



Department of Planning & Development  
**Planning Unit**

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May 18, 2005

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Board of Regents, U.W. System  
510 Charmany Drive  
Madison, WI 53719

Dave Jenkins  
Jenkins Survey & Design, Inc.  
161 Horizon Drive, Suite 101  
Verona, WI 53593

SUBJECT: "University Research Park – Pioneer" – 8500 Block Mineral Point Road

Dear Gentlemen:

This is to inform you that the Plan Commission, at its meeting of May 17, 2005, recommended approval of the preliminary plat of "University Research Park-Pioneer" located in the 8500 Block of Mineral Point Road, City of Madison, Dane County, Wisconsin.

The Common Council will consider this matter at their June 7, 2005 meeting. If the Common Council amends any provisions of the following Plan Commission's recommended conditions of approval, a follow-up letter will be provided.

The conditions of approval are:

**Please contact David Dryer, Dan McCormick or John Leach, City Traffic Engineering, at 266-4761 if you have questions regarding the following thirteen items:**

1. As noted in the Council adopted resolution approving the Pioneer Neighborhood Development Plan, the development phasing for the plat shall follow the phasing recommendations included in the plan on Map 8 and the time line for the follow-up studies in Exhibit A. The final plat may need to be revised based upon the phasing recommendations included in the adopted plan on Map 8 and the time line for the follow-up studies in Exhibit A. There are several follow-up studies pending which will need to be coordinated with the subject plat. The conditions that follow delineate the specific connections with the subject plat.
2. One area needing further study is the intersection of CTH M and CTH S, which is under the jurisdiction of Dane County. The intersection of CTH M and CTH S is functioning today at a level of service "F" for certain movements during peak travel times. The City of Madison has itself investigated options for the intersection including the addition of several more lanes. These

alternatives will require some time to investigate and share with the community. A letter is available that the City has received from the county Executive outlining the County position on the matter as the intersection involves County Trunk Highways on 3 of the 4 legs of the intersection. At this point, no solution is ready to be advanced and the intersection's jurisdiction is under Dane County control. Therefore, City staff is continuing to put an emphasis on securing the funding of the Pleasant View Road corridor as it is hoped that it will provide a parallel roadway option for vehicular traffic.

3. It is the recommendation of the City Traffic Engineer that the City continue its focus on the Pleasant View Corridor in order to provide access and some capacity for this development and the multi-family traffic shed which the CTH M/CTH S, USH 12/14 (Beltline) intersections serve. At the same time, the City, Dane County and the Wisconsin Department of Transportation should proceed with the area-wide long-range regional study and development transportation plan.
4. The preliminary plat is conditionally approved subject to the final plat being revised to include the locations and routes of bicycle and pedestrian connections into and through the neighborhood, including crossings of major barriers, based on the plan from the Planning Unit, MPO, Traffic Engineering and City Engineering Divisions.
5. The preliminary plat is conditionally approved subject to the final plat being revised to include the design and right-of-way requirements for the plat, areas within the neighborhood development plan, and off-site areas to handle both Phase A and future development, including pedestrian and bicycle projects for Phase A and future phases, based on the plan from the Planning Unit, MPO, Traffic Engineering and City Engineering Divisions. Specifically, the plat shall be revised to show right-of-way requirements on CTH S, CTH M, and the internal streets based upon the plan noted.
6. The preliminary plat is conditionally approved subject to the final plat being revised to include a transportation demand management (TDM) plan and transportation management association (TMA) plan for the area and the plat, including transit service, parking supply reductions and trip generation caps. The subject TDM plan and TMA plan shall be reviewed and approved by the Planning Unit and Traffic Engineering Division.
7. The preliminary plat is conditionally approved subject to the final plat being placed on notice about its responsibilities and requirements for special assessments for off-site transportation capacity extension/capital projects, including pedestrian, bicycle and transit service needs.
8. The applicant shall execute a declaration of conditions and covenants for streetlights and traffic signals prior to sign off. The applicant will need to provide a deposit for their reasonable and proportionate share of future area traffic signals and associated intersection changes.
9. There will be access restrictions for the plat of this final plat and shall be noted on the face of the plat as follows:
  - a. No Access shall be granted along the westerly right-of-way line of County Highway M, unless otherwise approved by the City Traffic Engineer.
  - b. No Access shall be granted along the right-of-way line of County Highway S, unless otherwise approved by the City Traffic Engineer.
10. Final utility easements shall be coordinated with the final plat.
11. The plat shall be revised to show Street "A" extended through Lot 17 to connect with the adjoining parcel.

