

February 3, 2005

Dennis Harder  
Joseph Freed & Associates  
220 N Smith Street, Suite 300  
Palatine, Illinois 60067

RE: Rezoning Approximately 37 acres generally located at 702 N. Midvale Boulevard from C2 (General Commercial District) to PUD-GDP-SIP (Planned Unit Development, General Development Plan/ Specific Implementation Plan) to allow demolition of two commercial buildings and construction of 70,000 square feet of commercial space, 40 residential units and two parking structures at Hilldale Shopping Center.

Dear Mr. Harder:

At its February 1, 2005 meeting, the Common Council **conditionally approved** your application for rezoning property located at 702 N. Midvale Boulevard from C2 to PUD-GDP-SIP. The following conditions of approval shall be satisfied prior to final approval and recording:

**Please contact Gary Dallmann, City Engineering, at (608) 266-4751 if you have questions regarding the following eighteen (18) items:**

1. The City Engineer recommends that the owner take special measures to reduce the impact of traffic noise on the residents of the residential building. Such measures can include staggering the studs on the exterior wall and the use of windows designed to reduce sound transfer.
2. The City Engineer is concerned in regards to the grade of Heather Crest (Kelab Dr.) off of Segoe Road. The Developer shall provide more detailed information in regards to the grade of the street and adjacent buildings. The developer shall dedicate necessary right of way from 310 Price Place.
3. Madison Metropolitan Sewerage District (MMSD) treatment plan connection charges due prior to connection. Please submit a check in the amount of \$9,531.00 payable to MMSD for 40 dwelling units and four retail buildings and one restaurant (\$211.80 for each connection). [Author's note: This amount reflects revised residential unit count of January 20, 2005.]
4. The City of Madison is planning to change the size and location of the sanitary main that development is intending to connect to; coordinate connection locations with the City plan. (North of proposed Hilldale Boulevard)
5. 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.

6. The approval of this plan 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.
7. 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.
8. The Applicant shall replace all sidewalk and curb and gutter which abuts the property that is damaged by the construction or any sidewalk and curb and gutter that 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.
9. 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.
10. The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
11. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances 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.
12. This site is greater than one (1) acre and the applicant is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources. Please contact Jim Bertolacini of the WDNR at 275-3201 to discuss this requirement.
13. This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Building Inspection Unit may require individual control plans and measures for each building.
14. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Please contact Greg Fries at 267-1199 to discuss this requirement.
15. The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.

16. The Applicant shall submit, prior to plan sign-off, digital CAD files to the Land Records Coordinator in the Engineering Division (Lori Zenchenko). The digital copies shall be drawn to scale and represent final construction, including: building footprints, internal walkway areas, internal site parking areas, and other miscellaneous impervious areas.
17. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to connection to the public sewerage system.
18. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size and alignment of the proposed service.

**Please contact John Leach, Traffic Engineering, at (608) 267-8755 if you have questions about the following seventeen (17) items:**

19. Approval of the Rezoning is conditioned upon the findings of the Freed/Hilldale Traffic Impact Study, which includes recognition of increased transportation demands on the streets, intersections and neighborhoods surrounding the development. Specific recommendations of the subject study that involve major changes to City intersections and streets outside those shown on the PUD-GDP-SIP site plan will need further review and approval by the City.
20. The PUD-GDP is conditionally approved subject to any SIP or further development or expansion providing a more detailed development and transportation management plan and revised and more detailed, area-wide traffic impact study.
21. The owner will work with the city on siting a south terminus point for a future ped-bike overpass of University Avenue near N. Midvale Blvd to provide for inter-modal ped/bike connections to the Shorewood Shopping Center, Blackhawk Bicycle trail and future rail transit.
22. Unless otherwise modified by an alternative financing plan, the Developer is expected to finance 100% of the street reconstruction and traffic signal costs for the changes proposed in the PUD-GDP-SIP for City streets. Such changes require that the Developer will need to enter into a developer's agreement/subdivision contract with the City for the public infrastructure items associated with their development.
23. The attached traffic signal and streetlight declaration of conditions and covenants shall be executed and returned.
24. The Developer/Site Parcel owner shall sign an agreement with the City of Madison, which requires the property owner to pay 100% of the cost of operating and maintenance expenses for the traffic signal at Heather Crest and N. Midvale Boulevard.
25. The Developer/Parcel Owner shall execute a waiver of notice and hearing on special assessments for potential future traffic signals and associated street improvements at intersections adjacent to the development.
26. The developer shall post a deposit or reimburse the City for all costs associated with any modifications to street lighting, signing and pavement marking including labor and materials for both temporary and permanent installations that may occur around the site.
27. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines,

addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.

