



**Project Addresses:** 702-750 University Row  
**Application Type:** Amended Planned Development–General Development Plan and Specific Implementation Plan, and Certified Survey Map Referral  
**Legistar File ID #** [78331](#) and [77937](#)  
**Prepared By:** Timothy M. Parks, Planning Division  
Report includes comments from other City agencies, as noted

**Summary**

**Applicant:** Paul G. Lenhart, University Row Clinic, LLC; 749 University Row, Suite 101; Madison.

**Property Owners:** University of Wisconsin Hospitals and Clinics Authority/ UW Medical Foundation, Inc.; PO Box 5448; Madison; and GI Clinic, LLC; 749 University Row, Suite 101; Madison.

**Contact Person:** Jenni Eschner; Eppstein Uhen Architects; 309 W Johnson Street, Suite 202; Madison.

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

**Requested Actions:** Approval of an Amended Planned Development–General Development Plan for University Crossing and approval of a Specific Implementation Plan to allow construction of a four-story, 180,000 square-foot addition to an existing medical clinic and a 830-stall parking garage, and approval of a Certified Survey Map (CSM) to re-divide three lots into two.

**Proposal Summary:** The applicant is seeking approval of an Amended PD(GDP-SIP) to allow construction of a four-story, 180,000 square-foot addition to the existing three-story UW Health Digestive Health Center clinic at 750 University Row at the southwestern corner of University Avenue. As part of the clinic expansion, a four-level, 830-stall parking facility is also proposed, which will be located beneath and beside the addition. Construction of the proposed addition and parking structure will commence later this year, with completion scheduled in early 2026.

**Applicable Regulations & Standards:** Section 28.182 of the Zoning Code provides the process for zoning map amendments. The approval process and standards for Planned Development districts is outlined in Section 28.098 of the Zoning Code. The subject site is located in Urban Design District 6, the rules for which are outlined in Section 33.24(13) of the Urban Design Commission ordinance. The requirements for properties located in the Transit-Oriented Development (TOD) overlay district are outlined in Section 28.104 of the Zoning Code. The subdivision process is outlined in Section 16.23(5)(b) of the Subdivision Regulations.

**Review Required By:** Urban Design Commission, Plan Commission and Common Council.

**Summary Recommendation:** The Planning Division recommends that the Plan Commission find the applicable standards met and recommend the following:

- Forward the Amended Planned Development–General Development Plan for University Crossing and approval of a Specific Implementation Plan to allow construction of an addition to an existing medical clinic and parking structure at 702-750 University Row, to the Common Council with a recommendation of **approval** subject to the recommendation of the Urban Design Commission, input at the public hearing, and the conditions from reviewing agencies beginning on **page 8** of this report; and

- That the Plan Commission forward the Certified Survey Map to re-divide three lots at 702-750 University Row into two lots for the proposed development to the Common Council with a recommendation of **approval** subject to the conditions from reviewing agencies beginning on **page 16**.

**Background Information**

**Parcel Location:** The subject site is a 8.5-acre parcel generally located on the west side of University Row between University Avenue and Silvertree Run; Urban Design District 6; Alder District 19 (Slack); Madison Metropolitan School District.

**Existing Conditions and Land Use:** UW Health Digestive Health Center clinic and 300-stall remote parking lot for University Hospital, zoned PD.

**Surrounding Land Uses and Zoning:**

North: Single-family residences in the Spring Harbor neighborhood and Madison Water Utility Unit Well 14 across University Avenue, zoned SR-C1 (Suburban Residential–Consistent 1 District);

South: Wisconsin Southern Railroad right of way and Old Middleton Road; single-, two-, and multi-family residences, zoned SR-C2 (Suburban Residential–Consistent 2 District), PD and NMX (Neighborhood Mixed-Use District);

West: Spring Harbor Animal Hospital, Midas, MOKA along University Avenue; Harbor View Apartments, zoned SE (Suburban Employment District); Trillium Homes, zoned TR-P (Traditional Residential–Planned District);

East: Wisconsin Public Service Commission Building, zoned SE; mixed-use building with 115 apartments and 5,800 square feet of first floor commercial and 340-stall parking garage across University Row, zoned PD.

**Adopted Land Use Plans:** The 2018 Comprehensive Plan identifies the subject site, overall University Crossing Planned Development, adjacent mixed-use development to the west, and land located across N Whitney Way from University Crossing for Community Mixed-Use (CMU).

The subject site is also located within the boundaries of the 2006 Spring Harbor Neighborhood Plan, which recommends that the subject site be developed with a combination of employment and community mixed-use development. The neighborhood plan also includes myriad design recommendations for new development and for the University Avenue corridor.

**Zoning Summary:** The site is zoned PD and located within the Transit-Oriented Development (TOD) Overlay District. The project will be reviewed in the following sections.

