



Project Address: 610 John Nolen Drive
Application Type: Conditional Use
Legistar File ID # [30659](#) and [30769](#)
Prepared By: Heather Stouder, AICP, Planning Division
Report Includes Comments from other City Agencies, as noted

Summary

Applicant: Josh Wilcox; Gary Brink and Associates, Inc.; 8401 Excelsior Drive; Madison, WI, 53717

Property Owner: Nolen Hotel Investment LLC; 245 Horizon Dr., #106; Verona, WI 53593

Requested Action: The applicant requests approval of a conditional use for the construction of a hotel in the SE (Suburban Employment) District, and for development within 200 feet of a public park.

Proposal Summary: The applicant proposes to build a four-story, 111-room hotel with 116 surface parking stalls on vacant property.

Applicable Regulations & Standards: This proposal is subject to the standards for conditional uses (MGO Section 28.183(6)), as well as the standards and guidelines for development in Urban Design District 1 (MGO Section 33.24(8)).

Review Required By: Urban Design Commission (UDC), Plan Commission (PC)

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the conditional use standards can be met and **approve** the request at 610 John Nolen Drive. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Background Information

Parcel Location: The subject property is located on the east side of John Nolen Drive between Olin-Turville Court and Rimrock Road in the Suburban Employment (SE) District; Urban Design District 1; Aldermanic District 14 (Strasser); Madison Metropolitan School District.

Existing Conditions and Land Use: The 2.7-acre property is currently vacant, and shares access from the John Nolen Drive frontage road with the adjacent property to the southeast.

Surrounding Land Use and Zoning:

Northeast: Across the railroad tracks, City of Madison's Olin-Turville Park in the Conservancy and Parks and Recreation District

Southeast: Three-story office building in the Suburban Employment District

Southwest and Northwest: Immediately to the west (practically within the site) is a 7,000 square foot property with a Madison Metropolitan Sewerage District building. Across John Nolen Drive, the Alliant Energy Center in the Town of Madison, planned for Special Institutional Uses

Adopted Land Use Plan: The Comprehensive Plan (2006) recommends Employment uses for this property. The South Madison Neighborhood Plan (2005) does not have a more specific recommendation.

Zoning Summary: 610 John Nolen Drive is in the Suburban Employment District.

Dimensional Requirements	Required	Proposed
Lot Area	20,000 sq. ft.	116,274 sq. ft.
Lot Width	65'	467'
Front Yard Setback	30'	12'6" (Variance Granted by ZBA)
Side Yard Setback	15' or 20% building height	39'4" RS
Rear Yard	30'	Adequate
Maximum Lot Coverage	75%	TBD
Minimum Height	22', measured to building cornice	59'4"
Maximum Height	5 stories / 68'	59'4"

Site Design		
Number parking stalls	No Minimum, 166 Maximum	116
Accessible stalls	5	4
Bike parking	11 (9 short term, 2 long term)	8
Landscaping	Yes	Yes
Loading	1 (10' x 35')	1 (10' x 35')
Building forms	Yes	Meets building forms
Other Critical Zoning Items: UDD1, Utility Easements, Barrier free (ILHR 69)		

Table Prepared by Patrick Anderson, Assistant Zoning Administrator

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, including Metro Transit Route 11.

Project Description

The applicant proposes a 4-story, 111-room hotel in the middle of this undeveloped property. Hotels require conditional use approval in the Suburban Employment District. Further, development on property within 200 feet of a public park requires a conditional use to assess the impact of the development on natural resources, drainage patterns, pedestrian traffic and recreational uses of the park. Finally, all new development in Urban Design District 1 requires review and approval by the Urban Design Commission.

Site Design and Building Placement

The building is approximately 247 feet wide and 62 feet deep, parallel to John Nolen Drive. With a footprint of approximately 17,000 square feet, the building has a total of 64,400 square feet on four stories. A 116-stall surface parking lot surrounds it, with the majority of the stalls placed behind and to the side of the building. The site is accessed from the John Nolen Drive frontage road, which terminates in a cul-de-sac in the southern end of the site. An additional connection for bicyclists and pedestrians is provided on the northwestern corner of the site from the parking lot to the Capital City Trail. The site also includes a trash and storage enclosure in the northwestern portion of the site, bicycle parking on the southeastern side of the building, and an outdoor patio and bocce court on the back side of the building.

