



Report to the Plan Commission

December 20, 2010

Legistar I.D. #20515 & 20825
2052 Woods Road
Rezoning & Preliminary Plat

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

Requested Action: Approval of a request to rezone 28 acres of land located at 2052 Woods Road from Temp. A (Agriculture District) to R1 and R2T (Single-Family Residence Districts), and; approval of a preliminary plat creating 81 future single-family residential lots and 2 outlots for public stormwater management and parkland.

Applicable Regulations & Standards: Section 28.12(10) provides the process for zoning map amendments. The subdivision process is outlined in Section 16.23 of the Subdivision Regulations.

Summary Recommendation: The Planning Division recommends that the Plan Commission forward Zoning Map Amendments 3509 and 3510, rezoning 2052 Woods Road from Temp. A to R1 and R2T, and the preliminary plat of Hawks Valley, to the Common Council with recommendations of **approval**, subject to input at the public hearing and the conditions from reviewing agencies beginning on page 6 of this report.

Background Information

Applicant & Property Owner: Tony Heinrichs, Watermark JT, LLC; 2861 Index Road; Madison.

Surveyor: Ron Klaas, D'Onofrio Kottke & Associates; 7530 Westward Way; Madison.

Proposal: The applicant is requesting approval of a subdivision plat to create 81 future single-family lots in R1 and R2T zoning, 1 outlot for public stormwater management and 1 outlot for a public park. The applicant wishes to commence construction of the subdivision in 2011 following approval and recording of a final plat of the subdivision, with completion of the development anticipated in 2015.

Parcel Location: An approximately 28-acre parcel located in the southwestern quadrant of Mid Town and Woods roads; Aldermanic District 1 (Sanborn); future Madison Metropolitan School District.

Existing Conditions: Undeveloped land, zoned Temp. A (Agriculture District).

Surrounding Land Use and Zoning:

North: Single-family residences in the Hawks Landing Golf Club subdivision, zoned R1 (Single-Family Residence District);

South: Single-family residences on large lots in the Town of Verona

East: Single-family residence on a large lot and future single-family residences as shown on the approved preliminary plat of Hawks Woods Estates, zoned R1; University Ridge Golf Course, zoned A (Agriculture District); single-family residences in the Hawks Meadows subdivision, zoned R1 and R2T (Single-Family Residence Districts);

West: Undeveloped agricultural lands in the Town of Verona.

Adopted Land Use Plan: The Shady Wood Neighborhood Development Plan recommends that the subject site be developed with low-density residential uses in Housing Mix 1, which encourages small areas of duplexes, rowhouses and townhouses in addition to a wide range of single-family detached residences and lots. The overall density of an individual development should not exceed 16 units an acre, with the overall density of the low-density residential district not to exceed 8 units an acre. An area along the western property line of the subject site is also recommended for stormwater management and park uses.

At the time of its adoption in 2006, the Comprehensive Plan identified the subject site and other properties in the northern portion of the Shady Wood planning area in Peripheral Planning Area A, which is a "Group 1" planning area identified as a high priority area for more detailed neighborhood planning in order to further define the City of Madison's near and long-term interests in serving future urban development and expansion in this area. The neighborhood planning area was generally recommended for future Low-Density Residential development.

Environmental Corridor Status: The property is located in the Central Urban Service Area; the City's request to amend the CUSA was approved by the Wisconsin Department of Natural Resources in August 2010. An area in the southwestern quadrant of the development site is located in the mapped environmental corridor coinciding with a recommendation in the Shady Wood Neighborhood Development Plan that this area be used for stormwater management and parkland.

Public Utilities and Services: The property will be served by a full range of urban services.

Zoning Summary: See the 'Project Review' section below. Zoning staff indicates that there are no "Critical Zoning Items" affecting the subject site.

Project Review

The applicant is requesting approval of a zoning map amendment and preliminary plat to allow an L-shaped 28-acre parcel located in the southwestern quadrant of Mid Town and Woods roads to be subdivided into 81 single-family lots and 2 outlots for public stormwater management and parkland in the R1 and R2T Single-Family Residence Districts.

Background & Existing Conditions

The undeveloped site, which was annexed to the City from the Town of Verona on July 18, 2006, is currently zoned Temp. A Agriculture District. The subject site surrounds a 5-acre parcel located in the Town of Verona at the southwestern corner of Mid Town and Woods, which is developed with a single-family residence.

