



PREPARED FOR THE PLAN COMMISSION

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

Application Type: Revised Preliminary Plat of *Hill Valley* and Revised Final Plat of *First Addition to Hill Valley*

Legistar File ID # [92387](#) and [92388](#)

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

Summary

Applicant & Property Owner: Matt Brink, VH Hill Valley, LLC/ Veridian Homes; 6801 South Towne Drive; Madison.

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

Requested Actions:

- ID [92387](#) – Approving the second revised preliminary plat of *Hill Valley* on land addressed as 940-1040 S High Point Road, 1051 S Pleasant View Road, and 902 Landmark Trail; and
- ID [92388](#) – Approving the revised final plat of *First Addition to Hill Valley* to create 162 lots for single-family detached and attached homes (including two-family residences and townhouses), two lots for future multi-family development, one lot for future mixed-use development, one outlot to be dedicated for public park, three outlots to be dedicated for stormwater management, one outlot for private open space, and one outlot for future development.

Proposal Summary: Veridian Homes is requesting approval of a revised preliminary plat of *Hill Valley* to account for changes to the overall subdivision since the last preliminary plat was approved in February 2025, particularly in the section of the subdivision to be platted as the First Addition to Hill Valley. The revised preliminary plat also accounts for additional right of way for S Pleasant View Road (CTH M) based on comments submitted by the Dane County Department of Highway and Transportation.

The letter of intent submitted with the revised preliminary plat notes that 885 lots will be created from the remaining 179.4 acres of the overall Hill Valley development still to be platted. The lots will include 856 lots for a variety of single-family housing that will range from street- and alley-loaded single-family detached residences, two-family dwelling twin homes, and single-family attached dwellings (townhouses), as well as 10 multi-family lots, one outlot for future mixed-use development, and 18 public and private outlots.

Hill Valley will contain a total of 534 lots for single-family detached residences (street- and alley-loaded), 240 lots for 120 two-family dwellings, 82 lots for townhouse (single-family attached) units, 10 lots for future multi-family dwellings, one lot for future mixed-use development, five outlots to be dedicated for public park, seven outlots to be dedicated for stormwater management, two outlots for private alleys, two outlots for private open space, and one outlot for future development. An updated illustrative plan of the overall Hill Valley development is attached to the preliminary plat file (ID [92387](#)), which indicates that between 1,511 to 1,711 housing units will be built across the development.

Forty (40) of the lots for future single-family residences were platted with the final plat of *Hill Valley*, which was approved on February 25, 2025 and recorded on November 13, 2025. Those lots are not included within the

boundaries of the revised preliminary plat but are counted as part of the overall lots and units in the application materials.

The revised final plat of *First Addition to Hill Valley* comprises approximately 41.1 acres of land extending along the southern edge of the overall subdivision between S Pleasant View Road and the western edges of the recorded *Hill Valley* final plat. The revised *First Addition* final plat will create 162 lots for single-family detached and attached homes (including two-family residences and townhouses), two lots for future multi-family development, one lot for future mixed-use development, one outlot to be dedicated for public park, and three outlots to be dedicated for stormwater management. Two additional outlots will be created with the final plat, including one for private open space and one for future development.

Implementation of the larger Hill Valley development is ongoing, with completion of the subdivision to occur in eight phases over 10-15 years based on market demand for the future units and mixed-use development.

Applicable Regulations & Standards: The subdivision process is outlined in Section 16.23(4) of the Subdivision Regulations.

Review Required By: Plan Commission and Common Council.

Review Schedule: The State’s subdivision statute, Wis. Stats. 236, requires that a preliminary plat be approved, conditionally approved, or rejected (with stated reasons) within 90 days of submittal unless the time is extended by agreement with the applicant. If no action is taken within 90 days and no extension granted, the preliminary plat is deemed approved. The revised preliminary plat was submitted to the City and accepted for review on March 16, 2026. Therefore, the 90-day review period is scheduled to expire on June 15, 2026.

Summary Recommendation: The Planning Division recommends that the Plan Commission forward the revised preliminary plat of *Hill Valley* (ID 92387) and first final plat (ID 92388) to the Common Council with recommendations of **approval** subject to input at the public hearing and the conditions from reviewing agencies for the **preliminary plat** beginning on **page 6** of this report and for the **final plat** beginning on **page 15**.

Background Information

Parcel Location: The overall Hill Valley development encompasses 213.7 acres extending between S High Point Road and S Pleasant View Road (CTH M) from approximately Lois Lowry Lane and Prairie Hill Road on the north and Starr Grass Drive on the south. The entire site is located in Alder District 1 (Duncan) and the Madison Metropolitan School District. The 34.3 acres in the southeastern corner of the development have been platted into 40 single-family lots and various outlots, leaving 179.4 acres yet to be developed, which comprise the proposed second revised preliminary plat.

Existing Conditions and Land Use: The overall Hill Valley development is zoned A (Agricultural District), TR-P (Traditional Residential–Planned District), TR-U1 (Traditional Residential–Urban 1 District), and CC-T Commercial Corridor–Transitional District). The 179.4 acres encompassing the proposed revised preliminary plat is undeveloped.

Surrounding Land Uses and Zoning:

North: Single-family residences and parkland in the Applewood Hill subdivision in the Town of Middleton; in the City, single- and two-family residences in the Westview Hills subdivision, zoned SR-C1 (Suburban Residential–Consistent 1 District) and SR-C3 (Suburban Residential–Consistent 3 District); single-family residences and Newberry Park in the Newberry Heights subdivision, zoned PD; and Madison Water Utility Well 26, zoned A (Agricultural District);

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

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

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

Adopted Land Use Plan: The 2017 [High Point-Raymond Neighborhood Development Plan](#) was first adopted in 1997 and amended in 2017 to provide detailed land use, utility/service, design, and transportation recommendations for the area of the existing and future City roughly bounded by S Pleasant View Road/ CTH M on the west, Elver Park on the east, McKee Road/CTH PD on the south, and Valley View Road on the north. The neighborhood development plan recommends the subject site for a variety of residential uses at a range of potential densities across the property, with a node of potential mixed-use development recommended along S High Point Road opposite Welton Drive. The plan also recommends the expansion of Newberry Park and Mid Town Commons Park, with stormwater management parcels located at or near low points across the site.

