



Report to the Plan Commission

April 22, 2013

Legistar ID: # 29226 and 29227

1902 Tennyson Lane and 3802 Packers Avenue

Demolition Permit and Certified Survey Map (CSM)

Report Prepared By:
Kevin Firchow, AICP
Planning Division

Requested Action: The applicant requests approval of a demolition permit and a three-lot land division by certified survey map (CSM) for future development.

Applicable Regulations & Standards: This proposal is subject to the standards for demolition permits [M.G.O. Section 28.185(7)] and for land divisions [Section 16.23]

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the standards can be met and **approve** a demolition permit for 1902 Tennyson Lane and **approve** a three lot Certified Survey Map for 1902 Tennyson Lane and 3802 Packers Avenue. This recommendation is subject to input at the public hearing and the comments provided by the Planning Division and other reviewing agencies.

Background Information

Applicant / Owner / Contact: Thomas J. Keller; Tennyson Terrace, LLC; 448 West Washington Avenue; Madison, WI 53703

Alternative Contact (CSM): Chris Adams; Williamson Surveying and Associates; 104 A West Main Street; Waunakee, WI; 53597

Proposal: The applicant proposes the demolition of various former agricultural research and warehousing buildings. No alternative use is proposed at this time. This proposal is submitted in conjunction with a CSM application, dividing the existing two lot site into three lots.

Parcel Location: The subject site is located on Tennyson Lane, west of Packers Avenue and east of Lake View Elementary School. The property is within Aldermanic District 12 and within the limits of the Madison Metropolitan School District.

Existing Conditions: The 19.46 acre subject site is currently divided into two parcels. The westernmost parcel is developed with an existing agricultural/industrial complex. The easternmost property is primarily undeveloped, though a driveway runs across the property providing access to Packers Avenue. Both the Tennyson and Packers Avenue frontages are lined with trees.

Surrounding Land Use and Zoning:

North: Undeveloped lands in the Town of Burke (Referred to in this report as the "Raemisch" property);

South: Berkeley Oaks single-family subdivision, zoned SR-C1 (Suburban Residential Consistent -1); multi-family residential south of Tennyson Lane between Kipling Drive and Packers Avenue, zoned SR-V1 and SR-V2 (Suburban Residential Varied Districts);

East: Oak Park mobile home court, zoned PD-MHP-SIP (Planned Development, Mobile Home Park, Specific Implementation Plan; and

West: Lake View Elementary School, zoned SR-C1.

Adopted Land Use Plan: The Comprehensive Plan recommends low density residential development for the subject site. The Northport-Warner Park-Sherman Neighborhood Plan recommends that future use of this site could focus on residential uses, with an opportunity for a limited neighborhood mixed-use node at the intersection of Packers Avenue and Tennyson Lane.

Environmental Corridor Status: The subject site is not located in a mapped environmental corridor.

Public Utilities and Services: This property is served by a full range of urban services.

Zoning Summary: The subject site is zoned SR-C1 (Suburban Residential – Consistent 1). Since no development is proposed, there is no comparison to applicable standards presented. As a reference, Zoning has provided a summary chart showing the applicable residential and non-residential bulk standards for this district.

Dimensional Requirements	Single-Family detached	Nonresidential
Lot Area (sq. ft.)	8,000 sq. ft.	8,000 sq. ft.
Lot Width	60'	60'
Minimum front yard setback	30'	30'
Side yard setback	One-story: 6' / Two-story: 7'	One-story: 6'
Rear yard	Lesser of 30%lot depth or 35' See (a) below	Equal to building height but at least 35' / See (a) below
Maximum lot coverage	50%	60%
Maximum building coverage	n/a	50%
Maximum building height.	2 stories/35'	35'
Usable open space	1,300 sq. ft.	n/a

Table Prepared by Patrick Anderson, Assistant Zoning Administrator

(a) Rear Yard Setback :If the existing principal structure and any additions to it, covers twenty percent (20%) or less of the lot area, the rear yard setback may be reduced by twenty-five percent (25%).

Previous Approvals

On May 5, 2008, the applicant received approval to allow demolition of the same subject buildings to allow the construction of 59 commercial condominium buildings at 1902 Tennyson Lane. At that time, the subject properties were zoned M1 – Limited Manufacturing District. That proposal never moved forward.

In January 2013, the City's new Zoning Code and map took effect. Consistent with adopted plan recommendations, the subject property was rezoned from the Limited Manufacturing District to the SR-C1 (Suburban Residential-Consistent 1) District.

