



PREPARED FOR THE PLAN COMMISSION

**Project Address:** 940-1040 S High Point Road, 1051 S Pleasant View Road, and 902 Landmark Trail

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

**Legistar File ID #** [85814](#) and [85415](#)

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

**Summary**

**Applicant:** Matt Brink, VH Hill Valley, 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:** The High Spring Limited Partnership; 401 N Carroll Street; Madison.

**Requested Actions:** Approval of a request to rezone 940-1040 S High Point Road, 1051 S Pleasant View Road, and 902 Landmark Trail from A (Agricultural District) to TR-P (Traditional Residential–Planned District), TR-U1 (Traditional Residential-Urban 1 District), NMX (Neighborhood Mixed Use District), and CC-T (Commercial Corridor–Transitional District) and; approving the preliminary plat of *Hill Valley*, creating 558 single-family lots, 222 lots for 111 two-family dwellings, 68 lots for townhouse units, four lots for future multi-family dwellings, one lot for future neighborhood commercial, one lot for future mixed-use development, three outlots to be dedicated for public park, five outlots to be dedicated for stormwater management, one outlot for a private alley, and three outlots for private open space.

**Proposal Summary:** The preliminary plat of *Hill Valley* proposes the subdivision of approximately 213.7 acres of undeveloped agricultural land that extends between S High Point Road and S Pleasant View Road from approximately Lois Lowry Lane and Prairie Hill Road on the north and Starr Grass Drive on the south. Approximately 186.5 acres of the subject site were attached to the City of Madison from the Town of Middleton on September 16, 2024 following Common Council approval on September 10.

The proposed subdivision calls for 780 single-family attached and detached single-family residences and 68 townhouse units to be developed on lots platted along a network of local streets to be located north and south of a new east-west collector street that will extend across the site. Approximately 800 units of multi-family housing are planned for four lots to be located on the edges of the development where the new collector street will intersect S Pleasant View Road on the west and S High Point Road on the east. Up to 60 additional multi-family units are planned for a site to be zoned CC-T and developed with mixed uses, while a one-acre parcel for “neighborhood commercial” is planned in NMX zoning in the northwestern corner of the site.

In addition to the residential and commercial development planned for the site, the *Hill Valley* subdivision proposes to dedicate expansions of Newberry Park on the northern edge of the site, and Mid Town Commons Park along the southern edge. The subdivision will also connect a series of currently dead-end streets north and south of the subject site, including Waldorf Boulevard in the Mid Town Commons subdivision, Lois Lowry Lane in Newberry Heights, and Prairie Hill Drive in the Westview Hills subdivision. A public street is also planned to connect to Applewood Drive in the Applewood Hills subdivision in the Town of Middleton.

The applicant hopes to begin construction of the first phase of the subdivision in 2025, with completion of the subdivision to occur in seven to ten phases over 10-15 years based on market demand for the future units and mixed-use development. A conceptual phasing plan is attached to the materials for the development.

**Applicable Regulations & Standards:** Section 28.182 of the Zoning Code provides the process for zoning map amendments. The requirements, process, and standards for approval 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(4) of the Subdivision Regulations.

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

**Summary Recommendation:** The Planning Division recommends the following to the Plan Commission regarding 940-1040 S High Point Road, 1051 S Pleasant View Road, and 902 Landmark Trail:

- That the Plan Commission find the standards met and forward Zoning Map Amendment ID 28.022–00696, rezoning specific portions of the site from A to TR-P, to the Common Council with a recommendation of **approval** and **approve** the TR-P master plan;
- That the Plan Commission find the standards met and forward Zoning Map Amendment ID 28.022–00697, rezoning specific portions of the site from A to TR-U1, to the Common Council with a recommendation of **approval**;
- That the Plan Commission find the standards **not** met and forward Zoning Map Amendment ID 28.022–00698, rezoning a specific portion of the site from A to NMX, to the Common Council with a recommendation to **place on file without prejudice** due to the inconsistency of the requested zoning with adopted land use plans;
- That the Plan Commission find the standards met and forward Zoning Map Amendment ID 28.022–00699, rezoning a specific portion of the site from A to CC-T, to the Common Council with a recommendation of **approval**; and
- That the Plan Commission find the standards met and forward the preliminary plat of *Hill Valley* to the Common Council with a recommendation of **approval** subject to input at the public hearing and the conditions from reviewing agencies beginning on page 14 of this report.

## Background Information

**Parcel Location:** The site consists of four parcels that extend between S High Point Road and S Pleasant View Road (CTH M) from approximately Lois Lowry Lane and Prairie Hill Road on the north and Starr Grass Drive on the south; Alder District 1 (Duncan); Middleton-Cross Plains Area School District (portions will be annexed to the Madison Metropolitan School District per an agreement between the two school districts).

**Existing Conditions and Land Use:** The 213.7 acres of land are undeveloped and zoned A (Agricultural District).

### Surrounding Land Uses and Zoning:

**North:** Single-family residences and parkland in the Applewood Hill subdivision in the Town of Middleton; in the City, single- and two-family residences in the Westview Hills subdivision, zoned SR-C1 (Suburban Residential–Consistent 1 District) and SR-C3 (Suburban Residential–Consistent 3 District); single-family

residences and Newberry Park in the Newberry Heights subdivision, zoned PD; and Madison Water Utility Well 26, zoned A (Agricultural District);

**South:** The Springs at Pleasant View Apartments, zoned TR-U2 (Traditional Residential–Urban 2 District); Mid Town Commons Park; multi-family residences in Mid Town Commons, zoned PD; stormwater greenway and single-family residences in the First Addition to Valley Ridge subdivision, zoned TR-C3 (Traditional Residential–Consistent 3 District);

**West:** Future employment development in the University Research Park–Pioneer subdivision across S Pleasant View Road, zoned SE (Suburban Employment District); and

**East:** Across S High Point Road, single-family residences in the High Point Estates subdivision, zoned SR-C1, and Valley Ridge subdivision, zoned PD; Hope And A Future multi-generational housing community, zoned SR-V2 (Suburban Residential–Varied 2 District).

**Adopted Land Use Plan:** The 2017 [High Point-Raymond Neighborhood Development Plan](#) recommends the subject site for a variety of residential uses at a range of potential densities across the property, with a node of potential mixed-use development recommended along S High Point Road opposite Welton Drive. The plan also recommends the expansion of Newberry Park and Mid Town Commons Park, with stormwater management parcels located at or near low points across the site.

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). A couple of parcels recommended for residential development in the Residential Housing Mix (HM) 2 and 3 categories in the neighborhood development plan are elevated to a slightly higher density on the [Comprehensive Plan](#) generalized future land use maps.