The subject site is located across Mid Town Road from single-family residences in the Hawks Landing Golf Club subdivision, while lands to the east across Woods Road are developed with existing or future single-family residences in the Hawks Meadow and Hawks Woods Estates subdivisions. In addition, the northwestern corner of the University Ridge Golf Course is located across Woods Road from the southeastern corner of the subject site. Properties west and south of the site are located in the Town of Verona and include undeveloped agricultural land to the west and single-family residences on large lots to the south. It is currently anticipated that the farm to the west of the site will continue to operate for the foreseeable future.

The site of the proposed subdivision is characterized by gradual slopes that generally fall from the northern, southern and eastern edges of the property towards a low-lying area along the western property line. The subject site is largely devoid of mature vegetation with the exception of a small stand of trees located and immediately south of the 5-acre parcel that the site surrounds.

At the time of its adoption in 2006, the Comprehensive Plan identified the subject site and other properties in the northern portion of the Shady Wood planning area within Peripheral Planning Area A, which is a "Group 1" planning area identified as a high priority area for more detailed neighborhood planning in order to further define the City of Madison's near and long-term interests in serving future urban development and expansion in this area. The neighborhood planning area was generally recommended for future Low-Density Residential development.

The site is located within the boundaries of the Phase 1/Phase A area of the Shady Wood Neighborhood Development Plan, which comprises the eastern portion of Planning Area A in the Comprehensive Plan. The overall Shady Wood planning area is bounded by Mid Town Road on the north, Woods Road on the east, McKee Road/ CTH PD on the south and Shady Oak Lane on the west. Phase 1/A of the planning area is limited to the 28-acre subject site, the 5-acre parcel surrounded by the subject site, and the adjacent 7.5-acre residential parcel immediately to the south. At the time Phase 1/A of the neighborhood development plan was adopted in July 2009, the Common Council referred consideration of the balance of the plan for Phase 2/B and 3/C areas to allow time for staff to work with certain property owners in that area who expressed concerns about recommendations for a broad open space conservation corridor through the middle of the planning area that would accommodate the Ice Age National Scenic Trail. Consideration of the balance of the Shady Wood Neighborhood Development Plan is still pending.

The Shady Wood Neighborhood Development Plan recommends that all developable properties within the planning area—including the subject site—be developed in the future with low-density residential uses in Housing Mix 1. The "housing mix" convention was developed by staff to more expressly describe the housing types that would be appropriate for those lands recommended for residential development in more recent neighborhood development plans, including the Pumpkin Hollow Neighborhood Development Plan adopted in 2008, Northeast Neighborhoods Development Plan adopted in 2009, and the recently adopted 2010 amendment to the Mid-Town Neighborhood Development Plan.

In this case, the Shady Wood Neighborhood Development Plan recommends that Housing Mix 1 include single-family developments with a range of lot sizes that will support a range of house types from relatively large homes to smaller homes and bungalows, with the potential for alley-loaded garages to be incorporated into subdivision designs. The plan also encourages the incorporation of duplexes, rowhouses and townhomes in Housing Mix 1 to provide higher-density housing options at certain locations, including by a park or other shared open space, as a transition to more intensive development, or interlaced within areas comprised primarily of single-family homes. An area of higher density residential development in Housing Mix 1 is shown in the plan adjacent to and across the street from a proposed park and adjacent stormwater management area proposed within the low-lying area at the western edge of the subject property. According to the neighborhood development plan, the overall density of an individual development should not exceed 16 units an acre, with the overall density of the low-density residential district not to exceed 8 units an acre.

Zoning Map Amendment and Plat Review

The applicant proposes to rezone 17.1 acres at the center of the overall 28-acre development site to the R1 Single-Family Residence District. The remaining 10.9 acres located along the northern edge of the

site abutting Mid Town Road and the southern tier of the property are proposed to be rezoned to the R2T Single-Family Residence District.