Project Description

There are two components to the applicant's request. The first is the demolition of the existing agricultural and industrial buildings located on the western side of the site. No future use is proposed at this time. Photographs of the buildings have been provided and can be viewed online at: http://www.cityofmadison.com/planning/projects/reports/1902tl_photos2.pdf

The second component of this request is the Certified Survey Map which proposes to divide the existing two lots into three lots. Proposed Lot 1 is 7.41 acres in area and includes most of the aforementioned structures. Lot 2 is an 8 acre parcel at the center of the site. Lot 3 is a 3.23 acre parcel abutting Packers Avenue. The CSM includes an outlot between Lots 2 and 3 which is intended to allow for a future north-south public street connection.

Analysis and Conclusion

This request is subject to the Demolition approval standards of Section 28.185(7) of the Zoning Code and the Land Division standards within Section 16.23 of the General Planning Ordinance. The analysis below begins with a short summary of this request's history. This section also includes a summary of the adopted plan recommendations, as many of the specific approval standards reference these documents.

Application History and Background

As noted on the CSM, this Certified Survey Map has been prepared for Independent Living, a non-profit organization which provides senior housing and assisted living facilities among other services. They have an option to purchase Lot 2 and are considering developing the site as a combination senior housing and assisted living facility. Staff has had several discussions with both Independent Living and the property owner and applicant, Thomas Keller, on development concepts dating back to 2011.

While it was discussed only conceptually, Mr. Keller has indicated in conversations with staff that he hopes to develop Lot 3 with mixed-use zoning and is looking at a range of residential options on Lot 1. Any of these concepts, including the Independent Living development would require approval of appropriate rezoning, and potentially conditional uses.

Only the demolition of the existing buildings and the land division are now before the Plan Commission. Approval of these applications does not necessarily imply support for any particular future land use.

The primary question with this land division is the location and development of north-south street(s), which would provide additional access to future development on this property and connections to the undeveloped "Raemisch Property" to the north when it is attached to the City and developed. The applicant's preference has been to provide no public streets, which staff has not found acceptable. As noted below, the City's adopted plans show one extension, at a minimum, and depict the extension of Eliot Lane to the north.

In many cases, a CSM is submitted concurrently with, or as a follow up to, a more detailed conditional use and/or rezoning application. In this case, it is the applicant's and Independent Living's preference to submit the CSM as an initial request. Prior to beginning work on more detailed application materials, Independent Living hoped to have clarification on where future public street or streets would be located.

Conformance with Adopted Plans

The Comprehensive Plan recommends low density residential uses for the subject property. This recommendation may include single-family, duplex, and potentially smaller multi-family housing with densities generally not exceeding 15 units per acre. A limited amount of non-residential uses, including neighborhood-serving commercial and mixed-use development may also be consistent with this recommendation when recommended in adopted neighborhood plans.

The Northport-Warner Park-Sherman Neighborhood Plan recommends that the future use of this site “could focus on residential uses with an opportunity for a limited neighborhood mixed-use node at the intersection of Packers Avenue and Tennyson Lane.” This plan does not include detailed site-specific planning and street-layout recommendations for the subject site. However, the plan includes several conceptual designs shown for the Raemisch property to the north. Those concepts, included below, show the extension of Eliot Lane extended north through this site to connect to the Raemisch property, which now terminates at Tennyson Lane near the southwest corner of the subject site. Further, the plan’s Transportation Improvements map also recommends the extension of Eliot Lane to the north. One of the conceptual designs for the Raemisch property indicates three additional streets extending south to the subject site.

Figure 1: Raemisch Property Development Concepts - Northport-Warner Park-Sherman Neighborhood Plan



The demolition of the existing structures would remove a use that is inconsistent with adopted plans, and the CSM to convert the existing two lot configuration to three lots isn't in itself inconsistent with these plans. That leaves the public street location as the key question related to plan consistency. As shown above, these general concept plans included in the Northport Warner Park-Sherman Neighborhood Plans, suggest between one and four future connections extending into the subject site depending on how future development on the property to the north occurs.

Demolition Standards

Staff believes the standards for demolitions, and specifically the standards for applications with no proposed future use, can be met. In considering these standards, the Plan Commission must first find that the proposed demolitions are consistent with the intent and purpose of the zoning district. Staff believes that this finding can be made as it removes structures that are non-conforming in terms of use and bulk in the SR-C1 (Suburban Residential-Consistent 1) District.