The land use polygons for the site in the neighborhood development plan are generally reflected on the future land use maps in the 2023 [Comprehensive Plan](#), which recommends Medium Residential (MR), Low-Medium Residential (LMR), Low Residential (LR), and Park and Open Space (P). A couple of parcels recommended for residential development in the Residential Housing Mix (HM) 2 and 3 categories in the neighborhood development plan are elevated to a slightly higher density on the [Comprehensive Plan](#) generalized future land use maps.

Zoning Summary: The proposed lots are zoned TR-P (Traditional Residential–Planned District), TR-U1 (Traditional Residential–Urban 1 District), and CC-T (Commercial Corridor–Transitional District) consistent with the December 2024 approvals. Future development on the proposed lots will be reviewed against the use and bulk requirements of those districts prior to issuance of building permits.

Environmental Corridor Status: The subject site is located in the Central Urban Service Area. The planned expansion of Mid Town Commons Park and nearby stormwater management along the southern edge of the site are located in a mapped environmental corridor.

Public Utilities and Services: The subject site will be served by a full range of urban services as it develops, including Metro Transit, which provides peak-period bus service along S High Point Road and Starr Grass Drive on Route 55. However, the proposed subdivision is not currently served by full-time/ all day bus service.

Previous Approvals

On December 10, 2024, the Common Council approved a request to rezone 940-1040 S High Point Road, 1051 S Pleasant View Road, and 902 Landmark Trail from A (Agricultural District) to TR-P (Traditional Residential–Planned District), TR-U1 (Traditional Residential-Urban 1 District), and CC-T (Commercial Corridor–Transitional District) and approved the preliminary plat of *Hill Valley*, creating 558 single-family lots, 222 lots for 111 two-family dwellings, 68 lots for townhouse units, four lots for future multi-family dwellings, one lot for future neighborhood commercial, one lot for future mixed-use development, three outlots to be dedicated for public park, five outlots to be dedicated for stormwater management, one outlot for a private alley, and three outlots for private open space. [A request to zone a one-acre lot in the northwestern corner of the plat to NMX (Neighborhood Mixed-Use District) was placed on file.] For more information on the zoning map amendment and original preliminary plat requests, please see ID [85814](#) and [85415](#), respectively.

On February 25, 2025, the Common Council approved the *revised* preliminary plat of *Hill Valley*, creating 553 single-family lots, 228 lots for 114 two-family dwellings, 68 lots for townhouse units, 11 lots for future multi-family dwellings, one lot for future mixed-use development, five outlots to be dedicated for public park, seven outlots to be dedicated for stormwater management, two outlots for private alleys, two outlots for private open space, and one outlot for future development. Information on the current approved preliminary plat of the subdivision may be found under ID [86737](#).

Also on February 25, 2025, the Common Council approved the final plat of *Hill Valley*, creating 40 single-family lots, two outlots for public parkland, and two outlots for public stormwater management, representing the first phase of the subdivision (ID [86738](#)). The final plat was recorded on November 13, 2025.

On April 15, 2025, the Common Council approved the final plat of *First Addition to Hill Valley*, creating 162 lots for single-family detached and attached homes (including two-family residences and townhouses), three lots for future multi-family development, one lot for future mixed-use development, one outlot to be dedicated for public park, and three outlots to be dedicated for stormwater management (ID [87472](#)). Recording of this plat is pending.

On March 10, 2026, the Common Council approved the final plat of *Second Addition to Hill Valley* to create 189 lots for single-family detached dwellings and two-family dwellings (ID [91645](#)). Recording of the approved plat is pending.

On April 13, 2026, the Plan Commission approved a conditional use in the Traditional Residential–Urban 1 (TR-U1) District for a multi-family dwelling with greater than 60 units and consideration of a conditional use for outdoor recreation, all to allow construction of a five-story, 226-unit multi-family dwelling with outdoor pool on future Lot 205 of the proposed *First Addition* final plat (ID [92234](#)).

Project Description, Analysis & Conclusion

VH Hill Valley, LLC/ Veridian Homes is requesting approval of a ***second revised preliminary plat*** for *Hill Valley* to guide the platting of the remaining 179.4 acres of the subdivision, which extends between S High Point Road and S Pleasant View Road (CTH M) and from approximately Lois Lowry Lane and Prairie Hill Road on the north to Starr Grass Drive on the south. Veridian is also seeking approval of the ***revised final plat*** of the *First Addition to Hill*

Valley, which will subdivide 41.1 acres along the southern tier of the overall development from Pleasant View to the western edge of the first phase of the development. [Note: The colored lines on the revised preliminary plat indicate the boundaries of the First Addition and Second Addition final plat areas.]

The revised final plat includes 162 lots for single-family detached and attached homes (including two-family residences and townhouses), two lots for future multi-family development, and one lot for future mixed-use development.

Access to this phase of Hill Valley will be provided by the extension of 'Enchantment Road east from S Pleasant View Road (CTH M) and by the extensions of Waldorf Boulevard north from the first final plat of Hill Valley and Midtown Commons, and by Gigawatt Drive in the first phase, which extends west into the subdivision from S High Point Road.

From west to east across the proposed First Addition, Lot 203 on the north side of Enchantment Road and Lot 205 on the south are zoned TR-U1 and are planned for future multi-family housing, including 226 units recently approved on Lot 205. Also, in TR-U1 zoning, the proposed final plat will create Lots 143-166 and 197-202, which will be developed with townhouse buildings that will include individual units on fee simple lots. Lot 204 of the First Addition is zoned CC-T and is planned for future mixed-use development. The remaining lots to be created with the First Addition final plat will be developed with single- and two-family residences in TR-P zoning. Future development on the proposed lots will be reviewed against the use and bulk requirements of those districts prior to issuance of building permits; future construction on Lots 203 and 204 may require approval by the Plan Commission prior to issuance of permits for those parcels similar to the recent approval process for future Lot 205. The final plat also will dedicate one outlot to be dedicated to expand Mid Town Commons Park (Outlot 8, on the south side of 'Sheepdog Way'), and three outlots to be dedicated for stormwater management (Outlots 7, 9, and 11).

