

Rec. 1.015883 1/23/18 RB



City of Fitchburg
Planning/Zoning Department
5520 Lacy Road
Fitchburg, WI 53711
(608-270-4200)

LAND DIVISION APPLICATION

The undersigned owner, or owner's authorized agent, of property herein described hereby submits ten (10) copies of the attached maps, one (1) copy no larger than 11" x 17", and one (1) pdf document of the complete submittal (planning@fitchburgwi.gov) for approval under the rules and requirements of the Fitchburg Land Division Ordinance.

- 1. Type of Action Requested:**
- Certified Survey Map Approval
 - Preliminary Plat Approval
 - Final Plat Approval
 - Replat
 - Comprehensive Development Plan Approval

- 2. Proposed Land Use (Check all that Apply):**
- Single Family Residential
 - Two-Family Residential
 - Multi-Family Residential
 - Commercial/Industrial

3. No. of Parcels Proposed: 20

4. No. Of Buildable Lots Proposed: 17

5. Zoning District: Planned Development District

6. Current Owner of Property: Nine Springs Hill Inc. (&Dale Osborn (c/o Darcy Cottrill 5136 Lacy Rd Fitchburg WI 53711)

Address: 2721 Stevens Street, Madison, WI 53705 **Phone No:** _____

7. Contact Person: Todd J. Buhr

Email: todd.buhr@jsdinc.com

Address: 161 Horizon Drive, Ste 101, Verona, WI 53593 **Phone No:** (608) 848-5060

8. Submission of legal description in electronic format (MS Word or plain text) by email to: planning@fitchburgwi.gov

Pursuant to Section 24-2 (4) of the Fitchburg Land Division Ordinance, all Land Divisions shall be consistent with the currently adopted City of Fitchburg Comprehensive Plan.

Respectfully Submitted By: Todd J. Buhr Todd J. Buhr

Owner's or Authorized Agent's Signature Print Owner's or Authorized Agent's Name

PLEASE NOTE - Applicants shall be responsible for legal or outside consultant costs incurred by the City. Submissions shall be made at least four (4) weeks prior to desired plan commission meeting.

For City Use Only: **Date Received:** 1/23/2018

Ordinance Section No. _____ **Fee Paid:** \$2,860.00

Permit Request No. FP-2199-18

Memorandum

www.jsdinc.com

To: Susan Badtke, Community Planner, City of Fitchburg
From: Kevin Yeska, JSD
Re: @Edge Live/Work
JSD Project #: 16-7678
Date: January 23, 2018
cc: Randy Alexander, Torque Real Estate; Chris Gosch, Populance; Hans Justeson, JSD; Rachel Holloway, JSD; Bill Dunlop, JSD

Overview

On behalf of Torque Companies, JSD Professional Services, Inc. (JSD) is requesting consideration and approval of a Specific Implementation Plan (under Planned Development District zoning) and Final Plat for the *@Edge Live/Work* development, which is generally located south of the intersection of CTH MM and McCoy Road, between U.S. Highway 14 and CTH MM. This submittal consists of:

1. A Final PLAT based on the Preliminary Plat that was conditionally approved on January 9, 2018
2. Engineering Plans for the development
3. A SIP based on the GIP that was conditionally approved on January 9, 2018 (a copy of the recorded GIP will be provided as it was recorded at the Register of Deeds on 01-22-18)
4. A street right-of-way Discontinuance Request (recorded Lis Pendens) for Loniello Court (a copy of the recorded Lis Pendens will be provided as it was recorded at the Register of Deeds on 01-22-18)
5. A Certified Survey Map (CSM) for the Dale Osborn property adjacent to the south, to memorialize new lot boundaries associated with the Loniello Court discontinuance
6. Materials for Architectural Design Review for buildings in Phase 1 of @Edge

As previously presented, the project will contain multi-tenant work spaces, live-work units, and residential apartment complexes meant to cater to entrepreneurs and tech-oriented individual/groups. The location of the project site provides a viable opportunity for market rate renters and owner occupied commercial uses.

Project Lands

The project is comprised of 34.08 acres across four parcels of land situated at 2991 County Highway MM. The subject property includes Lot 3 of CSM 3535, Lots 1 & 2 of CSM 3598, and a portion of an unplatted parcel owned by Dale Osborn that runs along USH 14, which will be transferred to Torque Companies for use as an outlot as part of this development. Following City approvals, the intended sequence of recordings is to record the discontinuance order for Loniello Court, followed by the CSM to establish new lot boundaries, transfer ownership of the 1.2-acre outlot via Quit Claim Deed, and record the Final Plat.

Municipal Coordination and Feedback to Date

The applicants have coordinated with City staff and other agencies throughout the project. Meetings held to date include the following:

- July 18, 2017 – Pre-Application conference with the Plan Commission
- May 18, 2017 - Neighborhood Meeting #1
- August 14, 2017 – Neighborhood Meeting #2
- November 9, 2017 – Meeting with City Public Works Staff to discuss access, streets, and design options
- December 1, 2017 – Traffic Study Coordination Meeting with City and County staff
- December 21, 2017 – On-Site Coordination Meeting with City Public Works and Fire Department Staff to discuss utilities and clarify review comments
- January 5, 2017 – On-Site Meeting with City Staff on sanitary sewer easement and multi-use trail
- January 10, 2018 – CTH MM Draft TIA Review and Improvements Concept Review meeting with City and County Staff
- January 18, 2018 – Weekly Coordination Meeting with City Engineering to discuss design details

Coordination on final engineering design for CTH MM improvements is continuing at the time of this submittal, and weekly engineering meetings are currently scheduled. The final TIA is a part of this submittal and design details for the improvements of CTH MM through the development require additional input from and coordination with Dane County Highways, the City, the City of Madison Traffic Engineering (the City's design agent for signals), and Alliant Energy (utility relocations.)

Final Plat

The project site is currently comprised of 34.08 acres, including the following:

- Lot 1 CSM 3598/PIN 225/060901399400 (1 acre)
- Lot 2 CSM 3598/PIN 225/060901395404 (14.108 acres)
- Lot 3 CSM 3535/PIN 225/060901381704 (17.68 acres)
- Unplatted lands adjacent to USH 14 (1.16 acres, currently owned by Dale Osborn)

The Plat will result in the creation of 17 buildable lots and 3 outlots for stormwater management and open space. Since the approval of the Preliminary Plat, coordination with City Staff in order to meet the conditions of approval in Resolution R-23-18 requiring that the applicants address public works comments on the engineering plans prior to, or with submission of, the Final Plat. The enclosed plan documents and data tables reflect these efforts and provide additional details.

The release of two utility easements to the Town of Fitchburg must be completed prior to the recording of the plat. The two easements are noted on Lot 1 CSM No. 3598 per document no. 1676046, and another per document no. 1676938. A specific request will be submitted separately to the City.

Future Subdividing of Lands

At a future date, the ownership group may wish to subdivide Lots 10 and 11 via CSM to establish additional lots within Lot 10 and Lot 11. Building G1, G2, G3 and Building G4, G5, G6, although connected, will be designed to accommodate a property line division with a fire wall separation. The architectural team has been working closely with the City of Fitchburg Fire Department to accommodate this potential future subdivision.

Land Use

The project will mirror Fitchburg's tradition of recycling material, re-use, and reduction. It will be a national model for redevelopment into an environmentally conscious and vibrant community. Sustainability practices

include a variety of live/work options, efficient building and site design, passive and active solar, water catchment, community gardens and recreational venues. The development will create a modern urban live/work environment where design, art, agriculture, community, and commerce are in balance with nature.

The development proposal includes the construction of a mixed-use development hosting a variety of non-residential uses, including commercial space (i.e. retail, restaurant, professional office) and residential apartment-style dwelling units, including efficiency, one- and two-bedroom, and live/work units.

The development proposal includes private street, path and pedestrian walkway to promote an environment that is friendly to non-motorized transportation while accommodating resident and visitor vehicular traffic. Narrow, urban street with a variety of parking options, stop controlled intersections and wider walks and paths are used to create the desired urban environment within the development. Each of these features have been designed with public safety and specifically emergency vehicle access in mind to ensure the improvements promote public safety. Refer to the following Exhibits for additional development details:

- 04.0 - @Edge Master Plan
- 04.1 – @Edge Land Use, Unit Count, Vehicular Parking Count Summary Table
- 04.3 – @Edge Bike Parking Count Summary Table
- 04.4 – @Edge Phasing Plan

Site Access, Circulation, and Parking

@Edge Live/Work will be served by three points of access from CTH MM. Today, the site is served by three points of access; however, due to studies of the sight distances as part of the TIA and topographic constraints two of the three existing access drives will be relocated. The locations of these access points have been reviewed and approved by the City and Dane County Highway Department. The access point furthest south, currently Loniello Court, is an existing access from CTH MM that is today a cul-de-sac. This access will remain in place and will be improved as an urban street and re-named Runa Way. The engineering plans enclosed in this submittal reflect the recommendations in the traffic analysis and the discussions that have taken place to date with City and County officials. The plans contained in this submittal are will be submitted concurrently to Dane County for review.

Torque Companies and JSD have had substantial discussions with City and County regarding the anticipated intersections proposed.