For applications with no future use, the Plan Commission will also need to make a finding that the use, bulk, and design requirements of the existing zoning district are adequate to ensure that future development will conform to existing adopted City plans. Staff believes that such a finding can also be made. The SR-C1 zoning district is primarily a single-family residence district. There are only a limited number of other permitted uses, including places of worship or limited group living arrangements, that could be allowed. These uses would be consistent with adopted plans.

Finally the Preservation Planner and the Landmarks Commission have reviewed the demolition request and provided no objections.

Land Division Standards

Land Divisions (divisions of a lot into four or less parcels) are required to comply with the general requirements, design standards, technical data requirements, and improvements for larger subdivisions. The primary question related to the Land Division standards is the placement of future street(s). Staff believes other standards are met.

General Requirement 16.23(3)(a)c requires that streets shown on an official map or designated in the Comprehensive Plan or its component parts be dedicated at the time a parcel is subdivided. Additionally, Design Standard 16.23(8)(a) states that in any new subdivision, the street layout shall conform to the arrangement, width and location indicated on the official map, master plan, or component neighborhood unit development plan. In areas for which such plans have not been completed the streets shall be designed and located in proper relation to existing and proposed streets, to the topography, and to other natural features.

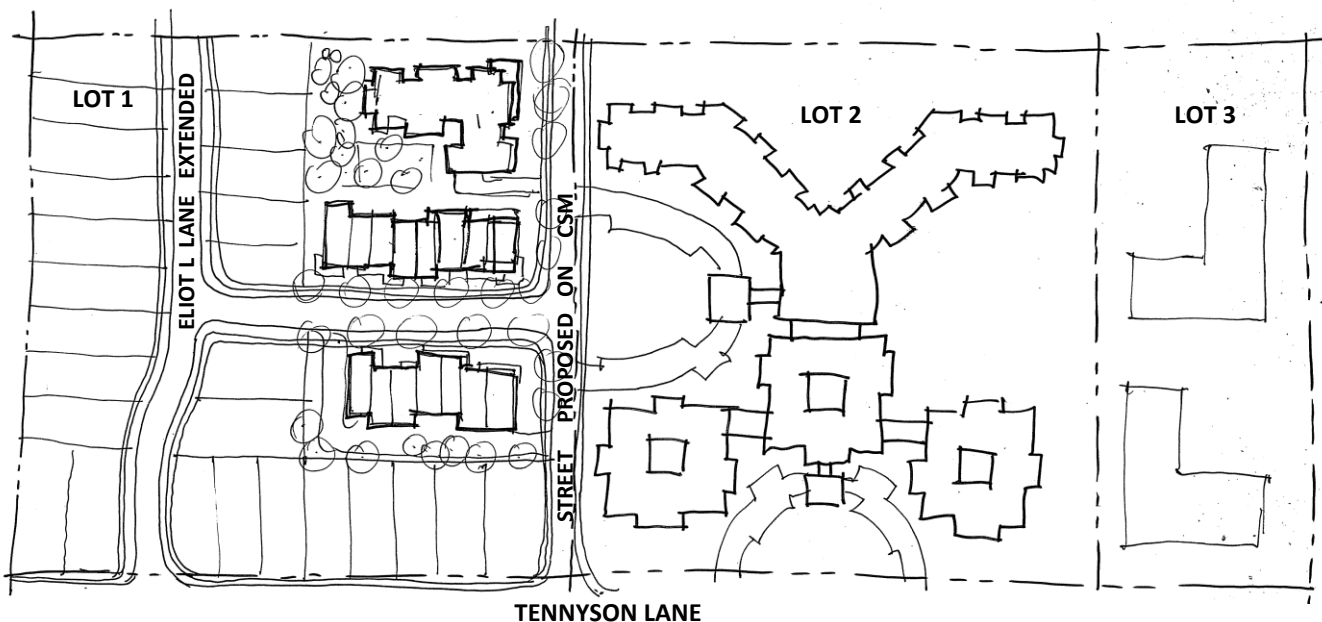
As noted above, the extension of Eliot Lane is depicted on the adopted neighborhood plan. There is not a fully developed street network plan for the subject site, nor is the location of an Eliot Lane extension shown with the level of detail that usually occurs in neighborhood *development* plans. Those plans, prepared for peripheral growth areas, typically show a full recommended street network in concert with recommended land uses. In this case, staff believes Eliot Lane is an important connection (recommended in the neighborhood plan) though there is some flexibility regarding where other streets may be located, since no other street connections are shown on the plan within the subject site.

