



Project Addresses: 9301-9317 Mineral Point Road and 9450 Silicon Prairie Parkway
Application Type: Zoning Map Amendment, Demolition Permit, Conditional Use, and Certified Survey Map Referral
Legistar File ID # [59633](#), [59072](#), and [59073](#)
Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted

Summary

Applicant & Property Owner: Paul Molinaro, Welton Enterprises, Inc./Welton Family, Limited Partnership; 702 N Blackhawk Avenue, Suite 109; Madison.

Surveyor: Matthew E. Hoglund, Quam Engineering, LLC; 4604 Siggelkow Road, Suite A; McFarland.

Contact Person: Kevin Burow, Knothe & Bruce Architects; 7601 University Avenue, Suite 201; Middleton.

Requested Actions: Approval of a request to rezone property addressed as 9301-9317 Mineral Point Road and 9450 Silicon Prairie Parkway from A (Agricultural District) to CC-T (Commercial Corridor–Transitional District); approval of a demolition permit to demolish two single-family residences and an agricultural building; approval of conditional uses to construct a mixed-use building with 13,000 square feet of commercial space and 62 apartments and six apartment buildings with 268 units with a pool and clubhouse; and approval of a Certified Survey Map (CSM) to create three lots for the proposed development and one lot for future development.

Proposal Summary: The applicant is requesting land use and subdivision approvals to develop approximately 9.58 acres of land located at the southeastern corner of Mineral Point Road and South Point Road with a complex of buildings, which will include a four-story mixed-use building in the northwestern corner of the site that will contain 13,000 square feet of ground floor commercial space and 62 multi-family units on the upper three floors. The remainder of the 9.58-acre site will be developed with six multi-family dwellings containing 268 total apartments with a shared pool and clubhouse. A total of 330 apartments are proposed in the development, which will be served by 308 underground auto parking stalls, 242 surface auto parking stalls, and 378 bike parking stalls. [A request for two vehicle access sales and service windows to serve tenants of the future commercial spaces in Building 5 was withdrawn by the applicant.]

The proposed CSM will create three lots for the proposed mixed-use and multi-family development and one lot for future development east of Cross Oak Drive, which will be extended between Mineral Point Road and Fortunate Place to serve the project.

The first phase of the proposed development is scheduled to commence in summer 2020, with completion anticipated in 2021. Commencement and completion of subsequent phases of the project will proceed based on market demand for the proposed units.

Applicable Regulations & Standards: Section 28.182 of the Zoning Code provides the process for zoning map amendments. Table D-2 in Section 28.061(1) identifies multi-family dwellings with eight (8) or more units, dwelling units in mixed-use buildings, and outdoor recreation as conditional uses in the CC-T (Commercial Corridor–Transitional) district subject to the supplemental regulations in Section 28.151. Section 28.067(4)(a) states that any mixed-use or multi-tenant building over 40,000 square feet of gross floor area in the CC-T district requires approval of a conditional use. Section 28.151 states that any mixed-use building with more than 24 dwelling units

in the CC-T district requires conditional use approval, and requires that a mixed-use building in the CC-T district with less than 75% non-residential ground floor area be approved as a conditional use. Section 28.151 also requires that a building in CC-T with a street-facing width greater than 40 feet, at least 75% of the ground-floor frontage facing the primary street, including all frontage at a street corner, shall be non-residential; less non-residential frontage requires conditional use approval. Section 28.183 provides the process and standards for the approval of conditional use permits. Section 28.185 provides the process and standards for the approval of demolition and removal permits. The subdivision process is outlined in Section 16.23(5)(b) of the Subdivision Regulations.

Review Required By: Plan Commission and Common Council

Summary Recommendation: The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00428, rezoning 9301-9317 Mineral Point Road and 9450 Silicon Prairie Parkway from A to CC-T, and the Certified Survey Map to the Common Council with recommendations of **approval**; and find that the standards for demolition permit and conditional uses are met to **approve** the demolition of two single-family residences and an agricultural building and construction of a mixed-use building with 13,000 square feet of commercial space and 62 apartments and six apartment buildings with 268 units with a pool and clubhouse, all subject to input at the public hearing and the conditions from reviewing agencies beginning on page 8 of this report for the land use requests, and on page 15 for the four-lot CSM.

Background Information

Parcel Location: Approximately 16.05 acres of land generally at the southeastern corner of Mineral Point Road and South Point Road; Aldermanic District 9 (Skidmore); Middleton-Cross Plains School District. The southern and eastern edges of the property are bounded by Silicon Prairie Parkway, Cross Oak Drive, Fortunate Place, and partially dedicated but unconstructed Redan Drive.

Existing Conditions and Land Use: The subject site is mostly undeveloped agricultural land, with the exception of two single-family residences and a variety of agricultural accessory buildings located along the Mineral Point Road frontage.

Land Uses and Zoning Surrounding Overall Site:

North: Single-family residences and agricultural land across Mineral Point Road in the Town of Middleton, zoned Dane County AT-5 (Agricultural Transition-5-Acre District);

South: Townhouses along the south side of Silicon Prairie Parkway, zoned PD;

West: Across South Point Road, undeveloped land in the City of Madison, zoned IL (Industrial–Limited District); single-family residence in the Town of Middleton, zoned Dane County AT-5;

East: Legacy Apartments across Cross Oak Drive and Fortunate Place, zoned TR-U1 (Traditional Residential–Urban 1 District); undeveloped land, zoned A (Agricultural District).

Adopted Land Use Plans: The 2018 Comprehensive Plan recommends the Mineral Point Road frontage of the site for Neighborhood Mixed-Use (NMU) development, with the remainder of the site and adjacent Legacy Apartments recommended for Medium Residential (MR) development.

The 2018 [Pioneer Neighborhood Development Plan](#) recommends the Mineral Point Road frontage of the site west of Cross Oak Drive for neighborhood mixed-use development, with the portion of the site reserved for future development recommended for employment. The remainder of the site is recommended for Residential Housing Mix 3 (HM3), with a recommended density between 20-40 units per acre. The plan also recommends the extension of Cross Oak Drive to Mineral Point Road to provide access to the neighborhood.

