



PREPARED FOR THE URBAN DESIGN COMMISSION AND PLAN COMMISSION

Project Address: 126 South Carroll Street
Application Type: Rezoning
Legistar File ID # [37800](#)
Prepared By: Heather Stouder, AICP, Planning Division
Report Includes Comments from other City Agencies, as noted

Summary

Applicant/Project Contact: Brad Binkowski; Urban Land Interests; 10 E. Doty St. Ste. 300, Madison, WI 53703

Property Owner: Urban Land Interests; 10 E. Doty St., Madison, WI 53703

Requested Action: Approval of a rezoning from PD-SIP to Amended PD-SIP for the construction of a nine-story mixed-use building with 5,900 square feet of commercial space and 88 residential units.

Proposal Summary: Following the demolition of a parking ramp and the construction of a sub-grade parking structure approved in September 2014, the applicant proposes to construct a nine-story mixed-use building with 5,900 square feet of commercial space and 88 residential units.

Applicable Regulations & Standards: This proposal is subject to the standards for rezoning (MGO Section 28.182) and for Planned Developments (MGO Section 28.098).

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

Summary Recommendation: Planning Division staff recommends that the Plan Commission find that the standards for approval for zoning map amendments and Planned Developments can be met for the subject property, and forward the request to the Common Council with a recommendation to **approve** the request. 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 in the center of the triangle block bounded by South Hamilton Street, South Carroll Street, and West Doty Street; Planned Development (PD) District; Aldermanic District 4 (Verveer); Madison Metropolitan School District.

Existing Conditions and Land Use: The 15,996 square foot (0.37-acre) site is currently developed with a six-story parking structure used to support the Anchor Bank office use across Carroll Street to the east, and is located adjacent to two local Landmark buildings.

Surrounding Land Use and Zoning:

North: Immediately north of the property, the Jackman Building, a local Landmark building with offices and a ground floor restaurant, in the Downtown Core (DC) District. Further to the north, the State Capitol Building, also in the DC District.

East: Across South Carroll Street to the east, the Anchor Bank Office building, for which a significant rear addition is approved, in the PD District. Further east, the Risser Justice Center in the DC District. Across West Doty Street to the southeast, the City-County Building.

South: Across West Doty Street to the south, the Dane County Sheriff's Building.

West: Immediately southwest of the existing parking garage at 126 South Carroll Street, the Baskerville Condominium building, a local Landmark building. Across South Hamilton Street to the west, Genna's Lounge and a bank in the DC District.

Adopted Land Use Plan: The Comprehensive Plan (2006) recommends Downtown Core Mixed Use in this area. The Downtown Plan (2012) generally recommends Downtown Core Mixed-Use, has Capitol View Height Limit on the portion of the site east of South Carroll Street, and a recommended height limit of six stories for the portion of the site west of Carroll Street. The Downtown Plan has several other recommendations pertaining to this project, which are covered in the body of this report.

Zoning Summary: This property as proposed would be within the PD-GDP (Planned Development – General Development Plan) and PD-SIP (Planned Development – Specific Implementation Plan) Districts.

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 in the Downtown Core.

Related Approvals

Common Council Approval of PD-GDP - On October 7, 2014, the Common Council approved the rezoning of the subject property from Downtown Core (DC) to Planned Development (PD) (see Legistar Item #[35359](#)). At that time, the demolition of the parking ramp on the site was approved, and a General Development Plan was approved for the nine-story mixed-use building now before the Plan Commission with greater detail. Also, a Specific Implementation Plan was approved for a major renovation and addition to the office building across Carroll Street to the east, and for construction of a 5-level parking structure underneath both properties and the Carroll Street right-of-way.

Landmarks Commission - On April 13, 2015, the Landmarks Commission reviewed the current proposal due to its adjacency to two Local Landmark buildings – the Jackman Building and the Baskerville Condominiums (see Legistar Item #[37905](#)). The Landmarks Commission generally supported the proposal, and voted unanimously to advise the Plan Commission that the development is not so large or visually intrusive as to adversely affect the historic character and integrity of the adjacent Landmark buildings.

Urban Design Commission - On April 22, 2014, the UDC will review the proposal as a requested amendment to a Planned Development – Specific Implementation Plan.