Access to the proposed Hawks Valley subdivision will be provided by two street connections each from Mid Town Road and Woods Road. From Mid Town Road, Ashworth Drive is proposed to extend into the subdivision from a point approximately 125 feet east of the western edge of the site before gradually curving to the east to form the northern edge of a park that will be dedicated to the City (Outlot 2). Ashworth Drive will continue east to intersect Woods Road opposite a future extension of Ashworth west from the future Hawks Woods Estates subdivision adjacent to Woods Road, which received preliminary plat approval in 2009. Further east on the subject site, Besra Drive is proposed to extend through the entire Hawks Valley subdivision as a north-south street from Mid Town Road. In addition to forming the eastern edge of the proposed park, Besra Drive has been laid out to facilitate development of the 5-acre parcel in the Town of Verona located immediately east of the site should that property wish to develop in the future. In addition to the extension of Ashworth Drive into the site from Woods Road, a second east-west street, Grey Kestrel Drive, will extend across the development generally parallel to the southern edge of the site, and will form the southern edge of the proposed park.

Lots 1-10, 45-59 and 65-81 of the proposed subdivision will be zoned R2T, which requires a minimum of 44 feet of lot width, 80 feet of lot depth, and 5,000 square feet of lot area and includes design standards for the treatment of street-facing attached garages. The R2T lots proposed will greatly exceed these minimums, with lots ranging in size from 7,260 square feet to 10,523 square feet and the narrowest lot width exceeding 60 feet. Lots 1-10 are proposed to front onto proposed Tiercel Drive and back onto Mid Town Road; a 20-foot landscaping strip is proposed in the rear yards of these lots, which Planning staff recommends be increased to 30 feet to be consistent with the buffer required for similar lots in the Hawks Meadow subdivision east of Woods Road.

The remaining residential lots proposed will be zoned R1, which requires 65 feet of lot width, 100 feet of lot depth and 8,000 square feet of lot area. The proposed R1-zoned lots will range in size from 8,140 square feet to 13,539 square feet, and all appear to conform to the minimums required in the R1 district.

The developer proposes to dedicate an approximately 2.02-acre tract shown as Outlot 1 to the City for stormwater management purposes. The proposed stormwater management outlot will contain a wet pond and infiltration area. The Parks Division has indicated that it will accept the proposed 2.05-acre Outlot 2 as a public park with the final plat of the subdivision.

Analysis & Conclusion

The proposed subdivision is the first development proposal to be submitted within the boundaries of the Shady Wood Neighborhood Development Plan area adopted in 2009. At the time of its adoption, the neighborhood plan envisioned an engaging residential community providing a variety of housing options and recreational opportunities sensitively integrated with a large recommended open space and conservation corridor encompassing the unique glacial features in the larger planning area. A mix of single-family homes with a wide range of home and lot sizes, as well as duplexes, rowhouses and townhomes and a limited amount of smaller-scale multi-family housing types suitable to a variety of households were envisioned for the overall planning area, though the relatively small Phase 1/A development area was expected to have primarily single-family housing. The development pattern called for in the plan encouraged a highly connected street network and a strong orientation of buildings to the street.

The Planning Division believes that the proposed rezoning of the 28-acre subject site to the R1 and R2T Single-Family Residence zoning districts and the preliminary plat creating 81 future single-family lots generally conforms to the recommendations for the site contained in the Shady Wood Neighborhood Development Plan. The proposed subdivision will have a net density of approximately 4.93-units per acre based on 81 single-family units on approximately 16.44 net acres of land, less the proposed public outlots and street rights of way. The proposed density is within the density recommendations in the neighborhood development plan, which recommends that the overall density of an individual development not exceed 16 units an acre and that the overall density of the low-density residential district not exceed 8 units an acre. The proposed subdivision continues a development pattern recently established on properties located east of the subject site across Woods Road in the recorded Hawks Meadows and Hawks Ridge Estates subdivisions and the development pattern proposed on the preliminary plat of Hawks Woods Estates.

Planning staff generally believes that the proposed plat will provide the range of single-family lot sizes and house types recommended in the Shady Wood Neighborhood Development Plan. Staff also believes that the road network proposed in the subdivision largely reflects the road pattern detailed in the Shady Wood Neighborhood Development Plan. The developer has worked closely with City staff to refine the design of the subdivision to bring it more closely into conformance with the land use and street pattern recommended for the subject site in the neighborhood development plan, including modifying the location and frontage of the proposed park to make it a focal point for the planning area as well as the subdivision itself.