**Zoning Summary:** The proposed lots will be zoned TR-P (Traditional Residential–Planned District), NMX (Neighborhood Mixed-Use District), CC-T (Commercial Corridor–Transitional District), and TR-U1 (Traditional Residential–Urban 1 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 subject site is located in the Central Urban Service Area. The planned expansion of Mid Town Commons Park and nearby stormwater management along the southern edge of the site are located in a mapped environmental corridor.

**Public Utilities and Services:** The subject site will be served by a full range of urban services as it develops, including Metro Transit, which provides peak-period bus service along S High Point Road and Starr Grass Drive on Route 55. However, the proposed subdivision is not currently served by full-time/ all day bus service. Metro Transit would initially estimate the following counts of potentially eligible trips towards US Green Building Council/LEED Quality Access to Transit points: 10 Weekday and 0 Weekend. Please contact Metro Transit if additional analysis would be of interest.

## Project Description

Veridian Homes is requesting approval of a zoning map amendment and a preliminary plat for four parcels totaling approximately 213.7 acres that extend between S High Point Road and S Pleasant View Road (CTH M) from approximately Lois Lowry Lane and Prairie Hill Road on the north to Starr Grass Drive on the south. The two largest

parcels equaling 186.5 acres of the site were attached to the City from the Town of Middleton effective September 16, 2024.

At its widest, the subject site is nearly three-quarters of a mile across and includes over 1,800 feet of frontage along S Pleasant View Road and over 2,300 feet of frontage along S High Point Road. The subject site is characterized by significant topography across the site, which includes three ridges and two low points. Moving from west to east across the site, the western third of the 213.7 acres is characterized by a ridge near the southwestern property corner that falls towards S Pleasant View Road and to a low point adjacent to existing Mid Town Commons Park that includes a manmade farm pond. A second ridge located along the northern property line in the center of the site falls to the same low points as the first ridge, while the third ridge extends along much of the eastern property line. The eastern ridge falls from the northeastern corner of the site and the adjacent water tower and aerial reservoir to the south and west. The southeastern corner of the site adjoins a stormwater pond and greenway dedicated to the City with the First Addition to Valley Ridge subdivision. The grades present along the eastern edge of the site are pronounced along S High Point Road, where nearly 100 feet of grade change exists from the driveway of Well 26 south to the intersection of High Point and Starr Grass Drive.

In addition to these topographical features, the site is characterized by substantial tree cover along the northern property line and the eastern property line adjacent to S High Point Road. A less substantial tree line also extends along most of the southern property line.

Most of the property surrounding the subject site has developed over the last thirty or so years. Three mostly single-family subdivisions extend across the northern edge of the subject site, including the Westview Hills and Newberry Heights subdivisions developed in the City of Madison since 1995, and the Applewood Hill subdivision in the Town of Middleton, which was platted in 1966. A similar low-density development pattern exists east of the site across S High Point Road, which primarily consists of single-family residences in the High Point Estates and Valley Ridge subdivisions. The property directly west of the site across S Pleasant View Road is currently undeveloped but has been zoned and platted for future employment uses in the University Research Park–Pioneer development; the Hawks Landing Golf Club and Linden Park residential developments are located further to the southwest and west, respectively. Higher-density residential has been developed over the last 25 years along the southern edge of the site in Mid Town Commons and, more recently, in the Springs at Pleasant View development.

A series of streets platted and constructed with those developments are stubbed to the northern and southern property lines of the site. Four other streets are platted opposite the western and eastern edges of the development. All of those streets are planned to extend into the proposed subdivision.

On the west side of the subdivision, platted but unconstructed Boyer Street and Ancient Oak Lane are proposed to extend across S Pleasant View Road into the development, with Boyer (“N” Street on the preliminary plat) to extend from southwest to northeast across the site as a collector street, intersecting S High Point Road opposite Welton Drive. Ancient Oak will extend from west to east to intersect “N” Street at a roundabout planned near the center of the *Hill Valley* development. Waldorf Boulevard will extend north from its current terminus in Mid Town Commons to form the fourth leg of this planned roundabout, while Mica Road will extend two additional blocks north from its terminus in the Springs at Pleasant View development to connect to “N” Street. Additionally, an extension of Velvet Leaf Drive across S High Point Road into the development is shown as “H” Street on the preliminary plat. Along the northern edge of the proposed subdivision, Lois Lowry Lane is planned to extend south from its current terminus in the Newberry Heights subdivision south to future “N” Street, with Prairie Hill Road to extend east to Lois Lowry Lane from its terminus on the eastern edge of the Westview Hills subdivision.

The plat also proposes a one block extension of South View Road to intersect Ancient Oak Lane in the northwest corner of the development, and the extension of Landmark Trail from Prairie Hill to the north plat limits. Landmark Trail was originally platted with the Applewood Hill town subdivision but was never constructed. An effort by the Town of Middleton to vacate Landmark Trail in 1996 was challenged by the City of Madison, which succeeded in preserving the 66-foot wide right of way. The right of way was then annexed into Madison (also in 1996). The connection of Landmark between the proposed development and Applewood Drive would eventually provide residents of the roughly 40 homes in Applewood Hill a second means of access to their subdivision, which is currently only accessed from the intersection of Applewood Drive and S Junction Road. Construction of Landmark between the plat limits and Applewood Drive will occur separately from the construction of improvements in Hill Valley and be subject to a settlement agreement between the City, Town of Middleton, and owners in Applewood Hill.

Most of the proposed *Hill Valley* subdivision will be developed with single-family detached residences and two-family residences (labeled as “attached single-family” in the application materials) to be located on fee simple lots platted along a network of local streets and both sides of the “N” Street collector. In all, 213 lots will be developed with street-loaded single-family residences, 345 lots will be developed with alley-loaded single-family residences, and 222 lots will be developed with 111 alley-loaded two-family residences. All the single- and two-family residences will be developed in TR-P zoning.

In addition to the single- and two-family units proposed, plans for the subdivision call for the construction of 68 alley-loaded townhouse units to be built in either six- or eight-unit buildings located generally opposite the four lots planned for multi-family housing – Lots 792 and 852 adjacent to Pleasant View, and 294 and 373 adjacent to High Point. The 68 townhouse lots and four multi-family lots will be zoned TR-U1. The illustrative plan for the development indicates that 675-795 dwelling units will be built across the four multi-family lots. An additional 60 dwelling units may be built on Lot 853 on the north side of “N” Street, which the applicant is seeking CC-T zoning for; the land use letter of intent indicates that Lot 853 may be developed in the future with a five- to six-story building that would include commercial space on the first floor. Lastly, the applicant is requesting NMX zoning for a one-acre lot (854) to be located on the north side of Ancient Oak Lane between S Pleasant View Road and South View Road.

