

**PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
Of April 2, 2008**

RE: LD. # 09779, Conditional Use Application – 4802 Tradewinds Parkway

1. Requested Action: Approval of a conditional use to allow construction of a 92-room hotel at 4802 Tradewinds Parkway.
2. Applicable Regulations: Section 28.10 (4)(d) identifies hotels on two-acre minimum lots abutting limited-access state or federal highways as conditional uses in M1 zoning. Section 28.12 (11) provides the guidelines and regulations for the approval of conditional uses.
3. Report Prepared By: Timothy M. Parks, Planner

GENERAL INFORMATION

1. Applicant: Kevin G. Wilson, Beltline Hotel Partners II; 1602 W. Beltline Highway; Madison.
Agent: Jim Gersich, Dimension IV Architects; 6515 Grand Teton Plaza; Madison.
Property Owner: B & R Enterprises; 4801 Tradewinds Parkway; Madison.
2. Development Schedule: Construction will commence On June 1, 2008, with completion anticipated in February 2009.
3. Location: Approximately 2.17 acres located at 4802 Tradewinds Parkway; Aldermanic District 16; Urban Design District 1; Madison Metropolitan School District.
4. Existing Conditions: Undeveloped land, zoned M1 (Limited Manufacturing District).
5. Proposed Land Use: A 92-room Sleep Inn Hotel and Suites.
6. Surrounding Land Use and Zoning:
North: Undeveloped land owned by the Wisconsin Department of Transportation; Beltline Highway (US 12 & 18);
South: Multi-tenant commercial building (Bauer & Raether Builders, Mandli Communications, etc.); future Marcus Theaters cinema, all zoned M1 (Limited Manufacturing District);
W&E: Undeveloped lots in the Tradewinds Business Centre subdivision, zoned M1.

7. Adopted Land Use Plan: The Marsh Road Neighborhood Development Plan recommends the site and surrounding area for industrial uses.
8. Environmental Corridor Status: The subject site is not located in a mapped environmental corridor. The Wisconsin Department of Transportation property directly north of the site is located within a mapped corridor and contains a 100-year floodplain and an engineered drainageway.
9. Public Utilities & Services: The property is served by a full range of urban services.

STANDARDS FOR REVIEW

This application is subject to the conditional use standards of Section 28.12 (11).

PLAN REVIEW

The applicants are requesting conditional use approval to allow construction of a three-story, 92-room Sleep Inn and Suites Hotel at 4802 Tradewinds Parkway on Lot 3 of the Tradewinds Business Centre subdivision. The M1-zoned subdivision was approved and recorded in 2003 with 11 commercial/ industrial lots generally located on both sides of Tradewinds Parkway, which extends east from the southerly prolongation of Dutch Mill Road in the southeast quadrant of the Beltline Highway/ S. Stoughton Road interchange area. The lots to the east and west of the subject site are currently undeveloped. A 45,000 square-foot multi-tenant building has been built to the south of the site at 4801 Tradewinds Parkway, while a Marcus Theaters multiplex cinema has been approved for construction on a 7.6-acre parcel located southwest of the site on Lots 9-11 of the plat. The subject site sits approximately 270 feet south of the edge of the Beltline (US 12 & 18, with an undeveloped Wisconsin Department of Transportation (WisDOT) parcel containing a drainageway and 100-year floodplain located between the site and highway right of way.

The proposed three-story hotel will sit near the center of the property, with a 25-foot setback proposed adjacent to Tradewinds Parkway and a setback of approximately 80 from the northern property line adjacent to the WisDOT lands. The first floor of the hotel will consist of 24 guest rooms, lobby registration area, hotel offices and a breakfast room within the three-story portion of the building. A one-story wing off the north wall will contain a pool facility and outdoor patio. The remainder of the hotel will contain 33 guest rooms of varying size on the second floor and 35 guest rooms on the third floor. Parking for a total of 100 vehicles will be provided along the eastern and western walls of the proposed hotel, with a canopy-covered guest loading area to be located approximately midway along the western wall adjacent to the lobby. Access to the site will be provided through two driveways onto Tradewinds Parkway, with a drive connecting the two parking areas along the northern wall of the one-story pool wing. A dumpster enclosure is proposed in the northeastern corner of the site.

The structure will be constructed with a brick façade along the first floor and on portions of the second floor, with fiber cement board comprising the rest of the second floor materials. The third floor will be clad in stucco, as will most of the one-story pool wing. The building will be topped with a multi-tiered hip roof that will include a stucco-clad one-story cupola at the center of the building, which will include signage along the western and eastern faces. In all, the building will stand 30 feet in height to the top of the third floor, with the top of the cupola measured at 62 feet above grade.

A landscaping plan submitted with the conditional use application features intensive plantings along the base of the western wall of the hotel primarily consisting of various shrubs and perennials, with similar plantings along the base of the northern and eastern walls. The applicant also proposes to plant approximately 16 linden and maple trees along the southern edge of the site and in the parking lot. Ten spruce trees will be planted along the northern edge of the site within the 50-foot building setback established adjacent to the highway by the Tradewinds plat. A highway-oriented pylon sign will also be located within this setback.

EVALUATION & CONCLUSION

The subject site and Tradewinds plat was included in an area that extended between the Beltline Highway and Voges Road from S. Stoughton Road to Agriculture Drive that was recommended for future industrial development in the Marsh Road Neighborhood Development Plan. One of the primary goals of the plan was to identify significant areas in Southeast Madison for further industrial expansion. The Marsh Road NDP identifies light manufacturing and assembly uses as appropriate within the planning area while discouraging heavy manufacturing uses and recommends that zoning for developments within the planning area be targeted to industrial uses to avoid the dilution of the industrial expansion area with non-industrial uses, as has occurred in other industrially zoned areas of the City.

There is, however, some precedent for consideration of the proposed hotel on this site. First, the Zoning Ordinance was amended last fall to allow hotels on two-acre parcels adjacent to state and federal highways as conditional uses in the M1 zoning district. Secondly, other non-industrial uses have already been introduced in the Tradewinds Business Centre plat, including the general office space constructed to the southeast and the approved Marcus Theaters cinema located to the southwest, both across Tradewinds Parkway from the subject site. While the Marsh Road NDP recommends that uses like offices and theaters, which are both permitted uses in M1 zoning, not be located within the planning area to preserve the area for industrial development, staff feels that their establishment does set a precedent.