The preliminary plat also proposes a 70-foot right of way for Grey Kestrel Drive, which conforms to a recommendation in the Shady Wood NDP to create a network of boulevard streets within the planning area to provide gateways into the neighborhood and connections between park and open space areas that will serve as neighborhood focal points. The neighborhood development plan envisioned these boulevard streets to be improved with landscaped medians accommodated in 70-foot rights of way. However, following adoption of the neighborhood development plan, staff from the City agencies that would be responsible for the maintenance of these boulevard medians expressed concerns about the City's long-term ability to maintain them. As an alternative, Planning staff believes that the boulevard streets recommended in the Shady Wood planning area such as Grey Kestrel Drive could be designed instead with an enhanced terrace between the sidewalk and back of curb to create a more dramatic and aesthetically pleasing environment than the standard residential street terrace. The Planning Division will work with the developer, City Engineering Division and City Forester as part of the final plat process to finalize the width of the terrace for the proposed boulevard and the street trees to be planted by the City during build-out of the subdivision.

In closing, the Planning Division feels that the proposed subdivision will satisfy the lot design standards in the Zoning Ordinance and Subdivision Regulations.

Staff Recommendations, Conditions of Approval & General Ordinance Requirements

Major/Non-Standard Conditions are shaded

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

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment 3509 and 3510, rezoning 2052 Woods Road from Temp. A (Agriculture District) to R1 and R2T (Single-Family Residence Districts), and the preliminary plat of Hawks Valley to the Common Council with recommendations of **approval**, subject to input at the public hearing and the following conditions:

1. That the final plat be revised to show a 30-foot rear yard building line and landscaped buffer parallel to Mid Town Road for Lots 1-10.
2. That the final plat include a restriction prohibiting direct vehicular access to Woods Road from Lots 36-38, 51, 52 and 81 as shown on the preliminary plat.
3. That the developer submit a detailed screening plan for the landscaping buffer strip parallel to Mid Town Road for Planning Division approval with the final plat. The plan for the buffer strip should include a variety of screening elements including various landscape materials, berming and fencing. Surety for the installation of the approved screening plan will be part of the Subdivision Improvement Contract for this plat, and the residences on Lots 1-10 will be required to show that the approved screening plan has been or will be implemented at the time individual building permits are requested for those lots.

The following note shall also be included on the final plat: "The 30-foot building setback line and landscaped buffer strip is reserved for the planting and maintenance of trees or shrubs by the owner; the building of buildings hereon is prohibited. Maintenance of the buffer strip is the responsibility of the lot owner."

4. That prior to final approval and recording of the final plat dedicating the stormwater and park outlots to the City, an adjustment to the environmental corridor map be approved by the Capital Area Regional Planning Commission or its staff to reflect the final platting of those outlots.
5. Note: As part of the final plat process, the Planning Division will work with the developer and the City Engineering Division to finalize the design of the 70-foot right of way for Grey Kestrel Drive and will provide input to the City Forester regarding the street trees to be planted by the City along that boulevard during build-out of the subdivision.

The following conditions have been submitted by reviewing agencies:

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

6. The developer's improvements to Mid Town Road in the vicinity of [Besra] Drive shall be sufficient to offset the developer's total share of the required improvements adjacent to the plat.
7. The developer shall construct sidewalk and ditching along Mid Town Road.
8. This plat proposes to discharge the stormwater management area onto lands not controlled by the City of Madison. The developer shall be required to provide measures to fully mitigate this discharge or acquire an easement from the adjacent property to accept the drainage on that land.
9. This plat shall comply with all the stormwater management requirements imposed by the Capitol Area Regional Plan Commission. Additional information is required to determine if additional land dedication is needed to satisfy the requirement.
10. This plat will require off-site gravity sewer and/ or an on-site lift station to serve the development. If an on-site lift station is proposed, additional easements for the lift station and force main may be required. Likewise if off-site gravity sewer is the preferred option, easements from the downstream property owner will need to be acquired at the developer's expense.