Open space with the *Hill Valley* development is proposed to include four outlots to be dedicated to the City for stormwater management (Outlots 1, 5, 8, and 10), as well as the dedications of Outlots 9 and 11 as expansions of Mid Town Commons Park, and the dedication of Outlot 4 as the southwesterly expansion of Newberry Park. Outlots 3, 6, and 7 will be maintained as private open space; covenants, conditions and restrictions to govern the maintenance of these private open spaces will be required as a condition of final plat approval, as well as for the private alley located in the block formed by S High Point Road, “H” Street, “I” Street, and “K” Street (Outlot 2).

## 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. Similarly, a preliminary plat shall conform to the Comprehensive Plan, as well as any adopted neighborhood, sub-area, or transportation-related plan, the Official Map, and the Complete Green Street Guide.

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 neighborhood development plan recommends that most of the subject property be developed consistent with Residential Housing Mix 1 (HM1), including most of the developable land at the center of the site and along the northern property line. 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 six (6) dwelling units per acre.

The western and eastern edges of the site are primarily recommended for development in the Housing Mix (HM2) category, including the entire Pleasant View frontage and most of the High Point frontage. 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.

The neighborhood development plan recommends a significant expansion of Mid Town Commons Park north onto the subject site extending to an east-west street planned to extend between S Pleasant View Road and S High Point Road. Land opposite the north and west sides of expanded Mid Town Commons Park are recommended for Housing Mix 3 (HM3), as is land on the west side of High Point north and south of extended Welton Drive. 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.

Finally, land at the northwestern corner of High Point and Welton (extended) is 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. This particular HM4 polygon includes 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. 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 into the neighborhood rather than dominated by large setbacks and parking areas of exclusively commercial corridors.

The above recommended development is recommended to follow a grid of streets, including an east-west collector shown in the plan to extend across the site from Ancient Oak Lane and S Pleasant View Road to S High Point Road and Welton Drive. In addition to the expansion of Mid Town Commons Park, the neighborhood development plan also recommends the expansion of Newberry Park to the south. Areas for stormwater management are recommended at low points adjacent to S Pleasant View Road and S High Point Road, at the center of the site, and in the vicinity of the farm pond.

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 2023 Comprehensive Plan, though in some cases at a higher density than the corresponding category in the neighborhood development plan. In general, the HM3 and HM4 categories are recommended for Medium Residential (MR), while the HM2 lands are recommended for Low-Medium Residential (LMR). The HM1 area are recommended for Low Residential (LR). However, because it is an overlay, the Comprehensive Plan does not show a mixed-use designation for the portion of the site where the neighborhood development plan encourages mixed-use, with MR shown instead.

The layout of the proposed *Hill Valley* subdivision is generally consistent with the development pattern recommended for the subject site in the High Point-Raymond Neighborhood Development Plan with a few notable exceptions. Whereas the neighborhood development plan calls for a more rigid grid street network to be imposed on the site, the plat proposes a more “organic” grid of streets that responds to the significant topography present across the property. The proposed grid places more emphasis on the east-west collector street that will extend from S Pleasant View Road and Boyer Street to S High Point Road and Welton Drive, whereas the neighborhood development plan had two east-west streets (one collector and one local) to distribute traffic. The proposed subdivision devotes more land to stormwater management compared to the neighborhood development plan owing mostly to the more strenuous requirements in MGO Chapter 37 that were enacted in 2020 following the significant flooding event the City experienced in August 2018 after the plan was adopted.

The proposed uses in the *Hill Valley* are also generally consistent with the land uses recommended for the site with exceptions. The portions of the plat proposed for single- and two-family residential development are consistent with the areas recommended for HM1 and HM2 in the adopted plan, and staff is supportive of the mix of housing types proposed, which includes a variety of attached and detached single-family units with street- or alley-loaded garages. Additionally, the two lots planned for multi-family housing along S High Point Road in TR-U1 zoning are consistent with the HM3 and HM4 and the MR recommendations applicable to that portion of the site,

and the expansions of Newberry Park and Mid Town Commons Park are generally consistent with the expansions called for in the neighborhood development plan. Finally, the inclusion of townhouse units at various locations around the site broaden the types of housing present across the subdivision consistent with the neighborhood development plan's general recommendations to provide a variety of housing choices to future residents of different ages, incomes, and lifestyles, including families with children.

However, the location of the CC-T zoning proposed for Lot 853 differs from the location of the potential mixed-use overlay in the High Point-Raymond Neighborhood Development Plan. Whereas the neighborhood plan recommends the potential for neighborhood mixed-use development at the northwestern corner of High Point and Welton on the eastern edge of the site, the applicants propose to move the mixed-use node to the western third of the project closer to and overlooking S Pleasant View Road. The letter of intent notes that the proposed site for mixed-use was chosen "to have strong regional and local access" [from Pleasant View]. Staff does not object to the proposed location and acknowledges that the location closer to Pleasant View could make the first floor commercial space more viable in the market when combined with the density of development proposed in the surrounding plat and area. The establishment of the small mixed-use node on the "N" Street collector near Pleasant View should not adversely impact the ability for the larger neighborhood mixed-use area planned for the S Pleasant View Road-Mid Town Road intersection to the south be developed in the future. The proposed location at the center of the proposed development should limit any adverse impacts from ground floor commercial uses on surrounding residential properties. Staff would also not be opposed to a neighborhood mixed-use component being established in the future near the "N" Street-High Point intersection through a subsequent rezoning request for Lots 294 or 373.

For Lot 853, 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 envisioned in the plan 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 853 would generally be discouraged.

While the Plan Commission can find the relocated mixed-use parcel on "N" Street described above consistent with adopted plans, staff believes that the proposed zoning of Lot 854 on the north side of Ancient Oak Lane between Pleasant View and South View Roads to NMX is inconsistent with the recommended land uses in both the High Point-Raymond Neighborhood Development Plan and Comprehensive Plan, which respectively recommend HM2 and LMR for that portion of the site. Additionally, the parcels to the north of Lot 854 are developed with single- and two-family dwellings, and staff believes that the NMX zoning of Lot 854 and future commercial development could potentially have a greater impact on those nearby properties. Staff believes that the Plan Commission should recommend denial of the request to zone that parcel NMX and that Lot 854 should instead be zoned and developed with residential uses consistent with the plan recommendations. If the staff recommendation not to approve the NMX zoning is followed, that portion of the site would remain zoned A pending a subsequent application to zone the property for uses consistent with the adopted plans.

