



PREPARED FOR THE PLAN COMMISSION

Project Address: 2150 Marty Road, 7751 Mid Town Road, and 7342-7362 Raymond Road

Application Type: Revised Preliminary Plat and Final Plat

Legistar File ID # [82733](#) and [82752](#)

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

Summary

Applicant: Matt Brink, VH Midpoint Meadows, LLC/ Veridian Homes; 6801 South Towne Drive; Madison.

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

Property Owner: Marty Century Farm Family Limited Partnership; 3223 Marty Road; Madison.

Requested Actions: Approving the revised preliminary plat of *Midpoint Meadows*, creating 151 lots for future single-family detached residences, 98 lots for 49 two-family dwellings—twin homes, two lots for future multi-family development, one lot for future mixed-use/commercial development, one outlot for a private alley, two outlots to be dedicated to the public for stormwater management, and two outlots for future development; and approving the final plat of *Midpoint Meadows* to create the 151 single-family lots, 98 lots for the two-family twin dwellings, one lot for multi-family development, three outlots for future development, the alley outlot, and the two outlots for public stormwater management.

Proposal Summary: The preliminary plat of *Midpoint Meadows* was approved by the Common Council on February 13, 2024 subject to conditions following a Plan Commission recommendation on February 5. Among the conditions of approval was a requirement that the applicant submit a revised preliminary plat of the subdivision with the first final plat that addresses many of the major/non-standard conditions of the February approval. The revisions on the current proposed preliminary plat include the removal of three private open space outlots and the removal of a landscape easement along S High Point Road, the latter of which resulted in the creation of three additional single-family lots compared to the original preliminary plat.

The proposed final plat encompasses most of the proposed development, including all the lots for future single- and two-family (shown on the TR-P attachment as “attached single-family”) residences and the lot for future multi-family development south of Raymond Road. However, the second of the two lots for future multi-family development and the lot for future mixed-use/commercial development north of Raymond are included as part of Outlot 4 of the final plat; those lots (Lots 251 and 252 on the revised preliminary plat) will be platted in a later phase. The final plat also includes all of the other outlots for stormwater, alley, and future development purposes shown on the revised preliminary plat, as well as all but one of the many street rights of way to be dedicated to the City with the subdivision.

The applicant hopes to begin construction of the first phase of the subdivision in fall 2024, with completion of the subdivision based on market demand for the future units and mixed-use development. Construction of the Mid Town-Raymond connection and S High Point Road, including completion of the section between the southern plat limits and existing Raymond Road, will likely occur in phases, including phases that will be constructed by the City.

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.

Summary Recommendation: The Planning Division recommends that the Plan Commission forward the revised preliminary plat and first final plat of *Midpoint Meadows* to the Common Council with recommendations of **approval** subject to input at the public hearing and the conditions from reviewing agencies beginning on page 7 of this report.

Background Information

Parcel Location: Approximately 101 acres of land generally located on the south side of Mid Town Road and north side of Raymond Road on both sides of Marty Road; Alder District 1 (Duncan); Verona Area School District (portions will be annexed to the Madison Metropolitan School District per an agreement between the two school districts). Four parcels located on the west side of Marty Road were not part of the December 2023 annexation, are not part of the proposed development, and remain in the Town of Verona.

Existing Conditions and Land Use: Undeveloped land, zoned A (Agricultural District), CC-T (Commercial Corridor–Transitional District), and TR-P (Traditional Residential–Planned District). A series of farm buildings are located on the 2150 Marty Road parcel.

Surrounding Land Uses and Zoning: The site extends approximately three-quarters of a mile along Mid Town Road between S Gammon Road and Carns Drive. North of Mid Town Road, uses include multi-family housing in the Midtown Commons development, single- and two-family residences in the Southern Ridge and Southern Hill subdivisions, Hickory Hill Academy on the east side of S High Point Road, Province Hill Apartments, and undeveloped land adjacent to Elver Park. The far eastern edge of the site is bounded by the Ashbury Woods Condominiums located on the west side of S Gammon Road between Mid Town and Raymond Roads, zoned PD. Raymond Ridge Park and Prairie Ridge Conservation Park are located south of Raymond Road and east of Marty Road CN (Conservancy District) zoning. West of Marty, the lands to the south of the subject site are developed with single-family residences on a variety of differently sized parcels mostly located in the Town of Verona, including along Hickory Ridge Road. Most of the land bordering the western edge of the site is undeveloped land in the Town of Verona, with the southwestern corner of the site bordering by single-family residences in the northeastern corner of the Hawks Creek subdivision, zoned SR-C1 (Suburban Residential–Consistent 1 District) and TR-C3 (Traditional Residential–Consistent 3 District).

Adopted Land Use Plan: The 2017 [High Point-Raymond Neighborhood Development Plan](#) recommends the portions of the subject site west of Marty Road for a variety of residential uses at a range of potential densities surrounding potential mixed-use development at the corner of S High Point and Midtown-Raymond Roads. The land east of Marty Road is recommended for open space and stormwater management. Beyond the limits of the rezoning and preliminary plat, the neighborhood development plan recommends the expansion of Elver Park south to Mid Town Road.

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).

Zoning Summary: The proposed lots are zoned A, CC-T, and TR-P. Review of the proposed lots for conformance with those districts may be found in the Appendix A, Zoning Criteria, on page 27 at the end of this report.

Environmental Corridor Status: The portion of the subject site east of Marty Road is located in the Central Urban Service Area, with all of it located in a mapped environmental corridor, including a constructed drainageway that parallels Marty Road. The portion of the site located west of Marty Road is not located on the CUSA, though an application to the Capital Area Regional Planning Commission (CARPC) to add that land as well as other property in the High Point-Raymond planning area south of Mid Town Road to the CUSA is pending. According to the preliminary maps that will accompany the CUSA expansion request to CARPC, an area of environmental corridor will be added that coincides with detention on the western edge of the Marty property.