Other Critical Zoning Items	
Yes:	Wellhead Protection (Zone A, WP 14), Urban Design (PD zoning, Urban Design Dist. 6), Utility Easements; Transit-Oriented Development (TOD) Overlay District
No:	Floodplain, Landmarks, Waterfront Development, Adjacent to Parkland
<i>Prepared by: Jacob Moskowitz, Assistant Zoning Administrator</i>	

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

**Public Utilities and Services:** This property is served by a full range of urban services. Metro Transit operates daily service along University Avenue past University Crossing on the 'F' line. Nearby, the 'R' line operates on Old Middleton Road just south of the University Crossing development, while the 'A' Bus Rapid Transit (BRT) line operates further south along Sheboygan Avenue and N Whitney Way. Metro Transit would initially estimate the following counts of potentially eligible trips towards US Green Building Council/ LEED Quality Access to Transit points: 72 Weekday & 65 Weekend. Please contact Metro Transit if additional analysis would be of interest.

## Previous Approvals

On October 4, 2011, the Common Council approved a request to rezone 5063-5119 University Avenue and 702 N Whitney Way from C3 (Highway Commercial District) to Planned Unit Development-General Development Plan (PUD-GDP) [1966 Zoning Code] to guide redevelopment of the site as a mixed-use/ employment development, and approved a Planned Unit Development-Specific Implementation Plan (PUD-SIP) to allow construction of an approximately 60,000 square-foot medical office building on a 3.75-acre parcel in the first phase. The Council also approved the preliminary plat and final plat of *University Crossing*, creating 7 lots for the future development and 1 outlot for public stormwater management. The Plan Commission approved a demolition permit on September 19, 2011 to allow 11 existing commercial buildings to be demolished as part of the proposed redevelopment, and recommended approval of the above rezoning and subdivision plat. The final plat was recorded on January 23, 2012.

On April 17, 2012, the Common Council approved an Amended PUD-GDP-SIP for 725-749 University Row to allow construction of a mixed-use building with 115 apartments and 5,800 square feet of retail surrounding a 337-stall parking garage, and a three-story, 54,000 square-foot office/retail building in the University Crossing Planned Development.

On October 6, 2015, the Common Council approved a request to rezone 702-750 University Row, Lots 2 and 3 of University Crossing, from PD(GDP) (Planned Development District–General Development Plan) to PD(SIP) (Planned Development District–Specific Implementation Plan) and approved a Specific Implementation Plan to allow construction of a temporary parking lot with approximately 300 stalls.

On December 5, 2017, the Common Council approved a major amendment to the General Development Plan for the University Crossing Planned Development and approved a Specific Implementation Plan to allow construction of a four-story mixed-use building containing 10,500 square feet of office space and 48 apartments at 5102 Silvertree Run.

## Project Description

The applicant and property owners are requesting three approvals related to the University Crossing Planned Development:

- Approval of a **Certified Survey Map** (CSM) to re-divide Lots 1-3 of the *University Crossing* subdivision into two lots;
- Approval of an amended **General Development Plan** (GDP) and **Specific Implementation Plan** (SIP) for Lot 1 of the proposed CSM to allow construction of a four-story, approximately 180,000 square-foot addition to the existing three-story approximately 67,292 square-foot UW Health Digestive Health Center medical clinic. As part of the clinic addition, the applicant proposes a four-level, 830-parking facility; and

- Approval of an amendment to the University Crossing **General Development Plan** to allow future construction of a four-story, 110-unit multi-family dwelling on proposed Lot 2 of the CSM.

The subject site is an 8.5-acre parcel located on the west side of University Row between University Avenue and Silvertree Run on the western edge of the University Crossing development. The University Crossing development also includes three mixed-use buildings located on the block bounded by University Avenue, University Row, Silvertree, and N Whitney Way, all of which have been developed over the last decade. The four-story office building at 610 N Whitney Way, which formerly housed the Public Service Commission, is not part of the University Crossing Planned Development.

#### Lot 1 – Medical Clinic Expansion

The existing three-story clinic, addressed as 750 University Row, was constructed in 2012. The building parallels University Avenue but is oriented to an approximately 225-stall surface parking lot located to the south, which is accessed from University Row. A pedestrian entrance to the clinic is located along the easterly façade oriented toward University Row. In addition to the surface parking, approximately 80 parking stalls are located below the clinic building. The remainder of the overall 8.5-acre site is improved with two surface parking lots with approximately 300 automobile stalls, which provide off-site parking for employees of University Avenue on Highland Avenue.

The plans for the proposed addition calls for a four-story building paralleling University Row to be constructed off the southeastern corner of the existing clinic. The 830-stall parking facility will be located below and beside the western wall of the building addition as shown in the Architectural Plans attached to ID [78331](#). Plans for the first floor of the addition include a pedestrian entrance from the University Row sidewalk, with a secondary entrance into the clinic to be provided from within the parking structure. The portion of the parking facility located at the grade of University Row will include valet parking for patients and visitors to the clinic as well as short-term parking. A one-way patient drop-off/pick-up lane is proposed adjacent to the eastern façade between the addition and University Row sidewalk; the drop-off/pick-up area will be partially covered by a canopy extending over most of the lane.