The subject site is also located within the boundaries of the forthcoming Stoughton Road Revitalization Project Plan, which upon adoption will establish a variety of land use and development recommendations for the Stoughton Road corridor from Highway 30 on the north to

Voges Road in an effort to create a gateway corridor along the City's east side. The draft plan breaks the corridor into three study areas, the southernmost of which calls for the creation of a gateway area centered on the S. Stoughton Road/ Beltline interchange. The plan generally encourages the establishment of "signature" buildings along the Beltline frontage to frame the highway and enforce the creation of the eastern gateway to the City, with office uses in four-story buildings recommended primarily along Tradewinds Parkway. The draft plan recommends that buildings within the southern gateway area include a strong orientation to both the Beltline and S. Stoughton Road whenever possible and be constructed of durable materials and include features that read at both the automobile and pedestrian scale.

The proposed hotel will feature significant exposure along the Beltline Highway, at least in the interim, given the length of the building perpendicular to the road and the prominent cupola at its center. The design of the building appears intended to limit exposure to the north facing the highway and its associated noise impacts due to the transitional residential nature of the hotel, resulting in a limited northward architectural relation that includes just two windows above the first floor pool wing. The proposed hotel also features little relation to Tradewinds Parkway at this time. The Planning Division recommends that the design of the hotel be revised to provide a better relation to Tradewinds Parkway, which staff believes may evolve over time into a diverse, mixed-commercial street that will include of a variety of employment and service uses. Staff also recommends that the architecture of the building be revised to better integrate the cupola into the overall design, eliminate the less durable stucco materials in favor of additional brick veneer and look for opportunities to provide a stronger visual connection along the north elevation and the Beltline Highway, as is generally recommended in the draft Stoughton Road Revitalization Project Plan.

Finally, the project will need to address two conditions on the Tradewinds Business Centre plat. The first condition from the plat requires compliance with the highway noise abatement provisions of Wisconsin Administrative Code Chapter 405 (aka Trans. 405) for any projects constructed on Lots 1-5 of the plat, including the subject site. That section requires that any exterior areas for a use like a hotel be designed so as to limit highway-induced noise impacts from a state or federal limited access highway to no more than 67 decibels at the exterior space. Trans. 405 also requires that the interior highway-induced noise level not exceed 52 decibels for uses such as a hotel. In order to comply with the provisions of Trans. 405, the applicant will be required to submit a noise abatement study that analyzes the current highway-induced noise levels present on the property as well as the projected noise levels 20 years from now, which will be based on WisDOT traffic volume estimations. If the exterior levels exceed 67 decibels in the area of the pool patio, that applicant will be required to install abatement measures such as a berm or barrier wall that brings the noise levels to or below 67 decibels. The applicant will also need to certify that the interior highway noise levels will not exceed 52 decibels.

The second requirement on the subject site from the Tradewinds plat stipulates that "significant" screening be provided for development on Lots 1-5 to replace landscaping that previously existed

along the southern edge of the Beltline right of way. The developer proposes a staggered line of spruce trees and one linden tree within the 50-foot highway building setback along the northern property line. Staff finds this to be generally acceptable provided that two additional spruce trees are added near the center of the building setback near the proposed pylon sign to more fully complete the line of screening.

Tradewinds Business Centre is located in Urban Design District 1, which requires that the Urban Design Commission approve any new development in the development, including on the subject site. The UDC reviewed the proposed hotel on March 26, 2008 and granted initial approval (see attached reports).

RECOMMENDATION

The Planning Division recommends the Plan Commission find that the conditional use standards met for the proposed major alterations to an existing retail center in excess of 25,000 square feet and the addition of two drive-up windows at 4802 Tradewinds Parkway, subject to input at the public hearing and the following conditions:

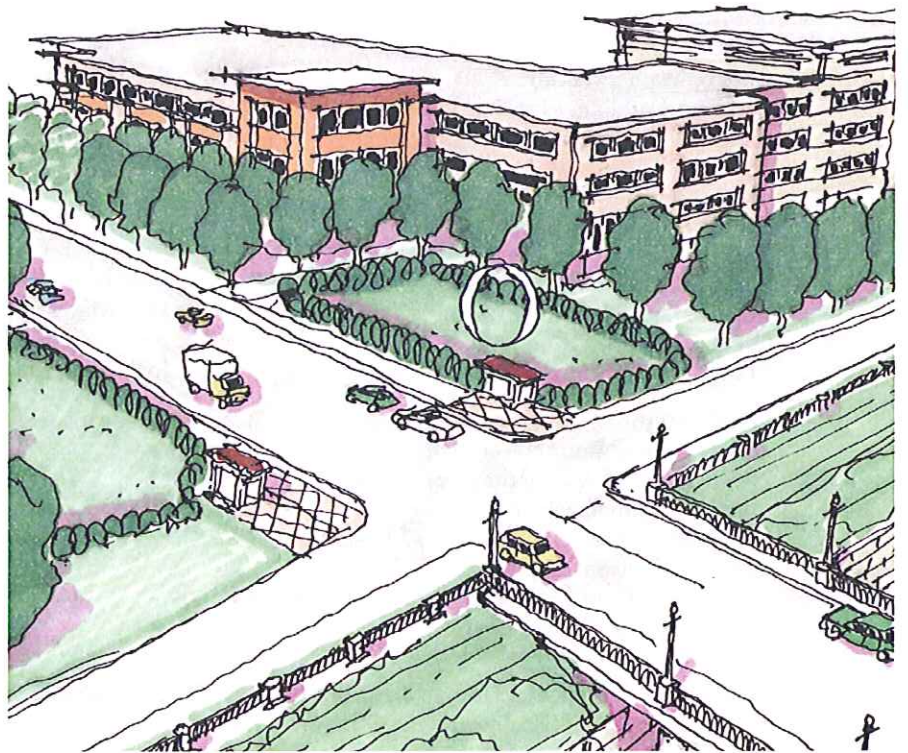
1. Comments from reviewing agencies.
2. That the applicant submit a highway noise abatement study for review and approval by the Planning Division and Traffic Engineering Division that indicates the present and 20-year future highway-induced noise levels resulting from the Beltline Highway (US 12 & 18) on the subject site. If the study indicates that current or projected noise levels will exceed 67 decibels for any outdoor recreational facilities related to the hotel, the applicant shall submit an abatement plan that specifies how those areas will comply with the maximum noise levels permitted in Wisconsin Administrative Code Chapter 405. The Planning Division shall approve the noise abatement plan and any improvements related thereto.
3. That a note be placed on the final plans certifying that the highway traffic-induced interior noise levels in all parts of the proposed hotel will not exceed 52 decibels.
4. That the landscaping plan for the project be revised per Planning Division approval to provide an two additional coniferous trees within the 50-foot highway setback to comply with the Tradewinds Business Centre plat requirement that significant screening be provided adjacent to the Beltline Highway for development on this site.
5. That the plans for the proposed hotel be revised per Planning Division approval as follows:

- a.) that the design of the hotel be revised to provide a better relation to Tradewinds Parkway, which may be accomplished through the inclusion of vision glass on each floor and a usable entrance from the public sidewalk;
- b.) that the architecture of the building be revised to better integrate the cupola into the overall design;
- c.) that the building materials palette be revised to eliminate the less durable stucco materials in favor of additional brick veneer along each elevation;
- d.) that the applicant explore ways to provide a stronger visual connection along the north elevation facing the Beltline Highway to create the enclosure of the highway envisioned in City plans.