28. The Applicant shall provide scaled drawing at 1" = 20' or larger on one contiguous plan sheet showing all the facility's access, existing and proposed buildings, layouts of parking lots, loading areas, trees, signs, semi trailer and vehicle movements, ingress/egress easements and approaches.
29. Because of the number of parking stalls proposed is over 1,000 spaces, the Applicant is advised of the Wisconsin Administrative Code NR 406 requirements as they pertain to parking lot size and air quality. The Applicant should contact the Wisconsin Department of Natural Resource, John Meier, Air Quality Analyst (267-0869). A letter from the DNR should be provided to City Traffic Engineering demonstrating that the Indirect Source Permit was issued or exempted.
30. The street type approaches shall be a special design "Street Type Entrance." The applicant shall provide a detail 1" = 20' detail drawing of the "Street Type Entrance" with plan sheets showing epoxy lane lines, cross walks, stop bars and pavement markings details to be approved by the City Traffic Engineer. In addition, a note shall be shown on the plan, " ALL PAVEMENT MARKING SHALL BE INSTALLED IN EPOXY AND MAINTIAN BY THE PROPERTY OWNER."
31. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
32. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan as approved by the City Traffic Engineer.
33. The site/City street intersections shall be so designed so as not to violate the City's sight-triangle preservations requirement which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
34. The applicant shall design the surface parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall for the commercial/retail area. The "One Size Fits All" stall could be used for the residential parking area and in the ramp only, which is a stall 8'-9" in width by 17'-0" in length with a 23'-0" backup. Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.
35. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

**Please contact Kathy Voeck, the Acting Zoning Administrator, at (608) 266-4551 if you have questions regarding the following eight items:**

36. The PUD-GDP and PUD-SIP zoning texts need to be made more clear. The categories in the sample zoning text need to be made part of the text. For example, permitted uses, signage, etc. should be in categories. Provide a PUD-GDP zoning text and a PUD-SIP zoning text. Meet with zoning and planning staff regarding the zoning texts.

37. The site plans shall have dimensions of stalls and drive aisles, distances to the property lines from the buildings. Clearly label the property lines on all plans. Landscape elements shall be within the property boundary lines. City Forestry shall approve street trees and their installation. Contact City Forestry to obtain their approval.
38. Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.) Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover. All plant materials in islands shall be protected from vehicles by concrete curb.

Landscape elements shall be within the property boundary lines. Any trees to be placed in the right-of-way shall be approved and installation approved by City Forestry.

39. Meet all applicable State accessible requirements, including but not limited to:
- Provide accessible stalls striped per State requirements in the surface parking lots for existing and proposed buildings and parking ramp. Provide the required number of van accessible stalls, which shall be at least 8' wide with an 8' striped out area adjacent, accessible to each building.
  - Show signage at the head of the stalls.
  - Show the accessible path from the stalls to the buildings.
40. Provide one (10' x 35') loading area for each of the 10,000 sq. ft. restaurants with 14' vertical clearance to be shown on the plan. Provide three (10' x 50') loading areas with a vertical clearance of 14' for the new 51,190 sq. ft retail buildings. The loading areas shall be exclusive of drive aisle and maneuvering space (except for the residential buildings less than 50,000 sq. ft. which can be provided in a drive aisle). Show the existing loading areas for the existing mall on the plan also.
41. Lighting is not required for retail uses. However, if it is provided, it must comply with City of Madison outdoor lighting standards (see parking lot packet). Lighting will be limited to 0.10 watts per square foot.
42. Lighting plans are required for residential uses in this project. Provide a plan showing at least 0.25 footcandle on any surface of the residential lots and an average of .75 footcandles.
43. Provide 110 bike parking stalls (38 for the residential uses and 110 for all of the retail uses of the mall) in safe and convenient locations on impervious surfaces to be shown on the final plan. The bike racks shall be securely anchored to the ground or building to prevent the racks from moving. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area.

**Please contact Hickory Hurie or Barb Constans, Community Development Block Grant Office, at (608) 267-0740 if you have questions about the following item:**

44. The developer must submit detailed and complete Inclusionary Dwelling Unit Plans for City approval at each stage of succeeding SIP applications, and will need to comply with provisions of the Inclusionary Zoning provisions of the Zoning Ordinance at each phase.