Zoning Summary: The overall site will be zoned CC-T (Commercial Corridor–Transitional District):

Requirements	Required	Proposed
Lot Area (for exclusive residential use)	750 sq. ft./ unit (198,750 sq. ft.)	417,359 sq. ft.
Front Yard	65' Maximum (from Cross Oak Dr.)	29.6' (Bldg. 3) or less – Will comply
Side Yards (where proposed or abutting bldgs. have openings within 6 feet of lot line)	One-story: 5' Two-story or higher: 6'	54.9' (Building 5)
Side Yards: Exclusive residential use	10'	27.8' Building 4 22.3' Building 7
Rear Yard	Lesser of 20% lot depth or 20' (from South Point Rd.)	32-44' for Buildings 5-7
Maximum Lot Coverage (Both Sites)	85%	58%
Maximum Building Height	5 stories/ 68 feet	3 or 4 stories – Will comply
Auto Parking	No minimum required	550
Accessible Stalls	Yes	Provided
Bike Parking	1 per 5 employees (To be determined)	50
Loading	1 (10' x 50')	(See conditions)
Building Forms	Flex Building; Large Multi-Family Building	(See conditions)
Other Critical Zoning Items		
Yes:	Barrier Free, Utility Easements	
No:	Urban Design, Floodplain, Wellhead Protection, Landmarks, Waterfront Development, Adjacent to Park	
<i>Prepared by: Jenny Kirchgatter, Assistant Zoning Administrator</i>		

Environmental Corridor Status: The properties are not located in a mapped environmental corridor.

Public Utilities and Services: The site will be served by a full range of urban services as it develops with the exception of Metro Transit, which currently does not provide service west of Junction Road. The proposed development is outside Metro Transit's paratransit service area. The closest bus stop with scheduled bus service is over 1.5 miles walking distance, and the parcels would be greater than the three-quarter-mile regulatory distance from all day scheduled service for passengers who might be eligible for door-to-door paratransit service.

Project Description

The applicant is requesting approval of a zoning map amendment to rezone 9.58 acres of the 16.05-acre overall site to CC-T, approval of a demolition permit to demolish two single-family residences and a principal agricultural building, and approval of conditional uses to construct a mixed-use building with 13,000 square feet of commercial space and 62 apartments and six apartment buildings with 268 units with a pool and clubhouse. Approval of a Certified Survey Map (CSM) to create three lots for the proposed development and one lot for future development is also requested.

The overall 16.05-acre site is comprised of four parcels and includes approximately 1,225 feet of frontage along Mineral Point Road, 800 feet of frontage along South Point Road, as well as frontages along Cross Oak Drive, Fortunate Place, and the partially dedicated but unconstructed right of way for future Redan Drive. From east to west, the site is developed with a two-story single-family residence and a variety of agricultural buildings located at 9301 Mineral Point Road, including a one-story metal storage building, two silos, and a two-story tall stone-and wood-clad barn. The house and accessory buildings are located on an L-shaped, 14.55-acre parcel addressed as 9450 Silicon Prairie Parkway. West of the 9301 house, the remainder of the site includes a 0.6-acre parcel addressed as 9313 Mineral Point (formerly 7231 Mineral Point), which was attached to the City from the Town of Middleton on January 7, 2020 and is developed with a one-story single-family residence and detached garage. To its west, 9317 Mineral Point is a second 0.6-acre parcel developed with a tall one-story agricultural building. The fourth parcel comprising the site is an undeveloped, landlocked 260-foot wide, 50-foot deep outlot platted with the Cardinal Glenn subdivision, which extends along the rear property lines of the 9313 and 9317 Mineral Point Road parcels.

The site is characterized by approximately 30 feet of grade change from the intersection of Mineral Point and South Point roads to the south. With the exception of mature trees surrounding some of the existing structures, the site is devoid of vegetation and is mostly in tillage.

The applicant proposes to demolish all of the above-mentioned buildings in anticipation of the proposed mixed-use and multi-family development and land division. Photos of the interiors and exteriors of the various buildings are included in the application materials, and the letter of intent includes the applicant's assessment of the condition of the buildings.

Following the proposed demolitions, the applicant proposes to divide the 16.05-acre site into four lots and to dedicate a 66-foot wide right of way for the extension of Cross Oak Drive between Mineral Point Road and its current terminus at Fortunate Place adjacent to the neighboring Legacy Apartments. West of the extension of Cross Oak, the CSM will create three lots (1-3), which will be developed with the seven mixed-use and multi-family buildings. The three lots equal 9.58 acres, which will be rezoned to the CC-T district. The remaining 5.69 acres of land east of Cross Oak will comprise Lot 4 of the CSM, which will remain zoned A pending a future development proposal for that portion of the overall site.

Vehicular access to the proposed development on Lots 1-3 will be provided from two primary driveways from Cross Oak Drive (a third driveway will provide access to the underground parking for Building 2). No vehicular access is proposed from Mineral Point Road, South Point Road, or Silicon Prairie Parkway. The intersection of Cross Oak and Mineral Point is planned to provide right-in/ right-out/ left-in movements to access the neighborhood. The private internal drives will generally parallel the perimeter public streets and will include perpendicular parking stalls to serve the complex.

The proposed four-story mixed-use building (Building 5) will be located north of the northern private drive adjacent to the South Point-Mineral Point intersection. The 13,000 square feet of commercial space will be located on the northern half of the ground floor facing a plaza area and approximately 42 surface parking area located between the building and Mineral Point Road. Multiple entry doors are shown on the northern and eastern facades to suggest that the space could be divided into multiple tenant spaces. A request to provide two vehicle access sales and service windows to serve tenants of the future commercial spaces in Building 5 was withdrawn by the applicant. The remainder of the first floor and all of floors 2-4 will be developed with 62 apartments.