The applicant has proposed one north-south street connection, labeled as “Outlot 1.” This would provide a future midblock connection between Sherman and Packers Avenue. This connection is about 900 feet from Packers Avenue and about 1,200 feet from Sherman Avenue. Staff notes that there is a 10-16 foot drop in elevation just north of this site on the Raemisch property. Planning and Engineering staff believe that the connection ultimately could be made, but there will be re-grading required. As shown, the connection heads towards the steepest part of this drop-off and Engineering has commented that a temporary retaining wall may be required. Engineering and Traffic Engineering note that this street needs to be depicted as a street dedication dedicated to the City, not as an outlot, as shown.

In order to further evaluate potential future street connections, Planning staff has prepared some conceptual sketches. Two are included below. Note these are prepared only for discussion purposes in order to help identify potential street connections prior to having a more detailed development request from the applicant. The concepts for Lot 1 generally show a combination of single-family homes intermixed with the potential for smaller-scale multi-family development, generally consistent with adopted plan recommendations. The concept for Lot 2 depicts Independent Living as a single large site user. (As a clarifying note, the building footprint shown in Lot 3 is based upon very preliminary concepts and Independent Living has since indicated to staff that different massing models are now being considered.) Like the other sites, Lot 3 is currently zoned for primarily for single-family development though the applicant has expressed interest in zoning to neighborhood mixed-use zoning. For illustrative purposes, the concepts for Lot 1 show two larger building as might be typical in a mixed use development.

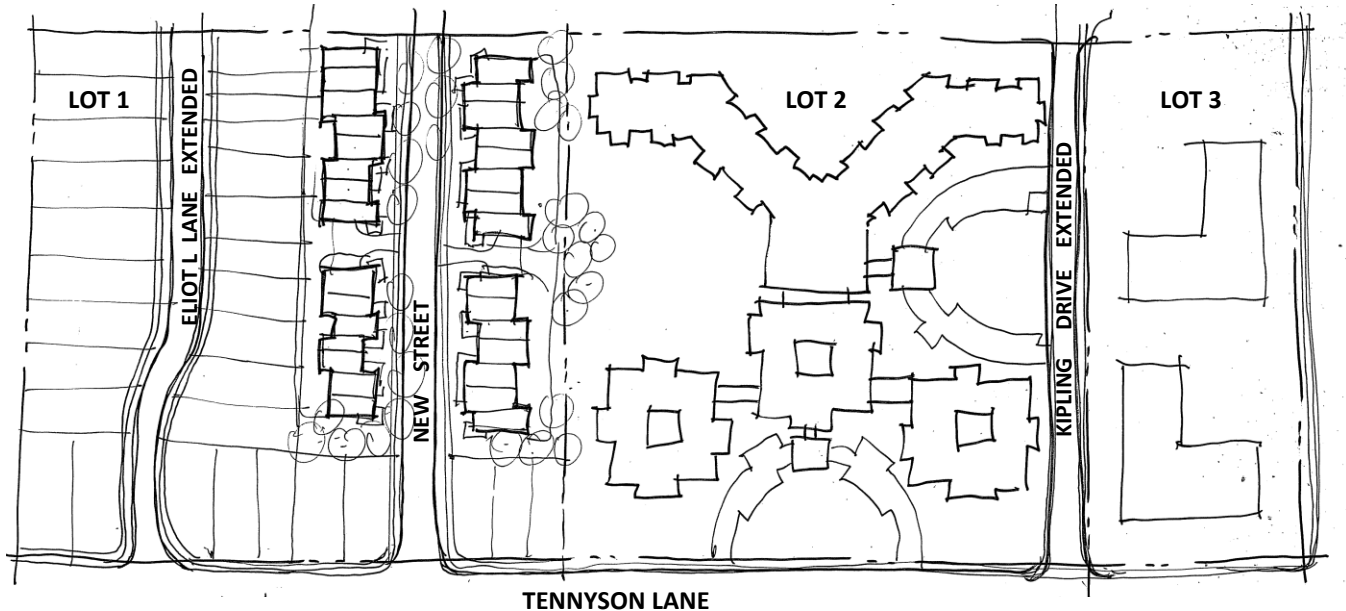
The first concept study (Figure 2) shows a future development pattern based on the midblock street proposed by the applicant. This sketch also shows the plan-recommended extension of Eliot Lane. With the spacing between the Eliot Lane extension and the proposed street, there would be enough room for a future east-west street that would allow development to front onto Tennyson Lane. Single-family homes currently front the opposite side of Tennyson Lane.