Stoughton Road Revitalization Project

City of Madison, Wisconsin

March 14, 2008



Prepared for:

The Stoughton Road Revitalization Project Group (SRRP) and the City of Madison, Wisconsin

Prepared by:

Cunningham Group Architecture, P.A.
Meyer Mohaddes Associates, Inc.

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Stoughton Road Revitalization Project

City of Madison, Wisconsin

Stoughton Road Revitalization Project Group Members:

Neighborhood & Business Representatives

Fred Arnold, Project Chair; Elvehjem Neighborhood
Jim Polewski, Project Vice-Chair; Elvehjem Neighborhood
Tonya Hamilton-Nisbet, Project Secretary; East Buckeye Neighborhood
Jim Roloff, Project Treasurer; Glendale Neighborhood
Sandie Custer, Business Liaison & Glendale Neighborhood
Chris Dyson, Glendale Neighborhood
Tim Saterfield, Lake Edge Neighborhood

City of Madison Alderpersons

Judy Compton, City of Madison Alderperson, 16th District
Larry Palm, City of Madison Alderperson, 15th District
Lauren Cnare, City of Madison Alderperson, 3rd District

Dane County Supervisors

Tom Stoebig, Dane County Supervisor, 17th District
Dave DeFelice, Dane County Supervisor, 16th District

City of Madison Planning Division Staff Liaison

Rebecca S. Cnare, ASLA, Urban Design Planner, City of Madison Planning Division

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Robert McDonald, Transportation Planning Board
David Dryer, Traffic Engineering
Dan McCormick, Traffic Engineering
Rob Phillips, City Engineering
Joel Plant, Mayor's Office

The Stoughton Road Revitalization Project Group funded this project through the following financial contributions and awarded grants:

Neighborhood Association Donations
Individual Financial Contributions
South Stoughton Road Business Donations
City of Madison Neighborhood Grant
City of Madison TID 24 Preliminary Planning Funds
Dane County BUILD Grant
Wisconsin Department of Transportation (WisDOT)

Additional technical information about the WisDOT US Highway 51 Corridor study was provided by:

Gerry Schmitt, KL Engineering
Adam Clayton, Wisconsin Department of Transportation

Adopted by the City of Madison Common Council Date: _____
Resolution : _____ Legislative File ID : _____

Strategic Phasing

Given the likelihood of rebuilding the U.S. Highway 12-18 and Stoughton Road intersection is approximately 15 to 20 years away, this Plan recommends focusing redevelopment efforts in the northeast portion of the Gateway Development Area, away from the intersection. This allows the area to evolve in anticipation of WisDOT's plans, but independent of the effects of a potential flyover. Once the non-flyover versus flyover decision is made, development will respond accordingly.

This Plan works with both the non-flyover and flyover options. Phases 1 and 2 develop in the same way regardless of WisDOT's plans. The difference is in Phase 3, when development options reflect non-flyover or flyover conditions.

SRRP Plan Recommendations

The main difference illustrated by this Plan is the degree of commercial and mixed uses in the southwest corner of the Gateway Development Area and the degree to which the development is oriented west. Since the flyover renders the southwest corner less viable for mixed-use development and more viable for single-use or campus-like development, it will be less of a gateway if the flyover is built. With either scenario, the area can be a destination employment center.

Despite its proximity to the Interstate and to several successful businesses, this area is underperforming economically. Access to the area is poor, and there are many oddly shaped, mismatched property sizes with varied owners and zoning classifications. While some new infrastructure, such as the Voges Road bridge, was created as part of the BioAg Gateway, the remaining infrastructure is substandard. Street network improvements will improve access to and connectivity within the area. These improvements also will create more efficient and appropriately sized development parcels. The infrastructure improvements are strategically phased to work with the larger Stoughton Road improvements timetable, specifically with the eventual reconstruction of the U.S. Highway 12-18 and Stoughton Road intersection.

Phase 1

- *Connect East Broadway (on the west side of Stoughton Road) to Femrite Drive (on the east side of Stoughton Road).* This connection will relocate the primary intersection with Stoughton Road approximately 800 feet north of its current location. The existing intersection will remain, but will become a right-in and right-out intersection. This connection will also improve access to development areas west of I-90 / I-39.
- *Connect Stoughton Road to Tradewinds Parkway and eventually to Agriculture Drive.* This connection will improve access to the Gateway Development Area and BioAg Gateway by creating a "back door" via Agriculture Drive.
- *Extend the Stoughton Road frontage road south to Femrite Drive.* This connection will improve access to the Gateway Development Area by creating additional street network independent of Stoughton Road.
- *Provide access to parcels and the wetlands with a new park drive.* This will increase public visibility and access to these important natural features.

Phase 2

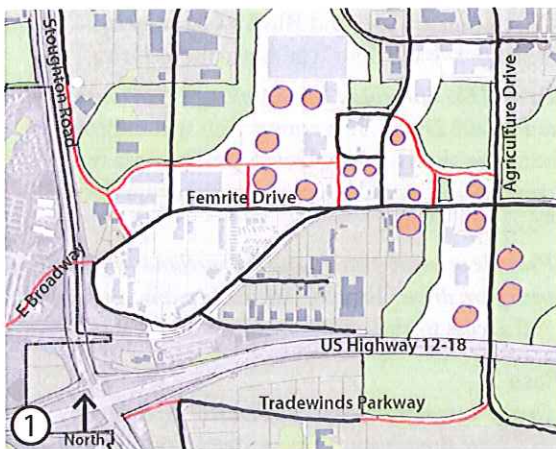
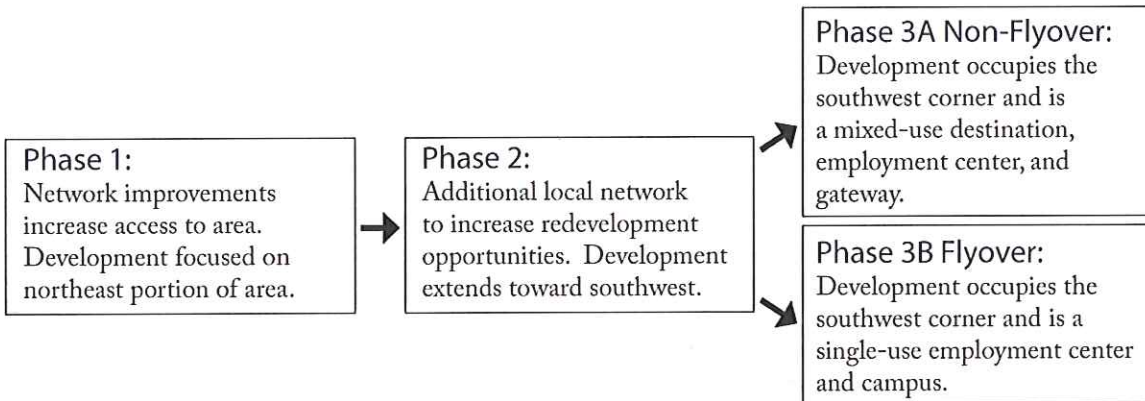
- *Create new streets between Femrite Drive and East Broadway.* A new street grid will encourage investment in underutilized properties. Improving this area will create high-quality, highly-visible parcels. The properties will occupy highway frontage and will become the front door to Madison from the east.