Building Design

The first floor includes common amenity areas for hotel guests such as the lobby, pool, dining room, and fitness facility. A meeting room, laundry facilities, and mechanical and storage spaces are also located on the south side of the first floor. Guest rooms are located on the north side of the first floor and the upper floors.

In the August 7 submittal to the Urban Design Commission for an informational presentation, the building exterior included brick on the base and small portions of the upper floors, with the balance of the building clad in metal and EIFS. The summary of the August 7 UDC meeting was not available to inform this report, but staff understands that the UDC conveyed concerns to the applicant about the architecture and building materials. Staff assumes that the revised plans before the UDC on August 28 will address some of these concerns, and has provided information related to the Urban Design District 1 requirements for the UDC to consider in the "Design Considerations" section below.

Analysis and Conclusion

The proposed hotel is generally consistent with the Comprehensive Plan recommendation for Employment areas, which includes supportive uses such as hotels. On this irregularly shaped lot, the building placement is practical, and the site plan minimizes the amount of surface parking between the building and the street by placing a majority of the parking behind the building.

The

For this proposal, staff believes that the conditional use standards can be met, but that the architectural design of the building, and particularly the palette of building materials, should be improved on this highly visible site.

Conditional Use Standards

In this case, staff believes that the conditional use standards can be met as follows:

1. *The establishment, maintenance, or operation of the conditional use will not be detrimental to or endanger the public health, safety, or general welfare.*

Staff believes that this standard is met.

2. *The City is able to provide municipal services to the property where the conditional use is proposed, given due consideration of the cost of providing these services.*

Staff believes that this standard is met.

3. *The uses, values, and enjoyment of other property in the neighborhood for purposes already established will not be substantially impaired or diminished in any foreseeable manner.*

Staff believes that this standard is met.

4. *The establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.*

Staff believes that this standard is met.

5. *Adequate utilities, access roads, drainage, parking supply, internal circulation improvements, including but not limited to vehicular, pedestrian, bicycle, public transit, and other necessary site improvements have been or are being provided.*

Staff believes that this standard can be met with slight changes to the site plan. As per Zoning comments the applicant will need to incorporate additional bicycle parking on the site. As per Traffic Engineering

comments, the applicant will also need to provide a continuous sidewalk for pedestrians from the Capital City Trail to the internal sidewalk system on the site. As noted by staff, many guests may be utilizing the "B-Cycle" program, which has a parking area at the Sheraton Hotel just southeast of this property. Submitted plans do show a direct private sidewalk linkage from the front entrance to the public sidewalk just south of this property, which will provide access this facility.

6. *Measures, which may include transportation demand management (TDM) and participation in a transportation management association have been or will be taken to provide adequate ingress and egress, including all off-site improvements, so designed as to minimize traffic congestion and to ensure public safety and adequate traffic flow, both on-site and on the public streets.*

Staff believes that this standard is met.

7. *The conditional use conforms to all applicable regulations of the district in which it is located.*

Staff believes that this standard is met, noting that the Zoning Board of Appeals granted a front yard variance to allow the parking area to be closer to the front lot line than what would be required, taking into account the substantial greenspace in public right-of-way between the property and the street.

9. *When applying the above standards to any new construction of a building or an addition to an existing building, the Plan Commission:*
 - a. *Shall bear in mind the statement of purpose for the zoning district, and*
 - b. *May require the applicant to submit plans to the Urban Design Commission for comment and recommendation*

Staff believes that this standard is met, noting that the proposal must go before the UDC due to its location within Urban Design District 1.

[Standards 8 and 10-15 do not apply to this request]

With regard to impacts on Olin-Turville Park, staff believes that the conditional use standards can be met, noting that there is a 100 foot railroad right-of-way between the subject property and Olin-Turville Park.

Design Considerations

The property lies within Urban Design District 1 (UDD 1), which was established in 1988 to ensure that John Nolen Drive and the South Beltline Highway are a "most visually attractive approach to the City of Madison", and to assure that future development in the district will preserve and enhance the property values in the district...", among other reasons outlined in the Statement of Purpose (MGO Section 33.24(8)(a)). Below are the requirements for development in UDD 1 (MGO Section 33.24(8)(c)). The Urban Design Commission should also consider how the proposal meets the guidelines for UDD 1, found in the same section of MGO.

Grading - Grading shall insure a positive drainage consistent with established water runoff patterns in the district. All grading shall allow for the installation and maintenance of appropriate landscape materials.