11. Revise the plat to provide a 20-foot wide public storm sewer easement across the west line of proposed Lots 29, 30, 31, 32 and 64 for the public main discharging to the stormwater pond.
 12. Coordinate the approval of all proposed street names with Lori Zenchenko in the Engineering Mapping Section.
 13. The owner shall revise the plat boundary to include only the lands within the City of Madison's corporate boundary. That portion of owner's property located within the Town of Verona that is necessary for the Mid Town Road right of way shall be deeded to the City of Madison yet remain in the Town of Verona jurisdiction.
14. The developer shall enter into a City/Developer agreement for the installation of public improvements required to serve this plat. The developer shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The developer shall meet with the City Engineer to schedule preparation of the plans and the agreement. The City Engineer will not sign off on this plat without the agreement executed by the developer.
 15. Two weeks prior to recording the final plat, a soil boring report prepared by a Professional Engineer, shall be submitted to the City Engineering Division indicating a ground water table and rock conditions in the area. If the report indicates a ground water table or rock condition less than 9 feet below proposed street grades, a restriction shall be added to the final plat, as determined necessary by the City Engineer.
 16. This development is subject to impact fees for the Lower Badger Mill Creek Impact Fee District for sanitary sewer only. All impact fees are due and payable at the time building permits are issued. The following note shall be put the face of the final plat: "Lots/ buildings within this subdivision are subject to impact fees that are due and payable at the time building permit(s) are issued."
 17. The applicant shall dedicate an additional 14 feet of right of way along the Mid Town Road frontage with the final plat.
 18. The developer shall construct Madison standard street improvements for all streets within the plat.
 19. The developer shall note that City funds for park frontage reimbursement are limited and will be determined at the sole discretion of the City.
 20. The developer shall construct sidewalk and 19 feet of a future 38-foot roadway for Woods Road, including curb and gutter on the west side of the road.
 21. The developer shall make improvements to Mid Town Road and to Woods Road to facilitate ingress and egress to the plat.
 22. The developer shall note that the AASHTO design standards for intersection sight distance will be applied during the design of the streets within this plat.
 23. An erosion control plan and land disturbing activity permit shall be submitted to the City Engineering Division for review and approval prior to grading or any other construction activities. The Pre-construction Meeting for Public Improvements shall not be scheduled prior to issuance of this permit. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include

Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.

24. The following notes shall be included on the final plat:

- a.) All lots within this plat are subject to public easements for drainage purposes which shall be a minimum of 6-feet in width measured from the property line to the interior of each lot except that the easements shall be 12-feet in width on the perimeter of the plat. For purposes of two (2) or more lots combined for a single development site, or where two (2) or more lots have a shared driveway agreement, the public easement for drainage purposes shall be a minimum of six (6) feet in width and shall be measured only from the exterior property lines of the combined lots that create a single development site, or have a shared driveway agreement, except that the easement shall be twelve (12) feet in width along the perimeter of the plat. Easements shall not be required on property lines shared with greenways or public streets. No buildings, driveways, or retaining walls shall be placed in any easement for drainage purposes. Fences may be placed in the easement only if they do not impede the anticipated flow of water.
- b.) The intra-block drainage easements shall be graded with the construction of each principle structure in accordance with the approved storm water drainage plan on file with the City Engineer and the Zoning Administrator, as amended in accordance with the Madison General Ordinances.

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

25. Prior to the issuance of building permits, the developer shall submit a master stormwater drainage plan to the City Engineering Division for review and approval which shows lot corner elevations to the nearest 0.25-foot. For purposes of the plan, it shall be assumed that grading shall be done on a straight line grade between points unless other information is provided. The proposed slope between points shall always be greater than or equal to .0075 ft/ft. If a break in grade is required between lot corners a shot shall be taken at that break in grade to provide the Engineer with enough information to interpret the plan. The developer shall also show proposed drainage arrows on the plan to indicate the proposed direction of drainage. The master storm water drainage plan shall be submitted to City Engineering in digital format with elevations/grades/contours shown on the recorded plat map of the development. The digital record shall be provided using the state plane coordinate system—NAD 27. No building permits shall be issued prior to City Engineering's approval of this plan.

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

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

26. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to detain the 2, 10 & 100-year storm events; control 80% TSS (5 micron particle), provide substantial thermal control, and; provide infiltration in accordance with NR-151. Stormwater management plans shall be submitted and approved by the City Engineering Division prior to signoff of the final plat.