Phase 3A (Non-Flyover)

- *Create new streets oriented to the Stoughton Road and U.S. Highway 12-18 intersection.* A significant new park, oriented toward the intersection, can organize the development and create a second highly visible development addresses for the area.

Phase 3B (Flyover)

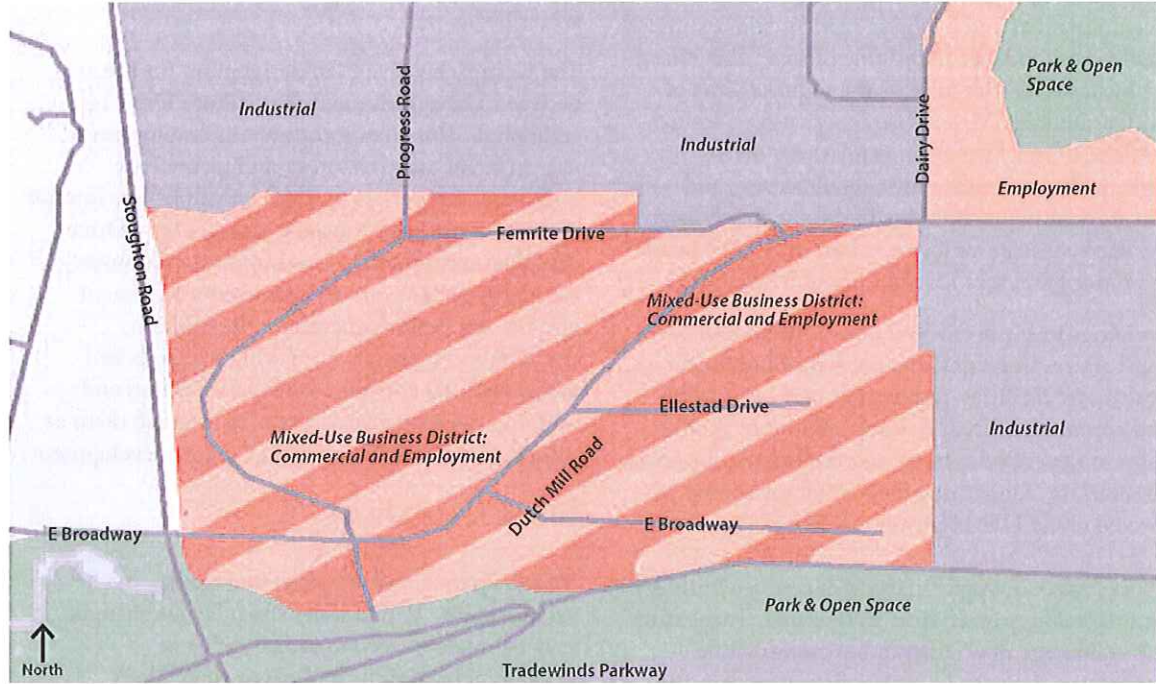
- *Insert a new street between Femrite Drive and Dutch Mill Road.* This redevelopment area can be oriented around an internally focused green space.



Gateway Area Phasing Plans: Phase 1 includes new streets (red) and development opportunities (salmon) focused primarily in the northeast part of the area (1), Phase 2 makes additional connections and buildings extending toward the southwest and the U.S. Highway 12-18 and Stoughton Road intersection (2), Phase 3A shows build-out without flyover (3A), and Phase 3B shows build-out with flyover (3B).

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Land Use



Proposed Land Use Map (top) & Illustrative Conceptual Redevelopment Plan (bottom)

Gateway Land Use Recommendations

The Plan recommends redeveloping this area with an employment and business services and associated retail and mixed-use retail/office focus. This mixed-use business district mirrors the requirements of the Community Mixed-Use designation without residential uses. The form is relatively dense, high-quality mid-rise office, retail/service, and Bio Agriculture technology buildings that bolster the area's strong employment base and serve as an economic generator for the City of Madison.

Buildings in the area should be between four and eight stories in height, and consist of hotels, clinics, health care facilities, restaurants, and speculative and corporate offices. Services and retail should support new development and the existing business community. Signature office buildings should be located along U.S. Highway 12-18.

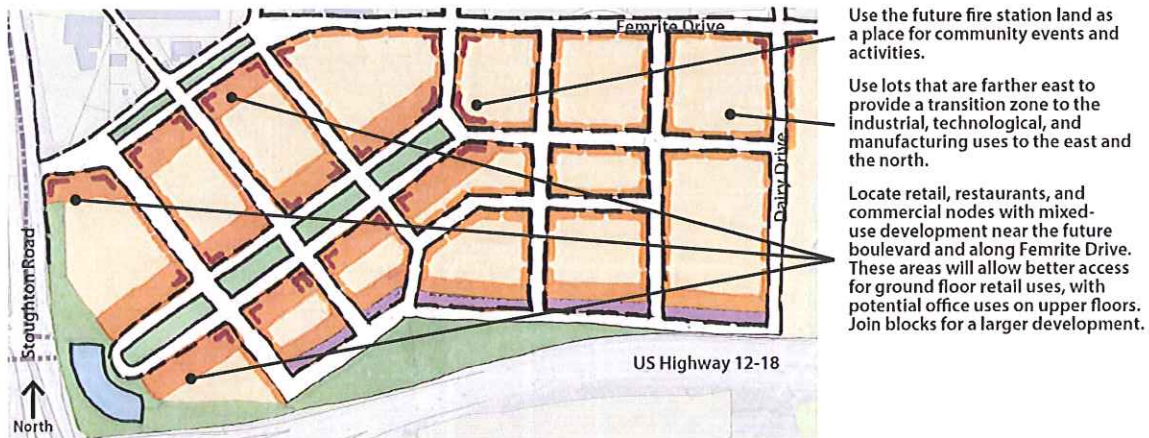
There is also an opportunity to encourage business and technology incubators in this area. Incubators can encourage new start-up businesses while supporting the growing technology sector in the adjacent Bio Ag development. The area is visible

and known throughout the region; with some infrastructure improvements, it will be more accessible as well.