The four floors of the addition will include an urgent care clinic, lab/imaging, and pharmacy on the first floor, and a combination of primary care and specialty care clinic spaces on the upper three floors as shown on the attached floorplans. The remainder of the new parking proposed will be located below the footprint of the addition and in a roughly two-story tall enclosed structure that will extend along the western wall of the addition.

Access to the parking facility will be located along the southern façade of the addition; the driveway serving the parking facility will also provide access to an ambulance parking area. The new building will be encircled on the south and west by a service drive that will extend to access a loading dock to be located at Level P1 of the parking structure; the service drive will also provide access to the loading, underground parking, and service spaces serving the existing clinic building. All motor vehicle access to the Lot 1 clinic addition and parking will be provided from a driveway located on the western side of the roundabout at the University Row-Silvertree Run intersection.

The proposed addition has been designed to complement the architecture of the existing brick and stone exterior clinic building, with a similar palette of brick and stone veneer, metal accent panels, and prominent windows on the western and eastern facades. The exposed portions of the parking facility will primarily be clad in a weathered and perforated steel panel system. Due to the grade of the site, which falls modestly from University Row to the western property line, approximately two levels of parking will be exposed along the western façade of the garage.

A green roof and large field of solar collectors are proposed on the roof of the parking facility, as shown on Sheet AP102 of the Architectural Plans.

### Lot 2 – Future Residential Building

The applicant is also seeking to amend the General Development Plan to facilitate the future construction of an approximately 110-unit multi-family dwelling to be located on the 2.42-acre lot to be created along the southern edge of the 8.5-acre subject site. The proposed site plan on Sheet A03 of the Architectural Plans shows an L-shaped building extending parallel to the western property line and proposed northern line of Lot 2, with a combination of underground and surface automobile parking to serve the future building. The letter of intent indicates that a parking ratio of one stall per bedroom is contemplated. Approval of a Specific Implementation Plan would be required prior to any future construction on Lot 2, which will contain more information on the final number of dwelling units, parking stalls, and design of this building.

## **Analysis**

The 2011 General Development Plan (GDP) originally called for a four-story, 70,000 square-foot additional medical clinic to be constructed parallel to University Row on Lot 1 of the University Crossing subdivision in addition to the Digestive Health Center parallel to University Avenue. A three-story, 80,000 square-foot clinic was proposed on Lot 2 to the south of the two Lot 1 clinics. The three clinic buildings were to be served by a three-story, 456-stall parking structure located along the western line of Lot 1 per the 2011 GDP. Additionally, the 2011 GDP proposed a three-story “medical hospitality” use and additional parking to be located on Lot 3 of the University Crossing plat.

The proposed re-division of Lots 1-3 and proposed development of the two resulting lots requires an amendment to the University Crossing General Development Plan to reflect the proposed layout of buildings and parking on the 8.5-acre subject site, as well as a modest increase in the amount of additional clinic space proposed (from approximately 150,000 additional square feet to 180,000), and the addition of multi-family housing on proposed Lot 2 in place of the medical hospitality use on platted Lot 3.

Staff believes that the amended General Development Plan for University Crossing and the Specific Implementation Plan for the proposed clinic addition on Lot 1 can meet the standards and criteria for approval of zoning map amendments and planned developments. The development proposed on Lots 1 and 2 will continue the implementation of the medium-density infill employment and mixed-use center originally envisioned for University Crossing in both the 2006 and 2018 Comprehensive Plan and the 2006 Spring Harbor Neighborhood Plan. The Comprehensive Plan also identifies University Avenue generally between N Breese Terrace to Capital Avenue as a “regional corridor” on the Growth Priority Areas map (pages 15-16). In general, growth priority areas are prioritized for “context sensitive” mixed-use infill development and redevelopment. The corridors on the Growth Priority Areas map are planned for a mix of uses along their length, and most of the corridors, including University Avenue, are planned to transition from being historically auto-oriented to more transit-, walking-, and bike-friendly forms of development. University Crossing is also identified in the growth framework as a transitioning neighborhood activity center. The proposed development is consistent with the character and intensity of development recommended for University Crossing in the 2018 Comprehensive Plan, and staff believes that building addition features high-quality architecture that adheres to the character of development elsewhere in University Crossing, which emphasizes the creation of active street frontages with strong pedestrian amenity.

Comments from reviewing agencies suggest that the impact of the proposed development should not adversely impact the City's ability to provide municipal services to the property consistent with Planned Development approval standard (2)(c). However, the City Engineer is requesting wastewater flow calculations for the proposed development to ensure that there is adequate sanitary sewer capacity to serve it, with a condition that offsite sewer improvements may be required if flow from proposed development exceeds the available capacity of City sewers. This condition is consistent with similar conditions imposed on developments of similar scale and intensity here and elsewhere around the City.