Lastly, the overall density and form of residential to be developed on the west side of the project adjacent to S Pleasant View Road will likely be greater than the amount of development anticipated in the neighborhood development plan and at the higher end of the LMR density range in the Comprehensive Plan. However, staff feels that the location of the additional density is an appropriate place to accommodate additional housing needed in



the community, though the future buildings and sites will need to be carefully designed to respond to the significant topography present on that portion of the site, which influenced the lower-density HM2 and HM3/ LMR recommendations in part due to the smaller building forms typically present in those categories (which can fit better onto properties with a lot of grade present compared to larger buildings).

#### Compliance with the Complete Green Streets Guide

The *Hill Valley* 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 11 street types identified in the Guide 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 development team has worked closely with City staff to size the streets across the plat to fit the requirements of the Complete Green Streets Guide. Conceptual cross-sections of the various street types requested and a corresponding guide to where those street types will be located throughout the 213.7-acre plat are included in the 'Hill Valley Plans' materials attached to the preliminary plat legislative file [85415](#). As shown on the conceptual plans, the applicants are anticipating that on-street parking will be provided on all local streets and along "N" Street, which will be classified as a 'Community Connector' per the Guide. The listing of which streets in the plat correspond to the various applicable street types in the Complete Green Streets Guide may be found in the comments and conditions submitted by the Traffic Engineering Division in the 'Recommendations' section of this report. Final approval of the construction plans for individual streets will be granted by the Common Council following review by the Transportation Commission and Board of Public Works and approval of the final plat(s) of the subdivision. Consistent with conditions on other recent subdivision approvals, staff is requesting that all streets in the plat be dedicated with minimum eight-foot terraces between the curb and sidewalk.

Additionally, the applicants are requesting that parking be provided along the west side of S High Point Road in front of the single-family residences planned for Lots 40-59 between "E" and "H" Streets, which will be otherwise accessed by a mid-block alley. The applicants have indicated that the High Point parking lane is necessary to support the east-fronting single-family residences and that without it, they may need to redesign the subdivision to create lots that back onto High Point like the development pattern to the east in the Valley Ridge subdivision. The cross-section of S High Point Road adjacent to the subject site was the subject of a discussion at the November 20, 2024 Transportation Commission meeting, where Traffic Engineering Division staff presented options with and without parking on the west side of High Point. On a 6-2 vote, the Transportation Commission voted to support the cross-section option **with** parking on the west side of S High Point Road adjacent to Lots 40-59. Despite concerns by some members of the Commission about high speeds along this section of High Point potentially creating an unsafe condition for vehicles using the proposed lane configuration, other members noted that the development pattern proposed by the applicants and resulting number of dwelling units was worth trying to accommodate a parking lane compared to continuing the existing development pattern located to the east. The cross-section concepts presented to the Transportation Commission are attached to ID [85415](#) for reference purposes. The 100 feet of right of way proposed along that section of High Point should be adequate to accommodate the proposed cross-section that includes an on-street parking lane.

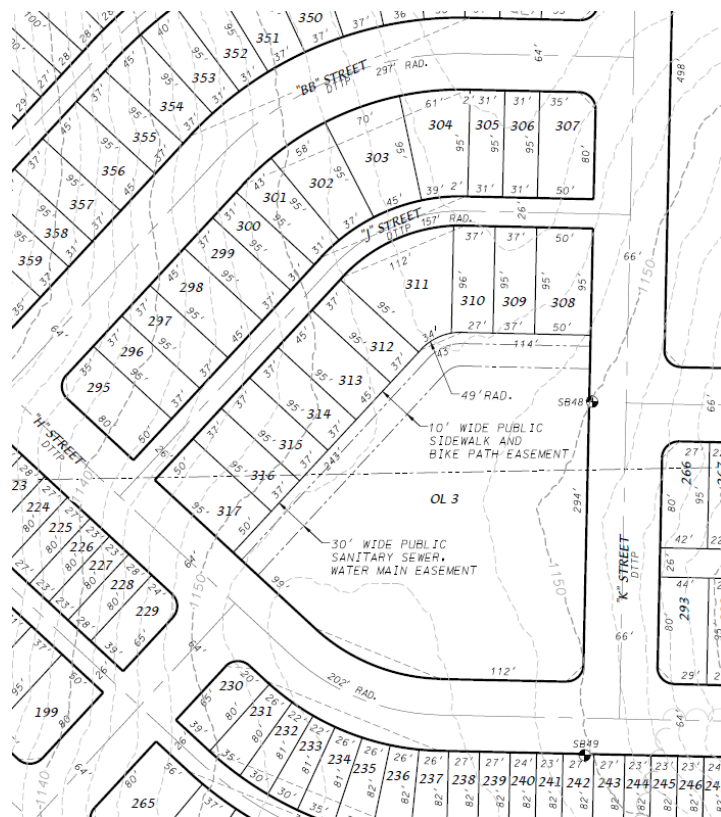
#### Subdivision Design

The *Hill Valley* subdivision will be among the larger land developments in recent City history, spanning 213.7 acres and approximately 1,700 future dwelling units (across all types). As such, there are many details in the proposed



- **“J” Street and Outlot 3:** Currently, the plans for *Hill Valley* call for Lots 308-317 to front onto a private park proposed for Outlot 3 at the corner of “H” and “K” Streets on the eastern side of the development. Access to those lots, as well as Lots 295-307 fronting onto “BB” Street, will be provided by a 26-foot wide alley right of way labeled as “J” Street.

A number of staff concerns have emerged over this proposed layout. First, the Fire Department has provided a condition requiring that the dwellings on Lots 308-317 abutting Outlot 3 be addressed from a street and not an alley and that adequate fire access be provided. If addressed and accessed from “J” Street, the future dwellings will be required to have “front” doors from “J” Street so that first responders arriving at one of those residences would have direct access. Whereas dwellings on similarly configured

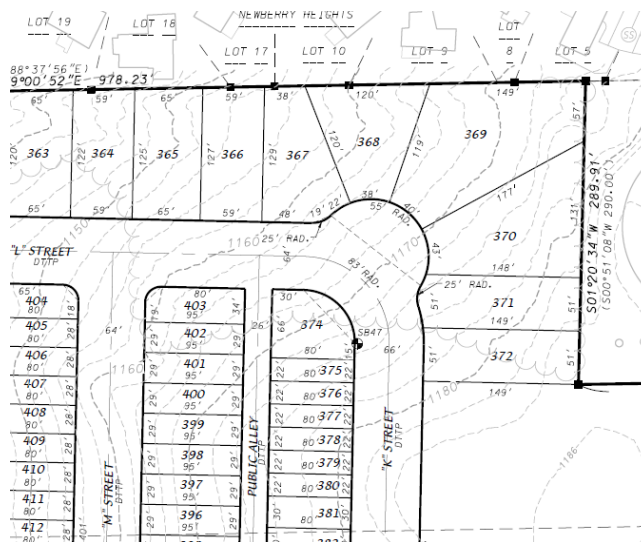


lots have typically designed to have their front doors facing the park consistent with a recommendation in Section 28.137(2)(b) of the Zoning Code (“...residences constructed on the lots abutting [a] park should have entry doors facing the park”), those doors are located on the side opposite the one that police, fire, and emergency medical services would respond to, which has created a concern about creating inefficient emergency response to these residences that the Fire Department wishes to avoid going forward.