It appears that grading on the site prior to construction is minimal, and that drainage from the parking lot and other impervious surfaces will flow into a proposed detention pond on the northern portion of the site.

Landscaping – Landscaping shall be used for a functional as well as decorative purpose, including framing desirable views, screening unattractive features and views along the roadway, screening different uses from each other, and complementing the architectural massing of the building.

Staff believes that this requirement is met.

Building Relationships – The structures shall be related to the site to enhance or maintain current contours. New development shall consider activities on adjacent properties with relation to access from abutting streets, parking areas, service areas, building setbacks, heights of structures, and color and materials of adjacent or nearby buildings.

Staff believes that this requirement is met.

Lighting – The functions of exterior lighting on private property shall be:

- i. To illuminate building facades, especially those bearing business identification signs.*
- ii. To illuminate pedestrian walks and spaces.*
- iii. To illuminate parking and service areas.*

The choice of equipment, design, quantity, and placement of on-site lighting shall relate to these functions. Lighting shall be adequate but not excessive. The height and number of lighting standards shall be appropriate to the building and its function and to the neighborhood.

The UDC should review the lighting plan to ensure that these requirements are met.

Utility Service – To the extent possible, overhead wiring should be eliminated in the district. Owners should work with relevant utility companies to provide for underground service. When not possible in conjunction with development and construction, certification to the fact that provisions have been made for the placement of service underground, signed by representatives of each company, shall appear on plans submitted to the UDC for review.

Staff has alerted the applicant to this requirement, which is not addressed in plans submitted to the UDC and Plan Commission at the time of this report. The UDC should determine whether or not this requirement is adequately addressed.

Signs

Signage details have not yet submitted, and will be reviewed at a later date.

Parking and Service Areas; Screening-

- i. The amount of parking and service areas to be provided in conjunction with any use shall conform to the requirements as set forth in MGO Chapter 28 (Zoning Code).*

This requirement is met. The parking provided does not exceed the maximum allowed, and there is no minimum parking requirement.

- ii. Parking and service areas shall be screened from views from John Nolen Drive, the South Beltline Highway, frontage roads, and abutting properties. Screening shall be accomplished with a manner consistent with zoning requirements.*

Staff believes that this requirement is met, but further review may be needed as it relates to the details in requirement "iv" below.

- iii. Parking areas shall be illuminated using attractive low-profile standards and fixtures. Drawings of these standards and fixtures shall be part of the plans submitted to the UDC for review and approval.*

Staff has not reviewed the lighting details provided, and the UDC should review the submittal to ensure that this requirement is met.

- iv. Off-Street parking and loading areas – All open off-street parking areas containing more than three spaces, and all open off-street loading, shall have effective screening on each side adjoining or fronting on any residential property or any public or private street. If the screening is to be accomplished by using plant material, it shall be planted at a minimum height of 30 inches and grown to a height of 54 inches. If any other material is used to screen these types of areas, it shall be a minimum height of 54 inches.*

The Urban Design Commission should review this requirement and make sure that the shrubs (viburnum, lilac, spirea, etc.) proposed between the parking area and the street are adequate. Any revisions to the landscape plan should address this requirement.

- v. *District boundary lines – Any property located in a commercial or manufacturing district shall have effective screenings along lot lines adjoining any residence district*

Not applicable

- vi. *Screening of rubbish and trash storage – Such areas shall be screened to block the view of rubbish and trash containers from any point outside the property on which the storage area is located.*

Staff believes that this requirement can be met. It appears that the elevation drawings for the trash enclosure are mislabeled in the plan set, and that the side labeled “South Elevation” is actually the intent for the “North Elevation”. Brick over concrete masonry units is proposed for the enclosure, and should be indicated as such for each elevation in final plans.

Building Design -

- i. *Materials and colors shall be durable, low maintenance, and harmonious with each other and with other buildings in the neighborhood.*

Staff believes that the color palette could be appropriate, but that the proportion of metal and EIFS on the building are far too much for this prominent site. Staff recommends replacing EIFS on the building with durable masonry material, such as the brick proposed elsewhere on the building, and significantly reducing the amount of metal.

- ii. *Mechanical elements mounted on the roof or ground shall be screened from the view of adjacent properties and roadways.*

It appears that this requirement can be met, but final plans submitted for staff review should include all mechanical elements proposed to be placed on the roof and ground to meet this requirement.