Project Description

The applicant is requesting approval of an Amended Planned Development-Specific Implementation Plan for a nine-story mixed use building with 5,900 square feet of ground floor commercial space and 88 residential dwelling units on upper levels. The proposed building anchors this triangle block, and would be adjacent to two landmark buildings on either side.

Land Use – The proposed mixed-use building has a residential density of 238 dwelling units per acre. With a mix of 60 one-bedroom units and 28 two-bedroom units ranging in size from 717 to 1,290 square feet, the unit mix is somewhat limited, but should provide high-quality Downtown living opportunities for relatively small households over time.

The commercial space has been designed to accommodate three restaurant/retail tenants with access from Hamilton and Carroll Streets, with spaces ranging from 1,555 to 2,295 square feet.

Building Placement and Massing – At grade and up to the top of the ninth floor, the proposed building is placed very close to the property lines along Carroll and Doty Streets. Along Hamilton Street, the front of the building is

at or very close to the property line, but the building steps back significantly above the third floor façade, forming a deep triangular rooftop terrace, consistent with conceptual plans provided in 2014.

From the property line shared with the Baskerville building to the west, the building maintains a 2-foot setback at grade, and steps back an additional 8 feet at the fourth floor. From the northern property line shared with the Jackman Building, the building maintains a 2-foot setback at grade, and steps back another 8 feet at the sixth floor. (Note: Conceptual plans submitted in 2014 showed a potential connection to the Jackman Building which would have involved the combination of lots. This is not being pursued in the requested Amendment to the Specific Implementation Plan.)

Consistent with the conceptual plans provided in 2014, the height of the proposed building is approximately 102 feet, with the top of the small mechanicals screening area in the center of the rooftop at approximately 114 feet. Finally, the applicant is requesting an approximately 8 by 4 foot above-grade encroachment into South Carroll Street for a series of balconies associated with dwelling units located on the Carroll and Doty Street corner of the building.

Access, Parking, Loading, and Circulation – As was approved as part of the Planned Development for this site, all automobile parking for the building would be provided in a five-level, 550 stall underground parking structure linking this property to 115 S Carroll Street to the east. All automobile traffic would enter and exit the facility along West Doty Street at the low point of the site, and a loading bay with an overhead door is located immediately adjacent to this, also on West Doty Street. The loading area would be used for commercial deliveries and trash management.

It appears that there are 60 bicycle parking spaces provided in the underground parking area, with 18 stalls located near the automobile entrance and another 42 stalls located on the first level down near a proposed elevator core and lobby. The intended entrance and circulation pattern for bicyclists is unclear.

The main pedestrian entrances to the building are provided on Hamilton and Carroll Streets, with two entrances shown along Hamilton Street near the center of the block, and at least three shown in elevation drawings along the Carroll Street facade. One of the Hamilton Street entrances leads to a residential lobby, mail center, and the central elevator core.

Building Exterior and Site Details - The proposed building has a three-story facade along Hamilton Street clad in a terra cotta paneling and largely glass on the ground floor. The main nine-story mass of the building is clad in a light beige modular brick, grey metal paneling, and glass, with relatively consistent architectural detailing on all sides. Portions of the building immediately adjacent to the Baskerville and Jackman buildings are clad in a darker modular brick. The corner of the building on Carroll and Doty is primarily glass, and is an especially strong architectural element.

Project Analysis and Conclusion

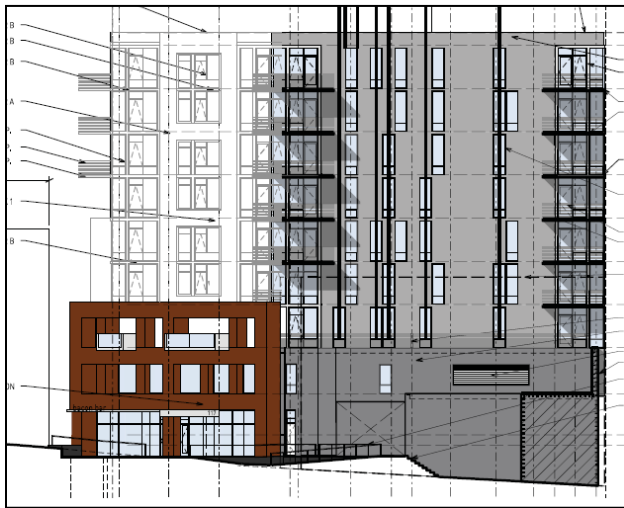
Staff believes that the proposed building is consistent with the underlying Planned Development – General Development Plan, noting that it is slightly smaller than the concept presented in 2014, since it is no longer attached to the Jackman Building. Staff generally supports the architectural direction the building has taken as well as the proposed palette of exterior materials. As discussed below, there are essentially three design details for which staff requests specific input by the Urban Design Commission:

- The use of spandrel glass on facades above the Jackman and Baskerville buildings
- Appropriateness of the balconies as proposed, and particularly of the requested encroachment for balconies in Carroll Street.
- Lack of detailed landscape plan on the third floor rooftop terrace, which would be expected for approval of a Planned Development - Specific Implementation Plan.

The proximity of the proposed building to the property lines shared with both the Jackman and Baskerville buildings has been a challenge throughout the design process. The applicant has worked closely with ownership from both buildings, and staff is not aware of concerns at this time for how the “alley” spaces between the buildings will function.

However, the proximity of the proposed building to these property lines corresponds with a building code limitation for the percentage of window openings on these two facades. In a revised version of the plans (submitted and reviewed by the Landmarks Commission), the design is much more compatible with the other facades on the building, and staff appreciates the significant improvement over the originally submitted elevations (see comparison below).

Elevation above Baskerville – Original



Elevation above Baskerville - Revised



Elevation above Jackman – Original



Elevation above Jackman - Revised



Due to the proximity of the facades to the respective property lines, many of the window panels on these two facades are false - opaque spandrel glass in front of walls and columns. The UDC should pay special attention to the detail for the proposed spandrel to ensure that it will read as a window, particularly from the long views toward these facades from both the Capitol Building and from the bottom of the hill on South Hamilton Street.

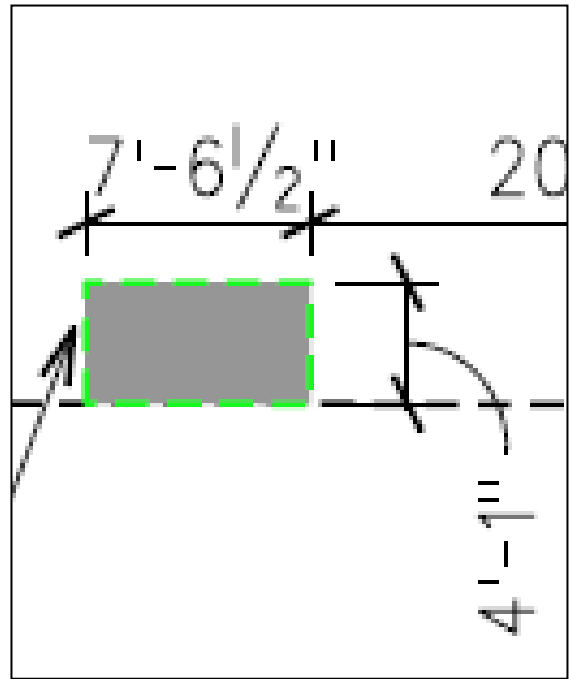
As mentioned on page 3 of this report, the applicant is requesting approval for an encroachment into South Carroll Street for balconies associated with dwelling units at the corner of West Doty and South Carroll Street (see rendering and encroachment exhibit below). As mentioned in Condition No. 25, the request must be approved separately as a privilege in streets agreement, and may not be approved as part of this request. As with the similar balconies shown on other sides of the building, staff would prefer that the balconies be placed on private property, within an inset of the building.

Beyond the encroachment issue alone, staff would like for the UDC to carefully review the similar balconies shown on the building exterior on other sides of the building. Staff believes that these could be improved if adjustments were made to inset, or at least partially inset the balconies.

Corner of Doty and Carroll Streets



Proposed Carroll Street Encroachment



Staff notes that there have been no details provided for landscaping of the third floor terrace. Staff recommends that structured landscaping be included among the items programmed for this space, and would like to see further detail prior to final review and approval. The Urban Design Commission may wish to review details for this area as well, prior to granting final approval for the design of the building.