Public Utilities and Services: The subject site will be served by a full range of urban services as it develops. A Madison Metropolitan Sewerage District interceptor extends north-south through the site. Metro Transit previously indicated that it cannot currently serve the proposed subdivision, with the nearest bus stops located either west of the site at Waldorf Boulevard and Mid Town Road (Route 55), or east at the intersection of Raymond and Muir Field Roads (Route E).

Previous Approvals

On February 13, 2024, the Common Council approved a request to rezone 2150 Marty Road, 7751 Mid Town Road, and 7342-7762 Raymond Road from Temporary A (Agricultural District) to [Permanent] A, CC-T (Commercial Corridor–Transitional District) and TR-P (Traditional Residential–Planned District); and approved the preliminary plat of *Midpoint Meadows*, creating 148 lots for future single-family residences, 96 lots for 48 two-family dwellings–twin homes, two lots for future multi-family development, one lot for future mixed-use development, five outlots for public alleys, two outlots to be dedicated to the public for stormwater management, and five outlots for private open space and future development. For more information on the zoning map amendment and original preliminary plat requests, please see ID [81295](#) and [81268](#), respectively.

On March 19, 2024, the Common Council approved the negotiation and execution of a Purchase and Sale Agreement between the City of Madison and VH Acquisitions, LLC for the City's acquisition of multiple parcels of land near the intersections of Marty Road, Mid Town Road, and Raymond Road, and amended the adopted 2024 budget to facilitate the purchase of a total of 72.27 acres of land. Per the agreement, the 40.14 acres located at 7250 Mid Town Road north of the Midpoint Meadows subdivision will be acquired for the expansion of Elver Park, while the parcels at 7342-7362 Raymond Road within the plat boundaries will primarily be acquired for regional stormwater management purposes; that land is shown as Outlots 5 and 6 of the final plat. Per the purchase and sales agreement attached to ID [82283](#) (Resolution 24-00212), the City is scheduled to close on the property by June 3, 2024.

Project Description

VH Midpoint Meadows, LLC/ Veridian Homes is requesting approval of a revised preliminary plat and first phase final plat of *Midpoint Meadows* for an undeveloped approximately 101-acre parcel generally located on the south side of Mid Town Road and north side of Raymond Road on both sides of Marty Road. The lands comprising the proposed subdivision were annexed to the City of Madison from the Town of Verona effective December 20, 2023.

The subject site extends approximately three-quarters of a mile along the south side of Mid Town Road and is characterized by significant topography across the site. West of Marty Road, the property falls to the west and east form a ridge that extends north-south across the westernmost third of the site. East of the ridge, there is approximately 120 feet of grade change from the top of the ridge to the western right of way of Marty Road. The grade is particularly acute at the rear lot lines of the Town of Verona parcels adjacent to Marty Road that will be surrounded by the subdivision. The slope continues east of the road toward a constructed drainageway located about 125 feet east the Marty Road right of way. The property west of Marty Road includes a tree line along the westernmost property line and a mixed area of tree cover that generally parallels Mid Town Road, with scattered trees elsewhere. The property east of Marty Road is characterized by approximately 80 feet of grade change from the southeastern corner adjacent to Raymond Road to the constructed drainageway east of Marty Road. Most of the 101 acres are in tillage save for a group of accessory farm buildings located on the 2150 Marty parcel.

As part of the of Midpoint Meadows subdivision, right of way will be dedicated to connect Mid Town Road to Raymond Road. The connection of those road has been planned since at least 1997, with the goal of creating a continuous east-west arterial street that will extend from the far western City limits to Verona Road (US Highways 18 and 151). A substantial portion of the missing section of S High Point Road, which exists in two sections north of Mid Town Road and south of Raymond Road, will also be dedicated with the subject plat. The north-south routing of S High Point Road, which will create a continuous urban collector roadway extending from the City of Middleton north of Old Sauk Road to McKee Road (CTH PD), has been planned since at least 1985.

West of Marty Road, the revised preliminary plat calls for 151 lots of varying size to be developed in the future with single-family detached residences and 98 lots (Lots 1-16, 33-82, and 219-250) to be developed with 49 two-family twin unit residences in TR-P zoning (shown on the TR-P master plan attachment as “attached single-family”). The proposed single- and two-family residences will be organized along a grid of local streets, including the extensions of existing Dewberry Drive and Legacy Lane south from Mid Town Road, and the extension of Red Granite Road across the southern edge of the plat. Red Granite currently exists in the Hawks Creek subdivision and is planned to be a continuous east-west local street following development of the subject site and the adjacent undeveloped Rao parcel located in the Town of Verona. All of the two-family units as well as the single-family lots fronting onto Starnova Drive and the north side of Stones Throw Drive will be accessed by mid-block public alleys. Lots 219-250 will be accessed from a private alley, Outlot 3, which addresses an earlier concern that an alley on the original plat was planned to intersect Mid Town Road contrary to the Subdivision Regulations.

In addition to the single- and two-family lots, the TR-P master plan indicates that approximately 377 future multi-family units will be developed east of extended S High Point Road on two lots to be located on either side of the Mid Town-Raymond connection. Lots 218 is planned for 237 units on the 7.9-acre parcel, while Lot 252 is planned for 140 units on the approximately 4.9-acre parcel. Multi-family dwellings are permitted uses in the proposed TR-P district; however, residential building complexes (defined as “a group of two (2) or more residential buildings on a single parcel or tract of land, developed under single ownership and common management”) are a conditional use in TR-P zoning, requiring approval by the Plan Commission following a recommendation by the Urban Design Commission prior to the issuance of building permits.