Figure 2: Conceptual Street Layout Study - Sketch #1 (Prepared by the Planning Division)



The second concept study (Figure 3) shows a future development pattern with three north-south streets, though not the north-south street proposed on this CSM. The midblock street is shifted to the west. As shown, development could still front onto Tennyson Lane. As on Figure 2, the plan-recommended extension of Eliot Lane is shown. Also shown in this concept is a potential extension of Kipling Drive. Though not specifically recommended in the adopted neighborhood plan, this street connection is implied in one of the Raemisch property development concepts in Figure 1 of this report.

Figure 3: Conceptual Street Layout Study - Sketch #2 (Prepared by the Planning Division)



Based on a three-lot land division, it is difficult to identify the most desirable street network in the absence of specific development proposals. Staff believes this CSM can be approved, subject to ensuring that it does not preclude the creation of additional street connections that may be needed as future development is proposed. Based on the preceding evaluation, staff notes the following:

- When the site is built out, a minimum of 2 or 3 north-south street connections through the subject site is desirable. As a condition of approval, staff recommends that a note be added to the face of the CSM stating, "The dedication and construction of additional public streets may be required at the time when lots are further divided or developments are proposed."
- While the location of other connections is somewhat flexible, an Eliot Lane extension should either be dedicated now or clearly anticipated as further subdivision occurs. This extension is shown on the adopted neighborhood plans and could likely be constructed with less grading than would be required for the midblock connection. If not dedicated at this time, staff recommends that a right-of-way reservation be shown on the CSM which would reserve the street's future location. This street could then be formally dedicated at the time the proposed Lot 1 is fully subdivided.
- The applicant's proposed midblock connection would allow for the option of an additional east-west street parallel to Tennyson Lane, perpendicular to an Eliot Lane extension. This likely couldn't be achieved if the midblock street was shifted much to the west.

- The site layout should allow for uses to front Tennyson Lane. The preferred way to achieve this would be through additional east-west streets (Conceptual Sketch #1) or turning the lots between Eliot Lane and a midblock street (Conceptual Sketch #2). In the latter case, the midblock connection could be shifted to the west from the proposed location in order to avoid unusually deep lots, as shown.
- While not specifically identified on the adopted plans, a Kipling Drive extension to the north may be a beneficial and necessary street connection depending on what is ultimately developed on Lots 2 and 3 and final street pattern. Staff understands that Independent Living is currently looking for an 8 acre site should they move forward with their plans. Staff notes that an extension of Kipling Drive extension would result in a smaller Lot 2.

Public Input

At the time of report writing, staff has not received any comments on the proposed demolition or land division.

Conclusion

Staff believes that the Plan Commission can find the standards for demolitions can be met with this request. Approval would allow the removal of a use that does not conform to the existing zoning and is inconsistent with adopted plans. Further, the Plan Commission previously approved the demolition of these structures with a different proposed future use. No future use of the proposed lots is proposed as part of this request, though staff believes a finding can be made that the relatively restrictive SR-C1 (Suburban Residential-Consistent) District is adequate to ensure that future development will conform to the recommendations in existing adopted City plans.

Staff also believes the CSM land division request to divide the existing two lots into three lots can meet the applicable standards provided that adequate street connections to serve future development on the property and future connections within the neighborhood are ensured. The applicant has proposed a north-south midblock connection. Staff can support this location for the midblock street provided that a right-of-way reservation for an Eliot Lane extension is also depicted across Lot 1. In the alternative, staff could also support a CSM in which Eliot Lane is dedicated instead of the applicant-proposed connection. Under either scenario, staff recommends an informational note be included on the CSM stating that future streets may also be required as the property is further subdivided or developed as the need for additional streets cannot be fully determined until there is a development concept for the entire property.

Recommendation

Major/Non-Standard Conditions are Shaded
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Planning Division Recommendation (Contact Kevin Firchow, 267-1150)

The Planning Division recommends that the Plan Commission find that the standards can be met and **approve** a demolition permit for 1902 Tennyson Lane and **approve** a three lot Certified Survey Map for 1902 Tennyson Lane and 3802 Packers Avenue. This recommendation is subject to input at the public hearing and the comments provided by the Planning Division and other reviewing agencies.