The remainder of the 9.58-acre complex will be developed with six apartment buildings containing 268 total units. Five of the six apartment buildings will be three stories tall, with Building 2 proposed to stand four stories tall. Including the 62 units in Building 5, the development will have 330 apartments, which will consist of 37 efficiencies, 168 one-bedroom units, 121 two-bedroom units, and 4 three-bedroom units. Automobile parking for the development will consist of 308 underground stalls and 242 surface stalls (550 total; 1.67 stall per unit ratio). Bike parking for the project will be provided in 326 spaces located in the garages of the seven buildings and 52 surface space (378 total).

A two-story tall clubhouse that will serve the development is proposed between Buildings 1 and 2, which will face north towards Mineral Point Road between Buildings 4 and 5. A pool for the complex will be located adjacent to the south wall of the clubhouse in the landscaped courtyard formed by Buildings 1, 2, and 3. A large stormwater pond is proposed at the lowest point of the property adjacent to the intersection of Silicon Prairie Parkway and Cross Oak Drive, which will serve the development.

Analysis

This request is subject to the approval standards for zoning map amendments, demolition permits, conditional uses, and land divisions. In order to approve the proposed multi-family development, the Plan Commission shall recommend to the Common Council whether the proposed rezoning of the site to CC-T is consistent with adopted plans, and shall find that the applicable conditional use and demolition permit standards are met. In order to approve the proposed rezoning, the Common Council shall find that the zoning map amendment is *consistent with* the City's Comprehensive Plan as required by Chapter 66.1001(3) of Wisconsin Statutes. "Consistent with" is defined as "furthers or does not contradict the objectives, goals and policies contained in the comprehensive plan." Further, the Plan Commission shall not approve a conditional use without due consideration of the recommendations in the Comprehensive Plan and any applicable, neighborhood, neighborhood development, or special area plan, including design guidelines adopted as supplements to these plans

The subject site is located within the boundaries of the Pioneer Neighborhood Development Plan, which was first adopted in 2004 and amended in 2018 to provide detailed land use, utility/service, design, and transportation recommendations for the area of the existing and future City roughly bounded by Pioneer Road on the west, Junction Road on the east, Valley View Road on the south, and Mineral Point Road on the north. The 2018 neighborhood development plan and Comprehensive Plan recommend that the Mineral Point Road frontage of the site west of the planned extension of Cross Oak Drive be developed with Neighborhood Mixed-Use (NMU) uses, with the remainder of the site and adjacent Legacy Apartments recommended for Medium Residential (MR) development. The portion of the site east of Cross Oaks Drive reserved for future development is recommended for Employment.

In the case of the Pioneer Neighborhood Development Plan, buildings heights between two and four stories are recommended for the neighborhood mixed-use districts, with taller buildings possible in select locations. The site designs of development projects and the adjacent Residential Housing Mix (HM) districts are recommended to create an engaging relationship between residential and non-residential activities and encourage pedestrian movement among the various uses and activities. The plan notes that high-quality architectural and urban design is “a critical component of mixed-use development,” and designs are recommended to be pedestrian-oriented and integrated into the neighborhood, rather than dominated by large setbacks and parking areas of exclusively commercial corridors. Sequoia Commons, University Crossing and Grandview Commons are examples of the general character intended for the neighborhood mixed-use districts within the planning area.

The neighborhood development plan recommends that the southern half of the L-shaped parcel be developed in Residential Housing Mix 3 (HM3). The HM3 district is generally recommended for the development of townhouses and apartment buildings with a net density of between 20-40 units per acre in two- to four-story buildings. HM3 development is generally recommended to encourage higher residential densities at locations close to mixed-use areas, transit and parks in order to increase activity and support the development of neighborhood-serving businesses. Multi-family developments should include a mix of unit sizes, including larger two and three-bedroom units suitable for families with children. In general, an urban character of design and architecture is recommended in HM districts, with buildings oriented to and fronting on adjacent streets.

The Planning Division generally believes that the proposed rezoning and related land use approvals are consistent with the land uses recommended for the subject site despite the somewhat unconventional use of CC-T zoning to guide development of the exclusively residential portions of the project.

The mixed-use building proposed at the corner of Mineral Point and South Point roads is consistent with the uses and density recommended for neighborhood mixed-use development in both the Comprehensive Plan and Pioneer Neighborhood Development Plan and will fulfill the plan goals since 2004 for neighborhood-serving commercial uses to serve existing and future residents and employees in the northern portion of the Pioneer neighborhood and southern portion of the adjacent Elderberry neighborhood across Mineral Point Road. In order to be more fully consistent with the goals and recommendations of the plans and the requested CC-T zoning, staff recommends that a stronger connection be created between Building 5 and the intersection of South Point Road and Mineral Point Road, which may include the extension of the front plaza around the northwestern corner of the building or creation of a second plaza oriented to South Point Road. The additional plaza or hardscaping shall be connected to the South Point sidewalk in at least one location. The applicant should also work with staff to incorporate additional architectural features for Building 5 to highlight the first floor commercial spaces from traffic approaching the site from the north and west. Including the 30 units in Building 4, the portion of the site recommended for NMU development (Lot 3 of the CSM, generally) will have a density of 30.8 units per acre

The development of Lots 1 and 2 of the CSM with the remaining 238 units proposed will result in a density of 36.2 units per acre, which is consistent with the recommended density in HM3 of up to 40 units per acre. While CC-T zoning has not previously been used to develop a significant amount of new medium-density housing, standalone multi-family dwellings and residential building complexes are allowed in the district subject to conditional use approval, and large multi-family buildings are an allowed building form in that district. The residential uses proposed across the site, as well as the existing residential uses located to the south and southeast of the site, should result in a density of development that will support the commercial space proposed in Building 5.