Lot 251 of the revised preliminary plat is zoned CC-T for unspecified future commercial or mixed-use development on the north side of the Midtown-Raymond connection between S High Point Road and proposed Ridgemont Road, an east-west street intended to connect the existing section of Mid Town west of S Gammon Road into the proposed street network. Finally, two outlots will be dedicated to the City to manage stormwater for the development proposed west of Marty Road, Outlots 1 and 2.

East of Marty Road, two outlots are proposed for future development on either side of the Mid Town-Raymond connection. As noted in the preceding section, this land is part of the land the City has agreed to acquire from the subdivider for public purposes since the preliminary plat was originally approved. In this case, proposed Outlots 5 and 6 will primarily be acquired for regional stormwater management purposes.

The proposed final plat encompasses most of the proposed development shown on the preliminary plat, including all of the lots for future single- and two-family residences and the lot for future multi-family development south of Raymond Road. However, the second of the two lots for future multi-family development and the lot for future mixed-use/commercial development north of Raymond are included as part of Outlot 4 of the final plat, which will be reserved for future development. Those lots (Lots 251 and 252 on the revised preliminary plat) will be platted in a later phase. The final plat also includes the outlots for stormwater management for the plat, the private alley serving Lots 219-250, and Outlots 5 and 6, which the City is acquiring for regional stormwater management (currently shown for future development). The final plat will dedicate all but one of the many street rights of way to be dedicated to the City with the subdivision, including S High Point Road and the Mid Town Road-Raymond Road connection.

Analysis

In approving the preliminary plat and related zoning map amendment in February 2024, the Plan Commission and Common Council found that the proposed Midpoint Meadows subdivision was generally consistent with the High Point-Raymond Neighborhood Development Plan, which 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 layout and development pattern contained on the revised preliminary plat is consistent with the layout and development pattern on the original preliminary plat, and by extension, the neighborhood development plan.

The revised preliminary plat largely addresses the many conditions of approval imposed on the original preliminary plat, including revising the proposed street rights of way to reflect the [Complete Green Streets Guide](#) street typologies recommended for the subdivision by staff:

- S High Point Road is identified as a collector street in neighborhood development plan and is classified as a Community Connector by the Complete Green Streets Guide street typology map, with an 80-foot right of way considered the typical right of way width for a Community Connector street. The proposed plat shows an 80-foot right of way for S High Point consistent with these recommendations. A 30-foot landscaping easement previously shown for the lots abutting both sides of S High Point Road has mostly been eliminated from the revised preliminary plat and final plat except for the easternmost portions of Lots 235-250.
- The Midtown-Raymond connection is being classified as a Boulevard per Complete Green Streets. Staff previously recommended that a 125-foot minimum right of way would be needed for that arterial roadway if parking was desired adjacent to the development lots. The revised preliminary plat and final plat show the 125-foot right of way recommended with the original plat approval.
- All other streets in the subdivision will have a minimum right of way width of 62 feet to allow an 18-foot wide travel way, and 8-foot wide parking lanes and 8-foot deep terraces on both sides of those streets.

Staff previously identified 62 feet as the minimum right of way width that would be acceptable for local streets with parking on both sides.

Since the subdivision was originally approved in February, City staff has revised the future street network adjacent to the *Midpoint Meadows* development to no longer call for Mid Town Road to be a cul-de-sac east of S High Point Road. Whereas proposed Ridgmont Road was planned to connect properties along existing Mid Town Road to the realigned Mid Town-Raymond arterial east of S High Point Road, City staff now proposes to maintain a Mid Town Road intersection with S High Point north of the new arterial intersection of Mid Town-Raymond and S High Point. Final details of those intersections will be developed following plat approval; however, staff now anticipates a limited-access intersection to provide some direct access to the existing section of Mid Town Road that serves Elver Park, Marty Road, and the Province Hill Apartments.

One area of focus during the review of the original TR-P master plan and preliminary plat approval was the southwestern quadrant of the future Mid Town-Raymond and S High Point Road intersection, which the applicant proposed to develop with a block of two-family twin homes served by an alley and a private open space outlot fronting S High Point instead of the denser Residential Housing Mix (HM) 3 and HM4 block shown in the neighborhood development plan. Staff questioned the efficacy of putting a private open space outlot adjacent to the future collector street and encouraged the development team to explore a different layout and residential use for that portion of the development that might be more consistent with the plan recommendations. However, following the February approvals, Planning staff met with the project team, who cited the significant topography extending west from future S High Point Road for maintaining the two-family residences there versus another larger or denser form of residential development. The revised preliminary plat and proposed final plat show narrow, deep lots for the two-family residences extending between the private alley outlot and S High Point Road in lieu of the private open space outlot. The space between the eastern-facing wall of the future residents and S High Point Road will include a 10-foot public sidewalk easement, a 30-foot wide easement for public sanitary sewer and water, and a landscaping easement of varying depth to be granted to the private homeowners association for future planting and maintenance. A private open space outlot proposed along the south side of Mid Town Road has also been removed with the revised plat.

In response to concerns with the original preliminary plat about the proposed intersection of an alley with Mid Town Road, the developer converted the previously proposed public alley into a private alley to be maintained by the owners of the benefitting parcels. Unlike the other alleys within the Midpoint Meadows subdivision, which will be dedicated to the City, Outlot 3 does not meet the design requirements for public alleys in the Subdivision Regulations. In general, public alleys may not have curves or mid-block intersections like those shown for Outlot 3.

Staff will note for the Plan Commission that the City of Madison Streets Division does not collect refuse or recycling from alleys, whether they are public or private. Therefore, the alley-loaded lots in the proposed subdivision will either need to contract for private waste collection or residents will need to move their City collection carts to the nearest public street frontage for collection on their assigned day. The City will also not maintain the private alley, so maintenance like snow removal and pavement repair will be the responsibility of the abutting owners or an association that will levy assessments to the benefitting lots.