Planning Division Comments:

No Comments on Demolition - CSM Comments:

1. That a note be placed on the face of the CSM stating that "The dedication and construction of additional public streets may be required at the time when lots are further divided or developments are proposed."
2. That if the CSM is approved as shown, Outlot 1 shall be dedicated to the City and constructed as a public street. Additionally, a 60 foot right-of-way reservation shall be shown extending Eliot Lane to the northern property line. Details shall be approved by the Planning Division, City Engineering, and Traffic Engineering Division.
3. As an alternative to Condition 2, the applicant may chose to dedicate and construct the extension of Eliot Lane. Condition 1 would still apply.

The following conditions have been submitted by reviewing agencies:

City Engineering Division (Contact Janet Dailey, 261-9688)

Demolition Comments:

4. The applicant shall comply with all requirements of the CSM prior to the approval of the demolition permit.
5. This property is an open site with the WDNR (BRRTS# 0-13-553975). The Applicant shall provide proof of notification to the WDNR project manager and shall comply with all DNR requirements pertaining to remediation. Contact Brynn Bemis at 267-1986 if you have questions on this requirement.
6. The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project. (MGO 16.23(9)c)
7. This property has deferred assessments for the Truax West Interceptor Sewer assessment district that shall be paid in full as a condition of the subdivision approval. Assessment rate is \$12.00/1000 sf of developable area.
8. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass. (POLICY)
9. The approval of this Conditional Use or PUD does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of

way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester. (MGO 16.23(9)(d)(6))

10. The applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction. (POLICY)
11. All work in the public right-of-way shall be performed by a City licensed contractor. (MGO 16.23(9)(c)5) and MGO 23.01)
12. All damage to the pavement on Tennyson Lane, adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria. For additional information please see the following link: <http://www.cityofmadison.com/engineering/patchingCriteria.cfm> (POLICY)
13. The applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain only the following data, each on a separate layer name/level number: a) Building Footprints; b) Internal Walkway Areas; c) Internal Site Parking Areas; d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.); e) Right-of-Way lines (public and private); f) All Underlying Lot lines or parcel lines if unplatted; g) Lot numbers or the words "unplatted"; h) Lot/Plat dimensions; i) Street names

All other levels (contours, elevations, etc) are not to be included with this file submittal.

NOTE: Email file transmissions preferred lzenchenko@cityofmadison.com. Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file. (POLICY and MGO 37.09(2) & 37.05(4))

14. The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set. (POLICY and MGO 37.09(2)) PDF submittals shall contain the following information: a) Building footprints; b) Internal walkway areas; c) Internal site parking areas; d) Lot lines and right-of-way lines; e) Street names; f) Stormwater Management Facilities; and g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).
15. Prior to approval, the owner or owner's representative shall obtain a permit to plug each existing sanitary sewer lateral that serves a building which is proposed for demolition. For each lateral to be plugged the owner shall complete a sewer lateral plugging application and pay the applicable permit fees. NOTE: As of January 1, 2013 new plugging procedures and permit fees go into effect. The new procedures and revised fee schedule is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>. (MGO CH 35.02(14))
16. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff. (MGO 16.23(9)(d)(4))

17. City of Madison Environmental Projects Staff have reviewed the subject site and determined that a Phase I ESA will be required of the applicant. The applicant shall provide one (1) digital and one (1) hard copies of an ASTM Phase I ESA prepared by an environmental professional. Staff review of this Phase I ESA will determine if a further investigative Phase II ESA is also required. Please submit any relevant Phase I and Phase II ESAs to Brynn Bemis (608-267-1986, bbemis@cityofmadison.com) for further review. (MGO 16.23(5)(g)(2))

CSM Comments:

18. Presently, an 8-inch sanitary sewer main extends from the intersection of Tennyson Lane at Elliot Lane into the existing lot approximately 175ft. With the recording of this CSM the sanitary sewer will be considered privately owned and maintained.
19. This property is an open site with the WDNR (BRRTS# 0-13-553975). The Applicant shall provide proof of notification to the WDNR project manager and shall comply with all DNR requirements pertaining to remediation. Contact Brynn Bemis at 267-1986 if you have questions on this requirement.
20. The Applicant shall dedicate a 60ft wide right of way and construct a 32ft wide street from Tennyson Lane to the north CSM boundary. Modify Outlot 1 to show this as a right of way dedication.
21. Due to the topography, the proposed street may require a temporary retaining wall at the northerly property line. City Engineering shall design the proposed street and locate the wall as necessary. If a temporary retaining wall is require the Applicant shall enter into a maintenance agreement for any necessary repairs to the wall until the wall can be removed and the roadway extended.
22. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff. Current MMSD fees total over \$43,000. An exact invoice amount will be prepared after the CSM is modified to reflect the right of way modifications.
23. The Developer shall enter into a City / Developer agreement for the installation of public improvements required to serve this plat/csm. The developer shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The developer shall meet with the City Engineer to schedule preparation of the plans and the agreement. The City Engineer will not sign off on this plat/csm without the agreement executed by the developer. (MGO 16.23(9)c)
24. Two weeks prior to recording the final plat, a soil boring report prepared by a Professional Engineer, shall be submitted to the City Engineering Division indicating a ground water table and rock conditions in the area. If the report indicates a ground water table or rock condition less than 9' below proposed street grades, a restriction shall be added to the final plat, as determined necessary by the City Engineer. (MGO 16.23(9)(d)(2) and 16.23(7)(a)(13))
25. The plat/csm shall show a temporary limited easement for a temporary cul-de-sac having a radius of 50 feet and a reverse curve radius of 50 feet. The easement(s) shall expire when the streets are extended. (MGO 16.23(3)(a)(2)(c) (plats) & 16.23 (5)(g)1. (CSM))

26. The developer shall construct Madison Standard street and sidewalk improvements for all streets within the plat/csm. (MGO 16.23(9)(d)6)
27. Extensive grading may be required due to steep roadway grades. (INFORMATIONAL)
28. All proposed street names shall be approved by the City Engineer. Applicant shall contact Lori Zenchenko (608-266-5952) with street name requests. (MGO 16.23(8)(a)12)
29. Arrows shall be added to the certified survey map indicating the direction of drainage for each property line not fronting on a public street. In addition, the certified survey map shall include lot corner elevations, for all lot corners, to the nearest 0.25-foot. The following notes shall be added to the certified survey map. (MGO 16.23(9)(D))
- a. Arrows indicate the direction of surface drainage swale at individual property lines. Said drainage swale shall be graded with the construction of each principal structure and maintained by the lot owner unless modified with the approval of the City Engineer. Elevations given are for property corners at ground level and shall be maintained by the lot owner.
 - b. All lots within this certified survey are subject to public easements for drainage purposes which shall be a minimum of 6-feet in width measured from the property line to the interior of each lot except that the easements shall be 12-feet in width on the perimeter of the certified survey. For purposes of two (2) or more lots combined for a single development site, or where two (2) or more lots have a shared driveway agreement, the public easement for drainage purposes shall be a minimum of six (6) feet in width and shall be measured only from the exterior property lines of the combined lots that create a single development site, or have a shared driveway agreement, except that the easement shall be twelve (12) feet in width along the perimeter of the certified survey. Easements shall not be required on property lines shared with greenways or public streets. No buildings, driveways, or retaining walls shall be placed in any easement for drainage purposes. Fences may be placed in the easement only if they do not impede the anticipated flow of water.

NOTE: IN THE EVENT OF A CITY OF MADISON PLAN COMMISSION AND/OR COMMON COUNCIL APPROVED REDIVISION OF A PREVIOUSLY SUBDIVIDED PROPERTY, THE UNDERLYING PUBLIC EASEMENTS FOR DRAINAGE PURPOSES ARE RELEASED AND REPLACED BY THOSE REQUIRED AND CREATED BY THE CURRENT APPROVED SUBDIVISION.

Information to Surveyor's: In addition to notes such as this, WI State Plat Review now enforces the requirement that easements or other reference lines/areas be graphically shown, dimensioned and tied when they represent fixed locations. They will accept a "typical detail" when the easement or restriction can be effectively described and retraced from the typical detail.
(MGO 16.23(3)(a)(2)(c) (plats) & 16.23 (5)(g)1. (CSM)

30. The following note shall be placed on the CSM: No changes in drainage patterns associated with development on any or all lots within this CSM shall be allowed without prior approval of the City Engineer.
31. The following note shall be added to the certified survey map. "All lots created by this certified survey map are individually responsible for compliance with Chapter 37 of the Madison General Ordinances in regard to storm water management at the time they develop."