Prior to final approval of the project, however, the applicant shall work with staff to improve the entrance orientation of Buildings 2, 3, 4, 6, and 7 facing South Point Road and Cross Oak Drive in an effort to better meet the recommendations for urban design and pedestrian orientation in the adopted plans. Also, consistent with the access and entry provisions in Section 28.172(7)(b) for Large Multi-Family Buildings, which require the principal entry to a building to be oriented to the primary abutting street, the entrances to those five building facing the streets shall be more prominent. Staff believes that those entries should be as oriented to and accessible from the public streets as they will be from the interior of the development. This is of particular interest along Cross Oak Drive, as that street is being fashioned as the primary gateway to the development from Mineral Point Road and the neighborhood to the south. The developer is also encouraged to explore direct access to first floor units from those abutting streets in order to meet this condition, although some of the grades proposed along the western and eastern edges of the site may preclude a prevalence of such direct connections.

The Landmarks Commission informally reviewed the demolitions associated with the proposed mixed-use and multi-family development at two meetings. On November 11, 2019, the Landmarks Commission voted to recommend to the Plan Commission that the single-family residence at 9313 (formerly 7231) Mineral Point Road and agricultural building at 9317 Mineral Point Road have no known historic value. However, on February 17, 2020, the Landmarks Commission voted to recommend to the Plan Commission that the buildings at 9450 Silicon Prairie Parkway/ 9301 Mineral Point Road have historic value related to the vernacular context of Madison's built environment, or as the work/product of an architect of note, but the buildings are not historically, architecturally, or culturally significant. During their discussion, members of the Commission suggested demolition criterion B for the vernacular context of Madison due to the loss of "farm-related resources" as farmland is incorporated into the City for development purposes.

Conclusion

The Planning Division believes that the Plan Commission may find the standards for zoning map amendments, demolition permits, and conditional uses are met to allow demolition of two single-family residences and various agricultural accessory buildings and construction of a mixed-use and multi-family development containing 13,000 square feet of commercial space and 330 apartments in seven buildings. While somewhat unconventional, the proposed CC-T zoning for the site is consistent with the neighborhood mixed-use and medium-density residential development recommended in the [Comprehensive Plan](#) and [Pioneer Neighborhood Development Plan](#). In general, the proposed development is well designed and should implement many of the urban design recommendations in those plans, though staff is recommending minor modifications to most of the buildings to better reflect the recommendations of those plans and the requirements of the Zoning Code.

Staff also believes that the proposed four-lot CSM is consistent with the same plan recommendations and can meet the standards for approval.

Recommendation

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

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022-00428, rezoning 9301-9317 Mineral Point Road and 9450 Silicon Prairie Parkway from A to CC-T, and the Certified Survey Map to the Common Council with recommendations of **approval**; and find that the standards for demolition

permit and conditional uses are met to **approve** the demolition of two single-family residences and an agricultural building and construction of a mixed-use building with 13,000 square feet of commercial space and 62 apartments and six apartment buildings with 268 units with a pool and clubhouse, all subject to input at the public hearing and the conditions from reviewing agencies:

Land Use – Recommended Conditions of Approval Major/Non-Standard Conditions are Shaded

Planning Division

1. Consistent with the access and entry provisions in Section 28.172(7)(b) for Large Multi-Family Buildings that the principal entry to the building shall be oriented to the primary abutting street, the building entrances facing South Point Road and Cross Oak Drive for Buildings 2, 3, 4, 6, and 7 shall be more prominent and should be as oriented to and accessible from the public streets as they will be from the interior of the development. The developer is also encouraged to explore direct access to first floor units from those abutting streets in order to meet this condition.
2. That the applicant work with Planning staff to create a stronger connection between Building 5 and the intersection of South Point Road and Mineral Point Road prior to final plan approval and issuance of building permits. Possible design solutions include the extension of the front plaza around the northwestern corner or creation of a second plaza oriented to South Point Road. The additional plaza or hardscaping shall be connected to the South Point sidewalk in at least one location. Additional architectural features should also be considered for Building 5 to highlight the first floor commercial spaces from traffic approaching the site from the north and west.
3. Prior to final plan approval, the applicant shall work with Planning staff to provide more connections within the development to the clubhouse, pool and courtyard from Buildings 6 and 7.
4. Any proposed HVAC, utility penetrations, and service doors for the buildings shall not face a public right of way or other residential property. Any such penetrations elsewhere on the exterior of the building shall be designed to be perpendicular to the facades to limit their visibility to the greatest extent possible. No utility or HVAC pedestals or penetrations, including ventilation louvers, and gas meters or electric meters visible from a public right of way shall be permitted without specific approval by the Plan Commission.

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

5. It should be noted that this property has assessments that are due and payable prior to final approval.
6. All conditions of the CSM shall be met prior to sign off. A future phase contract may be possible for a portion of the work required for the CSM.
7. There are sewer capacity concerns for this development and offsite sewer improvements will be required. Sanitary sewer will need to be built from Cross Oak Drive/ Briar Haven Drive intersection through Cardinal Glenn Park.
8. Sewer design on Cross Oak Drive included with the plans will likely need to be revised when additional information on the future Mineral Point Road becomes available. 20' deep sewer will not likely be necessary.

