



Project Address: 33 West Johnson Street

Application Type: Zoning Map Amendment, Conditional Use, Certified Survey Map

Legistar File ID # [90613](#), [90617](#), [90915](#)

Prepared By: Colin Punt, AICP, Planning Division
Report includes comments from other City agencies, as noted.

Reviewed By: Meagan Tuttle, AICP, Planning Division Director
Kevin Firchow, AICP, Principal Planner

Summary

Applicant: Bruce Pfeifer; Drury Madison, LLC; 101 S. Farrar Dr.; Cape Girardeau, MO 63702

Contact: Brenda McClure; Potter Lawson; 749 University Row #300; Madison, WI 53705

Owner: Madison Area Technical College; 1701 Wright St.; Madison, WI 53704

Requested Action: The applicant requests the following:

- Approval of a zoning map amendment from PD-GDP-SIP (Planned Development-General Development Plan-Specific Implementation Plan district) to UMX (Urban Mixed Use district);
- Approval of a certified survey map creating two lots; and
- Approval of a conditional use for a new building with greater than six (6) stories per §28.076(4)(c) MGO.

Proposal Summary: The applicant is seeking approval to split an existing full-block parcel into two parcels, rezone both parcels to UMX, and construct an eight-story, 205-room hotel on one lot. The other lot, which contains the existing school building, will be developed in the future.

Applicable Regulations & Standards: Section 28.182 MGO provides the process and standards for Zoning Map Amendments. Section 28.183 MGO provides the process and standards for Conditional Uses. Section 16.23 MGO provides the process and standards for land divisions, including Certified Survey Maps.

Review Required By: Urban Design Commission, Plan Commission, Common Council

Summary Recommendations: The Planning Division recommends the following to the Plan Commission regarding the applications for 33 West Johnson Street:

- That the Plan Commission forward the zoning map amendment from PD-GDP-SIP to UMX to Common Council with a recommendation to **approve**, subject to the conditions from reviewing agencies beginning on page 8.
- That if the Plan Commission can find that the standards for conditional uses are met, then it should approve the conditional uses for an 8-story hotel, subject to the conditions from reviewing agencies beginning on page 8.
- That the Plan Commission forward the certified survey map to Common Council with a recommendation to **approve**, subject to the conditions from reviewing agencies beginning on page 19.

Background Information

Parcel Location: The subject site is currently a single 2-acre parcel located bounded by North Carroll Street, West Johnson Street, Wisconsin Avenue, and West Dayton Street. It is within Aldermanic District 4 (Verveer) and the Madison Metropolitan School District.

Existing Conditions and Land Use: The site is developed with a large educational building most recently used by Madison Area Technical College (MATC) since the 1970s. The existing original four-story structure was built in the 1920s. A four-story addition was added in the 1950s, which was expanded to six stories in the 1960s. A high school building formerly on site was previously removed and replaced with a parking structure serving MATC. The parking structure was demolished in 2019 and the northeastern third of the site is currently vacant. The site is currently zoned PD-GDP-SIP (Planned Development-General Development Plan-Specific Implementation Plan district).

Surrounding Land Uses and Zoning:

Northwest: Across West Johnson Street, local landmark Bethel Lutheran Church and a large parking lot, zoned UMX (Urban Mixed Use District);

Southwest: Across North Carroll Street, a six-level public parking structure, zoned UMX;

Southeast: Across West Dayton Street, the thirteen-story Concourse Hotel, zoned DC (Downtown Core District);

Northeast: Across Wisconsin Avenue, First United Methodist Church and its parking lot, zoned UMX, and a five-story apartment building, zoned PD (Planned Development District).

Adopted Land Use Plan: The [Comprehensive Plan](#) (2023) recommends Downtown Core (DC) uses for the subject parcel. The [Downtown Plan](#) (2012) similarly identifies the site as Downtown Core Mixed Use.

Zoning Summary: The subject property is proposed to be zoned UMX (Urban Mixed Use District):

Requirements	Required	Proposed
Lot Area (sq. ft.)	3,000 sq. ft.	Lot 1: 35,469 sq. ft.
Lot Width	30'	264.08'
Front Yard Setback	0' or 5'	0
Max. Front Yard Setback	10'	0
Side Yard Setback	0' or 5'	5' north side 5' south side
Rear Yard Setback	10'	Adequate
Maximum Lot Coverage	90%	97.5% (Zoning comment 7)
Minimum Building Height	2 stories	8 stories/<116'
Maximum Building Height: See Downtown Height Map	8 stories/116'	8 stories/<116'
Stepbacks: See Downtown Stepback Map	None	None

Site Design	Required	Proposed
Number Parking Stalls	No minimum required: Central Area	181
Electric Vehicle Stalls	10% EV ready: 18	4 EV installed 36 EV ready
Accessible Stalls	Yes	6
Loading	2 (10' x 50')	Hotel drop-off (Zoning comment 6)

Number Bike Parking Stalls	Hotel: 1 per 10 bedrooms (20)	20 garage 2 surface (22 total) (Zoning comment 8)
Landscaping and Screening	Yes	Yes (Zoning comment 9)
Lighting	Yes	Yes
Building Form and Design	Yes	Flex building (Zoning comments 10-12)

Other Critical Zoning Items	Urban Design (UMX), Barrier Free (ILHR 69), Utility Easements
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Table Prepared by Jenny Kirchgatter, Assistant Zoning Administrator

Environmental Corridor Status: The property is not located within a mapped environmental corridor.

Public Utilities and Services: The site is served by a full range of urban services.

Previous Approvals: On September 17, 2018, the Plan Commission approved the requested conditional uses (ID [52574](#)) in the UMX district necessary to convert the existing six-story Madison College educational building into a different hotel and construct an eight-story addition totaling 310 guest rooms, with structured parking for 256 vehicles and retail space. The existing parking structure was demolished and some interior building demolition began when the project was halted, primarily due to the COVID-19 pandemic. Drury, the original development team pulled out of the proposal and development rights transferred to a new applicant. On January 23, 2024, Common Council approved a rezoning (ID [81024](#)) to a Planned Development district to allow construction of an 11-story, 341-room hotel and conversion of the former school building into a mixed-use building with 134 dwelling units and 16,000 square feet of commercial space. In a related action, the Plan Commission approved a conditional use (ID [81199](#)) for projections into the Capitol View Preservation limit for the hotel on January 22, 2024. The applicant for the 2024 proposal has also pulled out of their project and development rights have once again transferred to Drury.

Project Description

The applicant is also seeking approval to construct an eight-story hotel with 205 rooms under UMX zoning on a lot to be created by CSM. The CSM that accompanies the land use application splits the block into two new lots. Lot 1, located to the northeast along Wisconsin Avenue, occupies approximately 40% of the block and entails the currently vacant portion of the block. Lot 2 encompasses the existing former school building at 211 North Carroll Street. The northeast area of the block, which was previously occupied by structured parking and is currently a large unfinished excavation, is proposed to be developed with a new Drury Hotel.