- JSD proposes a signalized, full movement intersection at CTH MM and Runa Way, including right turn lane into and required tapers out of the development.
- The Bier Way/MM intersection proposed to be a right-in, right-out intersection. Based on the results of the TIA and guidance from the City and County this intersection will be right-in only until the speed along CTH MM is reduced and/or the roadway is fully developed into a four-lane urban section. The plans reflect the current improvements and an allowance for future improvements.

It is understood that all access points and intersection designs will be confirmed with City and County staff prior to the recording of the Final Plat.

In the course of coordinating with City Public Works staff on the details of street design, the applicant team has attempted to accommodate the City's feedback as much as possible. However, certain challenges arose

that would have required significant redesign to the project in order to meet requirements for right-of-way widths (specifically, the widths for travel lanes, parking stalls and terraces). It is our belief that the current proposed design provides adequate space for rights-of-way to serve the development in a safe and efficient manner, both for day-to-day use and emergency services. In order to resolve the concerns of City Staff the streets serving @Edge are now proposed to be entirely private rights-of-way. All streets and sidewalks will be maintained per the Developer Agreement.

Bicycle Transportation and Parking

@Edge Live/Work is excited to bring forward a development with multi-modal forms of transportation for residents of and visitors to the City of Fitchburg. A multi-use path is proposed for this development on the west side of Runa Way that will provide connectivity through the development as well as future connections to the larger multi-use path system, including the Lacy Road/County MM bike path and Captial City Trail located at the corner of East Clayton Road and County MM. The proposed multi-use path will improve pedestrian and bicycle safety in the area by diverting pedestrian and bike traffic away from County MM into the project site, allowing them to experience the @Edge Live/Work development first-hand.

Residents of @Edge Live/Work will have the opportunity to park their bicycles in either long-term secure bicycle parking within the buildings or in short-term, public bike parking spaces. Refer to Exhibit 04.1 – Land Use, Unit Count, Vehicular Parking Count Summary Table for additional detail.

Building Design

Industrial modern design is about exposing what lies beneath to uncover a creative and unique energy and style. What others are at pains to hide, we boldly put on display. There is no trim to cover imprecise craftsmanship, the details celebrate the process of how materials are made, how all of the pieces fit together, and the many talented tradespeople coming together in a coordinated assembly.

The form and structural elements are turned into expressive showpieces, a natural and beautiful visual language that inspires inside and out. Throughout, there are opportunities to juxtapose the raw with the refined, and incredible thought goes into every detail. Form and function are both equally important in the design of the project and public and private spaces.

Outside, textural interplay of grainy, earthy wood and smooth, lustrous metal provide a way to accentuate and define materials in a way that is true to their form and function. Well placed accents and lighting define spaces and edges for a sense of understanding of the project as a whole. Concrete plays an essential role in modern industrial design, either polished to a high gloss or left matte or unfinished, the versatility and durability of concrete is unparalleled for the industrial modern design aesthetic. Broad brushstrokes of xeriscape plantings and hand-packed gabion retaining wall structures compliment the material palette, and supplement the crisp geometric forms with softened edges

Inside, exposed beams, visible duct work, conduit, and sprinklers add interest and visual dimension against a surface that is normally painfully concealed in other design styles, exposing the thought process by tracing their design. The most basic and important element- sunlight- tracks through the interior reflecting off the variety of materials and textures, creating an environment that is both inspirational and functional. Open spaces are flexible to allow room to expand, move, adapt, and grow. Spaces have different functions, but can be combined in many different ways. Creative ways of using and combining space allow for an ever changing and stimulating environment

Intended Signage Design

Clear and memorable signage is consistent and integrated with the building and site design and takes advantage of the rich and unique material palette that is part of the project. Consistent themes include the interplay of materials and graphics while maintaining an underlying logic that assists in wayfinding and communication.

Clear and legible letter and number styles provide high visibility and a style that is at home with the residents of this development.

Intended Fencing Design

To establish a form of privacy for residents the development will propose a number of 6' and 8' tall privacy fences. An 8' tall perimeter screening fence will be constructed between the @Edge development and the Osborn fill/excavation property to the south during Phase 1. A 6' tall fence with the same architectural style will also be proposed at the "B" Live/Work units to separate backyards and create privacy between neighbors. Refer to architectural plans for fence details. The fence will be comprised of 4'x4' wood posts with white flashing over black stained slats.

Landscape Design

The landscape materials and design will compliment and build on visual themes and styles established by the proposed architecture within the @Edge Live/Work development. Landscaping and diverse outdoor spaces/amenities will be provided throughout the development to create welcoming places to sit or walk between the buildings.

A variety of plantings will be used to highlight and define the edges of the overall development and architecture. An emphasis will be placed on low maintenance practices by using a biodiversity of native perennial species, particularly grasses and wildflowers, around building foundations. The species provided will be carefully selected to provide four season interest throughout the development by use of texture, flower color, fall color, and form. Open space areas and courtyards throughout the development will be highlighted with trees, shrubs and perennials that soften the hardscape/density of buildings and create outdoor rooms for various amenities highlighted in the site amenities plan.

Intended Open Space Design

Open space remains a critical component to the @Edge Live/Work development. The organization of buildings in the central block creates a communal courtyard space, functioning as an amenity that is usable space for residents and visitors.

The master plan incorporates a 8-foot wide public multi-use path along the west side of Runa Way to connect to anticipate future path development along CTH MM. Furthermore, the path provides a link to the Capital City Trail, which crosses CTH MM just north of the project site. Auxiliary walking paths linking to the multi-use path, creating an internal path network, are incorporated on the west side of the development. These paths will provide opportunities for both active and passive recreation, as well as safe routes for active recreation and walking pets.

Public Improvements

Public improvements associated with the development proposal include the construction of:

- Approximately 3,400 linear feet of private roadways to provide public access incorporating varying right-of-way widths, parallel parking stalls, and reverse angle parking
- 5-foot wide sidewalks adjacent to proposed private streets;
- 8-foot wide multi-use path;
- County Highway MM roadway and intersection improvements; and
- Sanitary, storm and water utilities to services the proposed buildings.

Stormwater Management, Utilities, and Environmental Remediation

Stormwater will be retained on-site by two detention basins and a water catchment system that will provide water for the community gardens, community dog wash, and a community car wash station.

Remediation of the site will involve the removal (approximately 93,000 cubic yards) of potentially unstable materials from all building footprint areas, road/drive areas, and utility trench areas. The concrete, blacktop, and other masonry materials will be crushed and if compliant with city specifications will be re-utilized for roads, utility trenches, and building footprints once steel and plastic materials are separated. Additional new, engineered fill meeting city specifications will be imported for the construction of roads, utility trenches, and building footprints. A geo-synthetic grid will be used to reinforce the new engineered fill.

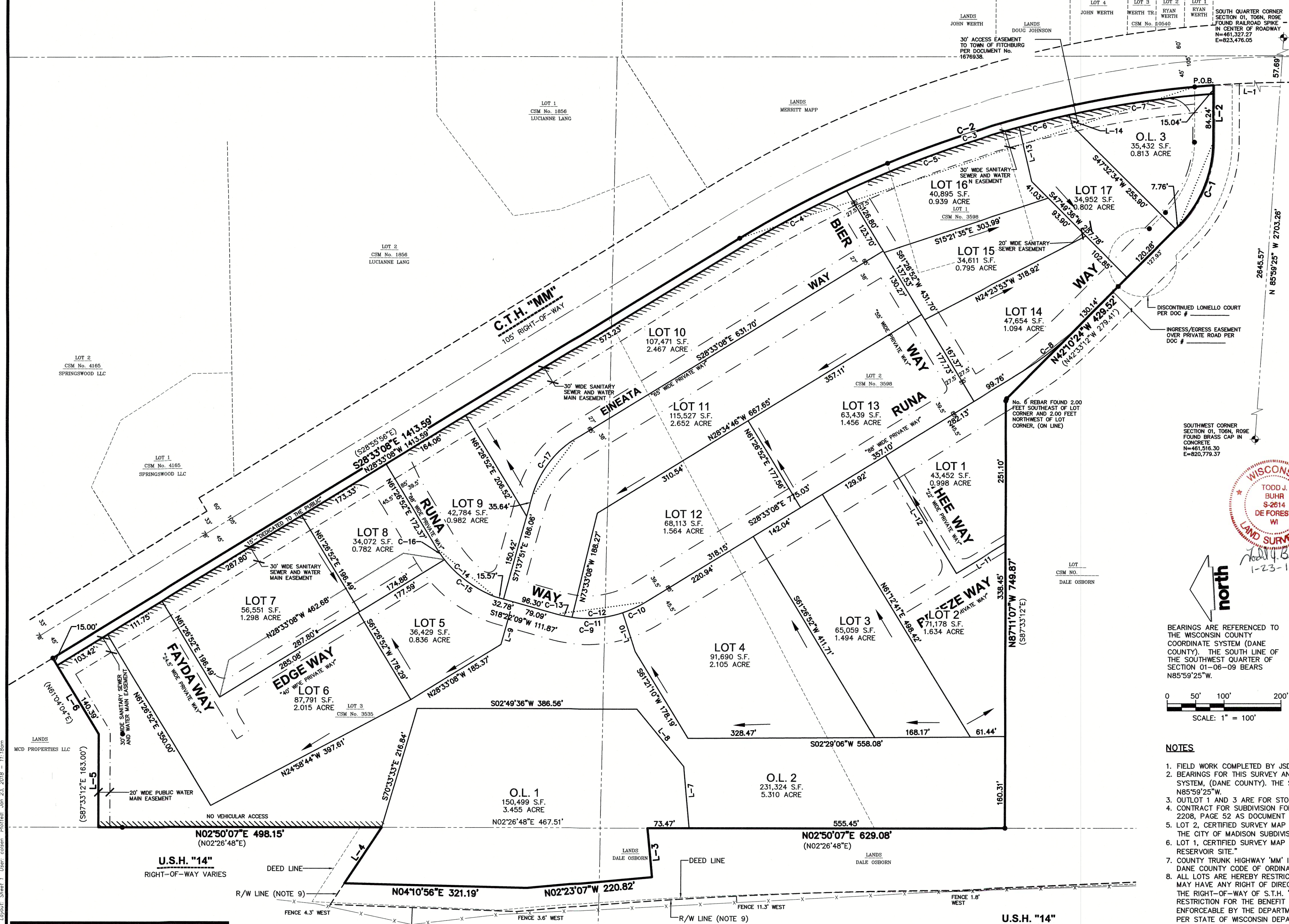
The project site is marked by its significant topography as one moves across the site from the south to the north. Both the northern and western edges of the site are unbuildable, with very steep slopes. These slopes are comprised of concrete slabs, some the size of cars, that retain the 50-75 feet of fill on the balance of the site. Interspersed between the concrete and rubble are invasive trees and plants. Remediation of these areas will require the removal of these trees. The shavings from these trees will be used in the redeveloped landscape and gardens. After the removal of steel and plastics, the concrete will be broken into smaller aggregates. Recycling of these materials, along with construction waste, will be implemented, along with appropriate measures for erosion control. New soils will be placed on these slopes and planted with native species that are non-invasive and drought resistant. Terracing will create walking paths, a small amphitheater, and gardens for the site's future occupants.