12. The developer shall enter into a subdivision contract for the installation of public infrastructure required to serve the plat. This is likely to include improvements along CTH M and at the intersection of Watts Road and CTH M.
13. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

**Please contact Larry Nelson or Gary Dallmann, City Engineering, at 266-4751 if you have questions regarding the following twenty-eight items:**

14. All final street names are subject to approval of the City Engineer.
15. The developer shall revise the right-of-way of CTH "M" and Watts Road if required by the City Engineer and City Traffic Engineer. The City shall review the right-of-way requirements with the developer.
16. As noted in the Traffic Engineer's conditions, the intersection of CTH M and CTH S is functioning today at a level of service "F" for certain movements during peak travel times. The City of Madison is investigating options for the intersection including a multi-lane facility and a grade separated intersection. These alternatives will require some time to investigate and gain acceptance by the community.

At this point, no solution is ready to be advanced. Therefore, City staff is continuing to put an emphasis on the Pleasant View Road corridor as it is hoped that it will provide a parallel roadway option for vehicular traffic. We have also attached a copy of the adopted 2005 budget for Pleasant View Road.

It is the City Engineer's recommendation that the City continue its focus on the Pleasant View Corridor in order to provide the needed capacity for this development and the multi-county traffic shed which the CTH M/CTH S/USH 12 intersections serve. In addition, the City should continue its efforts to bring Dane County and the Wisconsin Department of Transportation to the table to address this issue, which relates directly to existing development in, adjacent, and beyond the City of Madison boundaries.

17. The following note shall be applied to the plat, "All lots created by this document are responsible for compliance with the infiltration, and oil and grease requirements of Chapter 37 of the Madison General Ordinances at the time they develop.
18. A portion of this plat drains to the Upper Badger Mill Creek. As such it shall pay fees associated with the UBMC Impact Fee District (2005 Rate = \$55.4300/1,000 square feet).
19. A portion of this plat drains to the PROPOSED Valley View Road Sewer and Drainage Improvement Impact Fee District. Prior to approval, these fees shall be paid in accordance with Section 20.08(5) of the Madison General Ordinances (estimated fees = \$134.9837/1,000 square feet). If plat recordation occurs prior to enactment of the Impact Fee District, the owner shall provide a waiver for assessment of these fees.
20. A portion of this plat drains to the Badger Mill Creek Drainage District. Connection fees are due at the time of plat recordation, at the 2005 rate of \$4.7298/1,000 square feet.
21. The retention basin at Valley View Road shall conform to the approved stormwater management plan for the further development of the Upper Badger Mill Creek Watershed. The allowable release

rates are as follows: 1) 2-year storm @ 16 CFS; 2) 10-year storm @37 CFS; 3) 100-year storm @ 104 CFS.

