



PREPARED FOR THE URBAN DESIGN AND PLAN COMMISSIONS

Project Address: 4802-4824 Tradewinds Parkway (District 16 – Ald. DeMarb)

Application Type: Rezoning and Conditional Use

Legistar File ID #: [41557](#) & [41399](#)

Prepared By: Christopher Wells, Planning Division
Report Includes Comments from other City Agencies, as noted

Reviewed By: Jay Wendt, Principal Planner, Planning Division

Summary

Applicant: Kevin G. Wilson; Beltline Hotel Partners II, LLC; 4802 Tradewinds Parkway; Madison, WI 53718

Contact: Brian Munson; Vandewalle & Associates ; 120 East Lakeside Street; Madison, WI 53726

Owner: Kevin G. Wilson; Beltline Hotel Partners II, LLC; 4802 Tradewinds Parkway; Madison, WI 53718

Requested Action: Approval to rezone 4824 Tradewinds Parkway from the Industrial Limited (IL) District to the Suburban Employment (SE) District as well as approval of an alteration to a conditional use to allow construction of an addition to an existing hotel at 4802-4824 Tradewinds Parkway.

Proposal Summary: The applicant proposes to construct a 72-room addition to an existing hotel within Urban Design District 1. While the existing hotel site (4802 Tradewinds Parkway) is zoned Suburban Employment (SE), the addition would expand onto the adjacent lot (4824 Tradewinds Parkway) which is zoned Industrial Limited (IL). As hotels are not permitted in the IL zoning district, the applicant requests approval to rezone 4824 Tradewinds Parkway to the SE district. The applicant also requests approval of a conditional use alteration to allow construction of the hotel addition.

Applicable Regulations & Standards: This proposal is subject to the standards for Urban Design District #1 [MGO Section 33.24(8)], Zoning Map Amendments [MGO Section 28.182] and Conditional Uses [MGO Section 28.182].

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

Summary Recommendation: The Planning Division recommends that UDC find that the standards for Urban Design District #1 are met and **approve** the proposed development. The Planning Division further recommends that Plan Commission find that the standards for zoning map amendments are met and forward Substitute Zoning Map Amendment 00221 rezoning 4824 Tradewinds Parkway from the Industrial Limited (IL) District to the Suburban Employment (SE) District to the Common Council with a recommendation of **approval**. The Planning Division finally recommends that Plan Commission find that the conditional use standards are met and **approve** the conditional use to add an addition to an existing hotel facility. These recommendations are subject to input at the public hearing and the conditions recommended by reviewing agencies.

Background Information

Parcel Location: The 2.25-acre property is located on the north side of Tradewinds Parkway, approximately four-tenths of a mile west of its intersection with Agriculture Drive. The north border of the site is about 270 feet from the southbound lanes of the Beltway Highway. The site falls within the limits of Aldermanic District 16, Tax Incremental Finance District 39, and as is within the limits of the Madison Metropolitan School District.

Existing Conditions and Land Use: The subject site is currently vacant and is zoned Industrial Limited (IL). The adjacent parcel to the west (4802 Tradewinds Parkway) is zoned Suburban Employment (SE) and contains a three-story, 89-room hotel which was constructed in 2009. It is this hotel to which the applicant is proposing the addition off of its eastern façade.

Surrounding Land Use and Zoning:

- North: Undeveloped Wisconsin Department of Transportation (WisDOT) owned parcel containing a drainageway and 100-year floodplain, zoned Industrial Limited (IL); with the Beltline Highway (US 12 & 18), beyond;
- South: A two-story, multi-tenant commercial building with vacant parcels on either side - all zoned Industrial Limited (IL);
- East: Vacant Industrial Limited (IL) District parcels including the approved site of the City of Madison Utility Well #31 (along with reservoir & outdoor storage area) at 4901 Tradewinds Parkway (roughly 250 feet away from the subject parcel); and
- West: The existing 92-room Sleep Inn Hotel and Suites at 4802 Tradewinds Parkway (zoned Suburban Employment (SE)) with vacant Industrial Limited (IL) District parcels beyond.

Adopted Land Use Plan: The Comprehensive Plan (2006) and Marsh Road Neighborhood Development Plan both recommend industrial development for the subject site.