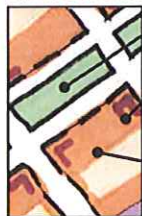
The Comprehensive Plan designation for the area between Dairy Drive and Agriculture Drive is Industrial. This Plan recommends employment uses in clean manufacturing and technology buildings. Properties in this area will be less intense and less dense than the area west of Dairy Drive. The Plan recommends low-impact development standards such as on-site stormwater treatment and on-site power generation. In addition, the Plan recommends improving wetlands and environmental corridors with public access and ongoing maintenance as a way to leverage them as unique features and amenities for new development.

Block Guidelines

This diagram shows a conceptual block arrangement. While some street layout changes may be made to accommodate different development projects and plans, these block guidelines should remain constant..



Block Guidelines Legend



Create a park to organize development.

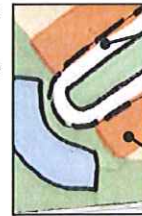
Mark the corner of the block with architectural form and elements.

Locate buildings within ten feet of the front property line. Locate parking behind or beneath the building.



Locate buildings within ten feet of the front property line where possible. Minimize parking exposure to the sidewalk by limiting parking to a 60 ft width.

Locate signature buildings along highway frontage.

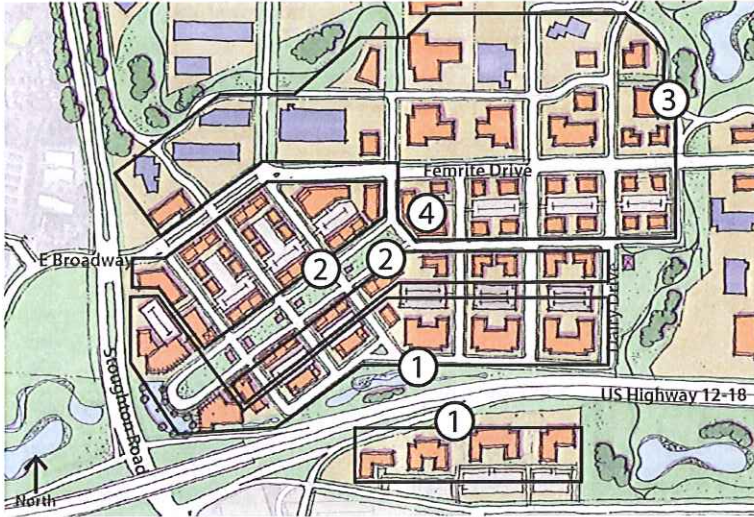


Create new street right-of-way and block perimeter.

Highlight entry to East Side with new gateway buildings (In non flyover option).

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Building Types



Gateway Office Building

- Minimum of four stories in height.
- Massing, entrance features, signs, bay structure, materials, and roof forms to be visible from Stoughton Road and U.S. Highway 12-18.
- Materials should be high quality and durable, that read at both the automobile and the pedestrian scales.
- Doors and windows at street level to be proportional to human scale and should create interest to passersby.
- Buildings can address the park frontage with overlooks, balconies, roof terraces, and other outdoor amenities.



Mixed-Use Building

- Minimum of four stories in height.
- Ground floor can contain active retail, services, or restaurant uses.
- Building should be located within 10 feet of the front property line to activate the public realm.
- Parking should be located behind the building in well landscaped surface lots or parking structures.



Clean Industrial/Tech Building

- Minimum of two stories in height.
- Entries and roof forms should be clearly expressed.
- Loading and service should be located behind the building.
- Building can be set back from the street to accommodate parking and generous landscaping.
- Building should be designed in conjunction with others to create a cohesive campus arrangement.
- Businesses are encouraged to provide space for showcasing processes and products to the public.

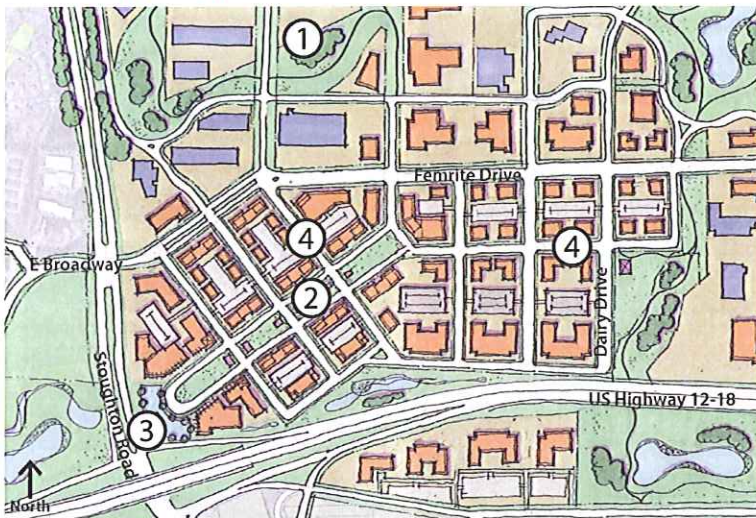


Civic Building

- Future fire station should follow the example of Fire Station #11, a green built civic structure that is well designed and adds to the image of the area.

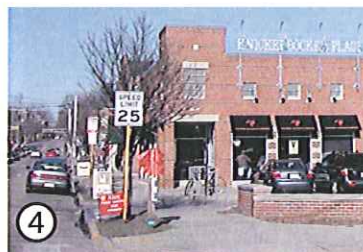
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Landscape Types



Water Feature and Public Art

- Formal water feature can mark the gateway entry to the East Side and highlight Madison as a city of lakes.
- Public amenities and urban features should be interactive and artistic.



Wetlands

- Wetlands should be viewable from buildings and roads, accessible from trails, and connected physically and visually to manicured landscapes.
- Natural materials such as wood, stone, and native vegetation can operate as functional and artistic elements.
- Restored and maintained wetlands should be important amenities to new development.
- Low impact trails and paths will encourage public access and recreation.
- Existing and new wetlands should be part of on-site stormwater treatment.

Park & Campus Green

- New development should be oriented around a publicly accessible open space.
- Parks and greens can be designed as centerpieces and signature amenities to development.