The first floor of the proposed building includes the hotel lobby, food and beverage areas, meeting rooms, and additional back of house areas. 181 vehicle parking stalls are included in the structured parking on the lower level and the second and third floors. 20 bicycle parking stalls on the second floor in the parking structure and two additional short-term parking stalls are located outside the building under the drop off canopy. A swimming pool, fitness center, and back of house spaces are also located on the lower level. Floors four through eight are occupied with guest rooms. Rooftop mechanical equipment is located in two yards surrounded by metal panel screen walls. Other rooftop structures include a stair tower and elevator overrun.

The primary façade material on the sides (Johnson and Dayton facades), front corners, and lower levels at the rear is a modular red brick veneer. The upper floors and the balance of the Wisconsin Avenue façade is clad in bronze flat metal panels and corrugated metal panels. Trim and accent materials include a darker red modular brick

veneer, vision glass for occupied spaces and frosted glass on parking levels, architectural louvers primarily on the rear of the parking floors, and cast stone sills, bases, and planters.

In front of the first floor, the applicant has designed a “lay-by” lane for guest drop-off and pick-up with a one-way drive accessed from Wisconsin Avenue and returning again to Wisconsin Avenue. Of seven existing metered parking stalls on Wisconsin Avenue, the introduction of the two proposed driveways would necessitate the removal of four stalls and relocation of one. The four existing street trees on Wisconsin Avenue are all proposed to be protected and preserved. One smaller street tree on West Dayton Street will be removed and replaced. Additional street trees are proposed on all three street frontages, but final details will be determined by the City Forester.

At the rear, a one-way alley between the school building and the proposed hotel is placed over the proposed lot line and services hotel trash and loading, with entry on West Dayton Street and exit on West Johnson Street. The driveways on these two streets are wide enough to also accommodate two-way traffic in and out of the hotel’s structured parking. The addition of these driveways necessitates the removal of three metered parking stalls on West Johnson Street and relocation of two metered parking stalls on West Dayton Street.

Street-level landscaping includes a mix of deciduous and evergreen shrubs, perennials, and grasses along the bottom of the building on the West Johnson and West Dayton Street facades, as well as some plantings around the driveways and front entrance along Wisconsin Avenue. Approximately 3,400 square feet of green roof is proposed above the parking structure and covered driveway at the fourth floor facing Wisconsin Avenue and approximately 8,100 square feet of green roof is shown on the rooftop above the uppermost floor.

No development is currently proposed for lot 2 at this time. The oldest portion of the existing building located on proposed lot 2 is a four-story structure fronting on North Carroll and West Johnson Streets, built in 1921, according to the Wisconsin Historical Society [property record](#). A four-story addition was added along West Dayton Street in 1950. Two more stories were added to the addition in 1964 to create a six-story addition. The building ceased its original use as a public high school in 1969 and was occupied by Madison College shortly after. In the 1987, the original [Central High School](#), constructed in 1908 at 200 Wisconsin Avenue, was demolished and an atrium was built facing the Wisconsin Avenue façade within the Madison College building courtyard created by the original structure and its addition. The rest of the area of the block occupied by the former Central High School was replaced with parking, though the front entrance arch was left standing. While the applicant has indicated plans to convert the remaining Madison College building into a residential building, no plans for that proposal are before the Plan Commission at this time. And while submitted plans show parking within the school building courtyard and future relocation of the historic arch that was disassembled from its location along Wisconsin Avenue to the grass lawn along West Johnson Street, neither of those items is before the Plan Commission for approval.

According to the application form, the applicant intends to begin construction in summer 2026 with completion planned by spring 2028.

Analysis

This request is subject to the standards for zoning map amendments, conditional uses, and subdivisions. This section begins with a summary of adopted plan recommendations before analyzing the aforementioned standards, which includes UDC discussion and action.

Adopted Plan Recommendations

The [Comprehensive Plan](#) (2018) recommends Downtown Core (DC), which represents the nucleus of Downtown and accommodates a wide variety and mix of uses in large-scale buildings. The [Downtown Plan](#) (2012) Plan recommends “downtown core mixed use” land use for the site, and recommends eight stories, plus a possible two stories of additional building height. The Downtown Plan also places the subject site within the “Downtown Core” district, and recommends continued expansion of a mix of uses, including employment, retail, entertainment, cultural, and residential. The Downtown Plan also identifies Wisconsin Avenue as a "premier street" having the highest level of design and amenities amongst downtown streets. Staff believes that the proposal can be found to be consistent with the adopted plans.

Zoning Map Amendment Standards

The Zoning Map Amendment standards, found in 28.182(6), MGO state that such amendments are legislative decisions of the Common Council that shall be based on public health, safety, and welfare, shall be consistent with the [Comprehensive Plan](#), and shall comply with Wisconsin and federal law. Chapter 66.1001(3) of Wisconsin Statutes requires that zoning ordinances (of which the zoning map is part) enacted or amended after January 1, 2010 be consistent with the City's [Comprehensive Plan](#). 2010 Wisconsin Act 372 clarified “consistent with” as “furthers or does not contradict the objectives, goals, and policies contained in the comprehensive plan.”

As describe above, Staff believes that the request and its uses are generally consistent with the land use recommendations for this area in the adopted plans. The [Downtown Plan](#) recommends eight stories, plus a possible two stories of additional building height. Further, the site had previously been zoned UMX prior to the 2024 rezoning to Planned Development district. As such, Planning staff believe the zoning map amendment standards to be met.

Conditional Use Standards

The applicant is requesting approval of conditional uses for a new building of more than six (6) stories within the UMX district to construct the proposed development. In regard to conditional use approval standards, the Plan Commission shall not approve a conditional use without due consideration of the City's adopted plan recommendations, design guidelines, supplemental regulations, and finding that all of the conditional use standards of §28.183(6) M.G.O. are met. Staff advises the Plan Commission that in evaluating the conditional use standards, State law requires that conditional use findings must be based on “substantial evidence” that directly pertains to each standard and not based on personal preference or speculation. §28.183(6) M.G.O. lists sixteen approval standards, of which not all are applicable to every conditional use. For this request, Standards 7 and 9-16 do not apply, while standards 1-6 and 8 are applicable. Staff believes that the Plan Commission can find standards 1-6 to be met. This report provides additional staff analysis regarding standard 8.