Secondly, “J” Street does not meet the minimum requirements for an alley providing the sole means of access to the abutting lots in the Subdivision Regulations, which would be required to provide a minimum 20-foot wide driving surface. The 20-foot alley width corresponds with the minimum fire lane width required by the Fire Prevention Code (MGO Chapter 34). However, as a named street as compared to an alley, “J” Street would need to be designed as a Complete Green Streets Guide-compliant street type, which would likely result in a wider right of way and paved area than an unnamed alley, and may also require sidewalks and terraces consistent with a conventional street design. As an example, “J” Street may have to be designed to meet the minimum requirements of a Neighborhood Yield Street (46-foot minimum right of way), or as a Neighborhood Shared Street, which the Guide does not contain minimum parameters for due to the flexibility for such streets.

Instead of the proposed configuration shown on the preliminary plat for the block bounded by Streets “H,” “K” and “BB,” staff recommends that a different layout be pursued that would alleviate the public safety access and design concerns above. One potential solution discussed calls for “I” Street to be extended westerly across the block to “BB” Street with alley-loaded lots to front “H” and “I” Streets and the park outlot relocated to the northern portion of the block.

- **“Eyebrow” at “K” and “L” Streets:** In order to reduce the amount of pavement to be constructed by the developers and maintained by the City, staff is requesting that the intersection of “K” and “L” Streets be redesigned. Instead of the deeper “eyebrow” onto which Lots 367-372 will front, staff recommends the creation of a more conventional two-point L-shaped intersection that would include a standard 15-foot inside corner radius and a tighter outside radius at that intersection, which staff believes would result in less pavement in the right of way and a more efficient layout for lots on both sides of those streets.



- **Mid Town Commons Park:** As noted earlier in the staff report, the applicants are proposing to dedicate two outlots (9 and 11) to the City to expand Mid Town Commons Park. The two park outlots, which total 9.54 acres, will join two existing tracts that form the current park south of the site. However, the proposed park outlots will be separated by two outlots proposed for stormwater management (Outlots 8 and 10).

In the hierarchy of parks across the city used by the Parks Division, Mid Town Commons Park is planned to be a ‘community park,’ and its expansion was a key recommendation in the 2017 update to the High Point-Raymond Neighborhood Development Plan. Community parks tend to be larger and have more offerings than smaller neighborhood parks like Newberry Park, which will also be expanded with this development. Parks Division staff has discussed with the applicants the need to reallocate the land along the southern edge of the subdivision to create a more cohesive tract for the expanded park so that it can achieve the goals for a community park, including the ability to accommodate full-sized soccer fields, which serve as a building block for park planning. The goal of changing the location of the stormwater parcels and expanding the park dedication would be to create a more cohesive and continuous space for the expanded park. City staff and the developers will work together following approval of the initial preliminary plat to redesign the southern edge of the plat to meet the Parks divisions needs for Mid Town Commons Park while allowing the *Hill Valley* development to meet its stormwater needs. Staff anticipates the necessary changes will be reflected on a revised preliminary plat that will be submitted with the first final plat of the subdivision subsequently.

- **Tree Preservation:** As noted earlier in this report, most of the northernmost line of the subject site is characterized by significant tree cover. While a substantial amount of those trees will be incorporated into the expansion of Newberry Park (Outlot 4) with the plat, the applicants are proposing side and rear yard setback lines on Lots 551-557 on the north side of extended Prairie Hill Drive to preserve the portion of the tree line located west of extended Landmark Trail. Prior to final approval and recording of the final plat of this portion of the *Hill Valley* subdivision, the developer shall submit a tree preservation plan that includes an inventory of those trees and strategies to ensure that any healthy, non-invasive large caliper trees remaining after grading of those lots will be preserved. In addition to the building setback lines (which will be enforced by the City), the plan shall include limitations on grading and utility installation on

those lots and the use of easements or restrictions limiting future owners from impacting the mature trees.

The mature tree line also extends along most of the eastern edge of the site adjacent to S High Point Road. However, City staff does not believe that those trees can be preserved through the implementation of the subdivision due to the steep grades present and the need to grade the new western edge of the street to create a code-compliant sidewalk/ multi-purpose path and travel lane.

- **Refuse and Recycling Collection:** Finally, the Streets Division has commented that it will not provide refuse collection in the alleys in the proposed subdivision consistent with its current policies, and instead will require that residents served by those alleys move their trash and recycling carts to the alley ends or to the public street frontages of those lots for collection.

## Conclusion

The applicants are requesting approval of a zoning map amendment and the preliminary plat of *Hill Valley* to allow the subdivision and development of an approximately 213.7-acre parcel that extends near three-quarters of a mile across between S High Point and S Pleasant View Roads with upwards of 1,700 housing units, additional parkland, and a modest amount of future neighborhood mixed-use development. Staff believes that the Plan Commission may find that these requests meet the standards for approval. *Hill Valley* 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.

However, some aspects of the proposed development will need refinement as the project moves forward to final platting as outlined in the 'Analysis' section of this report. Staff is recommending that a revised preliminary plat 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. Finally, staff recommends that the zoning map amendment to establish NMZ zoning in the northwestern corner of the development not be approved because the commercial zoning and use of that portion of the site is inconsistent with the recommended land uses for that portion of the site. That portion of the site should instead be zoned and developed with residential uses consistent with adopted plans, which will require submittal of a revised rezoning request to be filed for consideration.

