-152, 191-192, 188-189, 184-185, 228-229, 224-225, 232-233, 235-236, 242-243. On the Corner of lots: 8, 32, 147, 120, 148, 123, 182, 195, 222, 221, 113, Outlot 4.
84. The applicant shall execute and return a declaration of conditions and covenants (DCC) for streetlights prior to sign off of the final plat.
85. The applicant shall work with Traffic Engineering on determining the appropriate locations for Cluster Box Units. Traffic Engineering shall approve Cluster Box Unit locations prior to sign-off.
86. The applicant shall add a note to the plat stating no driveway shall be constructed that interferes with the orderly operation of the pedestrian walkway. This will require all pedestrian ramps to be constructed separate from driveway entrances; a curb-head of no less than six inches in width shall be constructed between all pedestrian ramps and driveway entrances. This is especially important at 'T' intersections where lot and building layout become critical; to prevent interference with the pedestrian ramp, lots intersecting or adjacent 'T' intersection may require a shared driveway and access.

**Parking Division** (Contact Trent W. Schultz, 608-246-5806)

87. The agency reviewed this project and determined a Transportation Demand Management (TDM) Plan is not required at this time. As development progresses in the subdivision, residential uses with 10 or more dwelling units and other applicable uses in MGO Section 16.03 will be subject to TDM Plan review.

**Zoning Administrator** (Contact Jenny Kirchgatter, (608) 266-4429)

88. Work with Planning and Zoning staff to finalize approval of the TR-P Master Plan text and exhibits.

89. Submit an exhibit showing the proximity to existing or planned public or common open space. All residential lots shall be located within one-quarter (1/4) mile of existing or planned public or common open space.
90. Describe how outlots 3, 4, and 6 will be used for private open space. In the TR-P Master Plan text, describe how the private open space outlots will be improved and used. The lots that front on the private open space outlots shall meet the requirements consistent with MGO Section 28.135(2)(b).
91. Submit a phasing plan for the implementation of the master planned development.
92. Obtain a raze permit prior to demolition of the farm buildings.

**Fire Department** (Contact Matt Hamilton, (608) 266-4457)

93. The Madison Fire Department recommends the installation of a residential fire sprinkler system in accordance with NFPA 13D.

**Water Utility** (Contact Jeff Belshaw, (608) 261-9835)

94. Upon development, a separate water service lateral and water meter will be required to serve each parcel. The water laterals shall be directly connected to the public water main with the shut-off valve located in the public right-of-way (per PSC 185.52 (2)). A water lateral is not required if the parcel remains undeveloped.
95. The developer shall construct the public water distribution system and services required to serve the proposed subdivision plat per MGO 16.23(9)(d)(3).
96. All public water mains and water service laterals shall be installed by a standard City subdivision contract / City-Developer agreement. Applicant shall contact City Engineering Division to schedule the development of plans and the agreement. See Engineering Division comments for additional information.

**Metro Transit** (Contact Tim Sobota, (608) 261-4289)

This agency has reviewed this request and recommended no conditions of approval. The eastern portion of the proposed development would be part of Metro Transit's paratransit service area. Paratransit eligibility would not exist for any parcels greater than the three-quarters mile regulatory distance from all day scheduled service for passengers to generally be eligible for door-to-door paratransit service. The closest bus stop with regularly scheduled bus service under the current transit route network is at least one-half mile walking distance.

**Parks Division** (Contact Ann Freiwald, (608) 243-2848)

97. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Sec. 16.23(8)(f) and 20.08(2) will be required for all new residential development associated with this project. This development is within the West Park-Infrastructure Impact Fee district. Please reference ID# 24002 when contacting Parks Division staff about this project.
98. Prior to sign off on the final plat, the applicant shall execute a declaration of conditions and covenants along with an impact fee schedule for the park impact fees for this development. This document will be recorded at the Register of Deeds. The applicant shall be responsible for all recording fees.

99. The following note should be included on the final plat: "Lots within this subdivision are subject to impact fees that are due and payable at the time building permit(s) are issued." The Parks Division shall be required to sign-off on this subdivision.

**Forestry Section** (Contact Brandon Sly, (608) 266-4816)

100. As defined by MGO Section 10.10, City Forestry will assess the full cost of the street tree installation to the adjacent property owner. City Forestry will determine street tree planting sites and tree species type. Street tree planting will be scheduled after there is substantial completion of the new plat development along the street segment.