The discussion of conditional use approval standard 8 pertains to the design of the vehicle driveways and drop off orientation along Wisconsin Avenue, which was also a concern raised during the review of the most recent proposal on this site by NCG Hospitality. Conditional use approval standard 8 states, in part, that “When applying the above standards to any new construction of a building or an addition to an existing building the Plan Commission shall find that the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the zoning district.” The double-driveway arrival lane along Wisconsin Avenue, which impacts the Wisconsin Avenue premier streetscape and is recommended against in the [Downtown Urban Design Guidelines](#), which is specifically referred to in §26.076 MGO regarding review of all buildings in the UMX district. However, UDC, in its action, noted that while not meeting the

letter of the guidelines, the intent of the Downtown Urban Design Guidelines that speak to site access and circulation is adequately addressed with the enhanced design at the pedestrian level, landscaping, clear and separated pedestrian pathway, and maintenance of the trees on Wisconsin Avenue. Staff also note that the similar situation was approved as part of the NCG approval as well. As such, staff believe that Plan Commission can find standard 8 to be met.

Another particular area of concern, identified by staff, the area alder, and neighborhood groups during previous proposals for the redevelopment of this site and related to approval standard 8 is the relocation and re-use of the historic arch that remained on Wisconsin Avenue from the now-demolished Madison Central High School building. The arch was most recently located on Wisconsin Avenue at the entrance to the pedestrian bridge running over the former sunken vehicle parking to the Madison College atrium entrance. In the first Drury Hotels proposal ([52574](#)) from 2018, the applicant proposed that the arch was to be disassembled and relocated to act as a main entrance, leading pedestrians to either a restaurant and retail space, or through the access drive to the hotel's main entrance and lobby. The [letter of intent](#) from that Drury proposal called the arch an "important piece of Madison's architectural history" and committed to preserving it in the public realm as an art piece that would also serve as the main architectural accent and focal piece of the hotel design as well as a functional entrance from Wisconsin Avenue. When that proposal was approved and demolition of the site began, the arch was dismantled and put into storage. It is staff's understanding that the arch is still in storage, but the applicant has not confirmed this. The subsequent proposal for this site ([81199](#)) by NCG Hospitality also proposed reconstructing the arch in the garden terrace located within the courtyard of the remaining school building where it opened into the "garden terrace" and winter garden within the proposed hotel tower. During the pre-application and subsequent meetings and discussions for both of these previous proposals, purposeful and architecturally pleasing re-integration of the arch into the future design was repeatedly stressed by staff, the alder, and neighbors as an important aspect of any redevelopment on this site.

The current proposal from Drury did not originally include the aforementioned arch on the site. The applicant has, however, submitted revised plans (which, in part, necessitated a referral to later UDC, Plan Commission, and Common Council meetings) that show the arch reconstructed on the grass lawn along the West Johnson Street frontage of the remaining former school building. While the zoning map amendment and CSM requests before the Plan Commission are for the entire block, the conditional use for proposed future development pertains only to lot 1-- the lot on which the new hotel is proposed to be built, not the lot containing the school building. As such, no details for the integration of the arch into that property have been provided, nor can there be guarantees that the arch will be adequately planned for and included in those future phases on Lot 2 as part of the review and approval of Lot 1. Further, staff have concerns about the appropriateness of moving historical resources within the larger site, especially on the lot containing the historic school building, which is listed on the National Register of Historic Places, rather than integrating the resource into the new development on the lot from which it came. In consultation with the City Historic Preservation Planner, staff has concerns that the relocation of the arch to lot 2 could pose issues with the future development partner's ability to obtain historic preservation tax credits on the National Register property.

Staff believe that the thoughtful integration of the arch into the hotel design is necessary for standard 8 to be found met. Because the arch was previously integrated in the design for both the first Drury proposal and the NCG proposal, its inclusion was not required as a condition of approval for either proposal, as it was approved as part of the design. However, staff note that regarding the question of the arch and its integration within the previous NCG proposal, which was approved as a Planned Development district, proposed PD districts are required to coordinate architectural styles and building forms to achieve greater compatibility with surrounding land uses and create an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose of the PD District, analogous to the requirements of conditional use

approval standard 8. The Zoning Code explicitly states that Planned Developments “should feature high-quality architecture and building materials,” and that the Planned Development district is intended to achieve one or more of six enumerated objectives, including “Preservation of historic buildings, structures, or landscape features through adaptive reuse of public or private preservation of land.” The presence and thoughtful integration of the arch into the design of the NCG proposal was integral to the Plan Commission and Common Council’s findings that the standards for Planned Developments were met. Because of the past precedence of the Plan Commission and Common Council’s findings regarding the arch as integral to the aesthetic design of the proposed hotels on this site, staff believe that standard 8 cannot be found met without the thoughtful integration of the arch into the hotel design.

Related to the discussion of the arch, staff also note that in its recommendation of approval, UDC noted that if the arch should become integrated as a part of the proposed development, additional review and approval should be undertaken to evaluate how it is integrated in and consistent with the site plan, landscape, and building.

Urban Design Commission

This proposal has been reviewed by the UDC as required by the UMX zoning district per §28.076(4)(b) MGO. Due to its location downtown and the zoning, the proposal is subject to UDC’s review against the recommendations of the [Downtown Urban Design Guidelines](#). At its December 17, 2025 meeting, the Urban Design Commission made an advisory motion to the Plan Commission to approve the proposed new hotel. In the motion to recommend approval, UDC included the following conditions and findings:

- The bus stop design and materials shall be a similar material to the building (bronze metal).
- Louvers shall fit within the context of the design and existing rhythm of openings.
- Finding that the activation of the meeting spaces and tall windows provide an enhanced design at the pedestrian level, along with landscape, a separate, clear pedestrian pathway, maintenance of the trees on Wisconsin Avenue, while not meeting the letter of the guidelines, do maintain the intent of the Downtown Urban Design Guidelines that speak to site access and circulation.
- The Commission noted that if the arch should become integrated as a part of the proposed development, additional review and approval should be undertaken to evaluate how it is integrated in and consistent with the site plan, landscape, and building.

For more information about UDC considerations and actions, please refer to the UDC [staff memo](#) and draft [meeting action report](#).

Certified Survey Map

Staff believes that the Plan Commission may find the approval standards for land divisions found in §16.23 MGO met for the proposed Certified Survey Map with the staff-recommended conditions. The proposed lots will meet the dimensional requirements in the UMX district, and staff believes that the proposal is consistent with the recommendations for the site in the [Comprehensive Plan](#).

Public Input

At time of writing staff have received at least one public comment regarding these requests from the public, which has been attached to the legislative item in the Legislative Information Center.

Conclusion

The applicant is requesting approval of a request to rezone 33 West Johnson Street from Planned Development-General Development Plan-Specific Implementation Plan (PD-GDP-SIP) to UMX (Urban Mixed Use District), approval of a conditional use request for a building taller than six stories to construct the eight-story hotel, and approval of a certified survey map to create two lots. Staff believes that the proposal, specifically regarding the rezoning and CSM, can be found to be consistent with the recommendations of the Comprehensive Plan and the Downtown Plan.