Zoning Summary: The applicant requests approval to rezone the 4824 Tradewinds Parkway parcel to the Standard Employment (SE) District. This will require a conditional use permit.

Requirements	Required	Proposed
Lot Area (sq. ft.)	20,000 sq. ft.	192,471 sq. ft.
Lot Width	65'	490'
Front Yard Setback	None	25.8' existing building 118.5' proposed addition
Side Yard Setback	15' or 20% building height	63'
Rear Yard Setback	30'	Adequate
Maximum Lot Coverage	75%	TBD (See Comment #27)
Minimum Building Height	22', measured to building cornice	3 stories/ 45'
Maximum Building Height	5 stories/ 68'	3 stories/ 45'
Number Parking Stalls	Hotel, inn, motel: Minimum- 0 Maximum- 1.5 per bedroom (240)	177
Accessible Stalls	Yes	8
Loading	2 (10' x 50')	0 (See Comment #28)
Number Bike Parking Stalls	Hotel, inn, motel: 1 per 10 bedrooms (16)	17 (See Comment #29)

Landscaping	Yes	Yes (See Comment #30)
Lighting	Yes	No (See Comment #31)
Building Forms	Yes	Yes, Free-Standing Commercial Building
Other Critical Zoning Items	Barrier Free (ILHR 69) – Yes; Utility Easements – Yes	

Table prepared by Jenny Kirchgatter, 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. While the property is served by urban services such as water, sanitary sewer and storm sewer, the nearest bus stop (for METRO Route #31) is located approximately one half mile to the east of the site at the junction of Tradewinds Parkway and Agriculture Drive.

Project Description, Analysis, and Conclusion

The applicant proposes to construct a 72-room addition to an existing hotel directly fronting the South Beltline Highway. To do so, the applicant seeks two approvals. First, the applicant requests approval to rezone the subject property at 4824 Tradewinds Parkway from the Industrial Limited (IL) District to the Suburban Employment (SE) District. Second, the applicant requests approval of an alteration to a conditional use (which is required for hotels in SE Districts) to allow construction of the addition. This proposal is subject to the standards for Urban Design District 1, Zoning Map Amendments, and conditional uses.

City Assessor records show that the existing three-story, 89-room, 49,562-square foot Sleep Inn & Suites hotel was constructed in 2009. It sits on a 94,356-square foot (2.17-acre) lot.

The applicant, Beltline Hotel Partners II, LLC, who owns the existing Sleep Inn & Suites hotel, is proposing to add a three-story, a 72-room addition off of the eastern façade of the existing hotel. Both lots are located within the Tradewinds Business Centre subdivision (lot two for the existing hotel and lot three for the proposed addition). Note: a separate lot combination Certified Survey Map to formally combine the 4802 & 4824 Tradewinds Parkway parcels, is proceeding through the administrative approval process and is not before the Plan Commission.

The proposed three-story, 44,878-square-foot addition will contain 72 rooms. It will project perpendicularly off of the hotel’s eastern (i.e. “rear”) façade and will stand 45 feet (above grade), as compared to the existing hotel’s 47 feet (not including the cupola). The addition’s 15,210-square-foot footprint will be a 46 percent increase, bringing the total footprint for the hotel to 33,188 square feet. While the ground floor will connect directly to the existing structure, the second and third stories will be separated from their existing corresponding floor counterparts by 12-½ feet. To accommodate the addition and allow for adequate passage from the hotel’s main lobby to the addition’s central corridor, the hotel’s breakfast room will be expanded by enveloping the two adjacent guest rooms. Including this loss of rooms, the net result will be a total of 160 guest rooms and 92,224 square feet of gross floor area for the entire building.

Regarding building materials for the addition, the applicant’s intent is to closely match those of the existing hotel. For the ground floor, a light brick will be used (with a light-colored, sand belt course at the level of the window sills & lintels for contrast). For the upper floors, the projections and recesses will vary between either a

green horizontal lap [wood] siding or a light brick (on the 2nd floor) and a sand-colored EIFS (on the 3rd floor). Finally, for the multi-tiered hip roofs, a sand-colored fascia and a weathered wood shingle will be used.