22. Outlot 8 is subject to deferred City of Madison Sewer Connection Charges. Payment shall be due at the time of connection or further subdivision of the outlot.
23. The Developer shall enter into a City/Developer agreement for the improvements required to serve this plat/csm. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer.
24. Two weeks prior to recording the final plat, a soil boring report prepared by the Professional Engineer, shall be submitted to the City Engineering Division indicating a ground water table and rock conditions in the area. If the report indicates a ground water table or rock condition less than 9-feet below proposed street grades, a restriction shall be added to the final plat, as determined necessary by the City Engineer.
25. It is anticipated that the improvements on area roadways adjacent to this plat required to facilitate ingress and egress to the plat/csm will require additional right-of-way and/or grading easements outside the plat/csm boundary. The developer shall acquire the right-of-way and/or sloping easements as required by the City at the developer's expense. In the event that the developer is unable to acquire the right-of-way and/or sloping easements required, the City shall assist the developer in acquiring the property and the developer shall pay the City for all costs with the acquisition.
26. Property lines at intersections shall be rounded with a 25-foot radius on all streets.
27. The developer shall construct Madison Standard street improvements for all streets within the plat/csm.
28. The developer shall show 40-foot building setback line on the plat/csm adjacent to County Highway M for all lots in the plat/csm adjacent to said roadway.
29. ***Value of sidewalk installation under \$5,000.*** The applicant shall Construct Sidewalk to a plan approved by the City Engineer along Valley View Road and CTH "M".
30. The Developer shall make improvements to CTH "M" and Valley View Road, Street C, and Watts Road to facilitate ingress and egress to the plat/csm.
31. An erosion control plan and land disturbing activity permit shall be submitted to the Engineering Division for review and approval prior to recording the final plat/csm. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5 tons per acre per year.
32. The following notes shall be included on the final plat:
  - a. All lots within this plat are subject to a non-exclusive easement for drainage purposes which shall be a minimum of 6-feet in width measured from the property line to the interior of each lot except that the easement shall be 12-feet in width on the perimeter of this plat. Easements shall not be required on property lines shared with greenways or public streets.

- b. The intra-block drainage easements shall be graded with the construction of each principle structure in accordance with the approved storm water drainage plan on file with the City Engineer and the Zoning Administrator, as amended in accordance with the Madison General Ordinances.
33. Prior to the issuance of building permits, the developer shall submit a master stormwater drainage plan to the City Engineering Division for review and approval which shows lot corner elevations to the nearest 0.25-foot. For purposes of this plan, it shall be assumed that grading shall be done on a straight line grade between points unless other information is provided. The proposed slope between points shall always be greater than or equal to .0075 ft/ft. If a break in grade is required between lot corners a shot shall be taken at that break in grade to provide the Engineer with enough information to interpret the plan. The developer shall also show proposed drainage arrows on the plan to indicate the proposed direction of drainage.

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

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

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

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

34. Prior to recording, this plat shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Contact Greg Fries at 267-1199 to discuss this requirement.
35. This site is greater than one (1) acre, and the Developer is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources. Contact Jim Bertolacini of the WDNR at (608) 275-3201 to discuss this requirement.
36. All outstanding Madison Metropolitan Sewerage District (MMSD) sanitary sewer connection charges are due and payable prior to connection to the public sewerage system.
37. Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
38. Wisconsin Administrative Code A-E 7.08 identifies when Public Land System (PLS) tie sheets must be filed with the Dane County Surveyor's Office. The Developer's Surveyor must submit copies of required tie sheets or condition reports for all monuments, including center of sections of record, used in this survey, to Eric Pederson, City Engineering. If a new tie sheet is not required under A-E 7.08, Engineering requests a copy of the latest tie sheet on record with Dane County Surveyor's Office. The Surveyor shall identify monument types on all PLS corners included on the Plat or CSM.  
**Note: Land tie to two PLS corners required.**
39. In accordance with Section S. 236.18(8) Wisconsin Statutes, the Developer's Surveyor shall reference City of Madison NAD 1927 Coordinates on all PLS corners on the Plat or Certified Survey Map in areas where this control exists. The surveyor shall identify any deviation from City Master Control with recorded and measured designations. City of Madison has established NAD 1927 coordinates on all PLS corners within its corporate boundary. If a surveyor encounters an area without a published NAD 1927 value, contact Engineering Division for this information.