9. Demonstrate how the new street (Cross Street and Redan Drive) will be treated for stormwater quality. Public outlot(s) shall be dedicated to treat the public street water.
10. The discharge from the pool needs to be determined. If discharge is to sanitary, there are likely maximum discharge rates. If discharge is to storm sewer, a health permit for non-storm discharge is required.
11. The private storm sewer is shown as a proposed 18-inch pipe connecting to the existing public 18-inch pipe. Verify there is adequate capacity in the system to handle the proposed discharge from the site. The maximum discharge allowed from the detention basin proposed for this site shall be the existing capacity of the 18-inch pipe at a minimum, in addition to MGO Chapter 37 requirements, the 200-year event shall be detained to predevelopment rates.
12. This development is subject to impact fees for the Lower Badger Mill Creek Sanitary Sewer and Stormwater Management Impact Fee District and the Westside Drainage–Mineral Point Zone Impact fee district. All impact fees are due and payable at the time building permits are issued (MGO Ch. 20). Add the following note on the face of the plans: “Lots/ buildings within this development are subject to impact fees that are due and payable at the time building permit(s) are issued.”
13. 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.
14. Provide proof of septic system abandonment from Public Health–Madison and Dane County as a condition of plan approval.
15. An Erosion Control Permit is required for this project.
16. A Storm Water Management Report and Storm Water Management Permit is required for this project.
17. A Storm Water Maintenance Agreement (SWMA) is required for this project.
18. This site appears to disturb over one (1) acre of land and requires a permit from the Wisconsin Department of Natural Resources (WDNR) for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR-216 and NR-151; however, a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt at 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 CARPC is required for this project to proceed.
19. Provide additional detail how the enclosed depression(s) created by the parking entrance(s) to the below building parking area(s) is/are served for drainage purposes. The building must be protected from receiving runoff up through the 100-year design storm that is current in MGO Chapter 37. If the enclosed depression(s) is/are to be served by a gravity system provide calculations stamped by a Wisconsin P.E. that show inlet and pipe capacities meet this requirement. If the enclosed depression(s) is/are to be served by a pump system

provide pump sizing calculations stamped by a Wisconsin P.E. or licensed Plumber that show this requirement has been met.

20. The applicant shall show storm water "overflow" paths that will safely route runoff during the 100-year/24-hour design storm when the storm sewer is at capacity.
21. 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.
22. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in a TMDL ZONE and therefore will be regulated to meet a higher standard.
23. Enter into a City / Developer agreement for required infrastructure improvements. The agreement shall 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.
24. 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, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval.
25. 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.
26. 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.
27. 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 266-4751 prior to completing the test to document that appropriate measures have been taken to prevent erosion as a result of this testing.
28. Complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by Chapter 37 of the Madison General Ordinances.
29. Prior to approval, this project shall comply with MGO Chapter 37 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:

Report: Submit prior to plan sign-off, a stormwater management report stamped by a PE registered in the State of Wisconsin.

Electronic Data Files: Provide electronic copies of any stormwater management modeling or data files including SLAMM, RECARGA, TR-55, HYDROCAD, Sediment loading calculations, or any other electronic modeling or data files. If calculations are done by hand or are not available electronically, the hand copies or printed output shall be scanned to a PDF file and provided to City Engineering.

Rate Control: Detain the 1-, 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.

Infiltration: Provide infiltration of 90% of the pre-development infiltration volume.

TSS Redevelopment with TMDL: Reduce TSS by 80% (control the 5-micron particle) off of newly developed areas compared to no controls.

Oil/Grease Control: Treat the first half-inch of runoff over the proposed parking facility and/or drive up window.

Volume Control: Provide onsite volumetric control limiting the post construction volumetric discharge to the predevelopment discharge volume as calculated using the 10-year storm event.

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

30. Submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the City Engineering Division that is to scale and represents final construction with any private storm and sanitary sewer utilities.
31. Submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the City Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West).

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

32. Provide for review, comprehensive reciprocal easements and agreements including, but not limited to, access, parking, fire lanes, utilities, common areas, retaining walls and storm drainage / management that are necessary to accomplish the land division or site development as proposed prior to final sign off. The document(s) shall be executed and recorded immediately subsequent to the CSM recording and prior to building permit issuance.
33. The pending Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD), the new parcel data created by the Assessor's Office and the parcel data available to Zoning and Building Inspection staff prior to issuance of building permits for new construction.
34. Remove the private storm sewer that runs laterally within the Public Utility Easement along Cross Oak Drive outside of the easement area.

35. Street name is Cross Oak Drive. Update Quam Engineering sheets accordingly. Label proposed extension of Cross Oak Drive on appropriate sheets.
36. Submit a floorplan for each separate building in PDF format to Lori Zenchenko (lzenchenko@cityofmadison.com) that includes a floor plan for each floor on a separate sheet for the development of a complete building and interior addressing plan. The Addressing Plan for the entire project shall be finalized and approved by Engineering (with consultation and consent from the Fire Marshal if needed) prior to the submittal of the final Site Plan Approval application with Zoning. The approved Addressing Plan shall be included in the final application. For any changes pertaining to the location, deletion or addition of a unit, or to the location of a unit entrance, (before, during, or after construction), a revised Address Plan shall be resubmitted to Lori Zenchenko to review addresses that may need to be changed and/or reapproved. The final revised Addressing Plan shall be submitted by the applicant to Zoning to be attached to the final filed approved site plans.

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

37. Note: The applicant has submitted the requested Traffic Impact Analysis study; the study has been reviewed and accepted by Traffic Engineering.
38. Note: Cross Oak Drive/Mineral Point Road intersection access will be restricted to Right-In/Right-Out/Left-In upon completion of a future Mineral Point Road improvement project.

39. 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.
40. 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.
41. 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.
42. All parking facility design shall conform to the standards in MGO Section 10.08(6).
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. All bicycle parking adjacent pedestrian walkways shall have a two (2)-foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.

45. The applicant shall execute and return a declaration of conditions and covenants for streetlights prior to CSM or rezoning sign-off, whichever comes first.
46. Per Section MGO 12.138 (14), this project is not eligible for residential parking permits. It is recommended that this prohibition be noted in the leases for the residential units.
47. The applicant shall adhere to all vision triangle requirements as set in MGO Section 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO Section 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.
48. The applicant shall provide a clearly defined five (5)-foot walkway clear of all obstructions to assist citizens with disabilities, especially those who use a wheelchair 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.
49. 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 three stories prior to sign-off to be reviewed and approved by Austin Scheib, (266-4768) (ascheib@cityofmadison.com), Traffic Engineering Shop, 1120 Sayle Street. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.
50. 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.
51. Note: This site presents difficult constructability issues; access to neighboring sites must be maintained at all times, protected walkways will be constructed and maintained as soon as possible and little to no access to the public right-of-way on Mineral Point Road and South Point Road will be granted for construction purposes. Provide a detailed construction plan to the Traffic Engineering Division for review by the Traffic Control Specialist (Mike Duhr) prior to final signoff.