Due to the location of the addition, the applicant has had to relocate many stalls, as shown on proposed plans. In total, the site will include 177 stalls (8 of which will be handicap accessible). This will generate a ratio of 1.1 parking spaces per room. While the Suburban Employment (SE) District has no minimum parking requirement, this is well below the maximum allowance of 1.5 per room. Regarding bicycle parking, the proposal contains 17 bicycle stalls, which is one more than zoning code's requirement of one bicycle stall for every ten rooms.

A landscaping plan submitted with the conditional use application features a variety of foundation plantings along the base of the addition's walls primarily consisting of various shrubs – in a manner and style similar to the existing hotel. A sprinkling of low ornamental trees are planted a little further out from the walls as well as in the larger open space that has been set aside along Tradewinds Parkway. Finally, larger canopy trees are added in this open space as well as in the tree islands of the parking lot. In order to provide a bit of privacy from the highway, ten evergreens have been proposed along the northern edge of the site within the 50-foot building setback established adjacent to the highway by the Tradewinds plat.

Staff believes the applicable standards for zoning map amendments and conditional uses can be met. The standards for zoning map amendments are relatively broad and state that such amendments are legislative decisions of the Common Council that shall be based on public health, safety and welfare, shall be consistent with the Comprehensive Plan, and shall comply with Wisconsin and federal law. Chapter 66.1001(3) of Wisconsin Statutes requires that zoning ordinances (including zoning map amendments) enacted or amended after January 1, 2010 be consistent with the City's Comprehensive Plan. 2010 Wisconsin Act 372 clarified "consistent with" as "furthers or does not contradict the objectives, goals and policies contained in the comprehensive plan."

The Planning Division believes that this request can generally be found consistent with the Comprehensive Plan and Marsh Road Neighborhood Development Plan, which both recommend industrial development for the subject site and surrounding properties. While the current site is already zoned for industrial uses, the proposed Suburban Employment (SE) zoning district allows several industrial and industrial-related uses as permitted or conditional uses.

Further, many of the heavier industrial uses that are currently allowed will be restricted with the establishment of a future wellhead protection district in this area. Well #31 is under construction at 4901 Tradewinds Parkway, approximately 250 feet to the east southeast of the subject site. Because of the sensitivity of a well to surrounding land uses, areas within wellhead protection areas are subject to further restricted uses. While the formal wellhead district is not yet created, there exists a list of recommended prohibited land uses utilized for existing districts which should be followed.

In regards to the conditional use standards, staff believes that they are or can be met. The additional rooms and parking – now spread over a larger lot – are anticipated to generate similar impacts on surrounding properties as the existing hotel.

While there has been discussion about the hotel as an extended-stay hotel, that is not included in this request and the expanded hotel being proposed will follow the current zoning ordinance hotel definition.

Urban Design District #1

Urban Design District (UDD) 1 was established to make the South Beltline Highway and adjacent properties a visually attractive approach to the City of Madison. The standards for this district are relatively general and address a range of design considerations including site planning, landscaping, building design, and service areas. Staff believes the broad standards are generally met. However with the following exception:

Under UDD #1: MGO Section 33.24(8)(c)5 pertains to screening of the parking and service areas. 33.24(8)(c)(5)(a)ii states that *“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 in a manner consistent with the requirements of Section 28.142 of the Madison General Ordinances.”* To that end, the applicant will need to add adequate landscaping along the northern parcel boundary and gain approval from the Urban Design Commission and Planning Staff for final signoff.

Urban Design Considerations

In addition the Planning Division has the following design-related items to consider:

- The Parking Lot Layout. Is there a more attractive and less land-intensive layout to the parking lot which will be added with the addition?
- The proposal includes EIFS as a siding material for portions of the upper stories of the addition. Would a higher-quality material like for example a brick, be more appropriate and visually-attractive on the addition (especially given the addition’s orientation to the Beltline)?
- Wall Packs. The proposal shows wall packs located below each window along the northern and southern façades of the addition. While these do not appear to project out horizontally, should they either be eliminated altogether or else better visually-integrated into the window unit (i.e. the surround of the wall pack and the window above be one and the same)?
- Does the green space along Tradewinds Parkway need to be better programmed with additional landscaping or amenities?