Schedule of Completion

Construction is anticipated to begin spring 2018 with initial occupancy anticipated for late summer 2019. Overall, construction is estimated to take approximately three years, with an anticipated completion date of July 2021. Occupancy would be absorbed equally over the course of construction (refer to Exhibit 4.4 –Phasing Plan).

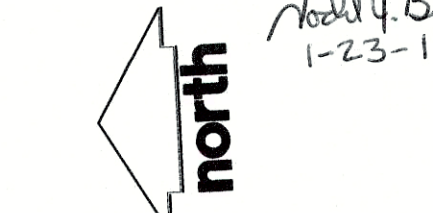
@ EDGE LIVE/WORK

LOT 3, CERTIFIED SURVEY MAP No. 3535, RECORDED IN VOLUME 14, PAGES 124-125, AS DOCUMENT 1676937 AND LOTS 1, 2 AND PART OF DISCONTINUED LONIELLO COURT, CERTIFIED SURVEY MAP No. 3895, RECORDED IN VOLUME 14, PAGES 234-235, AS DOCUMENT 1691387 AND PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER AND PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, ALL LOCATED IN SECTION 01, TOWNSHIP 06 NORTH, RANGE 09 EAST, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

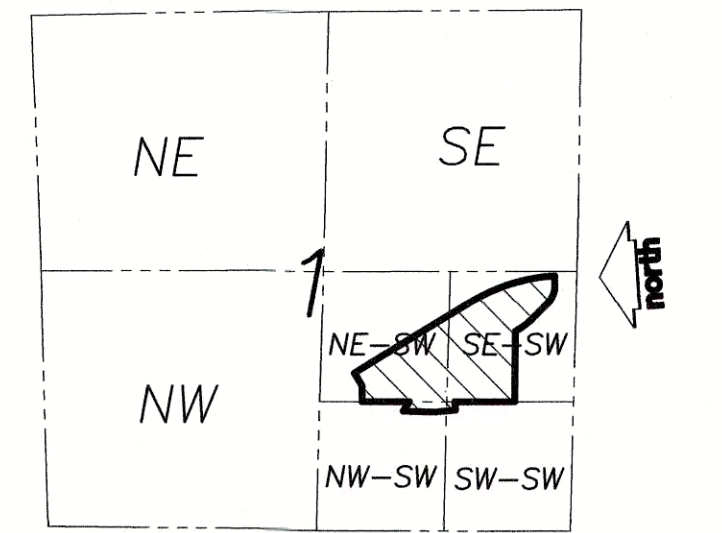
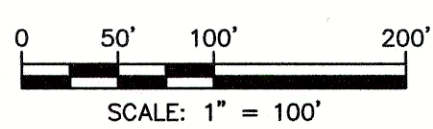


LEGEND

- GOVERNMENT CORNER
- 1" IRON PIPE FOUND
- 3/4" REBAR FOUND
- 1 1/2" O.D. x 18" IRON PIPE SET (1.68 LBS/LF)
- 3/4" x 24" REBAR SET (1.50 LBS/LF)
- PLAT BOUNDARY
- - - SECTION LINE
- - - RIGHT-OF-WAY LINE
- - - CENTERLINE
- - - CHORD LINE
- - - SETBACK LINE
- - - PLATTED LOT LINE
- - - EASEMENT LINE
- /// INDICATES NO VEHICULAR ACCESS ALLOWED. (SEE NOTE'S 7 AND 8)
- () DENOTES RECORD DATA DEPICTING THE SAME LINE ON THE GROUND AS RETRACED BY THIS SURVEY
- PUBLIC UTILITY EASEMENT FRONT YARD (TYP.) (SEE NOTE ** ON SHEET 1)
- () DENOTES RECORD DATA DEPICTING THE SAME LINE ON THE GROUND AS RETRACED BY THIS SURVEY
- UTILITY EASEMENTS - NO POLES OR BURIED CABLES ARE TO BE PLACED SUCH THAT THE INSTALLATION WOULD DISTURB ANY SURVEY STAKE OR OBSTRUCT VISION ALONG ANY LOT LINE OR STREET LINE.
- THE DISTURBANCE OF A LOT CORNER BY ANYONE IS A VIOLATION OF SECTION 236.32 OF WISCONSIN STATUTES.
- UTILITY EASEMENTS AS HEREIN SET FORTH ARE FOR THE USE OF PRIVATE PUBLIC UTILITIES HAVING THE RIGHT TO SERVE THIS PLAT. THE USE OF THESE EASEMENTS IS NOT TO BE EXTENDED TO PRIVATE OR PUBLIC PRIVATE UTILITIES SUCH AS WATER, SANITARY SEWER AND STORM WATER UTILITIES, EXCEPT WHERE SPECIFICALLY NOTED ON THE PLAT.
- 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. THE FINAL GRADE SHALL NOT BE ALTERED BY MORE THAN 6 INCHES WITHOUT PRIOR WRITTEN CONSENT OF THE CITY ENGINEER AND THE APPROPRIATE UTILITY COMPANY OR COMPANIES.



BEARINGS ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (DANE COUNTY). THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 01-06-09 BEARS N85°59'25"W.



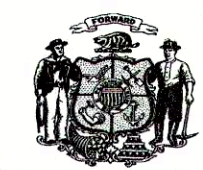
LOCATION SKETCH
SECTION 1, T06N, R09E, DANE COUNTY
SCALE 1" = 2,000'

NOTES

1. FIELD WORK COMPLETED BY JSD PROFESSIONAL SERVICES, INC. ON MAY 10, 2017.
2. BEARINGS FOR THIS SURVEY AND MAP ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (DANE COUNTY). THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 01-06-09, BEARS N85°59'25"W.
3. OUTLOT 1 AND 3 ARE FOR STORMWATER MANAGEMENT AND OWNED BY THE HOMEOWNERS ASSOCIATION.
4. CONTRACT FOR SUBDIVISION FOR SUBDIVISION IMPROVEMENTS RECORDED SEPTEMBER 10, 1980 IN VOLUME 2208, PAGE 52 AS DOCUMENT No. 1679191.
5. LOT 2, CERTIFIED SURVEY MAP No. 3598-"ANY FUTURE DEVELOPMENT OF LOT 2 SHALL CONFORM TO THE CITY OF MADISON SUBDIVISION REGULATIONS."
6. LOT 1, CERTIFIED SURVEY MAP No. 3598-"LOT 1 SHALL ONLY BE USED FOR A WELL AND UNDERGROUND RESERVOIR SITE."
7. COUNTY TRUNK HIGHWAY "MM" IS A CONTROLLED ACCESS HIGHWAY PURSUANT TO CHAPTER 79 OF THE DANE COUNTY CODE OF ORDINANCES.
8. ALL LOTS ARE HEREBY RESTRICTED SO THAT NO OWNER, POSSESSOR, USER, LICENSEE OR OTHER PERSON MAY HAVE ANY RIGHT OF DIRECT VEHICULAR INGRESS FROM OR EGRESS TO ANY HIGHWAY LYING WITHIN THE RIGHT-OF-WAY OF S.T.H. "14"; IT IS EXPRESSLY INTENDED THAT THIS RESTRICTION CONSTITUTE A RESTRICTION FOR THE BENEFIT OF THE PUBLIC AS PROVIDED IN S.236.293, STATS., AND SHALL BE ENFORCEABLE BY THE DEPARTMENT OR ITS ASSIGNS. U.S.H. "14" IS A CONTROLLED ACCESS HIGHWAY PER STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 233 AND WISDOT PROJECT T014-2(2).
9. RIGHT-OF-WAY LINE FOR U.S.H. "14" ARE BASED ON STATE HIGHWAY COMMISSION OF WISCONSIN PROJECT T014-2 (27), DATED JUNE 10, 1966, REVISED SEPTEMBER 25, 1981.
10. ALL ROADWAYS WITHIN THE PLAT BOUNDARY ARE "PRIVATE WAYS".