Regarding the conditional use, staff has raised points regarding approval standard 8. As noted above, regarding standard of approval 8, staff believe precedence exists that indicate standard of approval 8 cannot be approved without the integration of the historic arch into the hotel design. Regardless of its findings, the Plan Commission should note its reasons for finding standard 8 to be met or not met. Lastly, based on the references to the architecture of the existing building in the proposed building, the height and bulk of the proposal compared to surrounding structures, the provision of off-street parking and loading, street-level activation, general conformance to the City's adopted plans, and findings of the UDC, the Planning Division believes all other applicable conditional use standards can be found met.

Recommendation

Planning Division Recommendations (Contact Colin Punt 243-0455)

Summary Recommendations: The Planning Division recommends the following to the Plan Commission regarding the applications for 33 West Johnson Street.

- That the Plan Commission forward the zoning map amendment from PD-GDP-SIP to UMX to Common Council with a recommendation to **approve**, subject to the conditions from reviewing agencies beginning below.
- That if the Plan Commission can find that the standards for conditional uses are met, then it should approve the conditional uses for an 8-story hotel, subject to the conditions from reviewing agencies beginning on below.
- That the Plan Commission forward the certified survey map to Common Council with a recommendation to **approve**, subject to the conditions from reviewing agencies beginning on page 19.

Recommended Conditions of Approval: Major/Non-Standard Conditions are Shaded

Land Use (Rezoning & Conditional Use)

Planning Division (Contact Colin Punt, 608-243-0455)

1. Work with Planning and Urban Design Commission staff to integrate the entrance arch formerly located on Wisconsin Avenue into the development site. In reference to the UDC recommended conditions, if the arch should become integrated as a part of this proposed development, that component of the proposal should return to UDC to evaluate how it is integrated in and consistent with the site plan, landscape, and building.
2. Minimize driveway curb cuts to the greatest extent possible to minimize impacts on the pedestrian realm as recommended in the Downtown Urban Design Guidelines.

Urban Design Commission (Contact Jessica Vaughn, 608-267-8740)

3. The bus stop design and materials shall be a similar material to the building (bronze metal).
4. Louvers shall fit within the context of the design and existing rhythm of openings.
5. If the arch should become integrated as a part of the proposed development, additional review and approval by the UDC should be undertaken to evaluate how it is integrated in and consistent with the site plan, landscape, and building.

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

6. Required loading facilities shall comply with MGO Section 28.141(13). Provide two- 10' x 50' loading areas with 14' vertical clearance to be shown on the plan. The loading areas shall be exclusive of drive aisle and maneuvering space. The required number of loading spaces may be reduced through conditional use approval.
7. Provide a calculation and plan detail for lot coverage with the final submittal. The lot coverage maximum is 90%. Lot coverage is defined as the total area of all buildings, measured at grade, all accessory structures including pools, patios, etc., and all paved areas as a percentage of the total area of the lot, with the following exceptions: sidewalks or paved paths no wider than five (5) feet, pervious pavement, green roofs and decks.
8. Show the dimensions of the bicycle stalls and the access aisles within the bicycle storage areas. Note: A bicycle stall is a minimum two (2) feet by six (6) feet with a five (5) foot wide access area. The access aisles must not be obstructed by vehicles, columns or other structures. Provide a detail of the proposed model of bike rack.
9. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per Section 28.142(3) Landscape Plan and Design Standards, landscape plans for zoning lots greater than ten thousand (10,000) square feet in size must be prepared by a registered landscape architect.
10. Provide details showing that the building façades meet the door and window opening requirements of Section 28.071(3)(e). For street-facing facades with ground story non-residential uses, the ground story door and window openings shall comprise a minimum of fifty percent (50%) of the facade area. Upper story openings shall comprise a minimum of fifteen percent (15%) of the facade area per story.
11. Provide details demonstrating compliance with bird-safe glass requirements Section 28.129. Identify which glass areas will be treated, and provide a detail of the specific treatment product that will be used. Provide the window and door schedule to verify the sizes of the glazed areas.
12. Show the height and width of the parking garage openings. Parking garage openings visible from the sidewalk shall have a clear maximum height of sixteen (16) feet and a maximum width of twenty-two (22) feet.
13. Work with Zoning staff to establish a project completion date. Per Section 28.186(4)(b), the property owner or operator is required to bring the property into compliance with all elements of the approved site plans by the date established by the Zoning Administrator as part of the site and building plan approval.

14. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with Chapter 31 Sign Codes of the Madison General Ordinances and Chapter 33 Urban Design District ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.

City Engineering Division (Contact Gretchen Aviles Pineiro, 608-266-4089)

15. Applicant shall provide projected wastewater flow calculations to Mark Moder, mmoder@cityofmadison.com. Offsite sewer improvements by the developer may be required as a condition for development. This work if required would be included in the developer agreement. Applicant shall provide projected wastewater flows to W. Dayton St. and W. Johnson St. The City has significantly more sewer capacity of W. Johnson St.

16. Enter into a City / Developer agreement for the required infrastructure improvements. Agreement to be executed prior to sign off. Allow 4-6 weeks to obtain agreement. Contact City Engineering to schedule the development and approval of the plans and the agreement. (MGO 16.23(9)c)

17. Construct sidewalk, terrace, curb, gutter, and pavement along W Johnson Street, Wisconsin Avenue, and W Dayton Street to a plan as approved by City Engineer.

18. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to Engineering 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 signoff. (MGO 16.23(9)(d)(4))

19. Provide the City Engineer the proposed earth retention system plan used for the site. The earth retention system plan must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system plan. (POLICY)

20. An Erosion Control Permit is required for this project. See Storm comments for permit specific details and requirements.

21. A Storm Water Management Report and Storm Water Management Permit is required for this project. See Storm comments for report and permit specific details and requirements.

22. This site appears to disturb less than one (1) acre of land. No submittal to the WDNR, CARPC or Department of Safety and Professional Services (DSPS) is required as the City of Madison Building Inspection Department is an approved agent for DSPS.

23. The applicant shall completely remove the electric vault located under the proposed driveway on W Johnson Street. The removal shall be coordinated with the vault owner.

24. The property is a closed Wisconsin Department of Natural Resources (WDNR) Bureau of Remediation and Redevelopment Tracking System (BRRTS) site (#02-13-590398 FORMER MADISON AREA TECHNICAL COLLEGE (MATC) and #02-13-001696 MADISON CTY - DAYTON ST RAMP). If contamination is encountered, follow all WDNR and Department of Safety and Professional Services (DSPS) regulations for proper handling and disposal.