**Office of Real Estate Services** (Contact Andy Miller, (608) 261-9983)

101. Prior to final plat approval sign-off, the Owner's Certificate(s) on the final plat shall be executed by all parties having an interest in the property, pursuant to Wis. Stats. 236.21(2)(a). Certificates shall be prepared with the ownership interests consistent with the most recent title report. Signatories shall provide documentation that proves legal authority to sign the Owner's Certificate. The executed original hard stock recordable plat shall be presented at the time of sign-off.
102. Prior to final plat approval sign-off, an executed and notarized or authenticated certificate of consent for all mortgagees/vendors shall be included following the Owner's Certificate(s). If a mortgage or other financial instrument is reported in record title, but has been satisfied or no longer encumbers the lands or ownership within the plat boundary, a copy of a recorded satisfaction or release document for said instrument shall be provided prior to plat approval sign-off.
103. A Consent of Lessee certificate shall be included on the plat for any tenancy, including for farming purposes, in excess of one year, recorded or unrecorded, and executed by said tenant prior to agency plat approval sign-off.
104. All consents and certifications for any holder of interests in the subject lands shall conform with Wis. Stats. 236.21(2) and 236.29, i.e., to include the language "...surveyed, divided, mapped and dedicated..."
105. If any portion of the lands within the plat boundary are subject to an Option to Purchase or other Option interest please include a Certificate of Consent for the option holder and executed prior to approval sign-off.
106. Under 236.21(3) Wis. Stats. and MGO Section 16.23(5)(g)(1), the property owner shall pay all real estate taxes that are accrued or delinquent for the subject property prior to plat recording. This includes property tax bills for the prior year that are distributed at the beginning of the year. Receipts are to be provided on or before sign-off and checks are payable to: City of Madison Treasurer, 210 Martin Luther King, Jr. Blvd., Madison, WI 53701
107. Pursuant to MGO Section 16.23(5)(e)1 and Wis. Stats. 236.21(3), all special assessments, including accrued interest in the case of delinquencies, shall be paid by the owner prior to plat approval sign off. Receipts for payment shall be provided to the City's Office of Real Estate Services in advance of plat approval sign-off.
108. Pursuant to Madison City Ordinance Section 16.23(5)(g)(4), the owner shall furnish an updated title report to ORES via email to Andy Miller ([acmilller@cityofmadison.com](mailto:acmilller@cityofmadison.com)) in the City's Office of Real Estate Services, as

well as the surveyor preparing the plat, an updated title report covering the period between the date of the initial title report, which is November 28, 2023, and the date when sign-off approval is requested. A title commitment may be provided, but will only be considered as supplementary information to the title report update. The surveyor shall update the plat with the most recent information available in the title report update. ORES reserves the right to impose additional conditions of approval in the event the title update contains changes that warrant revisions to the plat.

109. Revise the plat prior to final approval and recording:

- a) Accurately reflect the contents of the title report in the proposed plat.
- b) Depict, name, and identify by document number on the proposed plat all existing easements cited in record title.
- c) Include on the proposed plat a complete and accurate legal description of the lands that are to be included in the proposed plat. The legal description shall be reconciled with the legal description of said lands in record title.
- d) Depict and dimension all existing improvements including, but not limited to: buildings, drives, parking lots, encroachments, wells, septic systems, etc. associated with the lands described for the proposed plat. If buildings are to be demolished, label any such buildings as "to be demolished" or similar.
- e) For properties not connected to municipal utility services, consider whether or not well abandonment ref. NR-141 needs to be addressed.
- f) Create and record, or show as being dedicated in the proposed plat, easements for utility and drainage rights of way when the utility or drainage physically exists, but no document for it exists in record title.
- g) Record satisfactions or releases for all recorded instruments that encumber or benefit the subject lands, if all interested parties agree that the purpose for such instrument is no longer necessary or relevant for the purposes of the land division.
- h) Initiate requests to all applicable utilities to record releases of their interests in utility easements in underlying plats or CSM's, if this proposed plat is a redivision of existing plats or CSMs with utility easements that will no longer be applicable; and, prior to requesting sign-off, place a note in the proposed plat citing the recording data for the City's recorded release of same.
- i) Create notes that define the purpose of and the ownership of (whether public or private) all outlots. The note for an outlot dedicated to the public shall say: "Dedicated to the public for \_\_\_\_\_ purposes."
- j) No farming or use of lands to be dedicated to the public for Park purposes shall be allowed unless specifically approved by the Parks Superintendent and permitted under a farm lease administered by ORES. If the lands within the plat boundary are farmed agricultural lands, the applicant shall enter into a lease with the City for those lands to be dedicated and/or conveyed to the City through plat recording. Please contact a Real Estate Specialist in ORES to discuss the potential lease terms. Said leases are authorized by Resolution ID 29183, Resolution 13-00247, adopted April 16, 2013.
- k) Include the following sentence with the dedicated utility easements depiction in the Legend: Utility Easements as herein set forth are for the use of public bodies, as well as private utilities having the right to serve the area.