Conclusion

The applicants have submitted a revised preliminary plat and the first final plat of *Midpoint Meadows* for approval. The revised subdivision calls for a slight increase in the number of future residential units compared to the original preliminary plat approved in February 2024. The revised preliminary plat is consistent with the applicable recommendations for the site in the High Point-Raymond Neighborhood Development Plan and Comprehensive Plan and generally addresses the comments and conditions raised during the original review of the preliminary plat. Staff believes that the Plan Commission may find that the revised preliminary plat and final plat meet the standards for approval subject to the conditions that follow.

As it did with the initial zoning and preliminary plat approvals, City staff acknowledges that implementation of the planned public improvements associated with the *Midpoint Meadows* development may impact surrounding properties compared to how a new development typically impacts its surroundings. In addition to the eventual completion of S High Point Road and the rerouting of Mid Town and Raymond Roads to create the continuous east-west arterial between the western City limits and Verona Road, the plat will also alter existing travel patterns and potentially change how Elver Park is accessed from the south and west. Implementation of all of the planned future roads will also likely cause changes to the names of existing street segments and access to properties and may result in the addresses of some properties changing in response to the new street network. Many of these potential impacts will unfold over the course of many years and budget cycles, and will require ongoing careful coordination and communication between the developer, City, and nearby stakeholders.

Recommendation

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

The Planning Division recommends that the Plan Commission forward the revised preliminary plat and first final plat of *Midpoint Meadows* 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 preliminary plat and the conditions for the final plat, which begin on **page 17**:

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

Planning Division

1. The applicant shall submit a landscaping plan for the easement area on Lots 235-250 for approval by the Planning Division and inclusion in the final TR-P zoning plan for the development. The landscaping plan shall include details on any berming to be built within the easement, as well as the size and species of trees and perennials to be planted. The scope of the landscaping plan shall extend from the west side of the proposed public sidewalk to the right of way of S High Point Road from Mid Town Road to Starnova Drive. Approval of the landscaping plan shall be granted prior to final approval of the plat for recording.
2. The portion of the property not located in the Central Urban Service Area (CUSA) shall be added to the CUSA boundaries prior to recording of the final plat.
3. 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.

4. The section of Marty Road south of the proposed Mid Town-Raymond Roads connection shall not be vacated/discontinued until a suitable terminus for the section of Raymond Road south of the plat limits has been acquired/dedicated and constructed, including any portion of the terminus located off the subject site.

5. At the time of final plat recording, the two-family twin dwellings shall have a joint cross access and maintenance agreement 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.

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

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

6. A Phase 1 environmental site assessment (per ASTM E1527-13), is required for lands dedicated to the City. Provide one (1) digital copy and staff review will determine if a Phase 2 ESA is also required. Submit report(s) to Brynn Bemis ((608) 267-1986, bbemis@cityofmadison.com).

7. 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.

8. Construct Madison standard street, multi-use path, and sidewalk improvements for all streets within the plat, except Mid Town-Raymond Roads, which will be explained in other conditions.

9. Construct sidewalk, path, terrace, curb and gutter, and 10 feet of pavement on each side of Mid Town Road from S High Point Road to Marty Road. Construct sidewalk, path, terrace, curb and gutter, and 10 feet of pavement on south side of Mid Town Road from the western plat limit to S High Point Road.

10. Construct temporary turn around on Marty Road and demolish portion of road that will not remain. Coordinate timing with City of Madison extension of S High Point Road south of plat.

11. Construct "Old" Mid Town Road as required by the City Engineer from S High Point Road-Raymond Rd to Marty Road, including all connections to adjacent properties.

12. Construct 10-foot wide path on old Mid Town Road alignment from S High Point Road to Marty Road.

13. Make improvements to Mid Town Road and S High Point Road in order to facilitate ingress and egress to the development as required by City Traffic Engineer.

14. Construct public sanitary sewer, storm sewer, and drainage improvements as necessary to serve the lots within the plat.

15. This development is subject to impact fees for the Upper Badger Mill Creek Storm Impact Fee District. All impact fees are due and payable at the time building permits are issued. 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."

16. 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.
17. Provide proof of septic system abandonment from Public Health—Madison and Dane County as a condition of plat approval.
18. The proposed sewer connection to the MMSD sewer access structure shall conform to all MMSD connection specification criteria. The contractor is responsible for taking out the MMSD connection permit as well as the permit connection fee if applicable. Add the following note to the plans: "The contractor shall notify Ray Schneider (608)347- 3628, rays@madsewer.org, five (5) days prior to making the connection to the MMSD manhole to arrange for inspection of the connection."
19. An Erosion Control Permit is required for this project.
20. A Storm Water Management Report and Storm Water Management Permit is required for this project.
21. 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 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.
22. 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.
23. 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.
24. Provide calculations for the 500-year storm event, as identified in MGO Chapter 37, as part of the plat design and stormwater management plan. The flows from this design storm event will be routed through the development and used to determine an anticipated safe top of concrete foundation elevation for future buildings in critical areas.