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

52. Section 28.185(7)(a)5 requires that if a demolition or removal permit is approved, it shall not be issued until the reuse and recycling plan is approved by the Recycling Coordinator, Bryan Johnson (266-4682). Section 28.185(10) requires that every person who is required to submit a reuse and recycling plan pursuant to Section 28.185(7)(a)5 shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition. A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.

53. Bicycle parking for the commercial tenant spaces shall comply with the requirements of MGO Sections 28.141(4)(g) and 28.141(11). The bicycle parking requirements for each commercial tenant space will be reviewed prior to obtaining zoning approval for each use. Provide a minimum of seven (7) short-term bicycle parking stalls located in a convenient and visible area on a paved or pervious surface. Bicycle parking shall be located at least as close as the closest non-accessible automobile parking and within one hundred (100) feet of a principal entrance.
54. Required loading facilities shall comply with MGO Section 28.141(13). Provide one 10-foot by 50-foot loading area with 14 feet of vertical clearance for the commercial tenants to be shown on the plan. The loading areas shall be exclusive of drive aisle and maneuvering space. The required number of loading spaces may be reduced through conditional use approval.
55. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per Section 28.142(3) Landscape Plan and Design Standards, landscape plans for zoning lots greater than 10,000 square feet in size must be prepared by a registered landscape architect.
56. Per Sections 28.142(3)(c) and 28.142(4)(e), planting beds or planted areas must contain at least 75% vegetative cover mulched. Mulch shall consist of shredded bark, chipped wood or stone installed at a minimum depth of two (2) inches. If stone is used, it shall be spread over weed barrier fabric.
57. Submit a detail of the trash enclosure located between Buildings 4 and 5. The trash enclosure shall be screened on four (4) sides (including a gate for access) by a solid, commercial-grade wood fence, wall, or equivalent material with a minimum height of six (6) feet and not greater than eight (8) feet.
58. Provide details showing that the facades of each building meet the door and window opening requirements of Section 28.060(2)(d). For nonresidential uses at ground floor level, windows and doors or other openings shall comprise at least 60% of the length and at least 40% of the area of the ground floor of the primary street facade. At least 50% of windows on the primary street facade shall have the lower sill within three (3) feet of grade. For residential uses at ground level, a minimum of 15% of the ground level of residential facades or side and rear facades not fronting a public street shall consist of windows and door openings. On upper stories, window or balcony openings shall occupy a minimum of 15% of the upper-story wall area.
59. Per Section 28.186(4)(b), the property owner or operator is required to bring the property into compliance with all elements of the approved site plans by the date established by the Zoning Administrator as part of the site and building plan approval. Work with Zoning staff to establish a final site compliance date.
60. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with Chapter 31 Sign Codes of Madison General Ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.

Fire Department (Contact Bill Sullivan, 261-9658)

61. Provide a minimum unobstructed width of 26 feet for at least 20 feet on each side of a fire hydrant.
62. Building 1, Building 2, and the Clubhouse will be a single building when applying building and fire standards.

Water Utility (Contact Adam Wiederhoeft, 266-9121)

63. This property appears to have an outstanding special assessment balance associated with the original water main installation (installed in 2014). Any outstanding water main assessments or water main connection charges shall be paid by the developer prior to connecting to the existing water distribution system. Contact Adam Wiederhoeft of Madison Water Utility (awiederhoeft@madisonwater.org or 266-9121) to determine if outstanding fees exist for the subject parcels.

Metro Transit (Contact Tim Sobota, 261-4289)

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

Parks Division (Contact Sarah Lerner, 261-4281)

64. The Pioneer Neighborhood Development Plan (2018) identified several neighborhood parks that will serve this development: Cardinal Glenn Park is located due south within a quarter-mile of the project, and a new neighborhood park is shown to the east on Sundance Drive within a half-mile of this development. In addition, this development will also be served by Acacia Ridge Park and Thousand Oaks Park, both located south of Watts Road.

65. 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# 20002 when contacting Parks Division staff about this project.

City Forestry Section (Brad Hofmann, 267-4908)

66. City Forestry will evaluate the terrace for new street tree plantings upon completion of the project. If there is space for new trees, City Forestry will schedule planting and assess the cost of the initial planting to the property owner.

Certified Survey Map – Recommended Conditions of Approval

Major/Non-Standard Conditions are Shaded

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

1. The applicant shall make improvements to following roads as approved by the City Engineer: Install sidewalk on east side of South Point Road; install 10-foot multi use path on south side of Mineral Point Road; install full street and sidewalk on both sides of Cross Oak Drive from Fortunate Place to Mineral Point Road; install sidewalk on north side of Fortunate Place, and; construct sidewalk on west side of Redan Drive.
2. This property has deferred assessments that are due and payable prior to final approval.
3. Permit for work within the Mineral Point Road right of way will require approval and or permitting from Dane County.
4. There are sewer capacity concerns for this development and offsite sewer improvements will be required. Sanitary sewer will need to be extended from Cross Oak Drive/ Briar Haven Drive intersection through Cardinal Glenn Park (415 feet of sewer main total).