Transit-Oriented Development (TOD) Zoning Overlay

The subject site located partially within the boundaries of the Transit-Oriented Development (TOD) zoning overlay enacted by the Common Council on January 17, 2023. Development within the TOD overlay would be subject to the bulk and design requirements in Section 28.104 of the Zoning Code.

While the existing clinic on platted Lot 1 is not located within the TOD overlay, the reconfiguration of Lots 1-3 of the University Crossing subdivision with the proposed CSM will put most of the proposed addition and parking facility within the overlay district, thereby requiring that the development in the Amended PD(GDP-SIP) comply with the bulk requirements of the TOD overlay.

Zoning staff has identified two areas where the proposed development will not comply with the requirements in Section 28.104:

- Section 28.104(7) Site Standards for Buildings, which requires at least 30% of primary street-facing building facades be setback no more than 20 feet from the primary street and that buildings occupy at least thirty percent (30%) of the primary street frontage. As noted on Sheet A06 of the Architectural Plans, the less than 30% of the building façade will be located within 20 feet of University Row; and
- Section 28.104(8) Site Standards for Automobile Infrastructure, which requires that automobile parking, loading, drives, drive aisles, driveways, vehicle access sales and service windows and drives, gas pumps, gas station canopies, car wash vacuum stalls and electric vehicle charging facilities not be allowed between the primary street-facing façades and the primary public or private street. Specifically, the placement of the patient drop-off/pick-up zone between the building and University Row will not comply with this requirement.

Section 28.098(3)(a) states that a Planned Development shall comply with all standards, procedures, and regulations of the Zoning Code that are applicable to the individual uses within the development, including the General Regulations of Subchapter 28I and the Supplemental Regulations, Section 28.151 of Subchapter 28J. Where the applicant proposes a development that does not comply with one or more of the regulations in those subchapters, they shall specifically request that the Plan Commission consider the application of those regulations in making its recommendations on the development, including specific language in the zoning text or depiction on the plans.

In this case, the Zoning Administrator has determined that the requirements in the TOD overlay district in Section 28.104 can be varied or waived through Planned Development approval in a manner similar to how the General Regulations and Supplemental Regulations can be varied or waived.

The statement of purpose in Section 28.104 states that the "Transit Oriented Development ("TOD") Overlay District is intended to support investment in and use of public transit and bicycle connections...by fostering development that intensifies land use and economic value around transit stations and by promoting a mix of uses

that will enhance the livability of station areas.” “The district is also intended to provide increased mobility choices; improve pedestrian connections, traffic and parking conditions; and foster high-quality buildings and public spaces that help create and sustain long-term economic vitality.” The Planning Division believes that the proposed clinic addition meets the goals and objectives of the TOD overlay as stated in its statement of purpose despite the two variances from the bulk requirements requested. The proposed building is designed to parallel and be oriented to University Row despite not meeting the “minimum 30% in 20 feet” requirement for building placement, which staff feels is a consequence of the rectangular clinic floorplan being located along the curve of University Row. Staff does not feel that a strict implementation of the placement requirement will necessarily result in a building that better meets the intent of the TOD overlay.

Planning staff also believes that a waiver to allow the patient drop-off/pick-up zone between the building and University Row is warranted in this case. The medical facility resulting from the proposed addition will include nearly 250,000 square feet of floor area between the existing clinic and proposed addition, with clinics within the facility that will serve the larger Madison region. While employees of the facility as well as some of its patients and visitors may commute to the facility by transit or bike, there will also likely be a considerable number of users that will arrive by auto because of the regional nature of the clinic’s services, the specific medical procedures conducted on-site, or some combination thereof, which staff feels creates an understandable need for convenient and intuitive pick-up and drop-off for some users of the facility.

#### Urban Design Commission Review

The Planned Development is located in Urban Design Dist. 6, which requires that the request be approved by the Urban Design Commission (UDC). In addition, the UDC shall review the Amended PD (GDP-SIP) prior to the Plan Commission, and shall make a recommendation to the Plan Commission with specific findings on the design objectives listed in Subsections 28.098(1) and (2) and the other requirements of this Subchapter. The UDC reviewed the project at its June 28, 2023 meeting and recommended **final** approval subject to the conditions in the final section of this report. In recommending final approval of the project, the UDC specifically found that the TOD exceptions requested are appropriate given the level of activity and scale of the building. A draft report of the UDC meeting is attached to the legislative file for this request.

## **Conclusion**

The applicant is requesting approval to re-divide Lots 1-3 of the University Crossing subdivision into two lots by CSM, and to amend the General Development Plan for University Crossing to allow construction of a four-story, 180,000 square-foot addition to the existing three-story UW Health Digestive Health Center located at 750 University Row, which will include a 830-stall parking structure below and beside the new building. The amended PD(GDP) also calls for the future development of a four-story multi-family dwelling on Lot 2 of the proposed CSM. The applicant is also seeking Specific Implementation Plan approval for the clinic addition and parking facility.