25. Revise the site plan to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service. (POLICY)
26. Revise the plans to show a proposed private internal drainage system on the site. Include the depths and locations of structures and the type of pipe to be used. (POLICY AND MGO 10.29)
27. Revise the plans to identify the location of the public storm sewer (proposed or existing) that will serve the development show the connection of the private internal drainage system to the public storm sewer. (POLICY AND MGO OVER 10,000 SF OF IMPERVIOUS AREA 10.29 and 37.05(7)(b))
28. This project will disturb 20,000 sf or more of land area and require an Erosion Control Plan. Please submit an 11" x 17" copy of an erosion control plan (pdf electronic copy preferred) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval. Demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances 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. The WDNR provided workbook to compute USLE rates can be found online at <https://dnr.wi.gov/topic/stormwater/publications.html>
This project will require a concrete management plan and a construction dewatering plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office. If contaminated soil or groundwater conditions exist on or adjacent to this project additional WDNR, Public Health, and/or City Engineering approvals may be required prior to the issuance of the required Erosion Control Permit. (POLICY)
This project appears to require fire system testing that can result in significant amounts of water to be discharged to the project grade. The Contractor shall coordinate this testing with the erosion control measures and notify City Engineering 608-266-4751 prior to completing the test to document that appropriate measures have been taken to prevent erosion as a result of this testing.
Complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website - as required by Chapter 37 of the Madison General Ordinances.
29. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Stormwater Management Permit application can be found on City Engineering's website at <http://www.cityofmadison.com/engineering/Permits.cfm>.
The Storm Water Management Plan & Report shall include compliance with the following:
Report: Submit prior to plan sign-off, a stormwater management report stamped by a P.E. registered in the State of Wisconsin.
Electronic Data Files: 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))
Rate Control Redevelopment: By design detain the 10-year post construction design storm such that the peak discharge during this event is reduced 15% compared to the peak discharge from the 10-year design storm in the existing condition of the site. Further, the volumetric discharge leaving the post development site in the 10-year storm event shall be reduced by 5% compared to the volumetric discharge from the site in an existing condition during the 10-year storm event. These required rate and volume reductions shall be completed, using green infrastructure that captures at least the first 1/2 inch of rainfall over the total site impervious area. If additional stormwater controls are necessary beyond the first 1/2 inch of rainfall, either green or non-green

infrastructure may be used.

TSS Redevelopment with TMDL: Reduce TSS by 80% off of the proposed development when compared with the existing site.

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

30. 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 tstroester@cityofmadison.com (West).

City Engineering Division – Mapping Section (Contact Jeffrey Quamme, 608-266-4097)

31. Grant additional Public Sidewalk Easement area to the City on the face of the pending Certified Survey Map along W Dayton Street. Identify and clearly label the existing easements on W Dayton and W Johnson and the new area required on the site plan.
32. The Applicant shall confirm and note on the final plans any fixed canopies, signage or any other improvements to confirm there are not any improvements extending into the adjacent street right of ways. Any proposed improvements within a public right of way would require an application with City of Madison Real Estate for a privilege in streets agreement. Approval of any improvement within a public right of way is subject to denial.
33. There are two underground vaults subject to an existing Encroachment Agreement per Doc No 4897069. This agreement shall be amended or released and new agreements recorded due to the proposed land division and separation of ownership of the lands subject to this agreement. Also with the proposed driveway approach and new sidewalk along W Johnson Street now proposed over the vault, the vault shall be confirmed or upgraded to conform to the load requirements per 10.34 (4) if the Madison General Ordinances if it remains.
34. The plans for development of this site proposes for the relocation of a subsurface electrical vault within the public right of way of W Johnson St to be sited on the adjacent proposed lot to the southwest. This vault is to provide electrical service for this proposed development. The Developer / Owner shall coordinate and provide the easement(s) necessary for Madison Gas and Electric to serve this site prior to final site plan sign off.
35. Provide for review, comprehensive reciprocal easement and agreement along the proposed southwesterly lot line including, but not limited to, access, common improvements, storm surface drainage and storm sewer that are necessary to accomplish the site development as proposed prior to final sign off. The document(s) shall be executed and recorded immediately subsequent to the CSM recording and prior to building permit issuance. The agreement shall also include text assigning responsibilities in conjunction with the underground vault at the drive entrance along W Johnson St and the future underground parking connection that would be beneath and disturb the shared access area.
36. Note: The future parking garage is shown to be built across property lines. Any future connection crossing the proposed property line will require an easement / agreement between the two proposed lots setting forth the access rights, construction and maintenance in conjunction with the proposed connection prior to it being constructed. Consult with City Fire for fire code requirements due to the crossing of a property line.

37. The address of the proposed hotel is 202 Wisconsin Ave. The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
38. The pending Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD), the new parcel data created by the Assessor's Office and the parcel data available to zoning and building inspection staff prior to issuance of building permits for new construction or early start permit.
39. Submit a site plan and a complete building Floor Plan in PDF format to Lori Zenchenko (lzenchenko@cityofmadison.com) that includes a floor plan of each floor level on a separate sheet/page for the development of a complete interior hotel room addressing plan. Also, include a per floor unit matrix. The Addressing Plan for the entire project shall be finalized and approved by Engineering (with consultation and consent from the Fire Marshal if needed) PRIOR to the verification submittal stage of this LNDUSE with Zoning. The final approved Addressing Plan shall be included in said Site Plan Verification application materials or a revised plan shall be provided for additional review and approval by Engineering. Per 34.505 MGO, a full copy of the approved addressing plan shall be kept at the building site at all times during construction until final inspection by the Madison Fire Department. For any changes pertaining to the location, deletion or addition of a unit, or to the location of a unit entrance, (before, during, or after construction), a revised Address Plan shall be resubmitted to Lori Zenchenko to review addresses that may need to be changed and/or reapproved.

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

40. Covered parking is not dimensioned and as such not reviewable at this time. The applicant should be aware this may lead to major site changes once the dimensions are provided.
41. All parking stalls must be clear of any and all obstructions (including columns) to be considered a legal parking stall. For large car this means 9' by 18' clear, for one-size-fits-all this means 8.75' by 17' clear.
42. The applicant shall dedicate Right of Way or grant a Public Sidewalk Easement for and be responsible for the construction of a minimum eight (8)-foot wide sidewalk, six (6)-foot terrace, and additional one (1) foot for maintenance, where applicable, along their site's frontage of W. Johnson Street.
43. The applicant shall dedicate Right of Way or grant a Public Sidewalk Easement for and be responsible for the construction of a minimum eight (8)-foot wide sidewalk, six (6)-foot terrace, and additional one (1) foot for maintenance, where applicable, along their site's frontage of W. Dayton Street.
44. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; vision triangles; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
45. The Developer shall post a security deposit prior to the start of development. In the event that

modifications need to be made to any City owned and/or maintained traffic signals, street lighting, signing, pavement marking and conduit/handholes, the Developer shall reimburse the City for all associated costs including engineering, labor and materials for both temporary and permanent installations.