## Recommendation

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

The Planning Division recommends the following to the Plan Commission regarding 940-1040 S High Point Road, 1051 S Pleasant View Road, and 902 Landmark Trail:

- That the Plan Commission find the standards met and forward Zoning Map Amendment ID 28.022-00696, rezoning specific portions of the site from A to TR-P, to the Common Council with a recommendation of **approval** and **approve** the TR-P master plan;

- That the Plan Commission find the standards met and forward Zoning Map Amendment ID 28.022–00697, rezoning specific portions of the site from A to TR-U1, to the Common Council with a recommendation of **approval**;
- That the Plan Commission find the standards **not** met and forward Zoning Map Amendment ID 28.022–00698, rezoning a specific portion of the site from A to NMX, to the Common Council with a recommendation to **place on file without prejudice** due to the inconsistency of the requested zoning with adopted land use plans;
- That the Plan Commission find the standards met and forward Zoning Map Amendment ID 28.022–00699, rezoning a specific portion of the site from A to CC-T, to the Common Council with a recommendation of **approval**; and
- That the Plan Commission find the standards met and forward the preliminary plat of *Hill Valley* to the Common Council with a recommendation of **approval** 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. **Prior to or concurrent with the submittal of 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. The revised preliminary plat shall be approved by the Common Council following review by the Plan Commission and shall guide approval of the final plat(s) of this subdivision.**
2. The applicant shall revise the plat to redesign the block bounded by “H” Street, “K” Street, and “BB” Street to provide adequate fire access for all of the lots on that block and a Complete Green Streets Guide- and Subdivision Regulations-compliant street or alley to provide access for this block.
3. To reduce pavement at the intersection of “K” Street and “L” Street, the plat shall be revised to create a more conventional two-point L-shaped intersection that would include a standard 15-foot inside corner radius and a tighter outside radius at that intersection. Final approval of the revised intersection shall be approved by the Planning Division, Traffic Engineering Division, and City Engineering Division.
4. The plat shall be revised to eliminate the private open space island in “V” Street at its intersection with “W” Street in favor of a more conventional “T” intersection.
5. The side and rear yard building setback lines proposed for Lots 551-557 shall include minimum and maximum dimensions from the adjacent northern and western lot lines to assist in implementation. The final plat creating those lots shall include language about the City’s future enforcement of those setback lines. A tree preservation plan shall be submitted for approval with the final plat creating those lots that includes an inventory of trees on those lots and strategies to ensure that any healthy, non-invasive large caliper trees remaining after grading of those lots will be preserved. In addition to the building setback lines, the plan shall include limitations on grading and utility installation on those lots and the use of easements or restrictions limiting future owners from impacting the mature trees.

6. Lot 854 shall be shown as an outlot for future development until that portion of the site is zoned to a district found to be consistent with the land uses recommended for that portion of the site in the High Point-Raymond Neighborhood Development Plan and Comprehensive Plan.
  7. 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.
  8. Work with Planning and Zoning staff to finalize approval of the TR-P Master Plan text and exhibits. Confirm that all proposed lots shall meet the minimum requirements in the TR-P zoning district for the corresponding unit types proposed. The Zoning Administrator may have additional conditions when the revised preliminary plat is submitted for approval.
  9. 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.
10. 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)

11. 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)).
12. The applicant shall provide projected wastewater flow at each point of connection to the existing City sanitary sewer at the plat limits. Off-site sanitary sewer improvements likely to be required as a condition for plan approval. The applicant shall provide projected flows to Mark Moder, [mmoder@cityofmadison.com](mailto:mmoder@cityofmadison.com).
13. Prior to approval, this project shall comply with MGO Chapter 37 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 best management practices (BMP) used to meet stormwater management requirements on this project.

This site currently discharges to existing parklands. Discharges from the developed site shall be contained to the existing pipe, the pipe shall be upgraded at developer's expense, or an agreement for overflow on the surface shall be obtained from the Parks Division.

14. 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.
15. Construct Madison standard street, multi-use path, and sidewalk improvements for all streets within the plat.
16. Construct sidewalk/path, terrace, curb and gutter, and pavement along S Pleasant View Road and S High Point Road as approved by the City Engineer.
17. The developer shall make improvements to S Pleasant View Road and S High Point Road in order to facilitate ingress and egress to the development as required by the City Traffic Engineer.
18. Construct public sanitary sewer, storm sewer, and drainage improvements as necessary to serve the lots within the plat.
19. This development is subject to impact fees for the Valley View Sewer and Drainage Impact Fee District (\$104.28/1,000 square feet (2024) for sanitary, \$141.75/1,000 square feet for storm, and the Upper Badger Mill Creek Stormwater Improvement Impact Fee District (Storm) \$102.51/1,000 square feet (2024 rate). All impact fees are due and payable at the time building permits are issued.
20. 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.
21. 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.

22. All outstanding City of Madison sanitary sewer connection charges are due and payable prior to Engineering Division sign-off, unless otherwise collected with a Developer's / Subdivision Contract. This property is subject to sanitary connection charges for the Valley Ridge Sanitary Sewer Assessment District \$90.86/1,000 square feet (2024 rate).
23. 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."
24. A minimum of two (2) working days prior to requesting City Engineering Division sign-off on the plat. Contact either Tim Troester (West) at (608) 261-1995 (ttroester@cityofmadison.com) or Brenda Stanley (East) at (608) 261-9127 (bstanley@cityofmadison.com) to obtain the final stormwater utility charges that are due and payable prior to subdivision of the properties. The stormwater utility charges (as all utility charges) are due for the previous months of service and must be cleared prior to the land division (and subsequent obsolesces of the existing parcel).
25. An Erosion Control Permit is required for this project.
26. A Storm Water Management Report and Storm Water Management Permit is required for this project.
27. 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 (DPS) and no separate submittal to this agency or Capital Area Regional Planning Commission (CARPC) is required for this project to proceed.
28. 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.
29. 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. In particular, there may be an issue with sight distance at the S High Point Road-"N" Street Intersection.
30. Remove or reduce pavement in the "eyebrow" located along Lots 367-371 at the intersection of "K" and "L" Streets as required by City Engineer.

31. 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.
32. Install a property boundary witness markers along the boundary of lands dedicated for public stormwater purposes at property corners or in locations that are mutually agreeable to the applicant and City Engineering Division.
33. This project will disturb 20,000 square feet or more of land area and require an Erosion Control Plan. Please submit an 11- by 17-inch 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.
34. Demonstrate compliance with MGO Sections 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.
35. 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.
36. 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 (East) or ttroester@cityofmadison.com (West).

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

37. The applicant shall dedicate all proposed streets as shown or as further dictated and guided by the Complete Green Streets Guide and as required by the Traffic Engineering and City Engineering Divisions on the face of the plat or as further amended by the notes here made.
38. Work with the City Engineering and Parks Divisions on the requirements and needs for the dedications of Outlots 8-11; adjustments may be need in the limits of the lots as shown.
39. Provide for final review a revised completed preliminary plat complying with all of the conditions in this review prior to any final platting.
40. If "J" Street is a street and not an alley to provide primary access to Lots 308-317, it shall comply with Complete Green Street standards for Neighborhood Yield Streets. This, however, would cause an undesirable double frontage lots along Lots 295-307. If it were to remain a public alley and not a street providing secondary access, consider providing a private street for pedestrian and emergency vehicle use along with addressing purposes along Outlot 3 or continuing "I" street through to "F" Street.
41. 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.