The primary reason for the proposed revised preliminary plat is to account for changes to the overall subdivision since the last preliminary plat was approved in February 2025, particularly in the section of the subdivision to be platted as the *First Addition to Hill Valley*. The number of single-family lots of various types created between the First Addition final plat approved in April 2025 and the revised final plat now proposed is the same, but the layout of those lots is different. Specifically, the applicant proposes to create six more lots for future townhouse units on the south side of Enchantment Road between Mica Road and Destiny Street (Lots 143-166) than previously approved. Correspondingly, there will be six fewer lots on the east side of Under The Sea Lane than before north of Enchantment, with a larger outlot for future development (Outlot 10) resulting. The remaining townhouse lots on the east side of Under The Sea will be platted in a future phase.

Additional changes to the First Addition area will include the creation of an outlot for private open space – Outlot 12 – to be located at the northeastern corner of Enchantment and S Pleasant View Roads, which the applicant has indicated will be used as a subdivision entry feature that may include signage and landscaping to be maintained by the subdivider or future homeowners association. Outlot 12 will be bounded on the north and east by Outlot 11, which will be dedicated to the City for stormwater management. The revised preliminary plat also accounts for additional right of way for S Pleasant View Road (CTH M) based on comments submitted by the Dane County Department of Highway and Transportation during their review of the Hill Valley development. The added right of way will be dedicated for a future right-turn lane approaching Enchantment Road from the south. The revised preliminary plat also accounts for an additional lot approved with the Second Addition to Hill Valley final plat,

which corresponded with a slight increase in the number of two-family dwellings and decrease in lots for single-family detached dwellings in the Second Addition area. No other changes to the Hill Valley preliminary plat were observed compared to version last approved in February 2025.

In approving the preliminary plat and related zoning map amendments in December 2024, the Plan Commission and Common Council found that the proposed *Hill Valley* subdivision was generally consistent with the recommendations in the High Point-Raymond Neighborhood Development Plan and Comprehensive Plan. The Planning Division believes that the second revised preliminary plat of Hill Valley is consistent with the layout and development pattern contained on the previous preliminary plats, and by extension, the adopted plans. Staff does not object to the additional townhouse lots proposed on the south side of Enchantment Road in the First Addition. The Plan Commission has already approved the conditional use for multi-family development on proposed Lot 205 in the southwestern corner of the site, which is now proposed as one lot instead of two as previously approved. The streets in the proposed subdivision also will comply with the requirements in the Complete Green Streets Guide.

Note: Many of the Planning Division conditions of approval for the second revised preliminary plat for *Hill Valley* are effectively the same as the conditions in the February 2025 preliminary plat, which staff proposes be carried forward to guide the platting of future phases of the development. Lot and outlot references for those conditions have been updated to reflect the current numbering shown on the second preliminary plat.

Recommendation

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

The Planning Division recommends that the Plan Commission forward the revised second preliminary plat of *Hill Valley* and revised final plat of *First Addition to Hill Valley* to the Common Council with recommendations of **approval** subject to input at the public hearing and the conditions from reviewing agencies that follow for the revised preliminary plat and the conditions for the final plat, which begin on **page 15**:

Recommended Preliminary Plat Conditions of Approval Major/Non-Standard Conditions are Shaded

Planning Division

1. At the time of final platting, the private alley in Outlot 13 shall be configured as a “T” to provide shared access to Lots 396–423 instead of the combination L-shaped alley and shared driveway configuration in that block on the preliminary plat. Access for the “T” alley outlot to S High Point Road shall be subject to an access restriction as recommended by the City Traffic Engineer.
2. That the applicant work with staff prior to the final platting of Outlot 15 to explore the dedication and construction of that street as a public street to provide access to Lots 437–446 – potentially as a Neighborhood Shared Street under the Complete Green Streets Guide. If the street remains private in an outlot, the applicant shall provide plans for the street to the City for final approval prior to construction, and the final plat and covenants, conditions and restrictions for the subdivision shall include language providing for the private maintenance of the street in perpetuity.

3. Work with Planning and Zoning staff to finalize approval of the TR-P Master Plan text and exhibits, including incorporating all of the revisions caused by the second revised preliminary plat. Confirm that all proposed lots shall meet the minimum requirements in the TR-P zoning district for the corresponding unit types proposed.
 4. The side and rear yard building setback lines proposed for Lots 684–690 shall include minimum and maximum dimensions from the adjacent northern and western lot lines to assist in implementation. The final plat creating those lots shall include language about the City’s future enforcement of those setback lines. A tree preservation plan shall be submitted for approval with the final plat creating those lots that includes an inventory of trees on those lots and strategies to ensure that any healthy, non-invasive large caliper trees remaining after grading of those lots will be preserved. In addition to the building setback lines, the plan shall include limitations on grading and utility installation on those lots and the use of easements or restrictions limiting future owners from impacting the mature trees.
 5. The applicant shall submit to the Planning Division two copies of private subdivision covenants, conditions and restrictions, and easements that will govern the organizational structure, use, maintenance and continued protection of the development and any common services, open areas or other facilities to serve the proposed plat. These documents shall be approved by the Planning Division in consultation with the City Attorney’s Office prior to final approval of the plat for recording.
 6. That prior to final approval and recording of a final plat contain private open spaces, the applicant shall demonstrate compliance with the requirements in MGO Section 16.23(8)(f)8 of the Subdivision Regulations for privately-owned and maintained open space, including the execution of land use restrictions and open space easements in a form acceptable to the Parks Division, Planning Division, and City Attorney’s Office.
 7. The applicant shall provide an updated phasing plan for the remainder of the subdivision following the approved but unrecorded *Second Addition to Hill Valley* final plat.
8. Prior to the recording of a final plat creating lots for dwellings with common walls (two-family and single-family attached/ townhouse), all such units shall have a joint cross access and maintenance agreement approved by the City and recorded that addresses the shared maintenance of the exterior elements of those units (roof, walls, etc.) consistent with the requirements in Section 28.151 of the Zoning Code and Section 16.23(3)(a)9 of the Subdivision Regulations.