46. The City Traffic Engineer may require public signing and marking related to the development; the Developer shall be financially responsible for such signing and marking.
47. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
48. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
49. The applicant(s) shall maintain a 5 foot wide, Americans with Disabilities Act (ADA) compliant, pedestrian walkway for the duration of the project on all street frontages classified as a collector or higher. The applicant shall also maintain a 5 foot wide bicycle lane for the duration of the project on all street frontages with existing bicycle facilities. Exceptions to this requirement may be granted by Traffic Engineering on a limited term basis if and when the applicant can show a public safety concern and they also provide a clear date when the pedestrian/bicycle facilities are to be restored. All closures shall be designed by the applicant, in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), to be submitted and approved by Traffic Engineering.
50. The applicant shall adhere to all vision triangle requirements as set in MGO 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.
51. All parking ramps as the approach the public Right-of-Way shall not have a slope to exceed 5% for 20 feet; this is to ensure drivers have adequate vision of the Right-of-Way. If applicant believes public safety can be maintained they shall apply for a waiver, approval or denial of the waiver shall be the determination of the City Traffic Engineer.
52. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by Traffic Engineering to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds three stories prior to sign-off to be reviewed and approved by Andrew Oliver, (267-1979, aoliver@cityofmadison.com) Traffic Engineering Shop, 4151 Nakoosa Trail. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.
53. One way operation of the site shall be secured by placing a "One Way" sign at the entrance and a "Do Not Enter" sign at the Exit.
54. The applicant shall show the dimensions for the proposed class III driveway including the width of the drive entrance, width of the flares, and width of the curb cut. The applicant shall work with Traffic Engineering on minimizing the width of the curb cut as much as possible.

55. Applicant shall submit for review a Commercial Delivery Plan. This plan will include times, vehicle size, use of loading zones and all related turning movements.
56. Note: This site presents difficult constructability issues; access to neighboring sites must be maintained at all times, protected walkways will be constructed and maintained as soon as possible and limited access to the Public Right-of-Way on West Johnson Street will be granted for construction purposes. Provide a detailed construction plan to Traffic Engineering for review prior to final signoff.
57. Traffic Engineering recommends driveway slope under 10%; if the slope is to exceed 10%, the applicant shall demonstrate inclement weather mitigation techniques to provide safe ingress/egress to be approved by the City Traffic Engineer.
58. Applicant shall submit for review a waste removal plan. This shall include vehicular turning movements.
59. "Stop" signs shall be installed at a height of seven (7) feet from the bottom of the sign at all class III driveway approaches, including existing driveways, behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
60. The applicant shall submit for review a valet operations plan, including times and parking locations.
61. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan. Terrace shall be restored and seeded with grass.

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

62. The parking garage is shown to be built across property lines. Document how compliance with the building code is being provided. The open connection as shown is not allowed.
63. IBC 905.3.8 - extend standpipe hose valve to elevator lobby on 4th floor due to green roof.
64. IBC 1028 - Northwest Stair discharge by elevator bank shall have direct visual sightlines to the exterior exit door. Small wind vestibule to be constructed of glass or other clear materials.
65. IBC 905.3.8 Provide standpipe hose valve connection at access point to green roof on 4th floor.

Parks Division (Contact Emma Krug, 608-263-6850)

66. The following note should be included on the CSM: "LOTS WITHIN THIS SUBDIVISION ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE AT THE TIME BUILDING PERMIT(S) ARE ISSUED."

Forestry Section (Contact Bradley Hofmann, 267-4908)

67. An existing inventory of street trees located within the right of way shall be included on the site, demo, utility, landscape, grading, fire aerial apparatus and street tree plan sets. The inventory shall include the following: location, size (diameter at 4 1/2 feet), and species of existing street trees. The inventory should also note if a street tree is proposed to be removed and the reason for removal.

68. All proposed street tree removals within the right of way shall be reviewed by City Forestry before the Plan Commission meeting. Street tree removals require approval and a tree removal permit issued by City Forestry. Any street tree removals requested after the development plan is approved by the Plan Commission or the Board of Public Works and City Forestry will require a minimum of a 72-hour review period which shall include the notification of the Alderperson within who's district is affected by the street tree removal(s) prior to a tree removal permit being issued. Add as a note on the street tree plan set.
69. City Forestry will issue a street tree removal permit for one 3" diameter Honeylocust tree per City Forestry along W Dayton St. The Contractor shall contact City Forestry at (608)266-4816 to obtain permit. Add as a note on both the demolition and street tree plan set.
70. Contractor shall take precautions during construction to not disfigure, scar, or impair the health of any street tree. Contractor shall operate equipment in a manner as to not damage the branches of the street tree(s). This may require using smaller equipment and loading and unloading materials in a designated space away from trees on the construction site. Any damage or injury to existing street trees (either above or below ground) shall be reported immediately to City Forestry at (608) 266-4816. Penalties and remediation shall be required. Add as a note on the site, grading, utility, demolition, and street tree plan set.
71. As defined by the Section 107.13 of City of Madison Standard Specifications for Public Works Construction: No excavation is permitted within 5 feet of the trunk of the street tree or when cutting roots over 3 inches in diameter. If excavation is necessary, the Contractor shall contact Madison City Forestry at (608) 266-4816 prior to excavation. City of Madison Forestry personnel shall assess the impact to the tree and to its root system prior to work commencing. Tree protection specifications can be found on the following website: <https://www.cityofmadison.com/business/pw/specs.cfm> Add as a note on the site, grading, utility, demolition and street tree plan sets.
72. Section 107.13(g) of City of Madison Standard Specifications for Public Works Construction (website: <https://www.cityofmadison.com/business/pw/specs.cfm>) addresses soil compaction near street trees and shall be followed by Contractor. The storage of parked vehicles, construction equipment, building materials, refuse, excavated spoils or dumping of poisonous materials on or around trees and roots within five (5) feet of the tree or within the protection zone is prohibited. Add as a note on both the site and street tree plan sets.
73. On this project, street tree protection zone fencing is required. The fencing shall be erected before the demolition, grading or construction begins. The fence shall include the entire width of terrace and, extend at least 5 feet on both sides of the outside edge of the tree trunk. Do not remove the fencing to allow for deliveries or equipment access through the tree protection zone. Add as a note on both the site and street tree plan sets.
74. Street tree pruning shall be coordinated with City Forestry at a minimum of two weeks prior to the start of construction for this project. Contact City Forestry at (608)266-4816. All pruning shall follow the American National Standards Institute (ANSI) A300 - Part 1 Standards for pruning. Add as a note on both the site and street plan sets.
75. The Developer shall submit a Street Tree Report performed by International Society of Arboriculture Certified Arborist prior to the Plan Commission meeting for City Forestry's review of project. This report

shall identify all street trees on proposed project site, species type, canopy spread, tree condition, proposed tree removals, the impacts of proposed construction, and any requested pruning.