The Planning Division believes that the proposed development is consistent with the Community Mixed-Use and growth recommendations for the site in the 2018 Comprehensive Plan and that the requests can meet the standards for Planned Development approval in the Zoning Code and the standards for land division approval in the Subdivision Regulations.

As part of the approval of the clinic, the applicant is requesting relief through the Planned Development zoning approval to specific requirements in the recently adopted Transit-Oriented Development (TOD) zoning overlay. In particular, less than 30% of the proposed building façade will be located within 20 feet of University Row, and a

portion of the space between the building and University Row will be devoted to a covered patient drop-off/pick-up zone. Staff recommends that the Plan Commission recommend approval of the project with the relief requested due to the rectangular floorplan of the clinic being proposed along the curve of University Row, which results in more of the building being located further away from the street than the TOD requirements allow. Regarding the waiver for the drop-off/ pick-up lane, staff feels that the unique access needs of the proposed medical facility warrant the automobile loading zone adjacent to University Row. Approval of both waivers or exceptions requested would not be contrary to the statement of purpose of the TOD overlay in staff's opinion.

## Recommendation

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

The Planning Division recommends that the Plan Commission find the applicable standards met and recommend the following:

- Forward Zoning Map Amendment ID 28.022–00629, amending the Planned Development–General Development Plan for University Crossing, and Zoning Map Amendment ID 28.022–00629, approving a Specific Implementation Plan to allow construction of an addition to an existing medical clinic and parking structure at 702-750 University Row, to the Common Council with a recommendation of **approval** subject to the recommendation of the Urban Design Commission, input at the public hearing, and the conditions from reviewing agencies that follow; and
- Forward the Certified Survey Map to re-divide three lots at 702-750 University Row into two lots for the proposed development to the Common Council with a recommendation of **approval** subject to the conditions from reviewing agencies beginning on **page 16**.

### **Recommended Conditions of Approval** Major/Non-Standard Conditions are Shaded

#### Planning Division

1. That the proposed Specific Implementation Plan for the proposed clinic addition is hereby approved with a waiver, variance or exception to the requirements in Section 28.104(7) Site Standards for Buildings, which require at least 30% of primary street-facing building facades be setback no more than 20 feet from the primary street and that buildings shall occupy at least thirty percent (30%) of the primary street frontage.
2. That the proposed Specific Implementation Plan for the proposed clinic addition is hereby approved with a waiver, variance or exception to the requirements in Section 28.104(8) Site Standards for Automobile Infrastructure, which stipulate that automobile parking, loading, drives, drive aisles, driveways, vehicle access sales and service windows and drives, gas pumps, gas station canopies, car wash vacuum stalls and electric vehicle charging facilities not be allowed between the primary street-facing façades and the primary public or private street to allow the patient drop-off/pick-up zone proposed between the building and University Row.
3. That the General Development Plan for University Crossing is hereby approved to include a four-story apartment building on proposed Lot 2 south of Silvertree Run. Prior to issuance of building permits for this future building, the applicant shall obtain approval of a Specific Implementation Plan per Section 28.098 of the Zoning Code. Review of the Lot 2 building for conformance with the requirements of the Transit-Oriented Development overlay, including any waivers, variances or exceptions to those requirements, shall occur as part of the review of the future Specific Implementation Plan.



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

The Urban Design Commission granted **final approval** of the Amended PD(GDP-SIP) on June 28, 2023 subject to the following condition to be addressed prior to final sign-off and issuance of building permits for the project:

4. The cobble bed along the vehicular drive/drop-off shall be widened to be more consistent across the bed. The bed shall also include dense plantings versus cobbles, for example autumn moor grass or allium.

**City Engineering Division** (Contact Tim Troester, (608) 267-1995)

5. Projected wastewater calculations needed as a condition of plan approval. Off-site sewer improvements by the developer may be required as a condition for development. Submit projected wastewater calculations to Mark Moder [mmoder@cityofmadison.com](mailto:mmoder@cityofmadison.com) to confirm that the City sewer has adequate capacity for the proposed development.

6. This development will require reconstruction of the existing storm sewer system and provision of an overflow path to the main storm sewer system to the west. This will also require that the entrance to the underground parking is protected from flooding.

7. The applicant shall be required to document to the City Engineer that the rerouted storm sewer design and potential overflow will not enter adjacent buildings during the 100-year event. This will required two-dimensional modeling or designing the pipe and inlet system such that it can convey and collect the 100-year event.

8. 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 the City Engineering Division to schedule the development and approval of the plans and the agreement.

9. Construct multi-use path along the west lot line to a plan as approved by City Engineer.

10. Restore any damage to pavement, curb and gutter, terrace, and sidewalk to a plan approved by the City Engineer.

11. 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 signoff.

12. Obtain a permanent sewer plug permit for each existing sanitary sewer lateral serving a property that is not to be reused and a temporary sewer plug permit for each sewer lateral that is to be reused by the development.