## Appendix A: Tradition Residential–Planned District Requirements

The following excerpts summarize the requirements for residential development in the Traditional Residential-Planned (TR-P) District (Section 28.053) of the Zoning Code:

(1) Statement of Purpose. The TR-P District is established to encourage the development of new traditional neighborhoods in close-in or outlying parts of the City that incorporate the characteristics of existing traditional neighborhoods. Features include a variety of lot sizes and integrated housing types, detached or alley-loaded garages, traditional architectural features such as porches, an interconnected street system and the creation of a high-quality public realm.

A large-scale TR-P development will be designed through a master planning process. Where a TR-P District is developed in conjunction with or in proximity to an existing or planned mixed-use or higher-density district (for example, a Neighborhood Mixed-Use District, Traditional Shopping Street District, or Traditional Residential-Urban District) the TR-P District is also intended to meet the goals of traditional neighborhood development as established by the State of Wisconsin and Dane County. These goals include the following:

- a.) Reduce public costs by making more efficient use of infrastructure.
- b.) Protect the environment through reduced land consumption, preservation of on-site environmental features, and reduced automobile travel.
- c.) Increase public safety and welfare through street design that results in slower driver speeds and reduced accidents, injuries and fatalities.
- d.) Promote the reinvestment in existing developed areas.
- e.) Foster community through attractive streets and public spaces that create opportunities for encounters and gatherings.

(3) Required Mix of Residential Uses. After the effective date of this ordinance, development sites or projects within the TR-P District that are 10 acres or more in size or that include 50 or more dwelling units shall meet the following standards:

- a.) A minimum of 3 residential building types from the following categories shall be included within the site:
  1. Single-family detached dwellings with street-accessed garages.
  2. Single-family detached dwellings with alley-accessed garages.
  3. Two-family and single-family attached buildings.
  4. Accessory dwelling units.
  5. Multi-family dwellings (3 units or more), including senior housing.
  6. Special-needs housing such as community living arrangements and assisted living facilities.
- b.) A minimum of ten percent (10%) of the units on the site shall be in two-family, attached or multi-family residential dwelling types.
- c.) For infill development, the required mix of residential uses may be satisfied by existing adjacent residential uses within a one-quarter mile radius.
- d.) All residential lots shall be located within one-quarter mile of existing or planned public or common open space.

(4) Dimensional Standards, Permitted and Conditional Uses. [See table on page 2 as it applies to this project.]

(5) Site Design Standards.



- a.) Open Space. Open space shall be available to the residents of the district for recreational purposes or similar benefit. Land reserved for stormwater management and other required site improvements shall not be applied to this requirement, unless designed as open space that will meet resident needs.
  - 1. Open space shall be designed to meet the needs of residents of the district and the surrounding neighborhoods to the extent practicable for parks, playgrounds, playing fields, and other recreational facilities.
  - 2. A diversity of open spaces shall be provided within the TR-P district, including but not limited to community parks, neighborhood squares and commons, and playgrounds.
  - 3. Open spaces included with the subdivision shall be dispersed throughout the development and walkable from most areas within the subdivision.
  - 4. Land donated for any public purpose, which is accepted by the City, may be credited towards the open space requirement at the discretion of the Common Council.
- b.) Street Layout. A TR-P site development plan shall maintain the existing street grid where present and restore the street grid where it has been disrupted. In newly developing areas, streets shall be designed to maximize connectivity, except where environmental or physical constraints make this infeasible. All streets shall terminate at other streets, at public land, or at an environmentally sensitive area, except that local streets may terminate in stub streets when those will be connected to other streets in future phases of the development or adjacent developments.
- c.) Street Design. Flexibility in street design may be allowed within a TR-P District in order to create a safe and pleasant environment for residents, emphasizing pedestrian and bicycle circulation.
- d.) Non-Residential Uses. Non-residential land uses, including but not limited to schools, places of worship and neighborhood-serving commercial uses located within a subdivision zoned TR-P, shall be designed in a compact fashion and reflect the design of other uses within the master-planned development. Parking for such uses shall be located in the side or rear yards and shall be well screened to preserve the continuity of the public realm.