**Please contact Tim Sobota, Madison Metro, at (608) 261-4289 if you have questions regarding the following seven items:**

45. Metro Transit currently operates transit service on the private roads of this development. The operating pattern involves a one-way loop entering westbound from Midvale Boulevard north of Heather Crest, turning south along the mall frontage, and exiting to the east at the traffic signal opposite Heather Crest. Hilldale Mall maintains two bus stops on their property for this operation, the first a cutout location adjacent the Mall Frontage, south of the main entrance atrium. The second stop is located on the south side of the access drive leading to Heather Crest, past the driveway into the hardware store. Both locations have benches maintained by Hilldale Mall for passenger use.
46. Metro Transit met last year with Ken Saiki Design to discuss preliminary input on transit operations under the revised site plan proposal. The transit routing and bus stop locations proposed at that time are indicated on the site plans submitted for review. At the time of this initial discussion, the presence of perpendicular parking opposite the mall frontage was not clear – and presents a significant concern for the proposed transit route. Parked cars would be backing into the proposed transit route – creating a significant source of traffic conflict and potential delay to the overall route schedule. The site plan submitted also clearly identifies the realignment of Kelab Drive, which presents an additional opportunity for alternative routing proposals for transit service.
47. The developer shall contact Metro Transit to schedule an additional meeting to discuss revisions to the proposed Metro Transit routing and bus stop locations, given the final plans now submitted for review.
48. Upon joint approval of the proposed transit routing and bus stop locations by Metro Transit and the developer, the developer shall provide formal documentation permitting the legal access easements required to operate transit service on this property as part of the final project approvals.
49. In preparation for the meeting requested above, the developer may anticipate needing to maintain or identify a new cutout bus stop location adjacent the mall frontage, south of the main access drive from Midvale. The developer may further anticipate needing to maintain the other existing bus stop on the south side of the access road leading to the traffic signal at Heather Crest. These stops would permit maintaining the current route pattern through the development and prevent any conflict with traffic backing into the path of the bus. The developer may also seek to identify new bus stop locations immediately west of Price Place on this same access drive leading back towards Kelab Drive. These stops would serve a transit routing option that would pass between Sheboygan Avenue and Midvale Boulevard on Kelab Drive extended past Price Place to Heather Crest extended.
50. Any bus stops shall require at least a bench for passenger use. Any bus stop used as the time point on the route service (where the departure time of the trip is published in the schedule and buses may need to wait time prior to leaving) shall require a cutout or placement such that a bus stopped will not impede other traffic. Bus stops used as a time-point shall require both a seating amenity as well as some type of structure to provide shelter to waiting passengers – either a free-standing bus shelter or, if located adjacent a building, proximity to an attached canopy or entrance atrium area.
51. The applicant may select shelter and seating amenity designs given their preference of materials, color, etc. to match building or landscape elements. Shelters must comply with minimum ADA guidelines for handicap and wheelchair accessibility. The applicant may contact Metro Transit to discuss any questions regarding size or exact placement requirements.

Metro Transit will review and sign final documents submitted for this project.

**Please contact John Lippitt, Madison Fire Department, at 261-9658 if you have questions about the following items:**

52. Provide a completed fire apparatus access as required by Comm. 62.0500 and Section 34.19 MGO as follows:
- a.) provide a completed "Fire Access and Hydrant Worksheet" with the final site plan submittal;
  - b.) provide an aerial apparatus access fire lane that is 26 feet wide, with the near edge of the lane within 30 feet of the structure and parallel to one entire side of the structure;
  - c.) the site plan shall clearly identify the location of all fire lanes.

**Please contact Si Widstrand, Parks Division, at (608) 266-4711 if you have questions about the following two items:**

53. Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right of way. Approval for such activities shall be obtained from the City Forester, who can be reached at (608) 266-4816.
54. Park dedication required for this project is 28,000 square feet based on 700 square feet per multi-family unit. The required dedication shall be paid as a fee in lieu of land, based on the actual value of the acreage up to a maximum of \$1.65 per square foot. The value is determined by the Real Estate Unit and is based on the land value prior to development approval.
- Land Fee Value: \$46,200 + Park Development Fee: \$20,044.40 = Total Park Fees: \$66,244.40.