27. Effective January 1, 2010, the Department of Commerce's authority to permit commercial sites for stormwater and erosion control has been transferred to the Department of Natural Resources. As this site is greater than one acre, the applicant is required by State Statute to obtain a Water Resources Application for Project Permits (WRAPP) from the Wisconsin Department of Natural Resources, prior to beginning construction. This permit was previously known as a Notice of Intent Permit (NOI). Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. The City of Madison cannot issue an erosion control and stormwater management permit until concurrence is obtained from the WDNR.
28. A minimum of 2 working days prior to requesting City Engineering Division signoff on the final plat, the applicant shall contact Janet Dailey (261-9688) to obtain the final stormwater utility charges that are due and payable prior to sub-division of the properties. The stormwater utility charges (as all utility charges) are due for the previous months of service. All charges shall be cleared prior to the subdivision (and subsequent obsolesces of the existing parcel).
29. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (261-9688) to obtain the final MMSD billing a minimum of two working days prior to requesting City Engineering signoff.
30. Wisconsin Administrative Code A-E 7.08 identifies when Public Land System (PLS) tie sheets must be filed with the Dane County Surveyor's office. The Developer's Surveyor and/or Applicant must submit copies of required tie sheets or condition reports for all monuments, including center of sections of record, used in this survey, to Eric Pederson, City Engineering. If a new tie sheet is not required under A-E 7.08, Engineering requests a copy of the latest tie sheet on record with Dane County Surveyor's office. The Applicant shall identify monument types on all PLS corners included on the Plat or CSM. Note: Land tie to two PLS corners required.
31. 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 to the Mapping/GIS Section of the Engineering Division. The digital copies shall be submitted in both NAD27 & WIDOT County Coordinate System, Dane County Zone datums in either Auto CAD Version 2001 or older, MicroStation Version J or older or Universal DXF Formats and contain the minimum of the following, each on a separate layer name/level number: right of way lines (public and private); lot lines; lot numbers; lot/plat dimensions; street names, and; easement lines (i.e. street, sanitary, storm (including wetland & floodplain boundaries) water, pedestrian/bike/walkway, or any public and/or private interest easement except local service for Cable TV, gas, electric and fiber optics).
- *This transmittal is a separate requirement than the required submittals to Engineering Streets Section for design purposes.
- *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.
32. City of Madison Environmental Projects Staff has reviewed the subject site and determined that a Phase I ESA will not be required of the applicant. If there are any changes in the approved land dedications, the applicant shall notify Brynn Bemis (267-1986) to determine if a Phase I ESA will be required.

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

33. The developer shall put the following note on the face of the plat: "All the lots within this subdivision are subject to impact fees that are due and payable at the issuance of building permit(s)." Note: The development may be delayed until the Common Council approves the transportation impacts fees.
34. As part of the submittal of the final plat for this subdivision, the applicant shall prepare and provide a master ped-bike plan for the plat that is consistent with the City's area wide plans and the plat's specific provisions, to be reviewed and approved by the Traffic Engineer. The applicant may need to modify the proposed rights of way to accommodate the ped-bike plan.
35. The applicant shall execute a declaration of conditions and covenants for streetlights and traffic signals prior to sign off of the final plat for recording. The applicant will need to provide a deposit for their reasonable and proportionate share of traffic signal costs.
36. There shall be an access restriction noted on the face of the final plat of this subdivision as follows: No Access shall be granted along the southerly right of way line Mid Town Road. The applicant shall graphically show the "No Vehicular Access Restriction" on the face of the final plat.
37. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Zoning Administrator (Contact Pat Anderson, 266-5978)

38. Note: If easements are shown, please be advised that the minimum side yard setback is 5 feet in the R2T district and 6 feet in the R1 district.
39. Due to apparent topographic change across the property, it is not clear that all lots will be able to provide required useable open space once developed. Provide a grading plan of the plat to show that usable open space requirements can be met on the R1 lots in the amount of 1,300 square feet per each lot and 800 square feet for the R2T Lots. Usable open space shall be in a compact area of not less than 200 square feet, having no dimensions less than 10 feet and having a slope no greater than 10 percent. The required front yard and required street side yards do not count toward usable open space.

Parks Division (Contact Kay Rutledge, 266-4714)

40. The area identified as Outlot 2 on the preliminary plat will be accepted as park dedication. Total dedication required for 81 new single-family lots is 89,100 square feet based on 1,100 square feet of parkland per dwelling unit.
41. The developer shall pay \$74,656.08 in park development fees for the 81 proposed single-family lots. This development is within the Elver Park impact fee district (SI31).
42. The applicant must select a method for payment of park fees before recording of the final plat.

Fire Department (Contact Scott Strassburg, 261-9843)

43. The applicant shall work with the City to ensure the proposed street design can accommodate emergency vehicle access.
44. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.

Water Utility (Contact Dennis Cawley, 261-9243)

45. All public water mains and water service laterals shall be installed by a standard City subdivision contract.
46. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility. All operating private wells shall be identified and permitted by the Water Utility in accordance with Madison General Ordinance 13.21.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency did not submit a response for this request.