There are no objections to this plat with respect to Secs. 236.15, 236.16, 236.20 and 236.21(1) and (2), Wis Stats. as provided by s. 236.12, Wis. Stats.

Certified _____, 20____



Department of Administration

PREPARED FOR:

TORQUE FOCUSED REAL ESTATE
2797 LAYLOR ROAD
OREGON, WISCONSIN 53575

PREPARED BY:

JSD PROFESSIONAL SERVICES, INC.
161 HORIZON DRIVE, SUITE 101
VERONA, WISCONSIN 53593
(608) 848-5060

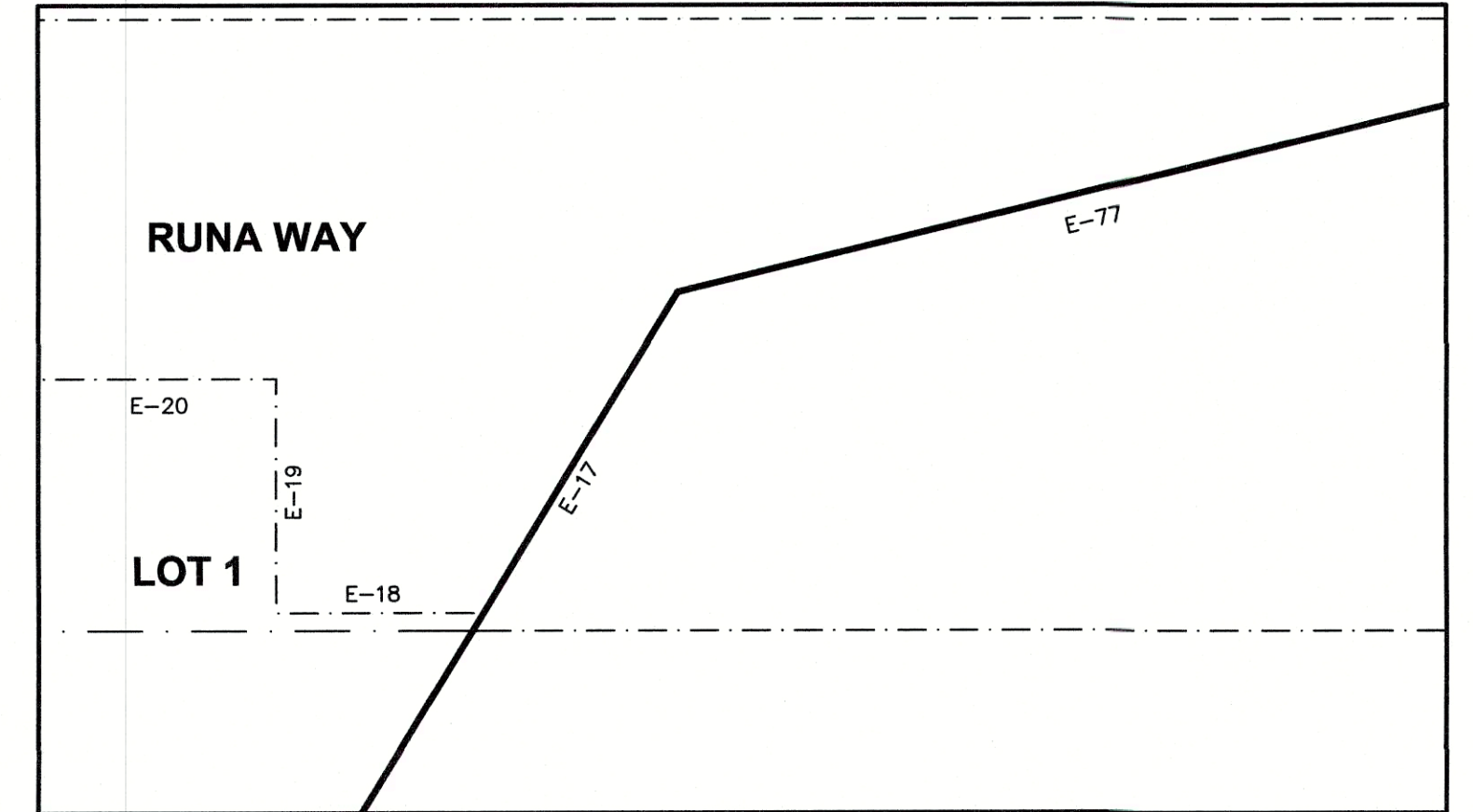
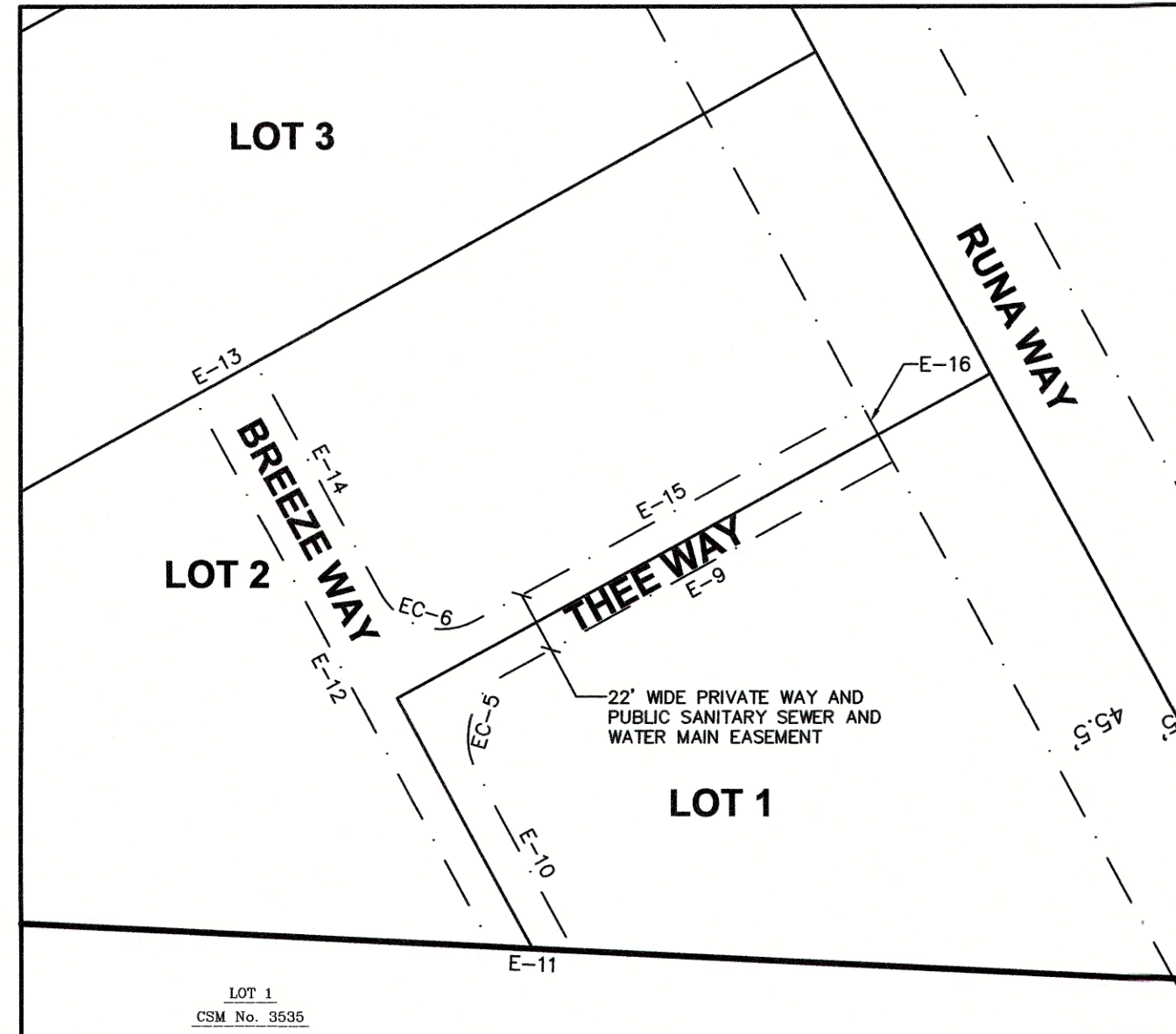
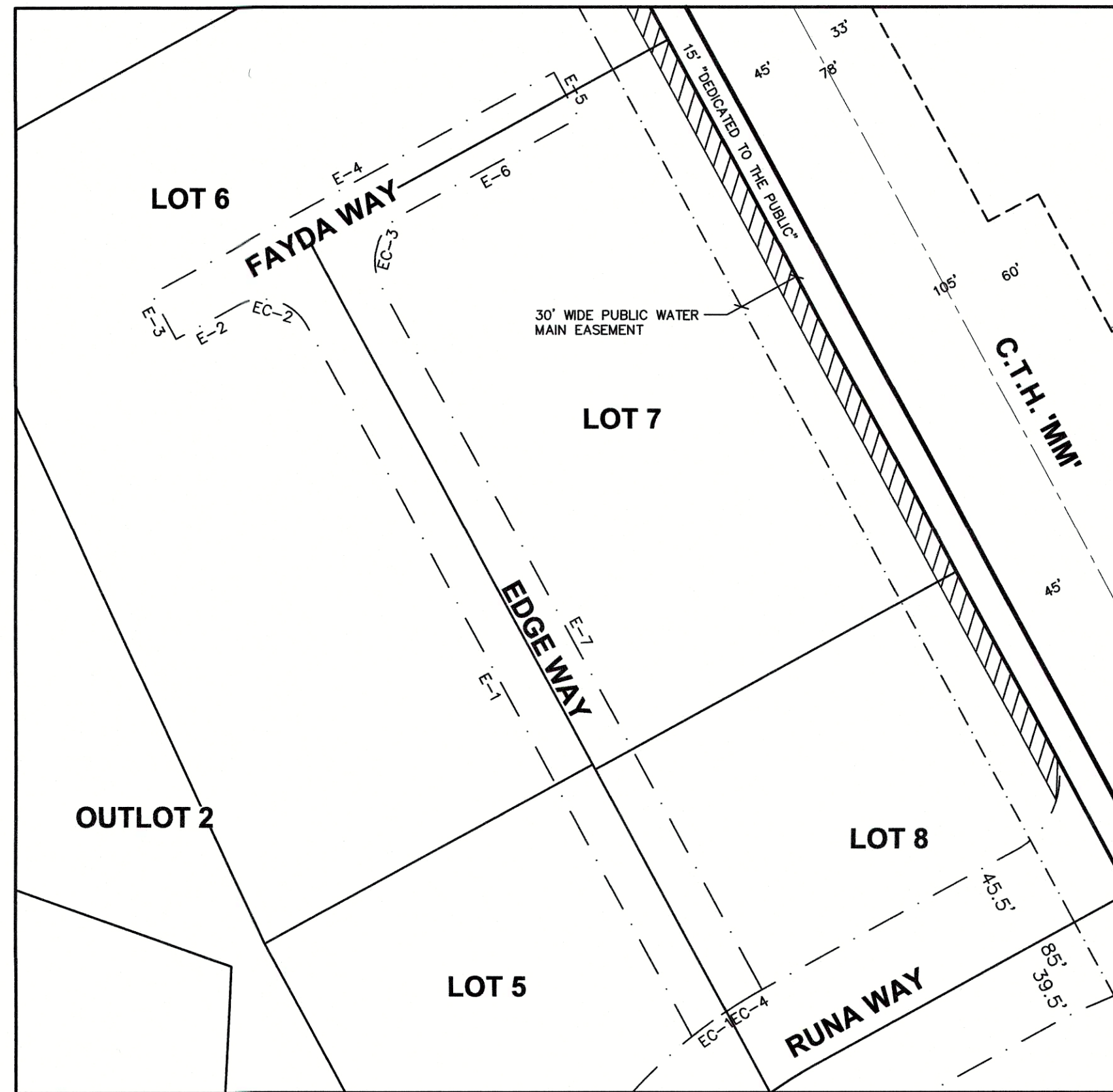
JSD Professional Services, Inc.
Engineers • Surveyors • Planners