The park fees shall be paid prior to signoff of the PUD-SIP, or the developer may pay half of the fees and provide a letter of credit for the other half.

**Please contact my office at (608) 261-9632 if you have questions about the following seven conditions imposed by the Plan Commission on January 24, 2005:**

55. No exterior construction work to take place on Sundays. Allow construction to begin as early as 6:00 a.m. with alder notification, for quiet activities such as pouring concrete.
56. That the Freed/Hilldale Traffic Impact Study be expanded to include areas south of mall proper for future SIPs and amendments. Such as: Traffic engineering review traffic flow at various intersections to reduce congestion, re-evaluation signalizations, pedestrian safety and access (Segoe, Kelab/Heather Crest/Price Place); reduce traffic flow into neighborhoods and guide flow onto arterials having capacity. This may include turning restrictions on specific days of the week or at peak hours. As well as, South to regent and including impacts on these street and intersections – S. Segoe Road and Regent Street; Midvale Boulevard and Regent Street; Frey Street/N Segoe Road/Sheboygan Street; Price Place; Heather Crest and Midvale Boulevard. Such assessment be reviewed and signed off by Traffic Engineering.
57. Approval is contingent on final approval of Urban Design Commission and Plan Commission including the signage/graphics package, architectural elements and massing of the N. Midvale Boulevard condominiums, and the streetscape features between the condominium and parking ramps.
58. A parking ramp security plan be submitted to and reviewed by the Traffic Engineer and Madison Police before final signoff.

59. Owners work with contractors and tenants whereby contractor and employee parking is restricted in nearby neighborhoods (such as along S. Segoe Road and residential areas east of Midvale Blvd).
60. That bike racks be dispersed throughout the project.
61. Owners continue to work with Madison Metro on adding service within or nearer to the mall proper, such as Route #65.

**In addition, the Planning Unit has the following seven conditions on this project:**

62. That the **PUD-GDP** be revised per Planning Unit approval as follows:
  - a.) that the zoning text be amended as follows:
    - the General Development Plan text shall be revised to specifically state that: “the maximum floor-to-area ratio and dwelling unit densities could potentially be allowed by the standards included in the General Development Plan may or may not be ultimately achieved upon full build-out of the site. The additional dwelling units proposed and additional square footage of development proposed beyond the Phase I SIP shall require review and approval of a Specific Implementation Plan for each phase of additional development. Each phase shall be reviewed against the standards included in the Planned Unit Development section of the Zoning Ordinance to determine if the additional development can be accommodated on the site in a manner which does not have a substantial negative impact on the uses, values and enjoyment of other properties within the neighborhood for uses already permitted.”
    - provide a family definition.
  - b.) that the zoning text be amended to refer to maximum floor areas “as shown on the below conceptual plan;”
  - c.) that a separate plan sheet be provided for Planning Unit signoff showing all current and conceptual improvements, including the realignment of Frey Street and the demolition of the restaurant/ banquet hall/ movie theater that are not included in the scope of the first phase SIP, including demolition of the Firestone building and proposed 10,000 square-foot pad site restaurant.
63. That the **PUD-SIP** be revised per Planning Unit approval as follows:
  - a.) that the plan set be revised in general to reflect the following changes:
    - that all references to the demolition of the restaurant/ banquet hall/ movie theater and the realignment of Frey Street shall be removed from the plans;
    - that the Firestone be shown as demolished and the site be graded and seeded until such time as an amended PUD-SIP proposing a new commercial building is presented;
    - that at least one sheet be revised (staff suggests Sheet EX 101) to include dimensions for all existing and proposed improvements, including proposed drive and parking aisle widths, parking space locations and aisle counts, parking space dimensions, generally, and building setbacks from nearby rights of way;
  - b.) that the zoning text be revised to include:
    - a parking count for the each component of the overall PUD, including all Phase 1 improvements;
    - a list of permitted uses (may be stated as it is in the GDP regarding C2 uses);
    - a note stating that “1) building heights, 2) setbacks, and 3) permitted obstructions shall be as shown in plans;”
    - a note stating that “signage shall be permitted as shown in the approved plans;”
  - c.) that the landscaping plan be revised to:
    - specify the species and planting sizes of all landscaping materials to be planted on the site, with a graduated key as needed;