42. 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.

43. Provide a 60-Year title search as required by the Subdivision Regulations. Note: The report provided is a title commitment, is out of date (older than six months), and does not reflect the recent attachment to the City of Madison in the parcels listed legal description. Additionally, the parcel numbers in the Town of Middleton listed on the commitment no longer exist – 251-0708-341-0099-6 and 251-0708-352-0097-7 have replaced these parcels. Additional comments may be required once a proper current report of title is provided.
44. Show existing No Access Restriction as shown on TPP 5992-09-81-4.10 Document No. 5298234 listed as being established along CTH M in Dane County Ordinance Chapter 79 and cite it as such. Comply with all regulations under said Chapter 79 with Dane County for any permits/ approvals/ releases needed for the proposed street/highway connections along CTH M.
45. Show a No Vehicular Access restriction being set forth with this plat along S High Point Road over Lots 40-59 and Lots 281 and 282.
46. Show any planned buffers for retaining walls. Provide maintenance agreements for the walls at the time of final platting.
47. A note shall be added under all the street names labeled and to be dedicated on the plat, "Dedicated to the Public" as required by Wis. Stats. Sec. 236.20(4)(b).
48. 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.
49. The leaders for the 10-foot wide Public Sidewalk and Bike Path Easement in Outlot 3 appear to reference a 30-foot easement; correct this to the 10-foot line inside of the 30-foot line.

50. Label all curve radii on the plat. There are places where labels are missing, such as between Lots 151 and 174 and Lots 86 and 111, and it is unclear if the Northwest portion of Lot 361 is curve. Verify throughout the plat.
51. Show all approximate dimensions for all lots. There are multiple large arcs not labeled throughout the plat, such as Lots 792, 852, 374, and around the 40-foot radius curves. Label and verify throughout the plat.
52. Provide a list of proposed street names to Lori Zenchenko (lzenchenko@cityofmadison.com) for review and approval.
53. Label the Public Alley between "B" and "C" Streets.
54. Explain the presumed easement shown along the North line of Lot 585.
55. Show all chord lines. The chord lines are not shown along the alley between "N" and "BB" Streets. Verify throughout the plat.
56. Tessellate the arc shown between Outlot 12 to be dedicated to the City of Madison for stormwater purposes and Lot 852 with occupiable line segments in place of a curve definition. Curves should be avoided at all lines where such guidance such as sidewalks, and or streets give little evidence to ownership limits where not marked as they are not marked by more than the end points.
57. Show leaders or better explain the 1,657-foot dimension along the South line of the plat in Outlot 10.
58. Per the Subdivision Regulations, label Mid Town Commons Park.
59. Per Wis. Stats. Sec. 236.20(5)(b), all watercourses, drainage ditches and other existing features pertinent to proper subdivision shall be shown. Show the existing drainage way/ditch line through Outlot 9.
60. Reposition intersection/corner of Streets "K" and "L" to remove non-maintainable "eyebrow" corner.
61. Show and label officially mapped reservations for public greenway and seven-foot road reservation along S. High Point Road.
62. Show 66-foot right of way width for Waldorf Boulevard north of "E" Street.
63. Show/label the existing 45-foot right of way width of S High Point Road adjacent to Velvet Leaf Drive.

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

64. The applicant shall provide a minimum 150-foot centerline radius and a minimum 100-foot tangent between curves on all public right of ways in this plat per MGO Section 16.23(6)(a)(11). Within the current submittal, "D" Street and "Q" Street do not meet this minimum requirement.
65. The applicant shall be responsible their reasonable and proportionate share of traffic signal costs, should they be warranted and installed.
66. The applicant shall place a 'No Access Restriction' along the S High Point Road frontage of the final plat.

67. The applicant shall dedicate right of way or grant a public sidewalk easement for and be responsible for the construction of a minimum ten (10)-foot wide path, eight (8)-foot terrace, and additional one (1) foot for maintenance, where applicable, along the frontage of S Pleasant View Road from "N" Street to the Northern limits of their plat.
68. The applicant shall dedicate right of way or grant a public sidewalk easement for and be responsible for the construction of a minimum ten (10)-foot wide path, eight (8)-foot terrace, and additional one (1) foot for maintenance, where applicable, along the S High Point Road frontage of the plat.
69. "N" Street shall be classified as a Community Connector Street as defined by the current Complete Green Streets Guide.
70. "A" Street, "B" Street, "C" Street, "F" Street, "G" Street, "H" Street, "L" Street, "M" Street, "P" Street, "Q" Street, "R" Street, "T" Street, "U" Street, "V" Street, "BB" Street, and Lois Lowry Lane shall be classified as Neighborhood Streets as defined by the current Complete Green Streets Guide.
71. "D" Street, "E" Street, "J" Street, "W" Street, "X" Street, "Y" Street, "Z" Street, "AA" Street, Prairie Hill Drive, and Landmark Trail shall be classified as Neighborhood Yield Streets as defined by the current Complete Green Streets Guide.
72. "I" Street, "K" Street, "S" Street, Ancient Oak Lane/ Drive, South View Road, Waldorf Boulevard, and Mica Road shall be classified as Mixed-Use Neighborhood Streets as defined by the current Complete Green Streets Guide.
73. The applicant shall dedicate sufficient right of way to allow for minimum eight (8)-foot terraces on all streets in this plat. Any variances shall be approved by the City Traffic Engineer.
74. 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.
75. The applicant shall execute and return a declaration of conditions and covenants (DCC) for streetlights prior to sign off of the final plat.
76. 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.
77. The developer shall demonstrate/provide how private streetlights will be installed and maintained in the public alleys. The plat shall provide the following note on the face of the plat: "The City will not install lighting in the alleys, but the developer or property owners may request the City to approve a private light(s) in the alley right-of-way. Such private light(s) to be operated and maintained by private interests."
78. 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)

79. 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)

80. Re-label the "Attached Single-Family" residences as "Two-Family Twin" residences. Verify that the minimum lot size of the Two-Family Twin residences is a minimum of 1,800 square feet per dwelling unit and the minimum lot width is 25 feet wide per dwelling unit.

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

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

82. Properties abutting the park in Outlot 3 shall be addressed off a street and not an alley. This street is currently shown as "J" Street on the preliminary plat but as an undefined street on the right of way width drawing in the plan set. Fire access shall be provided to these lots.

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

83. This property is in a Wellhead Protection District–Zone (WP-26). The applicant shall provide the Madison Water Utility with confirmation that no hazardous and/or toxic materials will be stored on site, and that all proposed uses of this site comply with the City of Madison Wellhead Protection Ordinance. Any future change in use for this property will require review by the Madison Water Utility General Manager or his designated representative. Contact Sarah Scroggins at [Sscroggins@madisonwater.org](mailto:Sscroggins@madisonwater.org) for additional information, including a summary of the submittal requirements.