40. The applicant shall submit to Eric Pederson, prior to Engineering sign-off of the subject plat, two (2) digital and one (1) hard copy of the **final plat/CSM** to the Mapping/GIS Section of the Engineering Division. **The digital copies shall be submitted in both NAD 27 and WIDOT County Coordinate System, Dane County Zone datums and be consistent with previous formats delivered to the City by the applicant and contain the minimum of the following, each on a separate layer name/level number:**
- a. Right-of-way lines (public and private)
  - b. Lot lines
  - c. Lot numbers
  - d. Lot/Plat dimensions
  - e. Street names
  - f. Easement lines (i.e. street, sanitary, storm (including wetland and floodplain boundaries) water, pedestrian/bike/walkway, or any public and/or private interest easement except **local service** for Cable TV, gas, electric and fiber optics).

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

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

41. In accordance with Section s. 236.34(1)(c) which says a CSM shall be prepared in accordance with s. 236.20(3)(c) & (f), Wisconsin Statutes, the applicant must show type, location and width of any and all easements. Clearly identify the difference between existing easements (site Register of Deeds recording data) and easements which are being conveyed by the Plat/CSM. Identify the owner and/or benefiting interest of all easements.

**Please contact Brad Murphy or Bill Roberts of the Planning Unit staff at 266-4635 if you have questions regarding the following thirteen items:**

42. As noted in the City Engineer's and Traffic Engineer's comments, additional right-of-way will be required at the time of final platting along Highway M and Mineral Point Road and dedicated in accordance with the direction of the City Engineer and City Traffic Engineer.
43. There shall be no development on the property until the final plat is approved and recorded and until a zoning map amendment, as been approved covering portions of the plat area to be included in the first phases of development.
44. The preliminary plat shall be revised to incorporate all of the proposed local paths, trails, and crossings and the proposed regional multi-use paths as shown on the transportation plan map (Map 7) in the Pioneer Neighborhood Development Plan.
45. The potential future high capacity transit route, as identified on the transportation plan Map shall be considered by Traffic Engineering and the applicant and appropriate additional right-of-way dedications included on the final plat to accommodate this route.
46. As part of the first final plat, a woodland management plan shall be submitted.

47. An additional pedestrian connection shall be included throughout Outlot 2 to connect to lands west of this proposed plat, which will be developed in the future.
48. As part of the first final plat the applicant shall further define the proposed uses for all outlots. This includes the triangular outlots created by the Watts Road/Pleasant View Road one-way couplet, the detention basins, woodlots, and the transmission tower outlot.
49. The final plat shall consider and include appropriate recommendations from the bicycle and pedestrian study being completed by the Madison Area Metropolitan Planning Organization for the Westside.
50. The first final plat shall include additional design and right-of-way requirements for roads within and adjacent to the plat and for ped/bike projects as identified by the City's Traffic Engineer.
51. The first final plat shall include an application to rezone all properties identified for research and development center uses, with the exception of the transmission tower outlot, to the new research and development center zoning district. Residential lands and the urban mix district are recommended for Planned Unit Development/General Development Plan zoning at this time.
52. The applicant shall submit a transportation demand management plan and recommendations to establish a transportation management association for the plat area which include transit service, parking supply reductions, trip generation caps (including certain mandatory features) which will be considered as part of the approval of the first final plat and zoning map amendments. The Neighborhood Development Plan recommends that the Traffic Engineer provide criteria for the establishment of the TDM plan and TMA to the property owner.
53. The preliminary plat is being approved conditioned upon the application of impact fees and assessment district charges for off-site transportation capacity expansions/capital projects, including ped, bike, and transit services, which will also be part of the final plat review.
54. As follow-up to the City Engineer's and Traffic Engineer's comments, the applicant shall work with Traffic Engineering, Madison Metro and Planning staff to develop an appropriate design for the intersection of Watts Road and Pleasant View Road to provide for satisfactory vehicular and transit service in the event that the streets in this plat are built before the land to the west is acquired to complete the Watts/Pleasant View Road one-way couplet and extension north to Mineral Point Road.