Streetscape

- New streets are necessary to encourage high-quality new development.
- All streets should be designed for bicycles, pedestrians, trucks, transit, and cars.

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AGENDA # 2

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: March 26, 2008
TITLE: 4802 Tradewinds Parkway – New Hotel in Urban Design District No. 1. 16 th Ald. Dist. (09118)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: March 26, 2008	ID NUMBER:

Members present were: Lou Host-Jablonski, Marsha Rummel, Bruce Woods, Richard Slayton, John Harrington, Bonnie Cosgrove and Jay Ferm.

SUMMARY:

At its meeting of March 26, 2008, the Urban Design Commission **GRANTED INITIAL APPROVAL** for a new hotel in Urban Design District No. 1 located at 4802 Tradewinds Parkway. Appearing on behalf of the project were Fred Campbell; Melissa Ernst and Arlen Ostreng, representing Edge Consulting Engineers; Kevin G. Wilson, representing Beltline Hotel Partners II, LLC; Jim Gersich, Dennis Bauer, Ald. Judy Compton, and Phillip Bower, representing the Dane County Humane Society. In response to the Commission's review of the project the following modifications were noted:

- A detailed review of the building elevations noted the use of a brick, stucco, and hardy plank material pallet.
- Attempt to address issues to address issues with the "blankness" of the building façade and building elevation facing Tradewinds Parkway, a roof element had been added above the entry on the south elevation.
- A restudy of the rooftop cupola provides that signage is now limited to only its west and east elevations with signage eliminated on the south and north elevations in favor of the incorporation of clear story windows to provide light into the interior of the upper elevations.

Following presentation, the Commission noted the following:

- Following the presentation Ald. Judy Compton, spoke in favor of the project, emphasized to the Commission that concerns to focus the orientation of the building as it relates to Tradewinds Parkway could not diminish the building's focus toward the adjacent Highway 12 and 18 (East Beltline Highway) façade. Philip Bower, representing the Dane County Humane Society spoke neither in support of opposition, noted concerns with stormwater runoff in the general area affecting the Humane Society site. Details presented by the projects engineer, part of the presentation appeared to resolve concerns relevant to stormwater runoff issues. Continued discussion by the Commission on the project were as follows:

- Relative to the south elevation, consider bumping out doorways to within the corridor in individual units abutting the south elevation to provide for more windows in addition to consideration to moving the pool street side to enhance the street side elevation.
- Adjust the two-way traffic aisle to be tighter by narrowing down its current 24-foot wide width.
- Extend the sidewalk to the patio area just to the north of the porte cochere canopied entry to connect to the patio area adjacent to the pool building.
- Adjust stalls along the west side of the building to incorporate a 16-foot stall length with a 2-foot overhang as provided along the easterly surface parking area.
- Appreciate the windows in the cupola.
- Eliminate the semi-circular design of the patio area adjacent to the pool by squaring it off to relate and connect to the requested sidewalk extension.
- The drop-off area at the porte cochere appears awkward, provides striping for the drop-off area or differential pavement to identify for its identity.
- The windows within the pool addition appear undersize and do not communicate its use. The street side (Tradewinds Parkway) façade is uninviting. Consider flipping the building to place pool toward the street side to enhance its function and appearance.
- Bump out exterior entry into individual units adjacent to the building's south elevation in order to move the unit entry out to allow for a flipping of the floor plan to allow for windows on the building's south elevation.
- The pool, if maintained, abutting the property's East Beltline orientation; doesn't look like much. Needs more from an architectural end.
- Needs more activity on the south elevation to complement the future development and activity on Tradewinds Parkway.
- If the pool is retained on the north side, needs to change architecture to get bigger windows.

Following discussion by the Commission Ald. Compton noted her preference for the building's Beltline orientation and view versus internal views into adjacent industrial areas abutting Tradewinds Parkway.

ACTION:

On a motion by Barnett, seconded by Rummel, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a unanimous vote of (7-0). The motion noted favorable acceptance of the site plan and general building massing with issues relevant to the location of the pool, the need to look at façade development and Beltline orientation versus Tradewinds Parkway as well as the detailing of the non-pool end elevation as well as comments relevant to delineation of the drop-off of the porte cochere and issues with the 24-foot wide drive aisle yet requiring further resolution with further consideration of the project.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 5, 5, 5, 5.5, 6 and 6.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 4802 Tradewinds Parkway

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings								5.5
	6	5	6	5	-	5	5	5
	6	5	6	-	-	6	5	5
	5	6	5	-	-	6	5	5
	6	6	5	-	-	5	6	6
								6

General Comments:

- Street side façade needs to be more welcoming.
- Getting there – looking forward to how you address issue of Tradewinds vitality. Consider 2-story glass pool element to punch up architecture.
- Urban edges need study.
- Consider options for making both pool and Tradewinds elevations more inviting.
- Nice response to auto circulation. Landscape improved but open mulch beds area a weakness. Strengthen south façade.
- Drive-thru canopy creates poor traffic circulation.
- Rather average building design.

AGENDA # 5

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: February 27, 2008
TITLE: 4802 Tradewinds Parkway – New Hotel in Urban Design District No. 1. 16 th Ald. Dist. (09118)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: February 27, 2008	ID NUMBER:

Members present were: Marsha Rummel, Bruce Woods, John Harrington, Bonnie Cosgrove, Richard Wagner, Jay Ferm and Lou Host-Jablonski.

SUMMARY:

At its meeting of February 27, 2008, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION**. Appearing on behalf of the project were Dennis Bauer, Bauer & Bauer Builders, Kevin Wilson, Beltline Hotel Partners II, LLC, and Jim Gersich. In response to the Commission's previous review of the project (February 13, 2008) Bauer presented revised plans that primarily dealt with address building/site related issues. Bauer further noted that architectural changes are anticipated based on the Commission's favorable consideration of the revised site plan proposal, which featured the following:

- The entire building has been moved up toward the site's Tradewinds Parkway frontage as requested by the Commission with a realignment of the one-story pool addition located at the property's highway frontage. The building's relocation provides for a loop connection between the relocated one-story pool section of the building and the highway setback in a horseshoe arrangement, eliminating two previously proposed dead-end drive aisles as requested by the Commission.
- The surface parking has been modified to utilize thirty 16-foot long surface parking stalls along the property's easterly boundary adjacent to an existing drainageway.
- Drive aisle configuration at the porte cochere has been modified to reduce the tight turning radii.
- It was further noted that architectural plans consistent with the reconfiguration of the building proposed with the current site plan will be provided with further review of the project, including the utilization of more glass on the stair tower element.