Finally, with regard to access and circulation, staff notes that the submitted plans for the entrance to the parking structure show a single entrance lane with internal queuing space, and two exit lanes. The Common Council in October 2014 approved the proposal with a condition that this be changed to allow for the middle lane to flex between an entrance and an exit depending on need. However, since that time, the applicant has reviewed alternatives with Traffic Engineering staff, and staff believes that the proposed ingress and egress pattern is the best alternative. Thus, staff recommends that the Plan Commission and Common Council approve the proposed ingress and egress plan for the parking structure as part of the requested amendment to the Plan Development - Specific Implementation Plan (see Condition 43).

Conclusion - Staff believes that the Planned Development standards) MGO 28.098) can be met with this proposal, as noted in the September 17, 2014 staff report, which is attached for reference. The details for the proposed mixed-use building are generally consistent with the recommendations in the Downtown Plan, and consistent with the underlying Planned Development – General Development Plan as approved in October 2014. Staff believes that this building, in conjunction with proposed improvements across Carroll Street to the east and with the approved underground parking facility, will be an excellent addition to this part of Madison’s Downtown.

Following the April 22 Urban Design Commission review of the proposal, staff will forward the findings of the UDC to the Plan Commission regarding design details raised in this report, as well as any other details discussed.

Recommendation

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

Planning Division staff recommends that the Plan Commission find that the standards for approval for zoning map amendments and Planned Developments can be met for the subject property, and forward the request to the Common Council with a recommendation to **approve** the request. 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. Prior to the submittal of plans for review and approval by staff, the Urban Design Commission must provide final approval for the design of the building. Final plans must address any conditions of approval recommended by the Urban Design Commission.
2. Prior to the submittal of plans for review and approval by staff, the applicant shall provide a detailed landscape plan for the third floor rooftop terrace. (Note: This may be reviewed administratively or by the Urban Design Commission, based on the proceedings of the April 22 Urban Design Commission meeting.)
3. Final plans submitted to staff for review and approval shall include significantly more bicycle parking, both inside and outside of the building. General bicycle parking requirements for the residential and commercial uses as specified in General Regulations for conventional zoning districts (MGO Sections 28.141(4) and 28.141(11) shall be met or exceeded.) Final plans shall also indicate convenient paths for bicyclists from the street(s) to the interior bicycle parking areas.
4. Prior to final approval by staff, the applicant shall submit a management plan for the building to include parking management, waste management, management of the common rooftop terrace area, and the management of any shared spaces between the proposed building and the adjacent Landmark buildings.
5. Final plans submitted to staff for review and approval shall include setback dimensions from all property lines for all levels of the building.
6. The applicant shall submit a revised zoning text complete with the number of dwelling units and square footage of commercial spaces as approved for this building.

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

7. Conveyance of the subterranean area below S. Carroll Street for the underground parking structure proposed by this SIP will be required and subsequently included in the required Certified Survey Map.

8. The proposed new building will cross underlying platted lot lines. Current fire code and City enforcement requires the underlying platted lot lines be dissolved by Certified Survey Map (CSM) prior to issuance of a building permit. A Certified Survey Map and required supporting information shall be prepared and submitted to the City of Madison Planning Department that encompasses this entire project on each side of Carroll Street and the subterranean area below S. Carroll Street. The CSM shall be approved by the City and recorded with the Dane County Register of Deeds prior to issuance of a building permit.
 9. The Applicant shall confirm all portions of the proposed buildings and/or any private site improvements that are planned to encroach into the adjacent public right of ways. For all private improvements that will encroach into any adjacent public right of way, the Applicant shall make an application with City of Madison for a privilege in streets agreement administered by the City of Madison Office of Real Estate Services. An approval of the development does not constitute or guarantee approval of any encroachments.
 10. The base address of the apartments is 117 S. Hamilton St. Commercial tenant addresses will be assigned at a later date.
 11. Applicant shall revise utility drawing to show a manhole upstream of where the sewer extends through the building. Even though the sewer will be privately owned, a manhole will provide an access location for cleaning equipment.
 12. There is an existing storm lateral under the tunnel, coming from the "Jackman" Building. The plans do not appear to show this lateral. Revise accordingly.
 13. Applicant shall submit an ownership/maintenance agreement for the private sanitary sewer that will extend through the proposed building in the Carroll Street right-of-way. Provide evidence that the "Jackman" Building owner is in agreement.
 14. The Applicant shall be required to relocate all existing public and private utilities to accommodate the new building construction and subterranean improvements. The Applicant shall be required to accommodate and coordinate with all effected stake holders and coordinate with the City for the reconstruction that is required.
15. 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).
 16. The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
 17. The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.
 18. The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
 19. Submit a PDF of all floor plans to izenchenko@cityofmadison.com so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during, or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.