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

City Engineering Division (Contact Kathleen Kane, (608) 266-4098)

9. The developer shall enter into a City/Developer agreement for the required infrastructure improvements. The agreement shall be executed prior to sign-off of the final plat. Allow 4-6 weeks to obtain agreement. Contact the City Engineering Division to schedule the development and approval of the plans and the agreement.
10. The developer shall construct Madison standard street, multi-use path, and sidewalk improvements for all streets and paths within the plat.
11. The developer shall construct sidewalk/path and terrace along the east side of S Pleasant View Road and S High Point Road to a plan approved by the City Engineer.

12. The developer shall make improvements to S Pleasant View Road and S High Point Road in order to facilitate ingress and egress to the development as required by City Traffic Engineer and the City Engineer.
13. The developer shall construct public sanitary sewer, storm sewer, and drainage improvements as necessary to serve the lots within the plat.
14. This development is subject to impact fees for the Upper Badger Mill Creek Impact Fee District of \$107.08/1,000 square feet (2026 rate). All impact fees are due and payable at the time building permits are issued per MGO Ch 20. Add the following note on the face of the plat: "Lots / buildings within this development are subject to impact fees that are due and payable at the time building permit(s) are issued."
15. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to City Engineering Division sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder ((608) 261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering Division sign-off.
16. All outstanding City of Madison sanitary sewer connection charges are due and payable prior to Engineering Division sign-off, unless otherwise collected with a Developer's / Subdivision Contract. This property is subject to sanitary connection charges for the Valley Ridge Sewer Interceptor District of \$94.92/1000 square feet (2026 rate).
17. An Erosion Control Permit is required for this project.
18. This site appears to disturb over one (1) acre of land and requires a permit from the Wisconsin Department of Natural Resources (WDNR) for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR-216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt at (608) 273-5612 of the WDNR to discuss this requirement. The applicant is notified that the City of Madison is an approved agent of the Department of Safety and Professional Services (DSPS) and no separate submittal to this agency or Capital Area Regional Planning Commission (CARPC) is required for this project to proceed.
19. Submit a soil boring report that has been prepared by a Professional Engineer two weeks prior to recording the final plat to the City Engineering Division indicating the ground water table and rock conditions in the area. If the report indicates a ground water table or rock condition less than nine (9) feet below proposed street grades, a restriction shall be added to the final plat, as determined necessary by the City Engineer.
20. Confirm that adequate sight distance exists where streets intersect per AASHTO design standards for intersection sight distance. If adequate sight distance does not exist, change the location of the street intersection or agree to make improvements to the roadways such that the sight distance is achieved or make mitigating improvements as required by the City.
21. This project will disturb 20,000 square feet or more of land area and require an Erosion Control Plan. Please submit an 11- by 17-inch copy of an erosion control plan (pdf electronic copy preferred) to Megan Eberhardt

(west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval.

22. Demonstrate compliance with MGO Sections 37.07 and 37.08 regarding permissible soil loss rates. Include Universal Soil Loss Equation (USLE) computations for the construction period with the erosion control plan. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
23. Complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by MGO Chapter 37.
24. Submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West).

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

25. Grant a Public Sanitary Sewer and Water Main Easement(s) to the City on the face of the final Subdivision Plat within the limits of Outlot 15 with the following conditions:
 - a.) No above-ground improvements shall be allowed other than those associated with the private drive, Watermain and sanitary sewer related improvements shall be allowed in the Public Sanitary Sewer and Water Main Easement Area(s) by the City or the property owner.
 - b.) The Owner of any Property subject to the Easement shall be responsible for the repair and/or replacement of any pavement, concrete, landscaping or turf located within the Easement area and/or Property that are damaged or removed as a result of the use of the Easement Area by or on behalf of the City of Madison. Following completion of any excavation work, the City of Madison shall promptly restore the area affected by the work to an appropriate grade with crushed stone or turf for proper drainage until such time Owner repairs and/or replaces the private improvements damaged or removed during the use of the Easement Area by or on behalf of the City of Madison
 - c.) The property owner shall not change the grade of the Public Sanitary Sewer Easement Area(s) without the prior written approval of the City's Engineering Division

Contact Jule Smith of Engineering Mapping (jsmith4@cityofmadison.com, 608-264-9276) for the final required language.
26. Grant a Public Sidewalk and Bike Path Easement(s) to the City along the S Pleasant View Road right of way to provide 8 feet of terrace, a 10-foot multi-use plat and a 1-foot maintenance strip on the face of the plat. The final location and width of this easement is to be approved by Traffic Engineering and City Engineering staff. Contact Jule Smith of Engineering Mapping (jsmith4@cityofmadison.com, (608) 264-9276) for the final required language.
27. Grant a Public Sidewalk and Bike Path Easement(s) to the City on the face the final subdivision plat within Outlot 15. Contact Jule Smith of Engineering Mapping (jsmith4@cityofmadison.com, 608-264-9276) for the final required language.

28. Note: The off-site facilities required to serve this development will require a separate City of Madison Real Estate project to create and record the required easement. Current real estate projects are pending and will be required to be recorded prior to final project acceptance.
29. Any portion(s) of an existing easement or rights currently present that may be held by the fiber optic and communications lines existing along the portions being dedicated for Pleasant View Road shall be released. Any such existing rights in an easement or prescriptive, are required prior to dedicating the proposed widening and recording of the plat and shall be released by a separate document prepared and recorded. Acknowledgement of the release and document number shall be noted on the face of the plat
30. The applicant shall dedicate all proposed streets as shown or as further dictated and guided by the Complete Green Streets Guide and as required by the Traffic Engineering and City Engineering Divisions on the face of the plat or as further amended by the notes herein made.
31. Dedicate the outlots for the purposes as listed on the face of the plat.
32. Prior sales of portions of the overall parcels that make up the lands being platted hereon between the first revision to the preliminary plat and this second revision were done so without the divisions of the lands as described within the transfer being formally recognized as a division which results in portions of the lands being by different owners with and common interest within the land. Record any necessary deeds or documents that may be required to clarify the ownership of the lands. Prior to proceeding with additional plats. Work with City Real Estate and Engineering Mapping to clear up any inerrant ownership issues.
33. Coordinate and request from the utility companies serving this area the easements required to serve this development. Those easements shall be properly shown, dimensioned and labeled on the final plat.
34. As required by Ordinance, provide private Easements or private Outlots to accommodate the current USPS required centralized delivery of mail using Cluster Box Units (CBUs). Coordinate the locations of the CBUs with the USPS Development Coordinator, City Engineering and City Traffic Engineering Staff and in accordance with the Policies for Cluster Box Units as adopted by the City of Madison Board of Public Works. CBUs serving this land division will not be permitted within any publicly owned or dedicated lands.
- If the Developer is not able to determine the final locations of the CBUs prior to recording the final plat, the final placement of CBUs for each phase of development within this land division shall be determined prior to construction. The locations for each phase shall as required by Ordinance, in accordance with the Policies for Cluster Box Units as adopted by the City of Madison Board of Public Works and in compliance with United States Postal Service requirements.
- The required CBU documents shall be recorded prior to the start of construction of the public improvements serving any Lot or Outlot. In the instance of land divisions that do not require the construction of public improvements or a contract with the developer, the required approved CBU documents shall be recorded simultaneously with the final approved land division. Construct the CBUs in accordance with the specifications approved by the Board of Public Works.