Following the presentation the Commission noted the following:

- The cupola atop the building needs to be more of an architectural feature rather than just a place for a sign, be more integrated into the building design.
- Issue was raised with not moving the building toward the easterly lot line by the Commission were noted by the applicant as not possible due to a fire access issue to allow access to both sides of the building.

- Still a problem with the blankness of the end elevation facing Tradewinds Parkway, needs work.

ACTION:

Since this was an **INFORMATIONAL PRESENTATION**, no formal action was taken by the Commission.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 5 and 5.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 4802 Tradewinds Parkway

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	-	-	-	-	-	-	-	5
	6	5	-	-	4	6	5	5

General Comments:

- Side of building should address street in more engaging way.
- Circulation improved. Landscaping needs more thought.



Department of Public Works
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
City Engineer

City-County Building, Room 115
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703
608 264 9275 FAX
1 866 704 2315 Textnet

Deputy City Engineer
Robert F. Phillips, P.E.

Principal Engineers
Michael R. Dalley, P.E.
Christina M. Bachmann, P.E.
John S. Fahrney, P.E.
Gregory T. Fries, P.E.

Facilities & Sustainability
Jeanne E. Hoffman, Manager
James C. Whitney, A.I.A.

Operations Manager
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

GIS Manager
David A. Davis, R.L.S.

Financial Officer
Steven B. Danner-Rivers

DATE: March 27, 2008
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 4802 Tradewinds Parkway Conditional Use

The City Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

- 1. Any damage to street pavement will require restoration in accordance with the City's Patching Criteria.

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

Engineering Division Review of Planned Community Developments, Planned Unit Developments and Conditional Use Applications.

Name: 4802 Tradewinds Parkway Conditional Use

General

- 1.1 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.
- 1.2 The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
- 1.3 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.
- 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- 1.5 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.
- 1.6 Submit a PDF of all floor plans to Lori Zenchenko zenchenko@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 Marshall. /D



- 1.7 The site plan shall include a full and complete legal description of the site or property being subjected to this application.
- 1.8 The Developer is required to pay Impact Fees for the _____ Impact Fee District for Lot(s) _____ of the _____ Plat/CSM. The current rate is \$ _____ /1000SF for a total of \$ _____. The Developer shall select one of the following two options for payment of these fees:
- 1) Impact Fees shall be paid in full prior to Engineering sign-off of the plat/csm.
 - 2) The Developer has elected to defer the payments until such time as the building permits are applied for, in which case the owner(s) shall have fourteen (14) days after receiving the invoices to pay the outstanding impact fees. The following shall be required prior to plat sign off;
 - a) The Developer shall supply an Excel spreadsheet with lot numbers, lot areas, and number of dwelling units per lot. The Developer shall supply a CADD file of the proposed FINAL plat, in a format compatible with Microstation J. This information shall be required to calculate the Impact Fees, which will then be recorded at the Register of Deeds against each lot in the subdivision..
 - b) All information shall transmitted to Janet Dailey by e-mail at Jdailey@cityofmadison.com, or on a CD to:

Janet Dailey
City of Madison Engineering Division
210 Martin Luther King Jr. Blvd
Room 115
Madison, WI 53703
 - c) A minimum of three (3) weeks shall be required for staff to calculate the Impact Fees and record the documents prior to plat sign-off.

The Developer shall put the following note on the face of the plat:

ALL THE LOTS WITHIN THIS SUBDIVISION ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE WITHIN FOURTEEN DAYS OF THE ISSUANCE OF BUILDING PERMIT(S).

Right of Way / Easements

- 2.1 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- 2.2 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- 2.3 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping _____ feet wide along _____.
- 2.4 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and finds that no connections are required.
- 2.5 The Applicant shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement _____ feet wide from _____ to _____.
- 2.6 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from _____ to _____.
- 2.7 The developer shall be responsible for the ongoing construction and maintenance of a path within the easement. The maintenance responsibilities shall include, but not be limited to, paving, repaving, repairing, marking and plowing. The developer shall work with the City of Madison Real Estate Staff to administer this easement. Applicable fees shall apply.
- 2.8 The Public Sanitary Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Sanitary Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sanitary sewer facilities.
 - b. No above-ground improvements shall be located in the Public Sanitary Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public sanitary sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Sanitary Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.

- d. The property owner shall not change the grade of the Public Sanitary Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
- e. The Public Sanitary Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

- 2.9 The Public Sidewalk Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
 - a. The property owner reserves the right to use and occupy the Public Sidewalk Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sidewalk improvements.
 - b. No above-ground improvements will be allowed in the Public Sidewalk Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Sidewalk Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Sidewalk Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e. The Public Sidewalk Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

- 2.10 The Public Storm Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
 - a. The property owner reserves the right to use and occupy the Public Storm Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public storm sewer facilities.
 - b. No above-ground improvements shall be located in the Public Storm Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public storm sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Storm Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Storm Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
The Public Storm Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

- 2.11 The Public Water Main Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
 - a. The property owner reserves the right to use and occupy the Public Water Main Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public water main facilities.
 - b. No above-ground improvements will be allowed in the Public Water Main Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Water Main Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Water Main Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e. The Public Water Main Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

Streets and Sidewalks

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.

- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along _____.

- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along _____. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.

1/b

- 3.5 The Applicant shall grade the property line along _____ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.8 The Applicant shall make improvements to _____ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) _____
- 3.9 The Applicant shall make improvements to _____. The improvements shall consist of _____
- 3.10 The approval of this Conditional Use 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.
- 3.11 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.
- 3.12 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.
- 3.13 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.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.
- 3.18. 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.

Storm Water Management

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 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.
- 4.4 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.5 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.

- 4.6 The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.
- 4.7 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.8 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.9 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-year storm events.
 - Detain the 2, 10, & 100-year storm events.
 - Control 40% TSS (20 micron particle) off of new paved surfaces
 - Control 80% TSS (5 micron particle) off of new paved surfaces
 - Provide infiltration in accordance with Chapter 37 of the Madison General Ordinances
 - Provide substantial thermal control.
 - Provide oil & grease control from the first 1/2" of runoff from parking areas.
 - 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.

- 4.10 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.
- 4.11 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.12 The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain only the following data, each on a separate layer name/level number:
 - a) Building Footprints
 - b) Internal Walkway Areas
 - c) Internal Site Parking Areas
 - d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
 - e) Right-of-Way lines (public and private)
 - f) All Underlying Lot lines or parcel lines if unplatted
 - g) Lot numbers or the words "unplatted"
 - h) Lot/Plat dimensions
 - i) Street names

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

NOTE: Email file transmissions preferred izenchenko@cityofmadison.com. Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file.