84. 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.

85. 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).

86. 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)

87. The southern portion of the proposed development is outside Metro Transit's paratransit service area. The closest bus stop with regularly scheduled bus service is at least one-half mile walking distance. Any parcels

greater than the three-quarters of mile regulatory distance from all-day scheduled service would not be eligible for door-to-door paratransit service.

88. In coordination with any public works improvements, the applicant shall maintain or replace the concrete boarding terrace surface at the existing Metro bus stop pullout on the east side of S Pleasant View Road north of Ancient Oak Lane.
89. In coordination with public works improvements, the applicant shall install and maintain an accessible concrete boarding pad surface at the planned bus stop on the west side of S High Point Road south of the Welton Drive intersection.
90. The applicant shall install and maintain a new passenger seating amenity either as part of the private landscape plan or in the public right-of-way area along the west side of S High Point Road south of the Welton Drive. If located in the public right-of-way, the applicant should be aware of the requirements set forth in MGO Section 10.31, as well as the timelines necessary to submit a Privilege in Streets (Bus Shelters, Stops and Seating) application and should contact the City's Office of Real Estate Services for information and assistance with the Privilege in Streets application process. An approved Encroachment Agreement for the bus stop amenity shall be executed prior to sign off if located in the public right of way.
91. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review the design.

**Parks Division** (Contact Kathleen Kane, (608) 261-9671)

92. On the Preliminary Plat of Hill Valley dated September 23, 2024, the developer proposes to dedicate land for public park purposes to the City. The proposed parkland dedication is described as Outlot 4 (+/- 7.2 acres); Outlot 9 (+/- 7.9 acres), and Outlot 11 (+/- 1.7 acres). Outlots 3 (+/- 1.6 acres) and 7 (+/- 1.1 acres) are described as Private Open Space on the Preliminary Plat.
93. The proposed preliminary plat does not meet parkland dedication requirements per MGO Section 16.23(6)(f). The amount of land proposed for dedication to the public for park purposes within the proposed preliminary plat totals +/- 16.8 acres. Based on the current proposed unit counts as described in the preliminary plat, parkland dedication would be anticipated to be +/-33-36 acres.
94. The adopted High Point-Raymond Neighborhood Development Plan (August 2017), provides contiguous park space abutting the existing Mid Town Commons Park. The outlots proposed for dedication to the public for park purposes in the preliminary plat are inconsistent with the adopted plan and lack sufficient connectivity for parkland dedication. Outlots 9 and 11 are currently bifurcated by Outlots 8 and 10 (to be dedicated to the public for stormwater purposes); as such, the Parks Division had previously requested connectivity and expansion of Mid Town Commons Park for the development of contiguous sport fields.
95. The proposed outlots for public park purposes have insufficient street frontage for public access. The Parks Division requests that Lots 700-705 be removed from adjacency to Outlot 8 and that Outlots 9 and 11 be expanded and, ideally, merged, along the southern edge to better serve as an addition to Mid Town Commons Park.

96. Further coordination by the developer with Madison Parks and the City of Madison Engineering Division– Stormwater is required with regards to stormwater flow across park property and future and existing conveyance systems. The Parks Division recognizes that with the expansion and merger of Outlots 9 and 11 along the southern edge, a condition allowing for overland flow in 100-year storm events may be considered.
97. Outlots 3 and 7 are of insufficient size to be accepted for public parkland dedication purposes. However, the Parks Division is open to these outlots remaining as private parkland with public access easements with the condition that they are privately maintained. If this condition is met, they may be considered as part of parkland dedication per MGO Section 16.23(6)(f)(8).
98. 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.
99. 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.
100. 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.
101. 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 through the City of Madison Office of Real Estate Services.
102. The applicant shall prominently stake all boundaries and property irons for lands to be dedicated for park purposes.
103. The developer shall provide soil borings within any lands to be dedicated as parkland.
104. The Parks Division shall be required to sign off on the final plat of this subdivision.
105. The parkland dedication should meet the following guidelines for park development:
- a) Areas within a park to be used for open space for active and passive recreation shall be graded at 1-2% for the area of field proposed.
  - b) No side slopes within the park dedication area shall exceed 4:1.
  - c) The applicant shall provide proposed grading plans prior to approval of the area for dedicated public park lands.
  - d) No propose utilities will be allowed on public park land without prior approval by the Parks Superintendent or his designee.
  - e) Areas that are wetlands shall not be dedicated as public parkland.



106. The applicant shall complete a tree inventory and health assessment for the trees located on the proposed public park and any in close proximity to the park. The applicant shall include all existing trees, which are not all currently shown on the preliminary plat. The tree inventory and health assessment should be completed by an arborist and provided to the Parks Division with the final plat application.
107. The applicant shall install a fence along the boundary of lands dedicated for public park purposes and any residential lots at the sole expense of the applicant. The fence shall be installed on private property to a design that is mutually agreeable to the applicant and Parks Division. The cost of the fence shall not be eligible for Park –Infrastructure Impact Fee credits. The applicant shall execute a deed restriction that would require the fence to be perpetually maintained by the property owners for any lots that are adjacent to publicly dedicated park lands.

**Forestry Section** (Contact Brad Hofmann, (608) 266-4908)

This agency did not submit comments for the preliminary plat.

**Office of Real Estate Services** (Contact Heidi Radlinger, (608) 266-6558)

This agency did not submit comments for the preliminary plat.

## **Appendix A: Tradition Residential–Planned District Requirements**

The following excerpts summarize the requirements for residential development in the Traditional Residential-Planned (TR-P) District in 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 below for more information.]

(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	(See Conditions)
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'	"

**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'	

**TR-U1 Zoning Criteria**

Requirements	Required	Proposed
Lot Area (per Multi-Family Unit)	750 sq. ft. per unit	To be determined at the time of permitting
Lot Width	50' per lot	
Front Yard Setback	15'	
Maximum Front Yard Setback	30' or up to 20% greater than block average	
Side Yard Setback	10'	
Reversed Corner Side Yard Setback	12'	
Rear Yard Setback	The lesser of 25% of lot depth or 25'	
Usable Open Space	160 sq. ft./dwelling unit	
Maximum Lot Coverage	75%	

Maximum Building Height	5 stories/ 65'	
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<b>Other Critical Zoning Items</b>	
Yes:	Utility Easements, Wellhead Protection (WP-26)
No:	Barrier Free, Transit-Oriented Development (TOD) Overlay, Urban Design, Floodplain, Landmarks, Waterfront Development
<i>Prepared by: Planning and Zoning staff</i>	