35. No utility easements will be allowed within the limits of Outlot 17 along the side Lot lines of Lots 588, 589, 603 and 604. Additionally, no Utility easements will be allowed along the rear limits of Outlot 8. All utility easements within Outlots being dedicated to the public will be reviewed and as they are proposed at the time of final platting. Notes may be required that protect the City's dedicated use.
36. Show any planned buffers for retaining walls. Provide maintenance agreements for the walls at the time of final platting.
37. Provide a current 60-year report of title as required per Madison General Ordinances. Further comments may be required upon receipt of the report.
38. Wisconsin Administrative Code A-E 7.08 identifies when Public Land System (PLS) tie sheets must be filed with the Dane County Surveyor's office. The developer's surveyor 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 Jule Smith, City Engineering (jsmith4@cityofmadison.com).
39. In accordance with Section s. 236.18(8), Wisconsin Statutes, the applicant shall reference City of Madison WCCS Dane Zone, 1997 Coordinates on all PLS corners on the plat in areas where this control exists. The surveyor shall identify any deviation from City Master Control with recorded and measured designations. Visit the Dane County Surveyor's Office web address for current tie sheets and control data that has been provided by the City of Madison.
40. Depict limits of Outlot 10 on the preliminary plat. Consider using additional line color with the limits labeled in the legend. i.e. "Limits of lots to be subsequently platted and reserved in Outlot 10 with the First addition to Hill Valley."
41. Label the distances where missing for Lots 203, 294, 584 and 709 and verify through all lots. Show all rough dimensions as required.
42. Revise the note about the setback in Lot 689 to read Side "Yard" instead of Year.
43. clarify where Double Back Drive changes from 62 feet wide to 64 feet wide.
44. If any new streets have been added, or any approved street names would like to be changed, provide street name suggestions to the addressing coordinator Lori Zenchenko (LZenchenko@cityofmadison.com).

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

45. The applicant shall work the Traffic Engineering and City Engineering Divisions to determine the final right of way dedication required for S High Point Road.
46. The applicant shall work the Traffic Engineering and City Engineering Divisions to determine the final right of way dedication required for S Pleasant View Road.

47. Enchantment Road is classified as a Community Connector Street as defined by the current Complete Green Streets Guide.
48. Sports Almanac Road, Paradox Lane, Fire Track Lane, Time Circuit Drive, Capacitor Street, Velocity Lane, Flux Way, Power of Love Lane, Starlighters Lane, Lois Lowry Lane, Skateboard Drive, Sheepdog Way, Destiny Street, Fusion Drive, Guitar Lane, and Clock Tower Way are classified as Neighborhood Streets as defined by the current Complete Green Streets Guide.
49. Out of Time Lane, Past Run, Old West Drive, Plutonium Lane, Rerun Lane, Double Back Drive, Prairie Hill Drive, and Landmark Trail are classified as Neighborhood Yield Streets as defined by the current Complete Green Streets Guide.
50. Waldorf Boulevard, Mica Road, Under the Sea Lane, Ancient Oak Lane, South View Road, Density Drive, and Heavy Street are classified as Mixed-Use Neighborhood Streets as defined by the current Complete Green Streets Guide.
51. The applicant shall dedicate sufficient right of way to allow for minimum eight (8)-foot terraces on all streets in this plat. Any variances shall be approved by the City Traffic Engineer.
52. The applicant shall provide a minimum 150-foot centerline radius and a minimum 100-foot tangent between curves on all public right of ways in this plat per MGO Section 16.23(6)(a)(11).
53. The applicant shall be responsible their reasonable and proportionate share of traffic signal costs, should they be warranted and installed.
54. Prior to final sign-off, the applicant shall work with the Traffic Engineering Division’s Electrical Section to record the necessary easements for streetlights. Typically, Traffic Engineering requires a 12-foot easement between lots and 6-foot easements on corner lots where streetlights are needed.
55. The applicant shall execute and return a declaration of conditions and covenants (DCC) for streetlights prior to sign off of the final plat.
56. The developer shall demonstrate/provide how private streetlights will be installed and maintained in the public alleys. The plat shall provide the following note on the face of the plat: "The City will not install lighting in the alleys, but the developer or property owners may request the City to approve a private light(s) in the alley right-of-way. Such private light(s) to be operated and maintained by private interests."
57. The applicant shall add a note to the plat stating no driveway shall be constructed that interferes with the orderly operation of the pedestrian walkway. This will require all pedestrian ramps to be constructed separate from driveway entrances; a curb-head of no less than six inches in width shall be constructed between all pedestrian ramps and driveway entrances. This is especially important at 'T' intersections where lot and building layout become critical; to prevent interference with the pedestrian ramp, lots intersecting or adjacent 'T' intersection may require a shared driveway and access.

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

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

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

59. Submit the updated Hill Valley TR-P Master Plan exhibits corresponding to the revised preliminary plat.

60. Increase the size of Lots 763 and 816 to a minimum of 2,900 square feet of lot area. The minimum lot area for a lot with a single-family detached dwelling in TR-P zoning is 2,900 square feet.