76. The Developer shall post a security deposit prior to the start of the development to be collected by City Engineering as part of the Developers Agreement. In the event that street trees are damaged during the construction process, City Forestry will draw from this deposit for damages incurred.
77. Additional street trees are needed for this project. Tree planting specifications can be found in section 209 of City of Madison Standard Specifications for Public Works Construction (website: <https://www.cityofmadison.com/business/pw/specs.cfm>) - All street tree planting locations and tree species within the right of way shall be determined by City Forestry. A landscape plan and street tree planting plan shall be submitted in PDF format to City Forestry for approval of planting locations within the right of way and tree species. All available street tree planting locations shall be planted within the project boundaries. Add following note on both the landscape and street tree plan sets: At least one week prior to street tree planting, Contractor shall contact City Forestry at (608) 266-4816 to schedule inspection and approval of nursery tree stock and review planting specifications with the landscaper.
78. On this project, the installation of a pavement support system (Silva Cell®, GreenBlue® or equivalent as approved by city) surrounding tree grate locations is required where the terrace is concrete. The Contractor shall contact City Forestry at (608) 266-4816 to identify and locate underground conflicts (utilities, vaults, conduit) or other underground obstructions and determine grate locations before support system installation. Add as a note on both the site and street tree plan set.
79. No later than five business days prior to forming concrete and constructing tree grate sites, the Contractor shall contact City Forestry at (608) 266-4816 to identify and locate underground conflicts (utilities, vaults, conduit) or other underground obstructions and determine grate locations. The Contractor will be required to obtain the grate, matching frame and/or tree guard. Tree grate type and matching frame: Neenah 4x8 (R-8815-A). Tree guard Neenah (R-8501-4818). Add as a note on both the landscape and street tree plan set.
80. Tree grates are the property of the City of Madison. The Contractor shall contact City Forestry at (608) 266-4816 to schedule delivery of salvaged tree grates to City Forestry facility. Add as a note on the demolition and street tree plan set.

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

81. A Water Service Application Form and fees must be submitted before connecting to the existing water system. Provide at least two working days notice between the application submittal and the requested installation or inspection appointment. Application materials are available on the Water Utility's Plumbers & Contractors website (<http://www.cityofmadison.com/water/plumbers-contractors>), otherwise they may be obtained from the Water Utility Main Office at 119 E Olin Ave. A licensed plumber signature is required on all water service applications. For new or replacement services, the property owner or authorized agent is also required to sign the application. A Water Meter Application Form will subsequently be required to size & obtain a water meter establish a Water Utility customer account and/or establish a Water Utility fire service account. If you have questions regarding water service applications, please contact Madison Water Utility at (608) 266-4646.

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

82. In coordination with any public works improvements, the applicant shall maintain or replace the concrete boarding terrace surface at the existing Metro bus stop on the south side of West Johnson Street, for at least 100' west of stop bar before the Wisconsin Avenue intersection (#0537).
83. The applicant shall provide a new passenger waiting shelter with seating amenity serving the curbside bus stop zone on the south side of West Johnson Street, west of Wisconsin Avenue. Applicant shall either install and maintain their choice of amenity as part of the private landscape plan, or may acquire and convey an approved amenity for the City to maintain in the public right-of-way area.
84. The existing curbside bus stop zone and accessible pedestrian sidewalk and concrete boarding terrace on the south side of West Johnson Street, west of Wisconsin Avenue, provides critical access to the City's transit operations, and any planned or permitted obstruction of the existing bus stop zone may require additional right-of-way improvements and/or other mitigation measures in coordination with Traffic Engineering and Metro Transit staff - in order to create an alternate bus stop zone that would serve the West Johnson Street at Wisconsin Avenue intersection area in a comparable operational and accessible manner.
85. The applicant shall include the specifications and location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review the design.

86. Metro Transit operates daily all-day transit service along West Gorham and West Johnson Streets near and adjacent this property - with trips at least every 30 minutes (every 15 minutes or less during the day on weekdays). Metro Transit operates additional daily all-day rapid transit service along State Street near this property - with trips at least every 30 minutes (every 15 minutes or less during the day on weekdays and Saturdays).
87. Metro Transit would initially estimate the following counts of potentially eligible trips towards US Green Building Council/LEED Quality Access to Transit points: 248 Weekday & 131 Weekend. Please contact Metro Transit if additional analysis would be of interest.

Parking Utility (Contact Trent Schultz, 608-246-5806)

88. The proposed development requires the removal of on-street metered stalls. Per City policy, the applicant shall be financially responsible for any on-street stall removals resulting from development. The applicant shall reimburse the City \$44,331 per metered stall removed, as part of final site plan review sign off.
89. The applicant shall receive final approval of a Transportation Demand Management (TDM) Plan, occurring after Plan Commission and Common Council approval of the project. Work with staff to finalize requested clarifications on the TDM Plan. TDM Plan review fees will be required as part of final site plan review sign off.

Land Division (Certified Survey Map)

City Engineering Division (Contact Gretchen Aviles Pineiro, 608-266-4089)

1. Enter into a City / Developer agreement for the required infrastructure improvements. Agreement to be executed prior to sign off. Allow 4-6 weeks to obtain agreement. Contact City Engineering to schedule the development and approval of the plans and the agreement. (MGO 16.23(9)c)
2. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to Engineering 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 signoff. (MGO 16.23(9)(d)(4))
3. A minimum of two (2) working days prior to requesting City Engineering signoff on the plat/csm contact either Tim Troester (West) at 261-1995 (tetroester@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 sub-division 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). (POLICY)
4. The property is a closed Wisconsin Department of Natural Resources (WDNR) Bureau of Remediation and Redevelopment Tracking System (BRRTS) site (#02-13-590398 FORMER MADISON AREA TECHNICAL COLLEGE (MATC) and #02-13-001696 MADISON CTY - DAYTON ST RAMP). If contamination is encountered, follow all
5. WDNR and Department of Safety and Professional Services (DSPS) regulations for proper handling and disposal.