PROJECT NO. 16-7678	SURVEYED BY: —
FILE NO. 0-*	DRAWN BY: JK
FIELDBOOK/Pg. —	CHECKED BY: TJB
SHEET 1 OF 5	APPROVED BY: TJB

File: L:\2016\167678\DWG\167678.dwg Plot Date: Jan 23, 2018 11:18am

@ EDGE LIVE/WORK

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north
DETAIL
SCALE 1" = 60'

north
DETAIL
SCALE 1" = 60'

north
DETAIL
SCALE 1" = 10'

LINE	BEARING	DISTANCE
L-1	S04°00'35"W	273.44'
L-2	N87°10'24"W	99.28'
L-3	N87°36'53"E	85.86'
L-4	N53°20'58"W	118.01'
L-5	S87°10'24"E	162.82'
L-6	N61°26'52"E	155.39'
L-7	S87°36'53"W	108.31'
L-8	S53°16'21"W	129.70'
L-9	N71°37'51"W	77.53'
L-10	S74°24'33"W	71.06'
L-11	N28°33'08"W	100.95'
L-12	N61°26'52"E	241.10'
L-13	S79°39'01"W	97.59'
L-14	S76°52'55"W	20.15'

CURVE	LENGTH	RADIUS	TANGENT	DELTA	CHORD	CHORD BEARING	TAN. BEARING IN	TAN. BEARING OUT
C-1	162.57'	207.00'	85.74	44°59'56"	158.43'	N64°40'24"W	S87°10'22"E	S42°10'26"E
C-2	883.12'	1863.34'	450.02	27°09'19"	874.88'	S14°58'29"E	N28°33'08"W	N01°23'49"W
C-3	874.91'	1848.34'	445.81	27°07'15"	866.76'	N14°59'30"W	N01°25'53"W	N28°33'08"W
C-4	204.44'	1848.34'	102.33	6°20'15"	204.34'	S25°23'01"E	N28°33'08"W	N22°12'53"W
C-5	323.52'	1848.34'	162.17	10°01'43"	323.11'	N17°12'02"W	N12°11'10"W	N22°12'53"W
C-6	90.60'	1848.34'	45.31	2°48'31"	90.60'	N10°46'55"W	N09°22'39"W	N12°11'10"W
C-7	256.34'	1848.34'	128.38	7°56'46"	256.14'	N05°24'16"W	N01°25'53"W	N09°22'39"W
C-8	120.41'	499.16'	60.50	13°49'17"	120.12'	N35°27'04"W	N42°21'43"W	N28°32'26"W
C-9	163.79'	200.00'	86.80	46°55'17"	159.25'	N05°05'29"W	N18°22'09"E	N28°33'08"W
C-10	45.24'	200.00'	22.72	12°57'41"	45.15'	N22°04'17"W	N28°33'08"W	N15°35'27"W
C-11	118.54'	200.00'	61.07	33°57'36"	116.82'	N01°23'21"E	N15°35'27"W	N18°22'09"E
C-12	135.69'	200.00'	70.57	38°52'17"	133.10'	N09°07'00"W	N28°33'08"W	N10°19'09"E
C-13	28.10'	200.00'	14.07	8°03'00"	28.08'	N14°20'39"E	N10°19'09"E	N18°22'09"E
C-14	135.29'	205.63'	70.19	37°41'44"	132.86'	N42°18'45"E	N23°27'53"E	N61°09'37"E
C-15	111.10'	205.63'	56.94	30°57'18"	109.75'	N38°56'32"E	N23°27'53"E	N54°25'11"E
C-16	24.19'	205.63'	12.11	6°44'26"	24.18'	N57°47'24"E	N54°25'11"E	N61°09'37"E
C-17	131.58'	175.00'	69.07	43°04'43"	128.50'	S50°05'29"E	S71°37'51"E	S28°33'08"E

LINE	BEARING	DISTANCE
E-1	S28°33'12"E	383.98'
E-2	N61°26'52"E	32.84'
E-3	S28°33'08"E	24.50'
E-4	S61°26'52"W	218.97'
E-5	N28°33'08"W	24.50'
E-6	N61°26'52"E	96.12'
E-7	N28°33'08"W	380.39'
E-8	S28°33'08"E	11.00'
E-9	S61°26'52"W	158.10'
E-10	S28°33'08"E	72.58'
E-11	N87°11'07"W	29.28'
E-12	N28°32'24"W	222.22'
E-13	N61°12'41"E	25.00'
E-14	S28°33'10"E	92.98'
E-15	N61°26'52"E	158.05'
E-16	S28°33'08"E	11.00'
E-17	N87°11'07"W	20.85'
E-18	N28°33'20"W	11.60'
E-19	N61°26'52"E	13.00'
E-20	N28°33'08"W	112.28'

LINE	BEARING	DISTANCE
E-21	N28°33'08"W	78.93'
E-22	S61°26'55"W	227.59'
E-23	N28°32'03"W	135.50'
E-24	N61°27'57"E	36.00'
E-25	S28°32'03"E	16.60'
E-26	N62°19'57"E	8.65'
E-27	S27°40'03"E	20.00'
E-28	S62°19'57"W	8.35'
E-29	S28°32'03"E	62.89'
E-30	N61°26'55"E	191.58'
E-31	N28°33'08"W	10.00'
E-32	S61°26'52"W	13.00'
E-33	N28°33'08"W	20.00'
E-34	N61°26'52"E	13.00'
E-35	N28°33'08"W	108.07'
E-36	N28°33'04"W	93.91'
E-37	S61°26'52"W	13.00'
E-38	N28°33'08"W	20.00'
E-39	N61°26'52"E	13.00'
E-40	N28°33'04"W	247.61'