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

This agency has reviewed this request and recommended no conditions of approval.

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

61. The developer shall construct the public water distribution system and services required to serve the proposed subdivision plat per MGO 16.23(9)(d)(3).

62. All public water mains and water service laterals shall be installed by a standard City subdivision contract / City-Developer agreement. Applicant shall contact City Engineering Division to schedule the development of plans and the agreement. See Engineering Division comments for additional information.

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

63. The southern portion of the proposed development is outside Metro Transit's paratransit service area. The closest bus stop with regularly scheduled bus service is at least one-half mile walking distance. Any parcels greater than the three-quarters of a mile regulatory distance from all day scheduled service would not be eligible for door-to-door paratransit service.

64. In coordination with any public works improvements, the applicant shall maintain or replace the concrete boarding terrace surface at the existing Metro bus stop pullout on the east side of S Pleasant View Road, north of Ancient Oak Lane.

65. In coordination with public works improvements, the applicant shall install and maintain an accessible concrete boarding pad surface at the planned bus stop on the west side of S High Point Road south of the Welton Drive intersection.

66. The applicant shall install and maintain a new passenger seating amenity either as part of the private landscape plan or in the public right of way area along the west side of S High Point Road, south of the Welton Drive. If located in the public right of way, the applicant should be aware of the requirements set forth in MGO Section 10.31, as well as the timelines necessary to submit a Privilege in Streets (Bus Shelters, Stops and Seating) application and should contact the City's Office of Real Estate Services for information and assistance

with the Privilege in Streets application process. An approved Encroachment Agreement, for the bus stop amenity, shall be executed prior to sign-off if located in the public right of way.

67. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review the design.

Parks Division (Contact Izzy Wilde, (608) 261-9671)

68. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Secs. 16.23(8)(f) and 20.08(2) will be required for all new residential development associated with this project. This development is within the West Park-Infrastructure Impact Fee district.

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

70. Prior to sign off on the final plat, the applicant shall execute a declaration of conditions and covenants along with an impact fee schedule for the park impact fees for this development. This document will be recorded at the Register of Deeds. The applicant shall be responsible for all recording fees.

71. No farming or use of lands to be dedicated to the public for Park purposes shall be allowed unless specifically approved by the Parks Superintendent and permitted under a farm lease administered through the City of Madison Office of Real Estate Services.

72. The applicant shall prominently stake all boundaries and property irons for lands to be dedicated for park purposes.

73. The parkland dedication should meet the following guidelines for park development:

- a. Areas within a park to be used for open space for active and passive recreation shall be graded at 1-2% for the area of field proposed.
- b. No side slopes within the park dedication area shall exceed 4:1.
- c. The applicant shall provide proposed grading plans prior to approval of the area for dedicated public park lands.
- d. No proposed utilities will be allowed on public park land without prior approval by the Parks Superintendent or his designee.
- e. Areas that are wetlands shall not be dedicated as public parkland

74. The developer shall provide soil borings within any lands to be dedicated as parkland.

75. The applicant shall install a fence along the boundary of lands dedicated for public park purposes and any residential lots at the sole expense of the applicant. The fence shall be installed on private property to a design that is mutually agreeable to the applicant and Parks Division. The cost of the fence shall not be eligible for Park –Infrastructure Impact Fee credits. The applicant shall execute a deed restriction that would require the

fence to be perpetually maintained by the property owners for any lots that are adjacent to publicly dedicated park lands.

Forestry Section (Contact Zachary Eckberg, zeckberg@cityofmadison.com)

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

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

This agency has reviewed the request and recommended no conditions of approval for the preliminary plat.

Recommended Final Plat Conditions of Approval Major/Non-Standard Conditions are Shaded

Planning Division

1. Prior to the recording of a final plat creating lots for dwellings with common walls (two-family and single-family attached/ townhouse), all such units shall have a joint cross access and maintenance agreement approved by the City and recorded that addresses the shared maintenance of the exterior elements of those units (roof, walls, etc.) consistent with the requirements in Section 28.151 of the Zoning Code and Section 16.23(3)(a)9 of the Subdivision Regulations.
2. The applicant shall submit to the Planning Division two copies of private subdivision covenants, conditions and restrictions, and easements that will govern the organizational structure, use, maintenance and continued protection of the development and any common services, open areas or other facilities to serve the proposed plat. These documents shall be approved by the Planning Division in consultation with the City Attorney's Office prior to final approval of the plat for recording.

City Engineering Division (Contact Kathleen Kane, (608) 266-4098)

3. The developer shall enter into a City/Developer agreement for the required infrastructure improvements. The agreement shall be executed prior to sign-off of the final plat. Allow 4-6 weeks to obtain agreement. Contact the City Engineering Division to schedule the development and approval of the plans and the agreement.
4. The developer shall construct Madison standard street, multi-use path, and sidewalk improvements for all streets within the plat.
5. The developer shall construct sidewalk/path, terrace, curb and gutter, and pavement to a plan as approved by City Engineer along S Pleasant View Road.
6. Make improvements to S Pleasant View Road in order to facilitate ingress and egress to the development as required by City Traffic Engineer.
7. This development is subject to impact fees for the Upper Badger Mill Creek Impact Fee District of

\$107.08/1,000 square feet (2026 Rate). All impact fees are due and payable at the time building permits are issued (MGO Ch 20).