13. An Erosion Control Permit is required for this project.

14. A Storm Water Management Report and Storm Water Management Permit is required for this project.

15. A Storm Water Maintenance Agreement (SWMA) is required for this project.

16. This site appears to disturb over one (1) acre of land and requires a permit from the Wisconsin Department of Natural Resources (WDNR) for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR-216 and NR-151; however, a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. The applicant is notified that the City of Madison is an approved agent of the Wisconsin 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.
17. 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.
18. 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.
19. The proposed development proposes to construct underground parking. The proposed entrance to the underground parking is adjacent to a street low point. The applicant shall provide at a minimum of one (1) foot of rise from the adjacent back of walk in the driveway before breaking grade to the down ramp to the underground parking to protect the underground parking from inundation. The stated elevation is intended to be protective but does not guarantee a flood proof structure. The Developer/Owner are strongly encouraged to complete their own calculations and determine an elevation that protects their property to a level of service that they are comfortable with.
20. The new development shall provide for a safe overflow for the stormwater from the street low point to the main overflow along the west property line.
21. This project will disturb 20,000 square feet or more of land area and requires an Erosion Control Plan. Please submit an 11- x 17-inch copy of an erosion control plan (PDF electronic copy preferred) to Megan Eberhardt (west) at [meberhardt@cityofmadison.com](mailto:meberhardt@cityofmadison.com), or Daniel Olivares (east) at [daolivares@cityofmadison.com](mailto: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. 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, Madison-Dane County Public Health, and/or City Engineering approvals may be required prior to the issuance of the required Erosion Control Permit.
24. 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.

25. 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 Madison General Ordinances.
26. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Storm Water Management Plan and Report shall include compliance with the following:
- Submit prior to plan sign-off, a stormwater management report stamped by a P.E. registered in the State of Wisconsin.
- Provide electronic copies of any stormwater management modeling or data files including SLAMM, RECARGA, TR-55, HYDROCAD, Sediment loading calculations, or any other electronic modeling or data files. If calculations are done by hand or are not available electronically, the hand copies or printed output shall be scanned to a PDF file and provided to City Engineering.
- 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 half-inch of rainfall over the total site impervious area. If additional stormwater controls are necessary beyond the first half-inch of rainfall, either green or non-green infrastructure may be used.
- Reduce TSS by 80% off of the proposed development when compared with the existing site.
- Treat the first half-inch of runoff over the proposed parking facility and/or drive up window.
- The applicant shall demonstrate that water can leave the site and reach the public right of way without impacting structures during a 100-year event storm. This analysis shall include reviewing overflow elevations and unintended storage occurring on site when the storm system has reached capacity.
- Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any BMP used to meet stormwater management requirements on this project.
27. Submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the City Engineering Division. E-mail PDF file transmissions are preferred to: [bstanley@cityofmadison.com](mailto:bstanley@cityofmadison.com) (East) or [ttroester@cityofmadison.com](mailto:ttroester@cityofmadison.com) (West).

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

28. Grant a Public Storm Sewer Easement(s) to the City on the face of concurrent Certified Survey Map to replace the easement being displaced by the proposed structure. Location and size of this easement shall be approved by City Engineering. Contact Jule Smith of Engineering-Mapping ([jsmith4@cityofmadison.com](mailto:jsmith4@cityofmadison.com), (608) 264-9276) for the final required easement language to include on the CSM.
29. There are public storm sewer easements and possible bike path easements that will require partial releases for the proposed structure to be constructed as shown. With the approval of City engineering of the release

provide exhibits and legal descriptions of the approved areas. Any portion(s) of a public easement that is intended to be released shall be released by separate document prepared by City Office of Real Estate Services. Contact Jule Smith of Engineering Mapping (jsmith4@cityofmadison.com, (608) 264-9276) to coordinate the Office of Real Estate Services project, and associated information and fees required. If any release is required prior to recording of the CSM, acknowledgement of the release and document number shall be noted on the face of the CSM.

30. 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 concurrent CSM.
31. Identify on the plans the lot and block numbers of recorded Certified Survey Map or plat.
32. Provide a full and complete legal description of the site or property being subjected to this application on the site plan.

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

33. The parking deck is insufficiently labeled/dimensioned for a proper review. If the parking does not meet MGO Section 10.08, the applicant can expect to be required to make major alteration which may or may not impact structural elements of this site.

34. Drive aisles that are located next to a sidewalk shall have a barrier between the stall and the sidewalk or a minimum three-foot buffer to serve as protection from door swings for any pedestrians.

35. The applicant shall prepare a TDMP (Traffic Demand Management Plan) to be reviewed and approved by the City Traffic Engineer.
36. Note: The applicant has submitted the requested Traffic Impact Analysis study; the study has been reviewed and accepted by Traffic Engineering.
37. The driveway slope to the underground parking is not identified in the plan set. Traffic Engineering staff 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.
38. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawing shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; 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.
39. 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.