LINE	BEARING	DISTANCE
E-41	N05°08'07"W	11.72'
E-42	S84°51'53"W	17.38'
E-43	N05°08'07"W	20.00'
E-44	N84°51'53"E	17.38'
E-45	N05°08'07"W	81.47'
E-46	N18°16'50"E	91.30'
E-47	N71°37'51"W	18.88'
E-48	N18°22'09"E	20.00'
E-49	S71°37'51"E	18.84'
E-50	N18°16'50"E	23.03'
E-51	N19°37'49"E	32.62'
E-52	N39°40'03"E	97.70'
E-53	N28°33'08"W	413.67'
E-54	S61°26'52"W	13.98'
E-55	N28°33'08"W	20.00'
E-56	N61°26'52"E	13.98'
E-57	N28°33'08"W	20.31'
E-58	N61°26'52"E	216.49'
E-59	S28°33'08"E	20.00'
E-60	S61°26'52"W	196.50'

LINE	BEARING	DISTANCE
E-61	S28°33'09"E	441.83'
E-62	S16°23'19"W	13.38'
E-63	S39°40'03"W	97.53'
E-64	S19°37'49"W	18.73'
E-65	S71°37'48"E	84.26'
E-66	S71°16'57"E	49.60'
E-67	N18°59'41"E	31.84'
E-68	S71°00'19"E	20.00'
E-69	S18°59'41"W	31.75'
E-70	S71°16'57"E	46.70'
E-71	S48°24'46"E	83.92'
E-72	S28°33'09"E	651.16'
E-73	S16°23'37"W	14.37'
E-74	S61°21'29"W	298.85'
E-75	S28°33'08"E	39.56'
E-76	S28°33'08"E	72.47'
E-77	N42°10'24"W	64.54'
E-78	N28°33'08"W	65.42'
E-79	N28°33'08"W	96.93'
E-80	N28°33'08"W	156.07'

LINE	BEARING	DISTANCE
E-81	N28°33'04"W	357.37'
E-82	N05°08'07"W	104.90'
E-83	N18°16'50"E	120.07'
E-84	S71°37'48"E	84.41'
E-85	S71°16'57"E	112.20'
E-86	S48°24'46"E	76.37'
E-87	S28°33'09"E	65.65'
E-88	S61°26'52"W	10.75'
E-89	S28°33'08"E	20.00'
E-90	N61°26'52"E	10.75'
E-91	S28°33'09"E	252.56'
E-92	S61°26'56"W	10.74'
E-93	S28°30'04"E	20.00'
E-94	N61°26'56"E	10.76'
E-95	S28°33'09"E	254.10'
E-96	S61°26'34"W	12.00'
E-97	S28°33'26"E	25.55'
E-98	S61°21'29"W	277.00'
E-99	N87°10'24"W	28.68'
E-100	N42°10'24"W	256.44'

LINE	BEARING	DISTANCE
E-101	N28°33'08"W	72.26'
E-102	N61°26'52"E	362.15'
E-103	S61°26'52"W	54.63'
E-104	N28°33'08"W	594.20'
E-105	N71°38'12"W	133.96'
E-106	N61°26'52"E	125.45'
E-107	N67°09'30"E	43.70'
E-108	N28°33'08"W	46.93'
E-109	N28°33'08"W	72.22'
E-110	S61°26'52"W	137.03'
E-111	S18°22'09"W	96.70'
E-112	S28°33'08"E	713.10'
E-113	N61°26'52"E	220.50'
E-114	S28°33'08"E	637.76'
E-115	S18°22'09"W	58.29'
E-116	N71°38'12"W	122.89'
E-117	N28°33'08"W	615.88'

CURVE	LENGTH	RADIUS	DELTA	CHORD	CHORD BEARING
EC-1	20.18'	246.20'	4°41'43"	20.17'	N53°59'36"E
EC-2	39.27'	25.00'	89°59'56"	35.35'	S73°33'10"E
EC-3	39.27'	25.00'	90°00'00"	35.36'	N16°26'52"E
EC-4	20.03'	246.38'	4°39'28"	20.02'	N58°40'44"E
EC-5	39.27'	25.00'	90°00'00"	35.36'	S16°26'52"W
EC-6	39.27'	25.00'	90°00'00"	35.36'	S73°33'08"E
EC-7	66.12'	45.00'	84°10'55"	60.33'	S50°44'09"W
EC-8	136.51'	167.93'	46°34'31"	132.78'	N63°51'22"W
EC-9	109.48'	460.50'	13°37'15"	109.22'	N35°21'46"W
EC-10	33.27'	25.00'	76°14'55"	30.87'	S80°25'41"E
EC-11	46.91'	1848.34'	1°27'15"	46.91'	N21°29'15"W
EC-12	52.96'	1848.34'	1°38'30"	52.96'	N23°02'08"W
EC-13	47.68'	40.00'	68°18'10"	44.91'	S27°17'47"W
EC-14	15.71'	10.00'	89°59'59"	14.14'	N73°33'08"W
EC-15	151.88'	202.00'	43°04'43"	148.32'	N50°05'29"W
EC-16	28.73'	15.00'	109°44'22"	24.54'	N16°46'01"W
EC-17	73.76'	192.52'	21°57'10"	73.31'	N51°47'45"E
EC-18	9.63'	10.00'	55°11'03"	9.26'	S85°14'59"E
EC-19	51.18'	39.50'	74°13'52"	47.67'	S24°24'14"W
EC-20	181.10'	245.16'	42°19'30"	177.01'	S40°11'18"W
EC-21	201.05'	245.50'	46°55'17"	195.48'	S05°05'29"E
EC-22	15.71'	10.00'	89°59'59"	14.14'	S73°33'08"E
EC-23	131.44'	160.50'	46°55'17"	127.80'	S05°05'29"E
EC-24	15.71'	10.00'	89°59'39"	14.14'	S63°21'59"W
EC-25	108.66'	144.50'	43°05'04"	106.12'	N50°05'40"W

There are no objections to this plat with respect to Secs. 236.15, 236.16, 236.20 and 236.21(1) and (2), Wis Stats. as provided by s. 236.12, Wis. Stats.

Certified _____, 20__

Department of Administration



PREPARED FOR:
TORQUE FOCUSED REAL ESTATE
2797 LAYLOR ROAD
OREGON, WI 53575

PREPARED BY:
JSD PROFESSIONAL SERVICES, INC.
161 HORIZON DRIVE, SUITE 101
VERONA, WISCONSIN 53593
(608) 848-5060

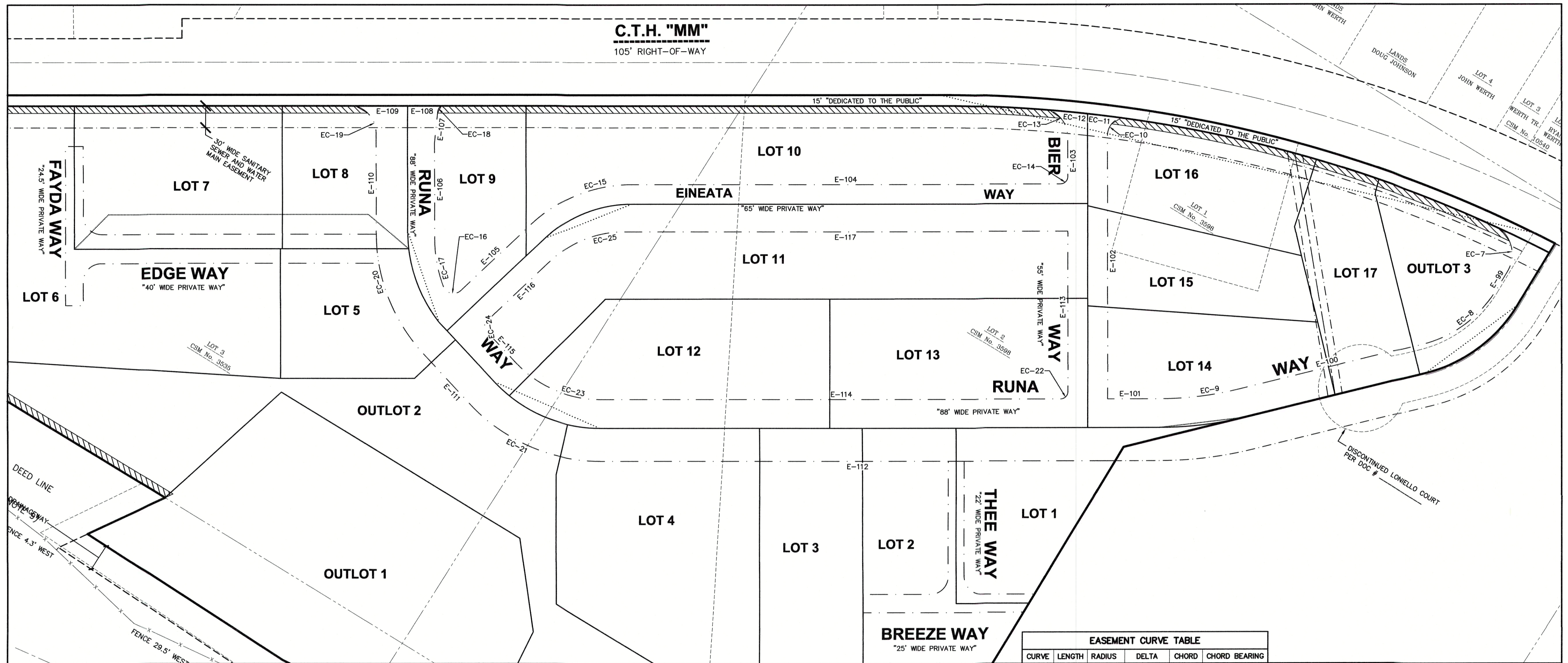
JSD Professional Services, Inc.
Engineers • Surveyors • Planners

PROJECT NO: 16-7678	SURVEYED BY: J
FILE NO: 0-*	DRAWN BY: JK
FELDBOOK/PG: -	CHECKED BY: JTB
SHEET 2 OF 5	

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@ EDGE LIVE/WORK

LOT 3, CERTIFIED SURVEY MAP No. 3535, RECORDED IN VOLUME 14, PAGES 124-125, AS DOCUMENT 1676937 AND LOTS 1, 2 AND PART OF DISCONTINUED LONIELLO COURT, CERTIFIED SURVEY MAP No. 3895, RECORDED IN VOLUME 14, PAGES 234-235, AS DOCUMENT 1691387 AND PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER AND PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, ALL LOCATED IN SECTION 01, TOWNSHIP 06 NORTH, RANGE 09 EAST, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.