25. Submit proposed lot corner grades with the stormwater management plan as these two items must be reviewed together to properly determine stormwater overflow conditions. Prior to the issuance of building permits, submit a master stormwater drainage plan with final as-built lot corner grades. These grades may be modified from the originally proposed grades provided they continue to meet design tolerances. No building permits shall be issued prior to City Engineering's final approval of this plan.
26. Install a property boundary witness markers along the boundary of lands dedicated for public stormwater purposes at property corners or in locations that are mutually agreeable to the applicant and Engineering Division.
27. 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.
28. Demonstrate compliance with MGO Section 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.
29. 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.
30. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Stormwater Management Permit application can be found on City Engineering's website. The Storm Water Management Plan & 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. (POLICY and MGO 37.09(2))
 - Detain the 2-, 5-, 10-, 100-, and 200-year storm events, matching post-development rates to pre-development rates and using the design storms identified in MGO Chapter 37.
 - Provide infiltration of 90% of the pre-development infiltration volume.
 - Reduce TSS by 80% (control the 5-micron particle) off of newly developed areas compared to no controls.
 - Provide substantial thermal control to reduce runoff temperature in cold water community or trout stream watersheds.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.

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

31. A Phase 1 environmental site assessment (per ASTM E1527-13), is required for lands dedicated to the City. Provide one (1) digital copy and staff review will determine if a Phase 2 ESA is also required. Submit report(s) to Brynn Bemis ((608) 267-1986, bbemis@cityofmadison.com).
 32. The developer shall request the petition for the street discontinuance and vacation of Mid Town, Raymond, and Marty Roads. Provide an exhibit along with legal description and sketch of the right of way to be vacated and other required materials after first consulting with Engineering Mapping staff. Note: There are existing parcels dependent on these roads. These discontinuances will be phased as can be allowed and will not be released until full alternate rerouting can be accomplished.
 33. Note: The dedications for the realignment of Mid Town Road and Raymond Road to intersect at S High Point Road will cause the future planned/proposed, discontinuance/vacations to result in needed road segment name changes after completion. The existing section of Mid Town Road lying east of S High Point Road will require a name change, as will the southwesterly portion of Raymond Road lying southwest of the plat into the Town of Verona.
-
34. 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.
 35. 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.
 36. Release portions of 16.5-foot wide TDS Easement per Document No. 3924259 and 12-foot wide TDS Easement per Document No. 31955177 lying within areas being dedicated to the public for right-of-way.
 37. Obtain more information or a better copy of Document No. 544866 Easement to Wisconsin Power and Light for Poles and Wires and show this easement on the plat.
 38. The ultimate final cul-de-sac on Marty Road shall have a minimum radius of 72 feet with a minimum reverse curve radius of 100 feet, or as approved by City Engineering and Traffic Engineering staff.

39. Mid Town Road shall remain a 66-foot wide right of way from the easterly edge of the plat to its intersection with S High Point Road and no longer terminate at the proposed cul-de sac. No longer show this portion to be vacated and fully dedicate the southern 33 feet of this right of way.
40. For those lands lying outside the initial phase of final plat that are contained within this preliminary plat, those lands shall be included and platted in outlots to be reserved for future development. Once platted into outlots, they may be omitted from future phases, however remnants will still need to be further placed into outlots if left over in other phases.

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

41. The following streets shall be classified as Community Connectors as defined by the current Complete Green Streets Guide: S High Point Road. The applicant shall dedicate, at minimum, the typical right of way widths for this street classification as provided in the guide (80 feet).
42. If the applicant wishes to provide parking on both sides of Mid Town Road/Raymond Road, defined as a Boulevard by the Complete Green Streets Guide, they shall dedicate a minimum 125 feet right of way.
43. All other streets in the subdivision shall have a minimum right of way width of 62 feet.
44. The applicant shall work with the Traffic Engineering and City Engineering Divisions on finalizing the alignment of Mid Town Road/Raymond Road. Alignment alterations may result in major modifications to the plat.
45. The applicant shall work with the Traffic Engineering and City Engineering Divisions on finalizing the alignment of S High Point Road. Alignment alterations may result in major modifications to the plat.

46. 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. Easements are needed between lots: 111-112, 96-97, 72-73, 104-105, 116-Outlot 8, 129-130, 139-140, 164-165, 158-159, 153-152, 191-192, 188-189, 184-185, 228-229, 224-225, 232-233, 235-236, 242-243. On the corner of lots: 8, 32, 147, 120, 148, 123, 182, 195, 222, 221, 113, Outlot 4.
47. The applicant shall execute and return a declaration of conditions and covenants (DCC) for streetlights prior to sign off of the final plat.
48. The applicant shall work with Traffic Engineering on determining the appropriate locations for Cluster Box Units. Traffic Engineering shall approve Cluster Box Unit locations prior to sign-off.
49. 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)

50. The agency reviewed this project and determined a Transportation Demand Management (TDM) Plan is not required at this time. 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)

51. Work with Planning and Zoning staff to finalize approval of the TR-P Master Plan text and exhibits in accordance with MGO Section 28.053(6).

52. Submit an exhibit showing the proximity to existing or planned public or common open space. All residential lots shall be located within one-quarter (1/4) mile of existing or planned public or common open space.

53. Submit a phasing plan for the implementation of the master planned development.

54. Obtain a raze permit prior to demolition of the farm buildings.

55. The two-family twin homes 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)

56. Topography in the vicinity of this development requires pressure management considerations. Coordinate water system design with the Madison Water Utility to evaluate pressure mitigation options.

57. 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.

58. 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).

59. 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)

60. The Mid Town Road, Raymond Road, and S High Point Road corridors are either existing or potential transit corridors, and any construction/redesign of those rights of way should be completed using transit-supportive pavement strengths and accessibly-sloped terrace areas. City Engineering should confirm with Metro Transit any existing or planned curbside bus stops that need accessible passenger boarding area designs.