**Please contact the Madison Water Utility at 266-4651 if you have questions regarding the following four items:**

55. All public water mains and water service laterals shall be installed by a standard City subdivision contract.
56. All operating private wells shall be identified and permitted by the Water Utility in accordance with Madison General Ordinance 13.21.
57. All unused private wells shall be abandoned in accordance with Madison General Ordinance 13.21.
58. The Water Utility will not need to sign off on the final plans, but will need a copy of the approved plans.

**Please contact Si Widstrand, City Parks Division, at 266-4711 if you have questions regarding the following three items:**

59. Park Dedication or Fee In Lieu of Dedication, plus Park Development Fees, shall be paid for the residential units in the final plat. Some credits for private open space and recreation facilities may reduce those fees.
60. The open space outlots shall be privately owned and maintained.
61. Trail access corridors shall be provided across the private open spaces and other lots either as an easement for public use, or as a provision in the covenants that clearly allows public use.

**Please contact Tim Sobota, Madison Metro Transit at 261-4289 if you have questions regarding the following five items:**

62. As noted in other department comments, the preliminary plat creates incomplete or otherwise incompatible intersections at the crossings of the primary collector and arterial corridors of the plat (Valley View Road/Pleasant View Road/County Highway M; Pleasant View Road/Watts Road). Provision of any transit service to this plat area – absent construction of these major intersections – would require operation on the limited local street network (Streets A/B/C), or a specialized plan for interim traffic operations through the partial intersections being proposed.
63. The applicant should be made aware that Metro Transit has needed to delay completion and implementation of a Westside service study into 2006, due to declining State transit aids that would fund such transit service expansions.
64. The applicant should be made aware that a new funding source (such as a Transportation Management Association) would be required to pay for the annual costs of the route proposed in the conceptual transit service extension plan.
65. Metro Transit operates bus service seven days a week to the Prairie Towne Center to the northeast of this plat area. This bus stop northeast of the intersection of CTH M and Mineral Point Road is the closest transit access to the proposed Research Park currently.
66. Metro Transit has identified extension of transit service along Watts Road, between High Point Road and CTH M, as a primary goal of the Westside service study. This would create bus stops on Watts Road immediately east of the CTH M intersection – across the street from the proposed Research Park.

**Please contact John Lippitt, Madison Fire Department, at 266-4484 if you have questions regarding the following four items:**

67. City streets within this plat are not constructed to meet the requirements for the fire lanes as specified by Wisconsin Commercial Building Code Comm. 62.0509. Where public buildings or places of employment will be constructed, fire lanes shall be provided on the premises.
68. All new public buildings and places of employment must be provided with approved fire apparatus access as required by Wisconsin Commercial Building Code, s. Comm 62.0509. The City of Madison Fire Prevention Code s. MGO 34.19 also has regulations for fire access. The MFD expects the design professional will produce construction documents that propose fire lanes in accordance with the applicable codes.

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69. Where a proposed new construction project cannot provide fire apparatus access in compliance with the codes, an alternative design scheme must be developed to provide for an equivalency with the codes; this alternative design scheme must be acceptable to the MFD.
70. All portions of the exterior walls of newly constructed buildings and places of employment and open storage of combustible materials shall be within 500 feet of at least TWO fire hydrants. Distances are measured along the path traveled by the fire truck as the hose lays off the truck. See MGO 34.20 for additional information.

Please work with the person noted above regarding specific comments from their departments. Brad Murphy or Bill Roberts of the Planning Unit can assist you as additional planning moves forward on this important development proposal. Feel free to contact Brad, Bill or me if you have questions.

Sincerely,

Mark Olinger, Secretary  
Madison Plan Commission

Enclosure

cc: City Engineering  
Traffic Engineering  
Zoning Administrator  
Parks Division  
Fire Department  
Water Utility