SCALE 1" = 80'

EASEMENT CURVE TABLE

CURVE	LENGTH	RADIUS	DELTA	CHORD	CHORD BEARING
EC-1	20.18'	246.20'	4°41'43"	20.17'	N53°59'36"E
EC-2	39.27'	25.00'	89°59'56"	35.35'	S73°33'10"E
EC-3	39.27'	25.00'	90°00'00"	35.36'	N16°26'52"E
EC-4	20.03'	246.38'	4°39'28"	20.02'	N58°40'44"E
EC-5	39.27'	25.00'	90°00'00"	35.36'	S16°26'52"W
EC-6	39.27'	25.00'	90°00'00"	35.36'	S73°33'08"E
EC-7	66.12'	45.00'	84°10'55"	60.33'	S50°44'09"W
EC-8	136.51'	167.93'	46°34'31"	132.78'	N63°51'22"W
EC-9	109.48'	460.50'	13°37'15"	109.22'	N35°21'46"W
EC-10	33.27'	25.00'	76°14'55"	30.87'	S80°25'41"E
EC-11	46.91'	1848.34'	1°27'15"	46.91'	N21°29'15"W
EC-12	52.96'	1848.34'	1°38'30"	52.96'	N23°02'08"W
EC-13	47.68'	40.00'	68°18'10"	44.91'	S27°17'47"W
EC-14	15.71'	10.00'	89°59'59"	14.14'	N73°33'08"W
EC-15	151.88'	202.00'	43°04'43"	148.32'	N50°05'29"W
EC-16	28.73'	15.00'	109°44'22"	24.54'	N16°46'01"W
EC-17	73.76'	192.52'	21°57'10"	73.31'	N51°47'45"E
EC-18	9.63'	10.00'	55°11'03"	9.26'	S85°14'59"E
EC-19	51.18'	39.50'	74°13'52"	47.67'	S24°24'14"W
EC-20	181.10'	245.16'	42°19'30"	177.01'	S40°11'18"W
EC-21	201.05'	245.50'	46°55'17"	195.48'	S05°05'29"E
EC-22	15.71'	10.00'	89°59'59"	14.14'	S73°33'08"E
EC-23	131.44'	160.50'	46°55'17"	127.80'	S05°05'29"E
EC-24	15.71'	10.00'	89°59'59"	14.14'	S63°21'59"W
EC-25	108.66'	144.50'	43°05'04"	106.12'	N50°05'40"W

LINE	BEARING	DISTANCE
E-1	S28°33'12"E	383.98'
E-2	N61°26'52"E	32.84'
E-3	S28°33'08"E	24.50'
E-4	S61°26'52"W	218.97'
E-5	N28°33'08"W	24.50'
E-6	N61°26'52"E	96.12'
E-7	N28°33'08"W	380.39'
E-8	S28°33'08"E	11.00'
E-9	S61°26'52"W	158.10'
E-10	S28°33'08"E	72.58'
E-11	N87°11'07"W	29.28'
E-12	N28°32'24"W	222.22'
E-13	N61°12'41"E	25.00'
E-14	S28°33'10"E	92.98'
E-15	N61°26'52"E	158.05'
E-16	S28°33'08"E	11.00'
E-17	N87°11'07"W	20.85'
E-18	N28°33'20"W	11.60'
E-19	N61°26'52"E	13.00'
E-20	N28°33'08"W	112.28'

LINE	BEARING	DISTANCE
E-21	N28°33'08"W	78.93'
E-22	S61°26'55"W	227.59'
E-23	N28°32'03"W	135.50'
E-24	N61°27'57"E	36.00'
E-25	S28°32'03"E	16.60'
E-26	N62°19'57"E	8.65'
E-27	S27°40'03"E	20.00'
E-28	S62°19'57"W	8.35'
E-29	S28°32'03"E	62.89'
E-30	N61°26'55"E	191.58'
E-31	N28°33'08"W	10.00'
E-32	S61°26'52"W	13.00'
E-33	N28°33'08"W	20.00'
E-34	N61°26'52"E	13.00'
E-35	N28°33'08"W	108.07'
E-36	N28°33'04"W	93.91'
E-37	S61°26'52"W	13.00'
E-38	N28°33'08"W	20.00'
E-39	N61°26'52"E	13.00'
E-40	N28°33'04"W	247.61'

LINE	BEARING	DISTANCE
E-41	N05°08'07"W	11.72'
E-42	S84°51'53"W	17.38'
E-43	N05°08'07"W	20.00'
E-44	N84°51'53"E	17.38'
E-45	N05°08'07"W	81.47'
E-46	N18°16'50"E	91.30'
E-47	N71°37'51"W	18.88'
E-48	N18°22'09"E	20.00'
E-49	S71°37'51"E	18.84'
E-50	N18°16'50"E	23.03'
E-51	N19°37'49"E	32.62'
E-52	N39°40'03"E	97.70'
E-53	N28°33'08"W	413.67'
E-54	S61°26'52"W	13.98'
E-55	N28°33'08"W	20.00'
E-56	N61°26'52"E	13.98'
E-57	N28°33'08"W	20.31'
E-58	N61°26'52"E	216.49'
E-59	S28°33'08"E	20.00'
E-60	S61°26'52"W	196.50'

LINE	BEARING	DISTANCE
E-61	S28°33'09"E	441.83'
E-62	S16°23'19"W	13.38'
E-63	S39°40'03"W	97.53'
E-64	S19°37'49"W	18.73'
E-65	S71°37'48"E	84.26'
E-66	S71°16'57"E	49.60'
E-67	N18°59'41"E	31.84'
E-68	S71°00'19"E	20.00'
E-69	S18°59'41"W	31.75'
E-70	S71°16'57"E	46.70'
E-71	S48°24'46"E	83.92'
E-72	S28°33'09"E	651.16'
E-73	S16°23'37"W	14.37'
E-74	S61°21'29"W	298.85'
E-75	S28°33'08"E	39.56'
E-76	S28°33'08"E	72.47'
E-77	N42°10'24"W	64.54'
E-78	N28°33'08"W	65.42'
E-79	N28°33'08"W	96.93'
E-80	N28°33'08"W	156.07'

LINE	BEARING	DISTANCE
E-81	N28°33'04"W	357.37'
E-82	N05°08'07"W	104.90'
E-83	N18°16'50"E	120.07'
E-84	S71°37'48"E	84.41'
E-85	S71°16'57"E	112.20'
E-86	S48°24'46"E	76.37'
E-87	S28°33'09"E	65.65'
E-88	S61°26'52"W	10.75'
E-89	S28°33'08"E	20.00'
E-90	N61°26'52"E	10.75'
E-91	S28°33'09"E	252.56'
E-92	S61°29'56"W	10.74'
E-93	S28°30'04"E	20.00'
E-94	N61°29'56"E	10.76'
E-95	S28°33'09"E	254.10'
E-96	S61°26'34"W	12.00'
E-97	S28°33'26"E	25.55'
E-98	S61°21'29"W	277.00'
E-99	N87°10'24"W	28.68'
E-100	N42°10'24"W	256.44'

LINE	BEARING	DISTANCE
E-101	N28°33'08"W	72.26'
E-102	N61°26'52"E	362.15'
E-103	S61°26'52"W	54.63'
E-104	N28°33'08"W	594.20'
E-105	N71°38'12"W	133.96'
E-106	N61°26'52"E	125.45'
E-107	N67°09'30"E	43.70'
E-108	N28°33'08"W	46.93'
E-109	N28°33'08"W	72.22'
E-110	S61°26'52"E	137.03'
E-111	S18°22'09"W	96.70'
E-112	S28°33'08"E	713.10'
E-113	N61°26'52"E	220.50'
E-114	S28°33'08"E	637.76'
E-115	S18°22'09"W	58.29'
E-116	N71°38'12"W	122.89'
E-117	N28°33'08"W	615.88'



There are no objections to this plat with respect to Secs. 236.15, 236.16, 236.20 and 236.21(1) and (2), Wis Stats. as provided by s. 236.12, Wis. Stats.