- iii. *Contemporary architecture shall be the goal of this district. Buildings shall be designed to complement and enrich this character. Building component massing, materials, textures, and colors shall be consistent with this character.*

Staff believes that this requirement can be met.

- iv. *The overall design of the building shall be of high quality, considering the importance of the district as a principal gateway to the City.*

See comments for “i” above. In addition, staff recommends that the applicant improve the detailing around the windows of the building, most of which appear to have no heads or sills. The integration of larger windows and greater overall proportion of glass could result in a better building.

- v. *Metal shall not be used as an exterior material for the building, except as an integral part of a design of exceptional merit.*

Staff believes that the small proportion of metal on the building could be fine in conjunction with improved architecture. However, if the architecture is revised as recommended to replace EIFS with masonry, the positioning of the metal panels will need to be revisited. Staff recommends that if metal is to be used, it should be utilized on a particular element of the building, or at least limited to areas where it is used in conjunction with a meaningful change in plane.

Conclusion

A four-story hotel in this location, which is planned for employment and supportive uses, is appropriate. The site is well-located for guests visiting the City of Madison for work or leisure, with easy access to the Capital City Trail, Downtown, and regional transportation corridors. With changes to the design of the building as specified by the Urban Design Commission, staff believes that the conditional use standards can be met for a hotel at this site. Should the Urban Design Commission approve the design, staff recommends that the Plan Commission approve the request, subject to input at the public hearing and comments from reviewing agencies.

Recommendation

Planning Division Recommendation (Contact Heather Stouder, 266-5974)

The Planning Division recommends that the Plan Commission find that the conditional use standards are met and **approve** the request to construct a hotel at 610 John Nolen Drive. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Recommended Conditions of Approval

Major/Non-Standard Conditions are Shaded

Planning Division (Contact Heather Stouder, 266-5974)

1. Final plans submitted for staff review and approval shall include a rooftop plan.
2. Final landscape plan shall meet all requirements for Urban Design District 1, as well as the general regulations in the Zoning Code.
3. Final lighting plans provided for staff review shall meet all requirements of Urban Design District 1, as well as the City's general lighting requirements.

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

4. Applicant shall show the Madison Metropolitan Sewerage District (MMSD) sanitary sewer easements on plan set.
5. If plans for parking lot improvements are to continue to be located on MMSD lands, applicant shall provide to the City written authorization by MMSD prior to plan approval.
6. Revise the plan to show linework depicting the location of the existing shared driveway and ingress-egress. Reference the appropriate Register of Deeds recorded document numbers as well. City records indicate Document Nos. 3517419, 3982105, 3982106 & 4082180 that indicate these shared rights.
7. All damage to the pavement on John Nolen Drive, 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).
8. The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used (POLICY and MGO 10.29).
9. The applicant shall demonstrate compliance with MGO Section 37.07 and 37.08 regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the

construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.

10. Effective January 1, 2010, The Department of Commerce's authority to permit commercial sites, with over one (1) acre of disturbance, for stormwater management and erosion control has been transferred to the Department of Natural Resources (WDNR). The WDNR does not have an authorized local program transferring this authority to the City of Madison. The City of Madison has been required by the WDNR to continue to review projects for compliance with NR216 and NR-151 but a separate permit submittal is now required to the WDNR for this work as well. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process.

As this site is greater than one (1) acre, the applicant is required by State Statute to obtain a Water Resources Application for Project Permits (WRAPP) from the Wisconsin Department of Natural Resources, prior to beginning construction. This permit was previously known as a Notice of Intent Permit (NOI). Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line <http://dnr.wi.gov/Runoff/stormwater/constrformsinfo.htm> (NOTIFICATION).

11. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to:
- a) Detain the 2 & 10-year storm events
 - b) Control 80% TSS (5 micron particle) off of new paved surfaces
 - c) Provide infiltration in accordance with MGO Chapter 37
 - d) Provide oil & grease control from the first 1/2" of runoff from parking areas
 - e) Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website – as required by MGO Chapter 37
12. 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 ljenchenko@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)).

13. 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
 - g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans)
14. The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including:
- a) SLAMM DAT files
 - b) RECARGA files
 - c) TR-55/HYDROCAD/Etc
 - d) Sediment loading calculations
- 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 (POLICY and MGO 37.09(2)).
15. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction (MGO 37.05(7)). This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
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. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service (POLICY).