#### (6) Submittal Requirements.

- a.) After the effective date of this ordinance, a Master Plan shall be required for all TR-P projects that are proposed to be 10 acres or larger in size or those that will include 50 dwelling units or more. All TR-P Master Plans shall include each of the following elements:
  - 1. A map of the proposed development that identifies all of the lots and outlots to be contained in the proposed development and which contains all of the information required for preliminary plats in Sec. 16.23(7)(a), MGO. The map shall identify each of the following items:
    - a. The use of each lot or outlot, including any spaces to be dedicated to the public.
    - b. The number of dwelling units to be provided on each lot.
    - c. The number of floors of all buildings to be constructed on a lot – minimum and maximum.
    - d. The orientation of buildings in relation to all streets.
    - e. The yards and building setbacks for each developable lot.
    - f. Stormwater management, including proposed treatments at the lot, block and subdivision level.
  - 2. A phasing plan for the implementation of the master planned development.
  - 3. Building design standards for the proposed development recorded in the covenants, conditions and restrictions for the subdivision, shall include:
    - a. Massing and composition of structures, orientation of windows and entries; doors and other elements of the facade, and primary facade materials and colors.

- b. A process for the application of such building design standards, through an architectural review committee or similar review body.
- 4. A detailed letter of intent for the project that outlines the specific goals and objectives for the master planned development. Sec. 28.053(6)(b)

b.) Standards for Approval of Master Plans.

- 1. The proposed TR-P Master Plan shall be consistent with the recommendations of the Comprehensive Plan and any adopted neighborhood plan, including the objectives established for traditional neighborhood development in the Comprehensive Plan.
- 2. The proposed TR-P Master Plan shall contain a highly connective circulation pattern and shall be conducive to multiple forms of transportation.
- 3. The proposed master planned development shall include a variety of integrated residential dwelling unit types. Segregation of dwelling unit types shall be avoided.
- 4. The proposed TR-P Master Plan shall be consistent with the statement of purpose of this section.
- 5. The TR-P Master Plan shall also comply with all of the requirements for preliminary plats in MGO Section 16.23.

(7) Review Procedures. A Master Plan for a TR-P district will be reviewed as part of the zoning map amendment and subdivision plat.

**Appendix B: Zoning Criteria**

*TR-P Zoning Criteria*

Requirements	Required: Single-family detached	Proposed	Required: Two-family twin	Proposed
Lot Area (sq. ft.)	2,900 sq. ft.	Will Exceed	1,800sq. ft./unit	Will Exceed
Lot Width	30'	Greater than 30'	25'/unit	Greater than 25'
Minimum Front Yard Setback	15'	To be determined at the time of permitting	15'	To be determined at the time of permitting
Maximum Front Yard Setback	30' or up to 20% greater than block average	"	30' or up to 20% greater than block average	"
Side Yard Setback	5'	"	5'	"
Reverse Corner Side Yard Setback	8' (10' for garage)	"	8' (10' for garage)	"
Rear Yard Setback	Street-accessed: 20' Alley-accessed: 2'	"	Street-accessed: 20' Alley-accessed: 2'	"
Usable Open Space	None	"	None	"
Maximum Lot Coverage	75%	"	75%	"
Maximum Building Height	3 stories/ 35'	"	3 stories/ 35'	"

Requirements	Required: Multi-family Dwelling Residential Building Complex	Proposed
Lot Area (sq. ft.)	600 sq. ft./unit + 300 sq. ft. per bedroom greater than 2	Lot 245: 7.6 acres Lot 247: 5.2 acres
Lot Width	50'	Exceeds 50'
Front Yard Setback	15'	To be determined at the time of permitting
Max. Front Yard Setback	30' or up to 20% greater than block average	
Side Yard Setback	10'	
Reverse Corner Side Yard Setback	12' (10' for garage)	
Rear Yard Setback	Street-accessed: 20' Alley-accessed: 2'	
Usable Open Space	None	
Maximum Lot Coverage	75%	
Maximum Building Height	4 stories/ 52' (Can exceed with conditional use)	

**CC-T Zoning Criteria**

Requirements	Required	Proposed
Front Yard Setback	0' or 5'	To be determined at the time of permitting
Maximum Front Yard Setback	65'	
Side Yard Setback: Street side yard	0' or 5'	
Side Yard Setback: Other cases	None unless needed for access	
Rear Yard Setback	The lesser of 20% of lot depth or 20'	
Usable Open Space	40 sq. ft./dwelling unit	
Maximum Lot Coverage	85%	
Maximum Building Height	5 stories/ 78'	

Other Critical Zoning Items	
Yes:	Utility Easements
No:	Barrier Free, Urban Design, Wellhead Protection, Floodplain, Landmarks, Waterfront Development
<i>Prepared by: Jenny Kirchgatter, Assistant Zoning Administrator</i>	