40. 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.
41. All parking facility design shall conform to the standards in MGO Section 10.08(6).
42. All bicycle parking adjacent pedestrian walkways shall have a two-foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
43. All pedestrian walkways adjacent parking stalls shall be seven (7) feet wide to accommodate vehicle overhang, signage and impediments to walkway movements. Any request for variance shall be submitted to and reviewed by City Traffic Engineering.
44. 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 staff to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds four stories prior to sign-off to be reviewed and approved by Andrew Oliver, ((608) 267-1979, aoliver@cityofmadison.com, 4141 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.
45. The applicant shall provide a clearly defined five-foot walkway clear of all obstructions to assist citizens with disabilities, especially those who use a wheel chair or are visually impaired. Obstructions include but are not limited to tree grates, planters, benches, parked vehicle overhang, signage and doors that swing outward into walkway.
46. "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.
47. 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.
48. 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.
49. All parking stalls must be clear of any and all obstructions (including columns) to be considered a legal parking stall. For a large car, this means 9' by 18' clear; for one-size-fits-all, this means 8.75' by 17' clear.

**Zoning Administrator** (Contact Jacob Moskowitz, (608) 266-4560)

50. The applicant is requesting exceptions to Sec. 28.104(7) Site Standards for Buildings and Sec. 28.104(8) Site Standards for Automobile Infrastructure. Specifically for placement of less than 30% of the building façade within 20 feet of University Row and the placement of a passenger loading zone between the building and University Row.

51. Work with Zoning and Planning staff for final approval of the Zoning text. In the Zoning Text, revise the signage to be allowed as per Chapter 31 of the Madison General Ordinances, as compared to the SE district.

- 52. Provide electric vehicle stalls per Section 28.141(8)(e) Electric Vehicle Charging Station Requirements. A minimum of 10% of the residential parking stalls (87 stalls) must be electric vehicle ready, and a minimum of 2% of the stalls (9 stalls) must be electric vehicle installed. Identify the locations of the electric vehicle ready and installed stalls on the plans.
- 53. Submit a detail showing the model of bike rack to be installed.
- 54. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with MGO Chapter 31 Sign Codes and Chapter 33 Urban Design Commission ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.

**Fire Department** (Contact Bill Sullivan, (608) 261-9658)

- 55. Fire apparatus access lanes shall comply with MGO Chapter 34 and the International Fire Code 2021 edition.

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

56. This property is in a Wellhead Protection District–Zone (WP-14). The applicant shall provide the Madison Water Utility with confirmation that no hazardous and/or toxic materials will be stored on site, and that all proposed uses of this site comply with the City of Madison Wellhead Protection Ordinance. Any future change in use for this property will require review by the Madison Water Utility General Manager or his designated representative. Contact Sarah Scroggins at [Sscroggins@madisonwater.org](mailto:Sscroggins@madisonwater.org) for additional information, including a summary of the submittal requirements. Prohibited uses in this Well Head protection area include, but are not limited to stormwater impoundments/retention basins.

- 57. A Water Meter Application Form and fees must be submitted before connecting to the existing water lateral. Provide at least two working days’ notice between the application submittal and the scheduled lateral connection/extension. 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 Avenue. 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. 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)

- 58. In coordination with any public works improvements, the applicant shall maintain or replace the concrete boarding pad and passenger waiting shelter at the existing Metro bus stop on the south side of University Avenue, west of University Row (#2230).
- 59. The existing curbside bus stop pullout zone and accessible pedestrian sidewalk and concrete boarding pad on the south side of University Avenue, west of University Row, provides critical access to the City's transit operations, and any planned or permitted obstruction of the existing bus stop zones in excess of thirty (30) days 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 University Avenue at University Row intersection area in a comparable operational and accessible manner.

60. 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 Ann Freiwald, (608) 243-2848)

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

**Forestry Section** (Contact Brandon Sly, (608) 266-4816)

61. An existing inventory of street trees located within the right of way shall be included on the landscape, site, demo, and utility plans. 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.
62. 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 whose district is affected by the street tree removal(s) prior to a treeremoval permit being issued. Add as a note on the plan set.
63. The contractor shall take precautions during construction to not disfigure, scar, or impair the health of any street tree. The 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 plan set.
64. 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 ((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.
65. Section 107.13(g) of *City of Madison Standard Specifications for Public Works Construction* 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 the plan set.
66. 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 the plan set.

67. Street tree pruning shall be coordinated with Madison Forestry at a minimum of two weeks prior to the start of construction for this project. All pruning shall follow the American National Standards Institute (ANSI) A300–Part 1 Standards for pruning. Add as a note on the plan set.
68. 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 - All street tree planting locations and tree species within the right of way shall be determined by City Forestry. A landscape plan (in PDF format) shall be submitted City Forestry for approval of planting locations and tree species. All available street tree planting locations shall be planted within the project boundaries. Add following note to plan: 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.