- show landscaping in the new parking lot islands located on the north side of realigned Heather Crest/ Kelab Drive opposite the southwestern corner of the retail core;
  - d.) that the plan set be revised to include a comprehensive signage plan that includes the dimensions and appearances of all ground mounted signs to be located throughout the development including those not shown on the signage plan submitted;
  - e.) that the building elevations be revised subject to final approval by the Urban Design Commission and the staff of the Planning Unit to:
    - specify building materials and color palette for all new buildings proposed in Phase 1;
    - include elevations reflecting changes to the exterior walls of any existing buildings, including the east wall of the retail core building;
    - include revised elevations for the four residential buildings that better integrate these buildings with the existing residential buildings across the street, present a more "urban" context for these buildings, and better relate the ends of the buildings to the adjacent internal drives;
    - include revised eastern elevations for the two parking structures that better relate to the rear of the adjacent residential buildings.
64. At such time as the tenants or owners of the two restaurant pad sites along N. Midvale Boulevard are identified, the developer will be required to present detailed building plans, including elevations, landscaping, signage and other site improvements as part of an amended PUD-SIP.
65. That the applicant submit building elevations and any other relevant materials to the Planning Unit for approval of the exterior finishes of individual tenant spaces on both sides of Price Place (extended). Such plans shall include contextual information showing the relationship between the exterior finishes proposed and the remainder of the retail corridor.
66. That no utilities, water meters, air conditioning units, telephone or electric equipment storage, or exhaust vents be located in any yard of the building adjacent to a public street or private drive. All such equipment regardless of location shall be adequately screened from view.
67. That the applicant work with the property owner and the City of Madison to the south to implement the proposed realignment of Kelab Drive and Heather Crest.
68. That the applicant submit a Reuse and Recycling Plan for approval by the City of Madison Recycling Coordinator prior to the permits for demolition being issued.

After the plans have been changed as per the above conditions, please file five (5) sets of the revised, complete site plans, building elevations, floor plans and any other documentation requested herein with the Zoning Administrator, Room LL-100, Madison Municipal Building, 215 Martin Luther King, Jr. Boulevard.

The sets of final revised plans or documents will be circulated by the Zoning staff to the City department staff listed above for their signature of final approval.

Upon receipt of the aforementioned plans, documents and fees, and upon determining that they are complete, the Zoning Administrator shall record them with the Dane County Register of Deeds Office. The recorded originals will be returned to the applicant, with the recording information noted, when the Register of Deeds has completed the recording process.

If this plan is not recorded within one year of the date of approval by the Common Council, the approval shall be null and void. No construction or alteration of the property included in this application shall be permitted until a Specific Implementation Plan (SIP) has been approved and recorded.

Within thirty (30) months of Common Council approval of the General Development Plan or within eighteen (18) months of the recording of the Specific Implementation Plan, whichever is less, the basis right of use for the areas, when in conformity with the approved Specific Implementation Plan, shall lapse and be null and void unless the project, as approved, is commenced by the issuance of a building permit. If a new building permit is required pursuant to Sec. 28.06(4), Madison General Ordinances, a new petition and approval process shall be required to obtain Specific Implementation Plan approval.

If you have any questions regarding recording this plan or obtaining permits, please call Kathy Voeck, Acting Zoning Administrator, at (608) 266-4551. If I may be of any further assistance, please do not hesitate to contact me at (608) 261-9632.

Sincerely,

Timothy M. Parks  
Planner

cc: Kathy Voeck, Acting Zoning Administrator  
Gary Dallman, City Engineering  
John Leach, Traffic Engineering  
John Lippitt, Madison Fire Department  
Tim Sobota, Madison Metro  
George Dreckmann, Recycling Coordinator

| For Official Use Only, Re: Final Plan Routing |                      |                                     |                         |
|---|----------------------|-------------------------------------|-------------------------|
| <input checked="" type="checkbox"/>           | Planning Unit        | <input type="checkbox"/>            | Madison Water Utility   |
| <input checked="" type="checkbox"/>           | Zoning Administrator | <input checked="" type="checkbox"/> | Parks Division          |
| <input checked="" type="checkbox"/>           | City Engineering     | <input checked="" type="checkbox"/> | Urban Design Commission |
| <input checked="" type="checkbox"/>           | Traffic Engineering  | <input checked="" type="checkbox"/> | Recycling Coordinator   |
| <input checked="" type="checkbox"/>           | Fire Department      | <input checked="" type="checkbox"/> | Other: Madison Metro    |
| <input checked="" type="checkbox"/>           | CDBG Office          | <input type="checkbox"/>            | Other:                  |