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

61. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Sec. 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# 24020 when contacting Parks Division staff about this project.
62. 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.
63. The following note should be included on the final plat: "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.
64. 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.
65. The applicant shall prominently stake all boundaries and property irons for lands to be dedicated for park purposes.
66. The developer shall provide soil borings within any lands to be dedicated as parkland.
67. 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 propose 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.
68. The applicant shall complete a tree inventory and health assessment for the trees located on the proposed public park and any in close proximity to the park. The applicant shall include all existing trees, which are not all currently shown on the preliminary plat. The tree inventory and health assessment should be completed by an arborist and provided to the Parks Division with the final plat application.
69. If private lots back up to the public park land, the applicant shall install a fence along the boundary of lands dedicated for public park purposes 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.

70. Once dedicated to the public, the developer shall not use park property for construction staging, stockpiling material, or any other purpose.

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

71. 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)

72. 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. The executed original hard stock recordable plat shall be presented at the time of sign-off.

73. 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.

74. 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.

75. All consents and certifications for any holder of interests in the subject lands shall conform with Wis. Stats. 236.21(2) and 236.29, i.e., to include the language "...surveyed, divided, mapped and dedicated..."

76. 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.

77. 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.

78. Pursuant to MGO Section 16.23(5)(e)1 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.

79. Pursuant to MGO Section 16.23(4), the owner shall furnish an updated title report to ORES via email to Andy Miller (acmiller@cityofmadison.com) in the City's Office of Real Estate Services, as well as the surveyor preparing the plat, an updated title report covering the period between the date of the initial title report, which is November 28, 2023, and the date when sign-off approval is requested. A title commitment may be provided, but will only be considered as supplementary information to the title report update. 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 title update contains changes that warrant revisions to the plat.
80. Revise the plat prior to final approval and recording:
- a) Accurately reflect the contents of the title report in the proposed plat.
 - b) Depict, name, and identify by document number on the proposed plat all existing easements cited in record title.
 - c) Include on the proposed plat a complete and accurate legal description of the lands that are to be included in the proposed plat. The legal description shall be reconciled with the legal description of said lands in record title.
 - d) Depict and dimension all existing improvements including, but not limited to: buildings, drives, parking lots, encroachments, wells, septic systems, etc. associated with the lands described for the proposed plat. If buildings are to be demolished, label any such buildings as "to be demolished" or similar.
 - e) For properties not connected to municipal utility services, consider whether or not well abandonment ref. NR-141 needs to be addressed.
 - f) Create and record, or show as being dedicated in the proposed plat, easements for utility and drainage rights of way when the utility or drainage physically exists, but no document for it exists in record title.
 - g) Record satisfactions or releases for all recorded instruments that encumber or benefit the subject lands, if all interested parties agree that the purpose for such instrument is no longer necessary or relevant for the purposes of the land division.
 - h) Initiate requests to all applicable utilities to record releases of their interests in utility easements in underlying plats or CSM's, if this proposed plat is a redivision of existing plats or CSMs with utility easements that will no longer be applicable; and, prior to requesting sign-off, place a note in the proposed plat citing the recording data for the City's recorded release of same.
 - i) Create notes that define the purpose of and the ownership of (whether public or private) all outlots. The note for an outlot dedicated to the public shall say: "Dedicated to the public for _____ purposes."
 - j) 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 April 16, 2013.

- k) Include the following sentence with the dedicated utility easements depiction in the Legend: Utility Easements as herein set forth are for the use of public bodies, as well as private utilities having the right to serve the area.

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

Planning Division

1. The applicant shall submit a landscaping plan for the easement area on Lots 235-250 for approval by the Planning Division and inclusion in the final TR-P zoning plan for the development. The landscaping plan shall include details on any berming to be built within the easement, as well as the size and species of trees and perennials to be planted. The scope of the landscaping plan shall extend from the west side of the proposed public sidewalk to the right of way of S High Point Road from Mid Town Road to Starnova Drive. Approval of the landscaping plan shall be granted prior to final approval of the plat for recording.
2. The portion of the property not located in the Central Urban Service Area (CUSA) shall be added to the CUSA boundaries prior to recording of the final plat.
3. 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.
4. At the time of final plat recording, the two-family twin dwellings shall have a joint cross access and maintenance agreement 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.

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

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

5. A Phase 1 environmental site assessment (per ASTM E1527-13), is required for lands dedicated to the City. Provide one (1) digital copy and staff review will determine if a Phase 2 ESA is also required. Submit report(s) to Brynn Bemis ((608) 267-1986, bbemis@cityofmadison.com).
6. Provide calculations for the 500-year storm event, as identified in Madison General Ordinance Chapter 37, as part of the plat design and stormwater management plan. The flows from this design storm event will be routed through the development and used to determine an anticipated safe top of concrete foundation elevation for future buildings in critical areas.
7. This development is subject to review fees from both Capital Area Regional Plan Commission (CARPC) and Madison Metropolitan Sewerage District (MMSD). Those fees have been prepaid by the City of Madison as a condition of bring this area into the Central Urban Service Area (CUSA). The proportional share of those fees shall be charged to this development prior to approval.

8. 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.
9. Construct Madison standard street, multi-use path, and sidewalk improvements for all streets within the plat, except Mid Town/Raymond Roads, which will be explained in other conditions.
10. Construct sidewalk, path, terrace, curb and gutter, and 10 feet of pavement on each side of Mid Town Road from S High Point Road to Marty Road. Construct sidewalk, path, terrace, curb and gutter, and 10 feet of pavement on south side of Mid Town Road from the western plat limit to S High Point Road.
11. Construct temporary turn around on Marty Road and demolish portion of road that will not remain. Coordinate timing with City of Madison extension of S High Point Road south of plat.
12. Construct "Old" Mid Town Road as required by the City Engineer from S High Point Road/Raymond Rd to Marty Road, including all connections to adjacent properties.
13. Construct a 10-foot wide path on old Mid Town Road alignment from S High Point Road to Marty Road.
14. Make improvements to Mid Town Road and S High Point Road in order to facilitate ingress and egress to the development as required by City Traffic Engineer.
15. Construct public sanitary sewer, storm sewer, and drainage improvements as necessary to serve the lots within the plat.
16. This development is subject to impact fees for the Upper Badger Mill Creek Storm Impact Fee District (2024 rate: \$102.51/1000 square feet of lot area). All impact fees are due and payable at the time building permits are issued. 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."
17. 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.
18. A minimum of two (2) working days prior to requesting City Engineering signoff on the plat, 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).
19. Provide proof of septic system abandonment from Public Health—Madison and Dane County as a condition of plat approval.