8. This development is subject to impact fees for the Valley View Road Sewer and Drainage Improvement Impact Fee District; Sanitary: \$108.93/1,000 square feet (2026 rate), Storm: \$148.07/1,000 square feet (2026 rate). All impact fees are due and payable at the time building permits are issued (MGO Ch 20).
9. Add the following note on the face of the plat: "Lots / buildings within this development are subject to impact fees that are due and payable at the time building permit(s) are issued."
10. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to City Engineering Division sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder ((608) 261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering Division sign-off.
11. All outstanding City of Madison sanitary sewer connection charges are due and payable prior to Engineering Division sign-off, unless otherwise collected with a Developer's / Subdivision Contract. This property is subject to Sanitary Connection charges for the Valley Ridge Interceptor Assessment District are \$94.92/1,000 square feet (2026 Rate).
12. An Erosion Control Permit is required for this project.
13. A Storm Water Management Report and Storm Water Management Permit is required for this project.
14. This site appears to disturb over one (1) acre of land and requires a permit from the Wisconsin Department of Natural Resources (WDNR) for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR-216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt at (608) 273-5612 of the WDNR to discuss this requirement. The applicant is notified that the City of Madison is an approved agent of the Department of Safety and Professional Services (DSPS) and no separate submittal to this agency or Capital Area Regional Planning Commission (CARPC) is required for this project to proceed.
15. Submit a soil boring report that has been prepared by a Professional Engineer two weeks prior to recording the final plat to the City Engineering Division indicating the ground water table and rock conditions in the area. If the report indicates a ground water table or rock condition less than nine (9) feet below proposed street grades, a restriction shall be added to the final plat, as determined necessary by the City Engineer.
16. Confirm that adequate sight distance exists where streets intersect per AASHTO design standards for intersection sight distance. If adequate sight distance does not exist, change the location of the street intersection or agree to make improvements to the roadways such that the sight distance is achieved or make mitigating improvements as required by the City. Caution: The improvements indicated may require right of way outside of the plat limits.

17. This project will disturb 20,000 square feet or more of land area and require an Erosion Control Plan. Please submit an 11- by 17-inch copy of an erosion control plan (pdf electronic copy preferred) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval.
18. Demonstrate compliance with MGO Sections 37.07 and 37.08 regarding permissible soil loss rates. Include Universal Soil Loss Equation (USLE) computations for the construction period with the erosion control plan. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
19. Complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by MGO Chapter 37.
20. Submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West).

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

21. Dedicate Outlots 7-9 and 11 for the purposes listed on the plat and grant a storm water drainage and storm sewer easement over the entirety of Outlot 8.
22. Grant a Public Sidewalk and Bike Path Easement(s) to the City along the S Pleasant View Road right of way to provide 8 feet of terrace, a 10-foot multi-use plat and a 1-foot maintenance strip on the face of the plat. The final location and width of this easement is to be approved by Traffic Engineering and City Engineering staff. Contact Jule Smith of Engineering Mapping (jsmith4@cityofmadison.com, (608) 264-9276) for the final required language.
23. The applicant shall dedicate all proposed streets as shown or as further dictated and guided by the Complete Green Streets Guide and as required by the Traffic Engineering and City Engineering Divisions on the face of the plat or as further amended by the notes herein made.
24. Any portion(s) of an existing easement or rights currently present that may be held by the fiber optic and communications lines existing along the portions being dedicated for Pleasant View Road shall be released. Any such existing rights in an easement or prescriptive, are required prior to dedicating the proposed widening and recording of the plat and shall be released by a separate document prepared and recorded. Acknowledgement of the release and document number shall be noted on the face of the plat
25. Prior sales of portions of the overall parcels that make up the lands being platted hereon between the first revision to the preliminary plat and this second revision were done so without the divisions of the lands as described within the transfer being formally recognized as a division which results in portions of the lands being by different owners with and common interest within the land. Record any necessary deeds or documents that may be required to clarify the ownership of the lands. Prior to proceeding with additional plats. Work with City Real Estate and Engineering Mapping to clear up any inerrant ownership issues.

26. As required by Ordinance, provide private Easements or private Outlots to accommodate the current USPS required centralized delivery of mail using Cluster Box Units (CBUs). Coordinate the locations of the CBUs with the USPS Development Coordinator, City Engineering and City Traffic Engineering Staff and in accordance with the Policies for Cluster Box Units as adopted by the City of Madison Board of Public Works. CBUs serving this land division will not be permitted within any publicly owned or dedicated lands.

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

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

27. Provide a current 60-year report of title as required per Madison General Ordinances. Further comments may be required upon receipt of the report.
28. 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 Jule Smith, City Engineering (jsmith4@cityofmadison.com).
29. In accordance with Section s. 236.18(8), Wisconsin Statutes, the applicant shall reference City of Madison WCCS Dane Zone, 1997 Coordinates on all PLS corners on the plat in areas where this control exists. The surveyor shall identify any deviation from City Master Control with recorded and measured designations. Visit the Dane County Surveyor's Office web address for current tie sheets and control data that has been provided by the City of Madison.
30. Prior to Engineering Division final sign-off for plats, the final plat shall be submitted in PDF format by email transmittal to Engineering Land Records Coordinator Jule Smith (jsmith4@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.
31. The applicant shall submit to Jule Smith, prior to final Engineering sign-off of the subject CSM, 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 shall be void of gaps and overlaps and match the final recorded CSM: right of way lines (public and private); lot lines; lot numbers; lot/plat dimensions; street names, and; easement lines (including wetland and floodplain boundaries).

*This transmittal is a separate requirement than the required submittals to Engineering Streets Section for design purposes. The Developer/Surveyor shall submit new updated final plat, electronic data and a written notification to Engineering Mapping for any changes to the plat which occur subsequent to any submittal.

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

32. The applicant shall work the Traffic Engineering and City Engineering Divisions to determine the final right of way dedication required for S Pleasant View Road.
33. Enchantment Road is classified as a Community Connector Street as defined by the current Complete Green Streets Guide.
34. Capacitor Street, Velocity Lane, Sheepdog Way, Destiny Street, Fusion Drive, and Guitar Lane are classified as Neighborhood Streets as defined by the current Complete Green Streets Guide.
35. Out of Time Lane is classified as a Neighborhood Yield Street as defined by the current Complete Green Streets Guide.
36. Waldorf Boulevard, Mica Road, Under the Sea Lane, and Ancient Oak Lane are classified as Mixed-Use Neighborhood Streets as defined by the current Complete Green Streets Guide.
37. The applicant shall dedicate sufficient right of way to allow for minimum eight (8)-foot terraces on all streets in this plat. Any variances shall be approved by the City Traffic Engineer.
38. The applicant shall provide a minimum 150-foot centerline radius and a minimum 100-foot tangent between curves on all public right of ways in this plat per MGO Section 16.23(6)(a)(11).
39. The applicant shall be responsible their reasonable and proportionate share of traffic signal costs, should they be warranted and installed.
40. Prior to final sign-off, the applicant shall work with the Traffic Engineering Division's Electrical Section to record the necessary easements for streetlights. Typically, Traffic Engineering requires a 12-foot easement between lots and 6-foot easements on corner lots where streetlights are needed.
41. The applicant shall execute and return a declaration of conditions and covenants (DCC) for streetlights prior to sign off of the final plat.
42. The developer shall demonstrate/provide how private streetlights will be installed and maintained in the public alleys. The plat shall provide the following note on the face of the plat: "The City will not install lighting in the alleys, but the developer or property owners may request the City to approve a private light(s) in the alley right-of-way. Such private light(s) to be operated and maintained by private interests."
43. The applicant shall add a note to the plat stating no driveway shall be constructed that interferes with the orderly operation of the pedestrian walkway. This will require all pedestrian ramps to be constructed separate from driveway entrances; a curb-head of no less than six inches in width shall be constructed between all