Certified _____, 20____
 Department of Administration

JSD Professional Services, Inc.
 • Engineers • Surveyors • Planners

PREPARED FOR:
 TORQUE FOCUSED REAL ESTATE
 2797 LAYLOR ROAD
 OREGON, WI 53575

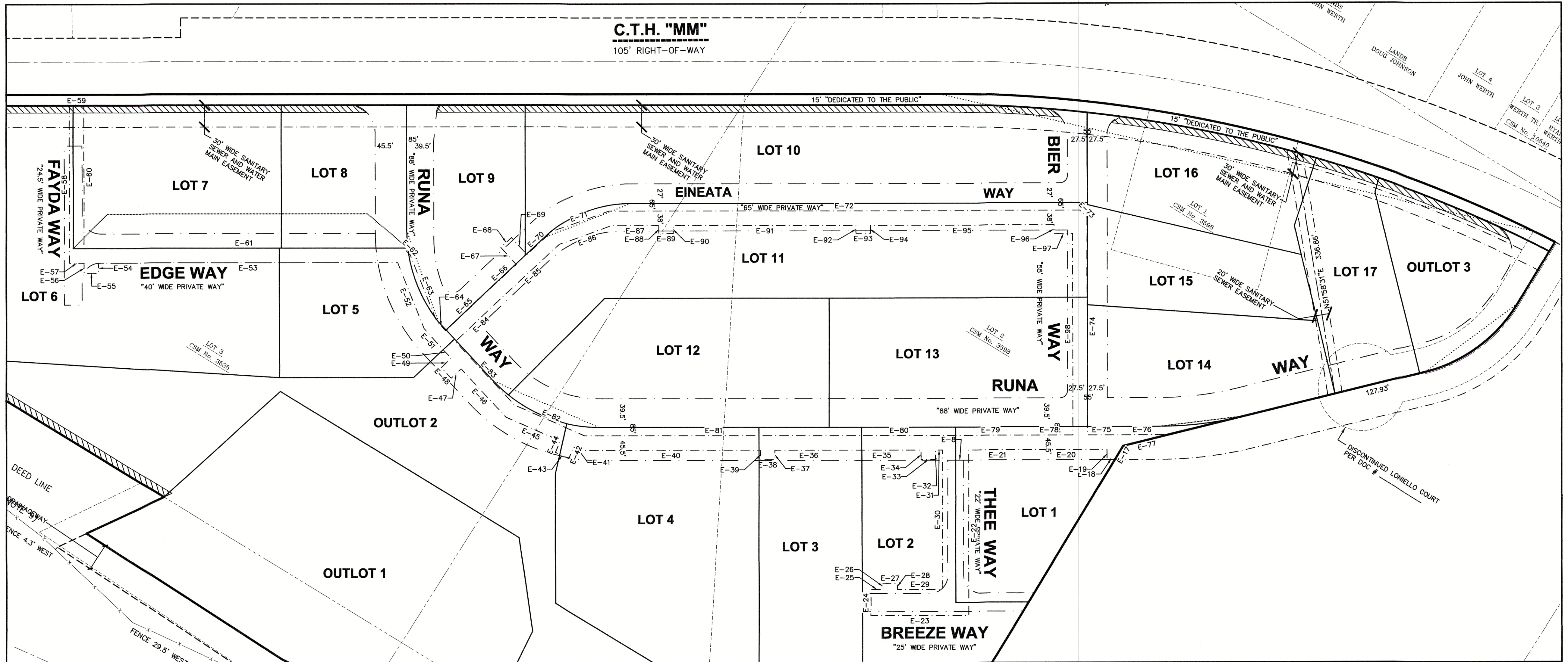
PREPARED BY:
 JSD PROFESSIONAL SERVICES, INC.
 161 HORIZON DRIVE, SUITE 101
 VERONA, WISCONSIN 53593
 (608) 848-5060

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	APPROVED BY: JTB

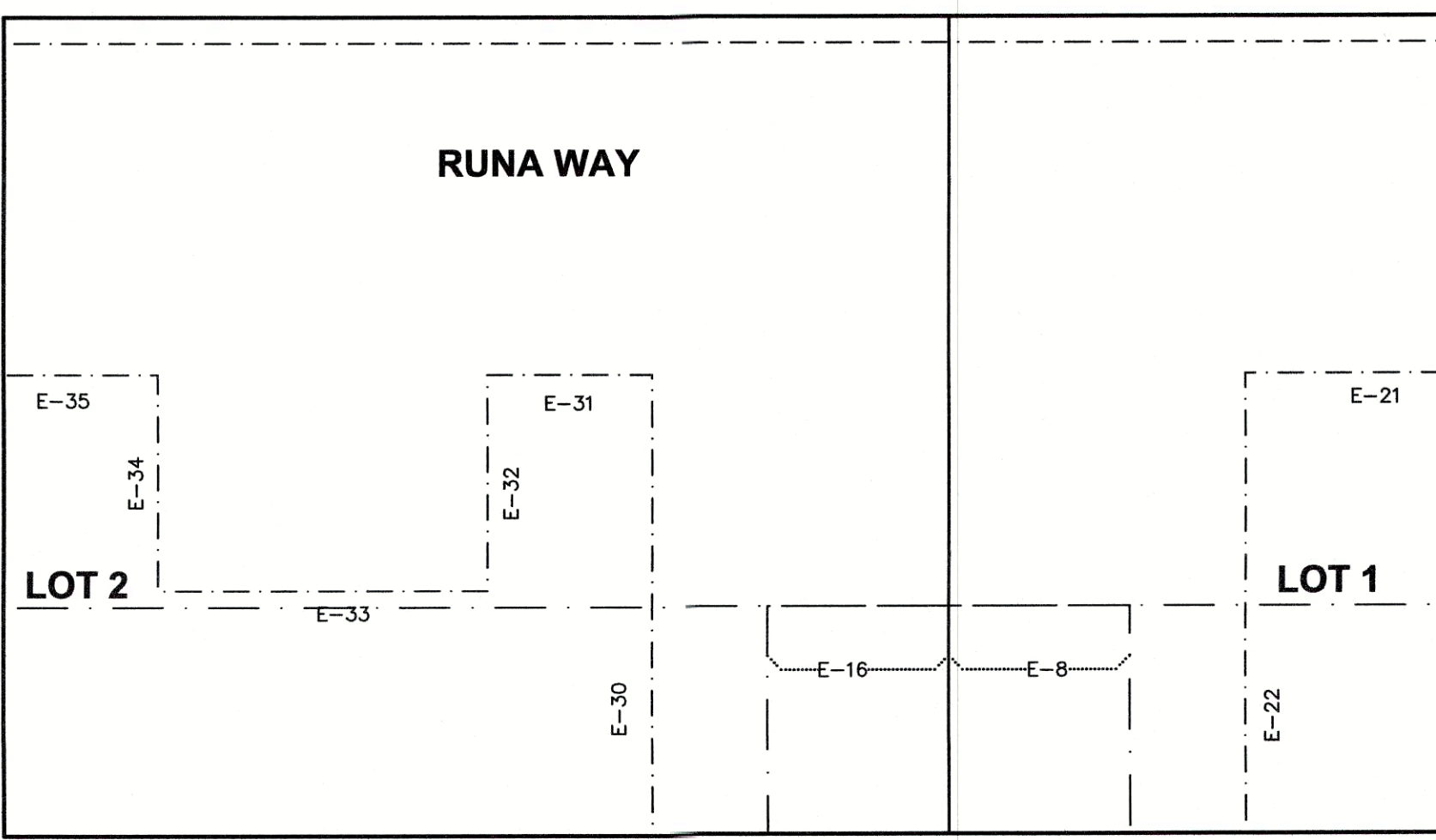
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@ EDGE LIVE/WORK

LOT 3, CERTIFIED SURVEY MAP No. 3535, RECORDED IN VOLUME 14, PAGES 124-125, AS DOCUMENT 1676937 AND LOTS 1, 2 AND PART OF DISCONTINUED LONIELLO COURT, CERTIFIED SURVEY MAP No. 3895, RECORDED IN VOLUME 14, PAGES 234-235, AS DOCUMENT 1691387 AND PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER AND PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, ALL LOCATED IN SECTION 01, TOWNSHIP 06 NORTH, RANGE 09 EAST, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.



SCALE 1" = 80'



DETAIL
SCALE 1" = 10'



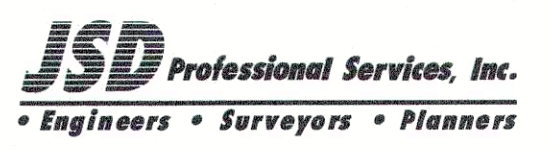
There are no objections to this plat with respect to Secs. 236.15, 236.16, 236.20 and 236.21(1) and (2), Wis Stats. as provided by s. 236.12, Wis. Stats.

Certified _____, 20__

Department of Administration



PREPARED FOR:
TORQUE FOCUSED REAL ESTATE
2797 LAYLOR ROAD
OREGON, WI 53575



PREPARED BY:
JSD PROFESSIONAL SERVICES, INC.
161 HORIZON DRIVE, SUITE 101
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PROJECT NO: 16-7878	SURVEYED BY: —
FILE NO: 0-*	DRAWN BY: JK
FIELDBOOK/Pg: —	CHECKED BY: JTB
SHEET 4 OF 5	
APPROVED BY: JTB	

File: I:\2016\1676937\DWG\1676937_F-Plan.DWG Layout: Sheet 4 User: colson Printed: Jan 23, 2018 11:14am