20. The proposed sewer connection to the MMSD sewer access structure shall conform to all MMSD connection specification criteria. The contractor is responsible for taking out the MMSD connection permit as well as the permit connection fee if applicable. Add the following note to the plans: "The contractor shall notify Ray Schneider (608)347- 3628, rays@madsewer.org, five (5) days prior to making the connection to the MMSD manhole to arrange for inspection of the connection."
21. An Erosion Control Permit is required for this project.
22. A Storm Water Management Report and Storm Water Management Permit is required for this project.
23. 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 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.
24. 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.
25. 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.
26. Submit proposed lot corner grades with the stormwater management plan as these two items must be reviewed together to properly determine stormwater overflow conditions. Prior to the issuance of building permits, submit a master stormwater drainage plan with final as-built lot corner grades. These grades may be modified from the originally proposed grades provided they continue to meet design tolerances. No building permits shall be issued prior to City Engineering's final approval of this plan.
27. Install a property boundary witness markers along the boundary of lands dedicated for public stormwater purposes at property corners or in locations that are mutually agreeable to the applicant and Engineering Division.
28. 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.

29. Demonstrate compliance with MGO Section 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.
30. 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.
31. 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).
32. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Stormwater Management Permit application can be found on City Engineering's website. The Storm Water Management Plan & 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. (POLICY and MGO 37.09(2))
 - Detain the 2-, 5-, 10-, 100-, and 200-year storm events, matching post-development rates to pre-development rates and using the design storms identified in MGO Chapter 37.
 - Provide infiltration of 90% of the pre-development infiltration volume.
 - Reduce TSS by 80% (control the 5-micron particle) off of newly developed areas compared to no controls.
 - Provide substantial thermal control to reduce runoff temperature in cold water community or trout stream watersheds.
 - 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.

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

33. The developer shall request the petition for the future street discontinuance and vacation of Raymond Road and Marty Roads and possible portions of Mid Town Road lying east of S High Point Road. Provide an exhibit along with legal description and sketch of the right of way to be vacated and other required materials after first consulting with Engineering Mapping staff. Note: There are existing parcels dependent on these roads. These discontinuances will be phased as can be allowed and will not be released until full alternate rerouting

can be accomplished. Note that not all of the street intersections as fully platted hereon will remain after construction of roads. Additionally, some streets will be renamed at that time.

34. Note: The dedications for the realignment of Mid Town Road and Raymond Road to intersect at S High Point Road will cause the future planned/proposed, discontinuance/vacations to result in needed road segment name changes after completion. The existing section of Mid Town Road lying east of S High Point Road will require a name change, as will the southwesterly portion of Raymond Road lying southwest of the plat into the Town of Verona.

35. The applicant shall dedicate a 33 foot wide strip of right of way for Mid town Road matching the existing along Outlot 4.

36. Update Street A on the final plat to show as 'Raymond Road.'

37. 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.

38. 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.

39. Release portions of 16.5-foot wide TDS Easement per Document No. 3924259 and 12-foot wide TDS Easement per Document No. 31955177 lying within areas being dedicated to the public for right-of-way.

40. 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).

41. 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.

42. 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.
43. Refer to MGO specifications for final cul-de-sac curve design for C-63 and C-64 or as determined and approved by City Engineering and Traffic Engineering staff.
44. Per Wis. Stats. 236.20(2)(c), where the exterior boundary lines show bearings or lengths that vary from those recorded in abutting plats or certified surveys, there shall be the following note placed along the lines, "recorded as (show recorded bearing or length or both)."
45. Obtain more information or a better copy of Document No. 544866 Easement to Wisconsin Power and Light for Poles and Wires and show this easement on the plat.
46. 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)

47. The following streets shall be classified as Community Connectors as defined by the current Complete Green Streets Guide: S High Point Road. The applicant shall dedicate, at minimum, the typical right of way widths for this street classification as provided in the guide (80 feet).
48. If the applicant wishes to provide parking on both sides of Mid Town Road/Raymond Road, defined as a Boulevard by the Complete Green Streets Guide, they shall dedicate a minimum 125 feet right of way.
49. All other streets in the subdivision shall have a minimum right of way width of 62 feet to allow an 18-foot wide travel way, and 8-foot wide parking lanes and 8-foot deep terraces on both sides of those streets.
50. The applicant shall work with the Traffic Engineering and City Engineering Divisions on finalizing the alignment of Mid Town Road/Raymond Road. Alignment alterations may result in major modifications to the plat.
51. The applicant shall work with the Traffic Engineering and City Engineering Divisions on finalizing the alignment of S High Point Road. Alignment alterations may result in major modifications to the plat.