pedestrian ramps and driveway entrances. This is especially important at 'T' intersections where lot and building layout become critical; to prevent interference with the pedestrian ramp, lots intersecting or adjacent 'T' intersection may require a shared driveway and access.

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

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

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

45. Provide a copy of the agreement for the joint cross access and maintenance agreement for the two-family twin dwellings. A two-family twin dwelling divided by a lot line shall have a joint cross access and maintenance agreement that has been submitted with the land division application and which shall be recorded with the land division.

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

This agency has reviewed this request and recommended no conditions of approval.

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

46. Upon development, a separate water service lateral and water meter will be required to serve each parcel. The water laterals shall be directly connected to the public water main with the shut-off valve located in the public right-of-way (per PSC 185.52 (2)). A water lateral is not required if the parcel remains undeveloped.

47. The developer shall construct the public water distribution system and services required to serve the proposed subdivision plat per MGO 16.23(9)(d)(3).

48. All public water mains and water service laterals shall be installed by a standard City subdivision contract / City-Developer agreement. Applicant shall contact City Engineering Division to schedule the development of plans and the agreement. See Engineering Division comments for additional information.

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

49. In coordination with any public works improvements, the applicant shall maintain or replace the concrete boarding terrace surface at the existing Metro bus stop pullout on the east side of S Pleasant View Road, north of Ancient Oak Lane. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review the design.

Parks Division (Contact Izzy Wilde, (608) 261-9671)

50. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Secs. 16.23(8)(f) and 20.08(2) will be required for all new residential development associated with this project. This development is within the West Park-Infrastructure Impact Fee district. Please reference ID# 24056 when contacting Parks Division staff about this project.

Forestry Section (Contact Zachary Eckberg, zeckberg@cityofmadison.com)

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

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

52. Prior to final plat approval sign-off, the Owner's Certificate(s) on the final plat shall be executed by all parties having an interest in the property, pursuant to Wis. Stats. 236.21(2)(a). Certificates shall be prepared with the ownership interests consistent with the most recent title report. Signatories shall provide documentation that proves legal authority to sign the Owner's Certificate. When possible, the executed original hard stock recordable plat 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 plat containing electronic signatures shall be provided to ORES to obtain approval sign-off.

53. Prior to final plat approval sign-off, an executed and notarized or authenticated certificate of consent for all mortgagees/vendors shall be included following the Owner's Certificate(s). If a mortgage or other financial instrument is reported in record title, but has been satisfied or no longer encumbers the lands or ownership within the plat boundary, a copy of a recorded satisfaction or release document for said instrument shall be provided prior to plat approval sign-off.

54. A Consent of Lessee certificate shall be included on the plat for any tenancy, including for farming purposes, in excess of one year, recorded or unrecorded, and executed by said tenant prior to agency plat approval sign-off.

55. If any portion of the lands within the plat boundary are subject to an Option to Purchase or other Option interest please include a Certificate of Consent for the option holder and executed prior to approval sign-off.

56. Under 236.21(3) Wis. Stats. and MGO Section 16.23(5)(g)(1), the property owner shall pay all real estate taxes that are accrued or delinquent for the subject property prior to plat recording. This includes property tax bills for the prior year that are distributed at the beginning of the year. Receipts are to be provided on or before sign-off and checks are payable to: City of Madison Treasurer, 210 Martin Luther King, Jr. Blvd., Madison, WI 53701.

57. Pursuant to MGO Section 16.23(4) and Wis. Stats. 236.21(3), all special assessments, including accrued interest in the case of delinquencies, shall be paid by the owner prior to plat approval sign off. Receipts for payment shall be provided to the City's Office of Real Estate Services in advance of plat approval sign-off.

58. Pursuant to MGO Section 16.23(4), the owner shall provide a title report to ORES via email to Andy Miller (acmilller@cityofmadison.com) in the City's Office of Real Estate Services, as well as the surveyor preparing the plat. The surveyor shall update the plat with the most recent information available in the title report update. ORES reserves the right to impose additional conditions of approval in the event the report contains changes that warrant revisions to the plat.

59. No farming or use of lands to be dedicated to the public for Park purposes shall be allowed unless specifically approved by the Parks Superintendent and permitted under a farm lease administered by ORES. If the lands within the plat boundary are farmed agricultural lands, the applicant shall enter into a lease with the City for those lands to be dedicated and/or conveyed to the City through plat recording. Please contact a Real Estate Specialist in ORES to discuss the potential lease terms. Said leases are authorized by Resolution 13-00247 (ID 29183), adopted on April 6, 2013.

Appendix A: Zoning Criteria

TR-P Zoning Criteria

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

CC-T Zoning Criteria

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

TR-U1 Zoning Criteria

Requirements	Required	Proposed
Lot Area (per Multi-Family Unit)	750 sq. ft. per unit	

Lot Width	50' per lot	To be determined at the time of permitting
Front Yard Setback	15'	
Maximum Front Yard Setback	30' or up to 20% greater than block average	
Side Yard Setback	10'	
Reversed Corner Side Yard Setback	12'	
Rear Yard Setback	The lesser of 25% of lot depth or 25'	
Usable Open Space	160 sq. ft./dwelling unit	
Maximum Lot Coverage	75%	
Maximum Building Height	5 stories/ 65'	

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