City Engineering Division – Mapping Section (Contact Jeffrey Quamme, 608-266-4097)

6. For continuity, all labels and titles for the existing and new sidewalk easements shall be: Permanent Limited Easement (PLE) for Public Sidewalk to match CSM 14965. All labels and titles need to match.
7. The new sidewalk easement along W Dayton St shall only include the area not already granted as an easement. It shall not overlap existing easement areas.
8. There are two underground vaults subject to an existing Encroachment Agreement per Doc No 4897069. This agreement shall be amended or released and new agreements recorded due to the proposed land division and separation of the lands subject to this agreement. The document shall be recorded after the CSM has been recorded.
9. The plans for future development of Lot 1 proposes for the relocation of a subsurface electrical vault within the public right of way of W Johnson St to be sited on Lot 2. This vault is to provide electrical service for Lot 1. The Applicant shall coordinate and provide separate easement documents necessary for Madison Gas and Electric to serve Lot 2 for review prior to final sign off. The easement document(s) shall be recorded post CSM.
10. 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 monument condition reports (with current tie sheet attached) for all monuments,

including center of sections of record, used in this survey, to Jeff Quamme, City Engineering (jrquamme@cityofmadison.com)

11. Prior to Engineering final sign-off by main office for Plats or Certified Survey Maps (CSM), the final Plat or CSM in pdf format must be submitted by email transmittal to Engineering Land Records Coordinator Jeff Quamme (jrquamme@cityofmadison.com) for final technical review and approval. This submittal must occur a minimum of two working days prior to final Engineering Division sign-off.
12. Conditions of approval noted herein are not intended to be construed as a review determining full compliance with City of Madison Ordinances and State of Wisconsin Statutes. The licensed professional preparing the land division is fully responsible for full compliance with all Ordinances and Statutes regulating this proposed land division.
13. Correct the orientation of all of the north arrows to be correct. Correct the block number to the southwest to Block 64.
14. The Owner's Certificate shall be revised to Owner's Certificate of Dedication an the word dedication added to the certification. There are new rights be granted to the City of Madison on the CSM and needs to be acknowledged. Also the notary shall be revised to reflect the true owner to execute the certificate.
15. This Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD), the new parcel data created by the Assessor's Office and the parcel data available to zoning and building inspection staff prior to issuance of building permits for new construction or early start.
16. Submit to Jeff Quamme, prior to Engineering sign-off of the subject plat, one (1) digital CADD drawing in a format compatible with AutoCAD. The digital CADD file(s) shall be referenced to the Dane County Coordinate System and shall contain, at minimum, the list of items stated below, each on a separate layer/level name. The line work, preferably closed polylines for lot lines, shall be void of gaps and overlaps and match the final recorded plat:
 - 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. all shown on the plat including wetland & floodplain boundaries.)NOTE: This Transmittal is a separate requirement from the required Engineering Streets Section for design purposes. The Developer/Surveyor shall submit new updated final plat, electronic data for any changes subsequent to any submittal.

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

17. The applicant shall dedicate Right of Way or grant a Public Sidewalk Easement for and be responsible for the construction of a minimum eight (8)-foot wide sidewalk, six (6)-foot terrace, and additional one (1) foot for maintenance, where applicable, along their site's frontage of W. Johnson Street.
18. The applicant shall dedicate Right of Way or grant a Public Sidewalk Easement for and be responsible for the construction of a minimum eight (8)-foot wide sidewalk, six (6)-foot terrace, and additional one (1) foot for

maintenance, where applicable, along their site's frontage of W. Dayton Street.

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

19. Document cross access easements between Lot 1 and Lot 2 for fire service access hose lays per fire access plan.

Parks Division (Contact Emma Krug, 608-263-6850)

20. The following note should be included on the CSM: "LOTS WITHIN THIS SUBDIVISION ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE AT THE TIME BUILDING PERMIT(S) ARE ISSUED."

Office of Real Estate Services (Contact Trent Milliken, 608-266-5940)

21. Prior to approval sign-off by the Office of Real Estate Services ("ORES"), the Owner's Certificate(s) on the CSM shall be executed by all parties of interest having the legal authority to do so, pursuant to Wis. Stats. 236.21(2)(a). Said parties shall provide documentation of legal signing authority to the notary or authentication attorney at the time of execution. The title of each certificate shall be consistent with the ownership interest(s) reported in the most recent title report.

If any of the land within the CSM boundary is under contract for sale or purchase, and said transfer will be conducted at the time of CSM recording, an escrow agreement may be necessary. Please discuss closing plans with ORES in advance of CSM signoff.

When possible, the executed original hard stock recordable CSM shall be presented at the time of ORES approval sign-off. If not, the City and the Register of Deeds are now accepting electronic signatures. A PDF of the CSM containing electronic signatures shall be provided to ORES to obtain approval sign-off.

22. Prior to CSM approval sign-off, an executed and notarized or authenticated certificate of consent for all mortgagees/vendors shall be included following the Owner's Certificate(s).

23. All ownership consents and certifications for the subject lands shall conform to Wis. Stats. 236.21(2) and 236.29 by including the language ...surveyed, divided, mapped and dedicated....

24. If any portion of the lands within the CSM boundary are subject to an Option to Purchase or other Option interest please include a Certificate of Consent for the option holder and have it executed prior to CSM sign-off, if said ownership interest meets the criteria set forth by Wis. Stat. Sec. 236.34 and Sec. 236.21(2)(a).

25. A Consent of Lessee certificate shall be included on the CSM for all tenant interests in excess of one year, recorded or unrecorded, and executed prior to CSM sign-off.

26. The lands within the CSM boundary are located within TID 50, a Tax Incremental Financing District. Discussions with Joe Gromacki, the City of Madison's tax increment financing coordinator, may be necessary before recording the CSM if a TIF application is required. Mr. Gromacki can be reached at 608-267-8724 or jgromacki@cityofmadison.com. If a TIF Loan has been authorized for the project, please inform ORES staff (Trent Milliken – tmilliken@cityofmadison.com).

27. As of 11/7/25, 2024 real estate taxes are paid in full for 0709-144-2399-5 and are not owed for 0709-144-2303-6 due to its exempt status.

28. As of 11/7/25, there are no special assessments reported. All known special assessments are due and payable prior to CSM approval sign-off. If special assessments are levied against the property during the review period and prior to CSM approval sign-off, they shall be paid in full pursuant to Madison General Ordinance Section 16.23(4)(f)(3).

29. Pursuant to Madison City Ordinance Section 16.23(4)(c)(1), the owner shall furnish an updated title report to ORES via email to Trent Milliken (tmilliken@cityofmadison.com), as well as the survey firm preparing the proposed CSM. The report shall search the period subsequent to the date of the initial title report (10/3/2025) submitted with the CSM application and include all associated documents that have been recorded since the initial title report.

A title commitment may be provided, but will be considered only as supplementary information to the title report update. Surveyor shall update the CSM with the most recent information reported in the title update. ORES reserves the right to impose additional conditions of approval in the event the title update contains changes that warrant revisions to the CSM.

30. "North" arrow currently pointing to actual NE – refer to CSM 14965.

31. If all parties of interest agree that certain easements from prior plats or CSM's of record are no longer necessary, the release documents for said easements shall be recorded prior to CSM approval sign-off, with the recording information for the release included as a Note on the proposed CSM.

The Planning Division, Office of the Zoning Administrator, Forestry Section, Water Utility, City Assessor, Metro Transit, and Parking Utility have reviewed this request and recommended no conditions of approval.