52. 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. Easements are needed between lots: 111-112, 96-97, 72-73, 104-105, 116-Outlot 8, 129-130, 139-140, 164-165, 158-159, 153-152, 191-192, 188-189, 184-185, 228-229, 224-225, 232-233, 235-236, 242-243. On the corner of lots: 8, 32, 147, 120, 148, 123, 182, 195, 222, 221, 113, Outlot 4.
53. The applicant shall execute and return a declaration of conditions and covenants (DCC) for streetlights prior to sign off of the final plat.
54. The applicant shall work with Traffic Engineering on determining the appropriate locations for Cluster Box Units. Traffic Engineering shall approve Cluster Box Unit locations prior to sign-off.
55. 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)

56. The agency reviewed this project and determined a Transportation Demand Management (TDM) Plan is not required at this time. 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)

57. Work with Planning and Zoning staff to finalize approval of the TR-P Master Plan text and exhibits in accordance with MGO Section 28.053(6).
58. Submit an exhibit showing the proximity to existing or planned public or common open space. All residential lots shall be located within one-quarter (1/4) mile of existing or planned public or common open space.
59. Submit a phasing plan for the implementation of the master planned development.
60. Obtain a raze permit prior to demolition of the farm buildings.
61. The two-family twin homes 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)

62. Topography in the vicinity of this development requires pressure management considerations. Coordinate water system design with the Madison Water Utility to evaluate pressure mitigation options.

63. 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.

64. 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).

65. 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)

66. The Mid Town Road, Raymond Road, and S High Point Road corridors are either existing or potential transit corridors, and any construction/redesign of those rights of way should be completed using transit-supportive pavement strengths and accessibly-sloped terrace areas. City Engineering should confirm with Metro Transit any existing or planned curbside bus stops that need accessible passenger boarding area designs.

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

67. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Sec. 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# 24020 when contacting Parks Division staff about this project.

68. 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.

69. The following note should be included on the final plat: "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. 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.

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

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

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 propose 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 applicant shall complete a tree inventory and health assessment for the trees located on the proposed public park and any in close proximity to the park. The applicant shall include all existing trees, which are not all currently shown on the preliminary plat. The tree inventory and health assessment should be completed by an arborist and provided to the Parks Division with the final plat application.
75. If private lots back up to the public park land, the applicant shall install a fence along the boundary of lands dedicated for public park purposes 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.
76. Once dedicated to the public, the developer shall not use park property for construction staging, stockpiling material, or any other purpose.

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

77. 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)

78. 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. The executed original hard stock recordable plat shall be presented at the time of sign-off.
79. 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.

80. 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.
81. All consents and certifications for any holder of interests in the subject lands shall conform with Wis. Stats. 236.21(2) and 236.29, i.e., to include the language "...surveyed, divided, mapped and dedicated..."
82. 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.
83. 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.
84. Pursuant to MGO Section 16.23(5)(e)1 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.
85. Pursuant to MGO Section 16.23(4), the owner shall furnish an updated title report to ORES via email to Andy Miller (acmillier@cityofmadison.com) in the City's Office of Real Estate Services, as well as the surveyor preparing the plat, an updated title report covering the period between the date of the initial title report, which is November 28, 2023, and the date when sign-off approval is requested. A title commitment may be provided, but will only be considered as supplementary information to the title report update. 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 title update contains changes that warrant revisions to the plat.
86. Revise the plat prior to final approval and recording:
 - a) Accurately reflect the contents of the title report in the proposed plat.
 - b) Depict, name, and identify by document number on the proposed plat all existing easements cited in record title.
 - c) Include on the proposed plat a complete and accurate legal description of the lands that are to be included in the proposed plat. The legal description shall be reconciled with the legal description of said lands in record title.
 - d) Depict and dimension all existing improvements including, but not limited to: buildings, drives, parking lots, encroachments, wells, septic systems, etc. associated with the lands described for the proposed plat. If buildings are to be demolished, label any such buildings as "to be demolished" or similar.
 - e) For properties not connected to municipal utility services, consider whether or not well abandonment ref. NR-141 needs to be addressed.
 - f) Create and record, or show as being dedicated in the proposed plat, easements for utility and drainage rights of way when the utility or drainage physically exists, but no document for it exists in record title.

- g) Record satisfactions or releases for all recorded instruments that encumber or benefit the subject lands, if all interested parties agree that the purpose for such instrument is no longer necessary or relevant for the purposes of the land division.
- h) Initiate requests to all applicable utilities to record releases of their interests in utility easements in underlying plats or CSM's, if this proposed plat is a redivision of existing plats or CSMs with utility easements that will no longer be applicable; and, prior to requesting sign-off, place a note in the proposed plat citing the recording data for the City's recorded release of same.
- i) Create notes that define the purpose of and the ownership of (whether public or private) all outlots. The note for an outlot dedicated to the public shall say: "Dedicated to the public for _____ purposes."
- j) 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 April 16, 2013.
- k) Include the following sentence with the dedicated utility easements depiction in the Legend: Utility Easements as herein set forth are for the use of public bodies, as well as private utilities having the right to serve the area.

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.	Will Exceed	1,800sq. ft./unit	Will Exceed
Lot Width	30'	Greater than 30'	25'/unit	Greater than 25'
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'	"

Requirements	Required: Multi-family Dwelling Residential Building Complex	Proposed
Lot Area (sq. ft.)	600 sq. ft./unit + 300 sq. ft. per bedroom greater than 2	Lot 218: 345,755 sq. ft. Lot 252: 203,909 sq. ft.
Lot Width	50'	Exceeds 50'
Front Yard Setback	15'	To be determined at the time of permitting
Max. Front Yard Setback	30' or up to 20% greater than block average	
Side Yard Setback	10'	
Reverse Corner Side Yard Setback	12' (10' for garage)	
Rear Yard Setback	Street-accessed: 20' Alley-accessed: 2'	
Usable Open Space	None	
Maximum Lot Coverage	75%	
Maximum Building Height	4 stories/ 52' (Can exceed with conditional use)	

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'	

Other Critical Zoning Items	
Yes:	Utility Easements
No:	Barrier Free, Urban Design, Wellhead Protection, Floodplain, Landmarks, Waterfront Development
<i>Prepared by: Jenny Kirchgatter, Assistant Zoning Administrator</i>	