5. The applicant is responsible for reimbursing the City for the Madison Metropolitan Sewerage District annexation fee.
6. Demonstrate how the new street (Cross Oak Drive and Redan Drive) will be treated for stormwater quality. A public outlot(s) shall be dedicated to treat the public street water.
7. Add a note to the CSM: "Each lot shall be individually responsible for compliance with MGO Chapter 37 requirements."
8. Add a note to the CSM: "No change in grades shall be allowed without the approval of the City Engineer."
9. The proposed CSM shows an existing public stormwater easement for drainage from Mineral Point Road. Storm sewer on Redan Drive may be required upon development of Lot 4 to keep the public water within the public right of way. If the public stormwater easement stays on private property with the development proposal of Lot 4 then accompanying access easements will be required along with a safe overland flow route and / or additional easements.
10. The proposed CSM shows a private stormwater easement for underground storm sewer and the private pond and infiltration basin. A separate reciprocal easement will be required to address surface and subsurface drainage along with the rights and responsibilities of Lots 1, 2 and 3.
11. Enter into a City / Developer agreement for required infrastructure improvements. The agreement shall 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.
12. Construct Madison Standard street, multi-use path, and sidewalk improvements for all streets within the CSM.
13. Make improvements to Mineral Point Road as required by City Engineer and City Traffic Engineer in order to facilitate ingress and egress to the development.
14. Construct public sanitary sewer, storm sewer, and drainage improvements as necessary to serve the lots within the CSM.
15. This development is subject to impact fees for the Lower Badger Mill Creek Sanitary Sewer and Stormwater Management Impact Fee District and the Westside Drainage–Mineral Point Zone Impact fee district. All impact fees are due and payable at the time building permits are issued (MGO Ch. 20). Add the following note on the face of the plans: "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 (261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.

17. A minimum of two (2) working days prior to requesting City Engineering signoff on the CSM, contact either Tim Troester (West) at 261-1995 (ttroester@cityofmadison.com) or Brenda Stanley (East) at 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).
18. An Erosion Control Permit is required for this project.
19. A Storm Water Management Report and Storm Water Management Permit is required for this project.
20. A Storm Water Maintenance Agreement (SWMA) is required for this project.
21. 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 (267-1986, bbemis@cityofmadison.com).
22. Execute a waiver of notice and hearing on the assessments for the improvement of Redan Drive in accordance with Wisconsin Statutes Section 66.0703(7)(b) and MGO Section 4.09.
23. 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 9 feet below proposed street grades, a restriction shall be added to the CSM, as determined necessary by the City Engineer.
24. Confirm that adequate sight distance exists where public 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 other mitigating improvements as required by the City. The improvements indicated may require right of way outside of the CSM limits.
25. Prior to approval, this project shall comply with MGO Chapter 37 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:
 - Report: Submit prior to plan sign-off, a stormwater management report stamped by a PE registered in the State of Wisconsin.
 - Electronic Data Files: Provide electronic copies of any stormwater management modeling or data files including SLAMM, RECARGA, TR-55, HYDROCAD, Sediment loading calculations, or any other electronic modeling or data files. If calculations are done by hand or are not available electronically, the hand copies or printed output shall be scanned to a PDF file and provided to City Engineering.
 - Rate Control: Detain the 1-, 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.
 - Infiltration: Provide infiltration of 90% of the pre-development infiltration volume.

TSS Redevelopment with TMDL: Reduce TSS by 80% (control the 5-micron particle) off of newly developed areas compared to no controls.

Oil/Grease Control: Treat the first half-inch of runoff over the proposed parking facility and/or drive up window.

Volume Control: Provide onsite volumetric control limiting the post construction volumetric discharge to the predevelopment discharge volume as calculated using the 10-year storm event.

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

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

26. Add standard note for new public utility easements: Public Utility Easements as herein set forth are for the use by Public Bodies and Private Public Utilities having to right to serve the area.
27. Revise the note for the areas be dedicated, the words "Dedicated to the Public for Road Right of Way Purposes" shall be in the label.
28. On sheet 3, the Pedestrian / Bike path Easement, Sanitary Sewer / Storm Sewer / Water Main Easement and the Non-Exclusive Drainage easement shall be released by separate documents prepared by City of Madison Real Estate prior to final CSM sign off. Remove the notes and easements from this sheet. Provide the map exhibits, legal descriptions and administrative fees to Jeff Quamme (jrquamme@cityofmadison.com) to set up the required Real Estate projects necessary to draft, execute and record the easement releases.
29. All labels of existing easements shall include the document number as well. Also, correct easement note 1 to "Public Utility".
30. All easements shall be adequately dimensioned so that the location and limits can be determined using this Certified Survey Map.
31. Note 7 for the Temporary Public Stormwater easement shall acknowledge this Easement originally being set forth on CSM 13698 and refer to the terms of the easement per CSM 13698 on this CSM, cross-referencing the new Lot 4 is subject to this easement and its terms.
32. The new private easements shown on sheets 4-7 shall have a note added to each easement that the easement shall be subject to a separate easement agreement recorded subsequent to this CSM setting forth the term, conditions and restrictions for each easement. The separate document shall be provided for review and shall be recorded after this CSM and prior to the issuance of any building permits on any lot within this CSM.
33. The new 20-foot easement for the bike path shall be retitled Public Sidewalk and Bike Path Easement and shall reference language setting forth terms and conditions of the easement. Contact Jeff Quamme (jrquamme@cityofmadison.com) for the required easement language.
34. A new 15-foot wide Permanent Limited Easement to the City of Madison for grading and sloping shall be added to fill the gap that exists adjacent to the southerly right of way of Mineral Point Road.