Conclusion

The applicant proposes to construct a 72-room addition to an existing hotel directly fronting the South Beltline Highway. To do so, the applicant seeks two approvals. First, the applicant requests approval to rezone the subject property at 4824 Tradewinds Parkway from the Industrial Limited (IL) District to the Suburban Employment (SE) District. Second, the applicant requests approval of an alteration to a conditional use (which is required for hotels in SE Districts) to allow construction of the addition. This proposal is subject to the standards for Urban Design District 1, Zoning Map Amendments, and conditional uses.

The Planning Division believes that the standards for Urban Design District 1, Zoning Map Amendments, and conditional uses can be met with this proposal. The additional rooms and parking – now spread over a larger lot – are anticipated to generate the similar impacts on surrounding properties as the existing hotel. Staff have noted additional landscaping that will need to be added to fully comply with all of the requirements of UDD #1.

At the time of report writing, staff was not aware of any concerns on this proposal.

Recommendation

Planning Division Recommendation (Contact Christopher Wells, 261-9135)

The Planning Division recommends that UDC find that the standards for Urban Design District #1 are met and **approve** the proposed development. The Planning Division further recommends that Plan Commission find that the standards for zoning map amendments are met and forward Substitute Zoning Map Amendment 00221 rezoning 4824 Tradewinds Parkway from the Industrial Limited (IL) District to the Suburban Employment (SE) District to the Common Council with a recommendation of **approval**. The Planning Division finally recommends that Plan Commission find that the conditional use standards are met and **approve** the conditional use to add an addition to an existing hotel facility. These recommendations are subject to input at the public hearing and the conditions recommended by reviewing agencies.

Recommended Conditions of Approval Major/Non-Standard Conditions are Shaded

1. Landscaping shall be added to screen the parking lot from the Beltline with details to be approved by the Urban Design Commission and Planning Staff. (MGO 33.24(8)(c)(5)(a)ii)

The following conditions have been submitted by reviewing agencies:

Engineering Division (Main Office) (Contact Brenda Stanley, 261-9127)

2. The existing private stormwater mngt easement shall be released and a new one recorded over the proposed new location for this facility
3. All outstanding Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder (608-261-9250) 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))
4. 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)
5. 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.
6. The Applicant shall submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the Engineering Division with any private storm and sanitary sewer utilities. The digital CAD file shall be to scale and represent final construction. The CAD file shall be in a designated coordinate system (preferably Dane County WISCRS, US Ft). The single CAD file submittal can be either AutoCAD (dwg) Version 2013 or older, MicroStation (dgn) V8i Select Series 3 or older, or Universal (dxf) format and shall contain the 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) Lot lines or parcel lines if unplatted
- g) Lot numbers or the words unplatted
- h) Lot/Plat dimensions
- i) Street names
- j) Private on-site sanitary sewer utilities (including all connections to public sanitary)
- k) Private on-site storm sewer utilities (including all connections to public storm)

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

NOTE: Email CAD file transmissions are preferred to: bstanley@cityofmadison.com (East) or troester@cityofmadison.com (West). Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement, private on-site sanitary sewer utilities, or private on-site storm sewer utilities during construction will require a new CAD file.

7. 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))
8. 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 5.0 tons per acre per year.
9. 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)
10. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to detain the 2, 10, & 100 -year storm events, matching post development rates to predevelopment rates.
11. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to reduce TSS by 80% (control the 5 micron particle) off of newly developed areas compared to no controls.
12. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to provide infiltration in accordance with Chapter 37 of the Madison General Ordinances.

13. 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.
14. Oil and grease treatment is required for this site
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. Prior to approval, provide a profile sketch of proposed sanitary sewer lateral where it intersects the proposed pond.
17. 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)
18. All work in the public right-of-way shall be performed by a City licensed contractor. (MGO 16.23(9)(c)5) and MGO 23.01)
19. All damage to the pavement on TradeWinds Pkwy, 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)

Engineering Division (Mapping) (Contact Jeffrey Quamme, 266-4097)

20. The pending Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD) prior to issuance of any building permits for new construction. When the recorded CSM image is available from the ROD, the Assessor's Office can then create the new Address-Parcel- Owner (APO) data in GEO so that the Accela system can upload this data and permit issuance made available for this new land record
21. Submit a PDF of all floor plans to lzenchenko@cityofmadison.com so that a preliminary interior addressing plan can be developed prior to plans being submitted for permit review. If there are any changes pertaining to the location of a hotel room, the deletion or addition of a room, or to the location of the entrance into any room, (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.