20. The site plan shall include a full and complete legal description of the site or property being subjected to this application.
21. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass (POLICY).
22. The approval of this PD 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)).
23. The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development (POLICY).
24. 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).
25. The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments (INFORMATIONAL).
26. The Applicant shall provide the City Engineer with the proposed earth retention system to accommodate the restoration. The earth retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system (POLICY).
27. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department dkahl@cityofmadison.com or 266-4816. Approval and permitting of any tree removal or replacement shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan. (POLICY).
28. All damage to the pavement on Doty Street, Main Street, and Carroll Street 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).
29. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in the ROCK RIVER TMDL ZONE and by Resolution 14-00043 passed by the City of Madison Common Council on 1/21/2014. You will be expected to meet a higher standard of erosion control than the minimum standards set by the WDNR.
30. 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).

31. 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.

32. This site appears to disturb over one (1) acre of land and requires a permit from the WDNR for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process.

Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line <http://dnr.wi.gov/Runoff/stormwater/constrformsinfo.htm> (NOTIFICATION).

33. This project will require a concrete management plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office. (POLICY).

34. Prior to approval, this project shall comply with MGO Ch. 37 regarding stormwater management. Specifically, this development is required to: 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 Chapter 37 of the Madison General Ordinances.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

35. 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)

36. 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>.

37. 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)).

38. All outstanding Madison Metropolitan Sewerage District (MMSD) are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Schmidt (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)).

39. 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).

Traffic Engineering (Contact Eric Halvorson, 266-6527)

40. Provide an RFID, for all regular parking customers, which upon approach will signal the entry gate to lift without requiring the customer swipe a card or enter a code.
41. A condition of approval added on Oct 7, 2014 by the Common Council requires two ingress gates on West Doty Street with the intent to limit the possibility of queuing into the Public Right-of-Way. Upon further study the applicant determined the only physical option to install two gates is at the street level. As a result the ingress queue space would be reduced from 8 vehicles to 4 vehicles. This would result in the queue being more likely to spill into Doty Street than with the original design. Traffic Engineering recommends the applicant prior to final sign off provides a queue and demand study with sufficient data demonstrating queue storage of 8 vehicles is sufficient to prevent vehicles backing up into Doty Street. Traffic Engineering recommends the original design be accepted and the added comment removed from the conditions of approval.
42. The applicant shall provide a deposit for signing and marking to be determined by the Traffic Engineering Department.
43. Five hundred forty eight off-street auto parking spaces are provided for the development, which has 88 residential units. The Letter of Intent does not state whether any of the off-street auto parking spaces will be reserved at all times for the residential units. A condition of approval shall be that no residential parking permits shall be issued for 126 S. Carroll Street unless a minimum of 88 off-street parking spaces are reserved at all times for the residential units. The applicant shall inform all tenants of this restriction in their apartment leases. In addition, the applicant shall submit for 126 S. Carroll Street a copy of the lease noting the above condition.
44. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
45. The Developer shall post a security deposit prior to the start of development. In the event that modifications need to be made to any City owned and/or maintained traffic signals, street lighting, signing, pavement marking and conduit/handholes, the Developer shall reimburse the City for all associated costs including engineering, labor and materials for both temporary and permanent installations.
46. The City Traffic Engineer may require public signing and marking related to the development; the Developer shall be financially responsible for such signing and marking.
47. All parking facility design shall conform to MGO standards, as set in section 10.08(6).

Fire Department (Contact Bill Sullivan, 261-9658)

48. As this is a building addition to the 25 West Main Street renovation, some technical and other design challenges will arise. Additionally, there will be some unique emergency response impacts to MFD that will require additional considerations. Continued coordination between ULI and MFD will be necessary to achieve a project that limits the impact on MFD services.

Water Utility (Dennis Cawley, 266-4651)

49. The developer shall be responsible for replacing the existing water main in South Carroll Street.

50. This property is not in a City of Madison 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.

Parks Division (Kay Rutledge, 266-4816)

Comments will be provided to the Plan Commission when received.

Zoning Administrator (Contact Matt Tucker, 266-4569)

Comments will be provided to the Plan Commission when received.