35. The existing "No Vehicular Access" to Mineral Point Road shall be shown, a new restriction shall be added for the gap area and a City of Madison Real Estate project shall be set up to release the restriction at the locations of public road connections. Provide Jeff Quamme (jrquamme@cityofmadison.com) the restrictions areas as a map exhibit with dimensions to be released at Cross Oak Drive and Redan Drive.
36. Add the name of Cross Oak Drive on all sheets within the new area to be dedicated by this CSM.
37. Add as notes that this CSM is subject to: 1) Declaration of Protective Covenants per Document Nos. 4137864, 4184509, 4361457, 4479575, 4733923, 4897629 and 5511921 2) Declaration of Conditions, Covenants and Restrictions per Document No. 4420612, modified by Document No. 5071552. 3) Declaration of Conditions, Covenants and Restrictions per Document Nos. 5066668 and 5066669. 4) Agreement to pay for Redan Drive Improvements per Document No. 5078818, assumption agreement Document No. 5542079.
38. Wisconsin Administrative Code A-E 7.08 identifies when Public Land System (PLS) tie sheets must be filed with the Dane County Surveyor's office. The Developer's Surveyor and/or Applicant must submit copies of required tie sheets or monument condition reports (with current tie sheet attached) for all monuments, including center of sections of record, used in this survey, to Jeff Quamme, City Engineering (jrquamme@cityofmadison.com).
39. The surveyor shall identify any deviation from City Master Control coordinates of the two section corners with recorded and measured designations. Visit the Dane County Surveyor's Office web address for current tie sheets and control data that has been provided by the City of Madison.
40. 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) for final technical review and approval. This submittal must occur a minimum of two working days prior to final Engineering Division sign-off.
41. The applicant/consultant is required to accurately track all subsequent edits to the CSM. Edits made to any document without notification of City of Madison staff reviewing the land division may inadvertently void the City approval of the final land division. All subsequent submittals shall provide a written and / or visual synopsis of the changes made to the document.
42. Correct the central angles for Curves 1-4, 6 and 9. The central angles do not match what they should be for tangent curves and the chords bearings shown.
43. Darken the underlying parcel lines within Lot 3. The current line weights will not properly scan at the Dane County Register of Deeds.
44. Number sheet 9 of 11 as required.
45. Add internal dimensions for west lines of Lots 2 and 3.
46. Individual COGO of Lots 1 and 2 do not close. Verify coordinates and revise accordingly.

47. The pending Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD), the new parcel data created by the Assessor's Office and the parcel data available to Zoning and Building Inspection staff prior to issuance of building permits for new construction.

48. 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, 266-5987)

49. Prior to final sign-off, the applicant shall work with Traffic Engineering Division 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.

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

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

Fire Department (Contact Bill Sullivan, 261-9658)

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

Water Utility (Contact Adam Wiederhoeft, 266-9121)

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

Metro Transit (Contact Tim Sobota, 261-4289)

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

Parks Division (Contact Sarah Lerner, 261-4281)

50. 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# 20002 when contacting Parks Division staff about this project.

51. The following note should be included on the CSM: "Lots within this subdivision are subject to impact fees that are due and payable at the time building permit(s) are issued."

52. Prior to sign off on the CSM the applicant shall execute a declaration of conditions and covenants for impact fees. The Parks Division shall be required to sign off on this CSM.

City Forestry Section (Brad Hofmann, 267-4908)

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

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

53. Signature block certifications shall be executed by all parties of interest having the legal authority to do so, pursuant to Wis. Stats. 236.21(2)(a). The title of each certificate shall be consistent with the ownership interest reported in the most recent title report. The executed original hard stock recordable CSM shall be presented at the time of sign-off.
54. A certificate of consent for all mortgagees shall be included following the Owner's Certificate(s) and executed prior to CSM approval sign-off.
55. If any portion of the lands within the CSM boundary are subject to an Option to Purchase or other Option interest please include a Certificate of Consent for the option holder.
56. If applicable, a Consent of Lessee certificate shall be included on the CSM for all tenant interests in excess of one year, recorded or unrecorded, and executed prior to CSM sign-off.
57. Pursuant to Madison City Ordinance Section 16.23(7)(d)3 and Wis. Stats. 236.21(2) (a), all CSM's that are subject to the review and approval of the City of Madison shall contain the following certificate of approval:

Approved for recording per the Secretary of the City of Madison Plan Commission.

By: _____
Matt Wachter, Secretary of the Plan Commission

Date: _____

58. The lands within the CSM boundary are located within TID 42, a Tax Incremental Financing District. Discussions with Joe Gromacki, the City of Madison's tax increment financing coordinator, may be necessary before recording the CSM if a TIF application is required. Mr. Gromacki may be reached at 267-8724 or jgromacki@cityofmadison.com.
59. As of February 21, 2020, the 2019 real estate taxes are not paid for the subject property. Per 236.21(3) Wis. Stats. and 16.23(5)(g)(1) Madison General Ordinances, the property owner shall pay all real estate taxes that are accrued or delinquent for the subject property prior to CSM recording. This includes property tax bills for the prior year that are distributed at the beginning of the year. Receipts from the City of Madison Treasurer are to be provided before or at the time of sign-off. Payment is made to: City of Madison Treasurer; 210 Martin Luther King, Jr. Blvd.; Madison, WI 53701.
60. As of February 21, 2020, there are special assessments reported. All special assessments are due and payable prior to CSM approval sign-off. If special assessments are levied against the property during the review period and prior to CSM approval sign-off, they shall be paid in full pursuant to Madison General Ordinance Section 16.23(5)(g)1. In lieu of this requirement, the owner may present written documentation from the City's Board of Public Works that the special assessments may be continued to be paid on the installment basis authorized

by the Board of Public Works. However, if lands within the CSM boundary are to be dedicated, the special assessments levied against the dedicated lands are to be paid in full.

61. Pursuant to MGO Section 16.23(5)(g)(4), the owner shall furnish an updated title report to Andy Miller in City's Office of Real Estate Services (acmillier@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 (December 5, 2019) submitted with the CSM application and include all associated documents that have been recorded since the initial title report. A title commitment may be provided, but will be considered only as supplementary information to the title report update. The surveyor shall update the CSM with the most recent information reported in the title update.
62. The following revisions shall be made to the CSM prior to final approval and recording:
 - a.) Depict, dimension, name, note and/or identify by document number all relevant easements, declarations, plans, conditions, agreements, and other documents cited in record title and the updated title report, and include relevant notes from plats or CSMs of record. If documents included in the December 5, 2019 title report do not apply to the area within the proposed CSM, have them removed from the updated title report.
 - 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.
 - c.) For properties not connected to municipal utility services, consider whether or not well abandonment ref. NR-141 needs to be addressed.
 - d.) Depict and dimension public easements for utilities and stormwater drainage rights-of-way to be dedicated on the proposed CSM where necessary.
 - e.) 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.