Zoning Administrator (Contact Pat Anderson, 266-5978)

18. A setback variance from the Zoning Board of Appeals was granted June 13, 2013. The Board granted a setback variance from the front parking and drive aisle provisions for this hotel and office development.
19. Pursuant to section 28.137(2)(a) A planned multi-use site, as defined, shall have a plan and reciprocal land use agreement approved by the Traffic Engineer, City Engineer and Director of Planning and Community and Economic Development recorded in the office of the Dane County Register of Deeds.
20. The plans show a refuse enclosure in the defined front landscaping area. Relocate this enclosure in a place outside the required front landscape area.
21. Provide a minimum of 11 bike parking stalls (9 short term, 2 long term) in a safe and convenient location on an impervious surface subject to section 28.141(11) to be shown on the final plan. Bike parking shall comply with MGO Table 28I-3 (General Regulations).
22. Pursuant to Sec. 28.142 (3) Landscape Plan and Design Standards: Landscape plans for zoning lots greater than ten thousand (10,000) square feet in size must be prepared by a registered landscape architect
23. Provide lot coverage calculations as defined in section 28.211 on final plans sets.
24. Parking & Loading shall comply with MGO Sec. 28.141 (13): Provide (1) 10' x 35' loading areas with 14' vertical clearance to be shown on the plan. The loading area shall be exclusive of drive aisle and maneuvering space.

25. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with MGO Chapter 31 Sign Codes and Chapter 33 Urban Design District ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.
26. Parking requirements for persons with disabilities must comply with MGO Section 28.14 (4)(e) which includes all applicable State accessibility requirements.

Fire Department (Contact Bill Sullivan, 261-9658)

27. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.
28. Provide fire apparatus access as required by IFC 503 2009 edition, MGO 34.503.

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

29. Applicant shall provide a continuous sidewalk between northerly connection to Capital City Trail shown on the site plan and internal pedestrian sidewalks.
30. When the applicant submits plans for approval, the applicant shall show the following on one contiguous plan: existing items in the terrace (e.g., signs and street light poles), type of surfaces, percent of slope, existing and proposed property lines, addresses, all easements, all pavement markings, building placement, adjacent driveway approaches to lots on either side and across the street, signage, semitrailer movements and vehicle routes, dimensions of radii, aisles, driveways, parking stall dimensions including the two (2) feet overhang on a scaled drawing at 1" = 20'. Contact City Traffic Engineering if you have questions.
31. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to traffic signals, street lighting, signing and pavement marking, and conduit/handholes, including labor, engineering and materials for both temporary and permanent installations.
32. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Parks Division (Contact Kay Rutledge, 266-4714)

33. All proposed street tree removals within the right of way shall be reviewed by City Forestry. Please submit an existing inventory of trees (location, species, & DBH) and a tree removal plan (in PDF format) to Dean Kahl – dkahl@cityofmadison.com or 266-4816. Approval and permitting of street tree removals shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan.
34. Additional street trees are needed for this project. All street tree planting locations and trees species with the right of way shall be reviewed by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl – dkahl@cityofmadison.com or 266-4816. Approval and permitting of tree planting shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan. Tree planting specifications can be found in section 209 of City of Madison Standard Specifications for Public Works Construction - <http://www.cityofmadison.com/business/pw/documents/StdSpecs/2013/Part2.pdf>.
35. Existing street trees shall be protected. Please include the following note on the site plan: Contractor shall install tree protection fencing in the area between the curb and sidewalk and extend it at least 5 feet from both sides of the tree along the length of the terrace. No excavation is permitted within 5 feet of the outside edge of a tree trunk. If excavation within 5 feet of any tree is necessary, contractor shall contact City

Forestry (266-4816) prior to excavation to assess the impact to the tree and root system. Tree pruning shall be coordinated with City Forestry. Tree protection specifications can be found in section 107.13 of City of Madison Standard Specifications for Public Works Construction - <http://www.cityofmadison.com/business/pw/documents/StdSpecs/2013/Part1.pdf>.

36. This property is adjacent to Turville Point Conservation Park (though separated by a railroad corridor). No adverse impacts to this park shall occur as part of this development. Please reference ID# 13144 when contacting Parks about this project.

Water Utility (Contact Dennis Cawley, 261-9243)

37. This property is not in a wellhead protection district. All operating private wells shall be identified and permitted by the Water Utility in accordance with Madison General Ordinance 13.21. All unused private wells shall be abandoned in accordance with Madison General Ordinance 13.21.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency did not submit a response to this request.