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**Certified Survey Map – Recommended Conditions of Approval** Major/Non-Standard Conditions are Shaded

**City Engineering Division** (Contact Tim Troester, (608) 267-1995)

1. The developer is made aware that there is a flood overflow across the property toward the west property line. New development shall accommodate this flow and flood protect buildings to the required elevation.
2. 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 (261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
3. A minimum of two (2) working days prior to requesting City Engineering signoff on the CSM, contact either Tim Troester (West) at (608) 261-1995 (ttroester@cityofmadison.com) or Brenda Stanley (East) at (608) 261-9127 (bstanley@cityofmadison.com) to obtain the final stormwater utility charges that are due and payable prior to 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).

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

4. Grant a Public Storm Sewer Easement(s) to the City on the face of this Certified Survey Map to replace the easement being displaced by the proposed concurrent development. Location and size of this easement shall be approved by City Engineering. Contact Jule Smith of Engineering-Mapping (jsmith4@cityofmadison.com, (608) 264-9276) for the final required easement language to include on the CSM.
5. Grant a Public Sidewalk to the City on the face of this Certified Survey Map along the Northeast Corner of Lot 2 at one-foot off the existing public sidewalk as it is currently located. Contact Jule Smith of Engineering Mapping (jsmith4@cityofmadison.com, (608) 264-9276) for the final required easement language to include on the CSM.
6. There are public storm sewer easements and possible bike path easements that will require partial releases for the proposed structure to be constructed as shown. Upon City Engineering approval of the release provide exhibits and legal descriptions of the approved areas. Any portion(s) of a public easement that is intended to be released shall be released by separate document prepared by City Office of Real Estate Services. Contact Jule Smith of Engineering Mapping (jsmith4@cityofmadison.com, (608) 264-9276) to coordinate the Real



Estate project, and associated information and fees required. If any release is required prior to recording of the plat, acknowledgement of the release and document number shall be noted on the face of the plat.

7. 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 CSM.
8. Add mortgage certificate as needed.
9. 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](mailto:jrquamme@cityofmadison.com)).
10. 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 Certified Survey Map in areas where this control exists. The surveyor shall identify any deviation from City Master Control with recorded and measured designations.
11. Prior to Engineering final sign-off by main office for Certified Survey Maps, the final CSM shall be submitted in PDF format by email transmittal to Engineering Land Records Coordinator Jeff Quamme ([jrquamme@cityofmadison.com](mailto: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. This pending Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds, 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 permits.
13. Correct the quarter/quarter call in both the caption at the top of each sheet and the legal description for the SW SE of Section 18. Also include the document number of the plat in the caption of each sheet.
14. Make the tie to section line legible.
15. Show the centerline of all streets.
16. Tie existing building to property line.
17. The applicant shall submit to Jeff Quamme, 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)

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

**Zoning Administrator** (Contact Jacob Moskowitz, (608) 266-4560)

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

**Fire Department** (Contact Bill Sullivan, (608) 261-9658)

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

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

18. The following information shall be noted on the CSM prior to final approval: “The properties are located within Wellhead Protection District—Zone (WP-14). Uses of the properties are required to comply with the City of Madison Wellhead Protection requirements as provided under MGO Sections 13.22 and 28.102.”

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

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

**Parks Division** (Contact Ann Freiwald, (608) 243-2848)

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

**Forestry Division** (Contact Brandon Sly, (608) 266-4816)

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

**Office of Real Estate Services** (Lance Vest, (608) 245-5794)

19. 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. 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 final sign-off.

20. 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).

21. Include certificates of consent for the mortgagees identified in the title report; First Business Bank and the City of Madison

22. 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 CSM boundary, a copy of a recorded satisfaction or release document for said instrument shall be provided prior to CSM approval sign-off.

23. As of July 3, 2023, the 2022 real estate taxes are paid for the subject property. As of July 3, 2023, there are no special assessments reported. Per 236.21(3) Wis. Stats. and MGO Section 16.23(5)(g)(1), the property owner shall pay all real estate taxes and special assessments that may become due prior to CSM recording. Receipts from the City of Madison Treasurer are to be provided before or at the time of sign-off.
24. Pursuant to MGO Section 16.23(5)(g)(4), the owner shall furnish an updated title report to Lance Vest (lvest@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 submitted with the CSM application and include all associated documents that have been recorded since the initial title report (April 3, 2023). A title commitment may be provided, but will be considered only as supplementary information to the title report update. The 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.
25. Please revise the final CSM prior to final approval as follows:
- a. Depict, name, and identify by document number all existing easements cited in record title and the updated title report. Depict and identify the easements recorded as Document Nos. 1076926 and 4855074, or ask the title company to remove them from the updated title report if no longer applicable.
  - b. Depict and dimension all existing improvements including, but not limited to: buildings, drives, parking lots, encroachments, wells, septic systems, etc. located within the CSM boundary. In particular, the driveway and parking lot located on the proposed Lot 2.
  - c. If all parties of interest agree that certain easements from prior plats or CSMs 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.