Traffic Engineering Division (Contact Eric Halvorson, 266-6527)

22. 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.

23. 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.
24. 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.
25. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
26. Traffic Engineering will no longer be accepting paper plans; to ensure a timely review all submittals will include an electronic copy (.pdf preferred).

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

27. Provide a calculation and plan detail for lot coverage with the final submittal. The lot coverage maximum for the Suburban Employment zoning district is 75%. Lot coverage is defined as the total area of all buildings, measured at grade, all accessory structures including pools, patios, etc., and all paved areas as a percentage of the total area of the lot, with the following exceptions: sidewalks or paved paths no wider than five (5) feet, pervious pavement, green roofs and decks.
28. Required loading facilities shall comply with MGO Section 28.141(13). Provide two (10' x 50') loading areas with 14' vertical clearance to be shown on the plan. The loading areas shall be exclusive of drive aisle and maneuvering space. The required number of loading spaces may be reduced through conditional use approval.
29. Provide a minimum of 16 short-term bicycle stalls located in a convenient and visible area. Show the dimensions of the bicycle stalls including the access aisle on the site plan. A bicycle stall is a minimum of two (2) feet by six (6) feet with a five (5) foot wide access area. Submit a detail showing the model of bike rack to be installed.
30. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per Section 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. Identify existing as well as proposed landscaping.
 - a. Provide adequate development frontage landscaping per section 28.142(5) Development Frontage Landscaping.
 - b. Show that the planting beds, islands, or planted areas contain at least 75% vegetative cover mulched. Mulch shall consist of shredded bark, chipped wood or other organic material installed at a minimum depth of two (2) inches.
31. Exterior lighting provided shall be in accordance with City of Madison General Ordinances Section 10.085. Provide an exterior lighting plan and fixture cut sheets, with the final plan submittal.
32. Per Section 28.186(4)(b), the property owner or operator is required to bring the property into compliance with all elements of the approved site plans by the date established by the Zoning Administrator as part of the site and building plan approval. Work with Zoning staff to establish a final site compliance date.

33. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with Chapter 31 Sign Codes of the Madison General Ordinances 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.

Fire Department (Contact Bill Sullivan, 261-9658)

34. Provide fire apparatus access as required by IFC 503 2015 edition, MGO 34.503, as follows:
- a. The site plans shall clearly identify the location of all fire lanes.
 - b. MGO 34.503/IFC 503 Appendix D105, Provide an aerial apparatus access fire lane that is at least 26-feet wide, if any part of the building is over 30 feet in height. The near edge of the aerial fire lane shall be within 30-feet and not closer than 15 feet from the structure, and parallel to one entire side. The aerial fire lane shall cover not less than 25% of the building perimeter.

Parks/Forestry Review (Contact Janet Schmidt, 261-9688)

35. It is understood that the project no longer contemplates extended stay use and will be hotel rooms, limited to a maximum stay of 30 days. If this proposal changes the project will be reviewed for Park Impact Fees.

Water Utility (Contact Dennis Cawley, 261-9243)

36. All operating private wells shall be identified and permitted by the Water Utility in accordance with MGO 13.21. All unused private wells shall be abandoned in accordance with MGO 13.21.

This property is in a Wellhead Protection District–Zone (31). This proposed use is permitted by the Madison Wellhead Protection Ordinance. Any future change in use for this property will require review by the Madison Water Utility General Manager or his designated representative.

Metro Transit (Contact Timothy Sobota, 261-4289)

37. Metro Transit provides limited bus service just under 1/2 mile walking distance from the proposed site. The closest bus stop with service is on Agriculture Drive, at the Tradewinds Parkway intersection.
38. Metro Transit has planned incremental expansion of service available at the bus stop above – adding weekday evening and extending weekend service hours - that will start in August of 2016.