32. A minimum of two (2) working days prior to requesting City Engineering signoff on the plat/csm the applicant shall contact Janet Dailey (608-261-9688) 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. All charges shall be cleared prior to the land division (and subsequent obsolesces of the existing parcel). (POLICY)
33. The Developer shall construct public sanitary sewer, storm sewer, and drainage improvements as necessary to serve the lots within the plat/csm. (MGO 16.23(9)(d))
34. 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 condition reports for all monuments, including center of sections of record, used in this survey, to Eric Pederson, City Engineering. If a new tie sheet is not required under A-E 7.08, Engineering requests a copy of the latest tie sheet on record with Dane County Surveyor's office. The Applicant shall identify monument types on all PLS corners included on the Plat or CSM. Note: Land tie to two PLS corners required.
35. In accordance with Section s.236.34(1) (c) which says a CSM shall be prepared in accordance with s.236.20(2) (c) & (f), Wisconsin Statutes, the Applicant must show type, location and width of any and all easements. Clearly identify the difference between existing easements (cite Register of Deeds recording data) and easements which are being conveyed by the Plat/CSM. Identify the owner and/or benefiting interest of all easements.
36. City of Madison Environmental Projects Staff have reviewed the subject site and determined that a Phase I ESA will be required of the applicant. The applicant shall provide one (1) digital and one (1) hard copies of an ASTM Phase I ESA prepared by an environmental professional. Staff review of this Phase I ESA will determine if a further investigative Phase II ESA is also required. Please submit any relevant Phase I and Phase II ESAs to Brynn Bemis (608-267-1986, bbemis@cityofmadison.com) for further review. (MGO 16.23(5)(g)(2))

Traffic Engineering Division (Contact Eric Halvorson, 266-6572)

No Comments on Demolition – CSM Comments:

37. The Applicant shall dedicate a 60ft wide right of way and construct a 32ft wide street from Tennyson to the north CSM boundary. Modify Outlot 1 to show this as a right of way dedication.
38. A second North/South street connection, preferably the continuation of Eliot Ln., is highly recommended to support improved connectivity.

Zoning Administrator (Contact Patrick Anderson, 266-5978)

No Comments on CSM- Demolition Comments:

39. 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, Mr. George Dreckmann. (608-267-2626).
40. Section 28.185 (10) Every person who is required to submit a reuse and recycling plan pursuant to Sec. 28.185(7)(a)5. shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition.

41. Approval of the demolition permit will require the removal of all structures including the driveway landscaped and seeded to minimize erosion, remove asphalt driveway and apron and replace with curb and gutter as per City Engineering & Traffic Engineering requirements. During demolition and prior to curb and gutter, installation of barriers shall be installed across the driveway to prevent the parking of vehicles.
42. Section 28.185 (9)(a) A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.

Fire Department (Contact Bill Sullivan, 261-9658)

No Comments on CSM- Demolition Comment:

43. Please consider allowing Madison Fire Dept. to conduct training sequences prior to demolition. Contact MFD Training Division to discuss possibilities (608) 246-4587.

Water Utility (Contact Dennis Cawley, 261-9243)

Demolition Comment:

44. Madison Water Utility shall be notified to remove the water meter prior to demolition. This property is not in a wellhead protection district. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility. The Water Utility will not need to sign off the final plans, and will not need a copy of the approved plans.

CSM Comments:

45. There are unassessed water mains adjacent to this property.

46. This property is not in a Wellhead Protection District. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility. The Water Utility will not need to sign off the final plans, and not need a copy of the approved plans.

Parks Division (Contact Kay Rutledge 266-4717)

No Comments on Demolition – CSM Comments:

47. The developer shall pay park impact fees when residential development is proposed and approved for these three lots. The developer must select a method for payment of park fees before signoff on this approval. This development is within the Warner park impact fee district (SI21). Please reference ID# 13120 when contacting Parks Division staff about this project.

Note: The park dedication requirement for single-family and two-family units equals 1,100 square feet per dwelling unit. The fee in lieu of parkland dedication for single- or two-family units is \$2,684.00 per unit in 2013. The park development fee for a single-family or two-family unit in 2013 is \$1,003.96 per dwelling unit. Multi-family unit developments have a different park impact fee rate. Park impact fees are adjusted on January 1 of each calendar year, and the park impact fees due at the time of building permit issuance may be higher than the amounts stated above to reflect these annual adjustments.

48. Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency did not submit a response to this request.