- 4.13 NR-151 of the Wisconsin Administrative Code will be effective on October 1, 2004. Future phases of this project shall comply with NR 151 in effect when work commences. Specifically, any phases not covered by a Notice of Intent (NOI) received from the WDNR under NR-216 prior to October 1, 2004 shall be responsible for compliance with all requirements of NR-151 Subchapter III. As most of the requirements of NR-151 are currently implemented in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

NR-151 requires infiltration in accord with the following criteria. For the type of development, the site shall comply with one of the three (3) options provided below:

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or dedicated a maximum of 1% of the site area to active infiltration practices. 10

Commercial development shall infiltrate 60% of the predevelopment infiltration amount, 10% of the runoff from the 2-year post development storm or dedicate a maximum of 2% of the site area to active infiltration practices.

- 4.14 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.

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).

- 4.15 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.

- 4.16 The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances.

Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.

- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.

- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

Sanitary Sewer

- 6.1 Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.

- 6.3 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.

- 6.4 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.

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Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager

Suite 100
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608 266 4761
TTY 866-704-2315
FAX 608 267 1158

March 28, 2008

TO: Plan Commission

FROM: David C. Dryer, P.E., City Traffic Engineer and Parking Manager

SUBJECT: **4802 Tradewinds Parkway – Conditional Use –92 Room Hotel- Sleep Inn & Suites**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The applicant shall be responsible for securing all proper permits and approvals from any municipality or government unit having jurisdiction with the project. In particular, the applicant shall contact Lisa Stern, Wisconsin Department of Transportation (608-246-5635), with site plans sets for review and approval. The applicant shall return a set of site plans or letter with WDOT-approved copies to the City of Madison Traffic Engineering Division.
2. The applicant shall contact the Department of Planning and Development to comply with M.G.O. Sec. 16.23(3)(d)--Highway Noise Land Use Provisions policies and ordinances.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

3. None

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

4. 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), 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'.

5. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
6. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
7. 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 John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items:

Contact Person: Jim Gersich
Fax: 608-829-4445
Email: jgerich@dimensionivmadison.com

DCD: DJM: dm

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: April 7th 2008

To: Plan Commission
From: Patrick Anderson, Assistant Zoning Administrator
Subject: 4802 Tradewinds Parkway, Sleep Inn & Suites

Present Zoning District: M-1

Proposed Use: 3-story Hotel with 92 guest rooms.

Conditional Use: 28.10(4)(d) Hotels are a conditional use in the M-1 district

GENERAL OR STANDARD REVIEW COMMENTS

1. Provide a detailed landscape plan, stamped by a registered landscape architect, showing proposed landscaping for the general area of the hotel site.
2. Lighting is not required. However, if it is provided for the commercial/retail portion of the parking, it must comply with City of Madison outdoor lighting standards. (See parking lot packet). Lighting will be limited to .10 watts per square foot.
3. Provide adequate bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices.
4. Show (4) accessible parking stalls that meet state required striping and signage as near the accessible entrances as possible. Meet all applicable State accessible requirements, including but not limited to:
 - a. Provide required accessible stalls striped per State requirements. A minimum of 1 of the stalls shall be a van accessible stalls 8' wide with an 8' striped out area adjacent.
 - b. Show signage at the head of the stalls. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
 - c. Highlight or call out the accessible path from the stalls to the building. The stalls shall be as near the accessible entrance or elevator as possible. Show ramps, curbs, or wheel stops where required.

Zoning Criteria

<i>Bulk Requirements</i>	Required	Proposed
Lot Area	6,000 sq. ft.	as shown
Lot Width	50'	as shown
Front Yard	25'	Adequate
Side Yards	0'	Adequate
Rear Yard	30'	Adequate
Floor Area Ratio	2.0	Adequate
Building Height	--	3 stories

<i>Site Design</i>	Required	Proposed
No. Parking Stalls	92	100
Accessible Stalls	5 (1 Van accessible)	5 (3)
Loading	1 (10' x 35') areas	1 (10' x 35')
No. Bike Parking Stalls	1 per 20 employees	24 ¹ (4)
Landscaping	yes	(1)
Lighting	No	(2)

<i>Other Critical Zoning Items</i>		
Urban Design	Yes	
Barrier Free (COMM 69)	Yes	

¹ Bicycle parking for the hotel use relates to the number of employees on site, which has not been provided.



Department of Planning & Community & Economic Development
 Planning/Neighborhood Preservation & Inspection/Economic & Community Development
 Mark A. Ollinger, Director

267-8739

Bradley J. Murphy
 Planning Division
 215 Martin Luther King, Jr. Boulevard
 P.O. Box 2985
 Madison, WI 53701-2985
 (608) 266-4635

REVIEW REQUEST FOR:

- PRELIMINARY PLAT
- FINAL PLAT
- LOT DIVISION/CSM
- CONDITIONAL USE
- DEMOLITION
- REZONING
- INCLUSIONARY ZONING
- OTHER

4802 TRADEWINDS PARKWAY
 CONSTRUCTION OF A 92-ROOM HOTEL
 KEVIN G. WILSON - BELTLINE HOTEL PARTNERS II/
 JIM GERSICH - DIMENSION IV.

PLANNING DIVISION CONTACT: TIM PARKS

RETURN COMMENTS BY: 27 MARCH 2008

PLEASE ALSO EMAIL OR FAX ANY COMMENTS TO THE APPLICANT:

Applicant E-mail: jgersich@dimensioniv.com Fax: 829-4445

Date Submitted: 05 MARCH 2008 Plan Commission: 27 APRIL 2008

Date Circulated: 10 MARCH 2008 Common Council: _____

CIRCULATED TO:

- | | | |
|---|--|---|
| <input type="checkbox"/> ZONING | <input type="checkbox"/> DISABILITY RIGHTS | <input checked="" type="checkbox"/> ALD. <u>COMPTON</u> DIST. <u>16</u> |
| <input type="checkbox"/> FIRE DEPARTMENT | <input type="checkbox"/> POLICE DEPT. - THURBER | <input type="checkbox"/> MADISON GAS & ELECTRIC |
| <input type="checkbox"/> PARKS DIVISION | <input type="checkbox"/> CITY ASSESSOR - M. RICHARDS | <input type="checkbox"/> ALLIANT ENERGY |
| <input type="checkbox"/> TRAFFIC ENG. | <input type="checkbox"/> MADISON METRO - SOBOTA | <input type="checkbox"/> A T & T |
| <input type="checkbox"/> CITY ENG. - DAILEY | <input type="checkbox"/> MMSD BOARD, C/O SUPT. | <input type="checkbox"/> T D S |
| <input type="checkbox"/> CITY ENG. - PEDERSON | <input type="checkbox"/> PUBLIC HEALTH - SCHLENKER | <input type="checkbox"/> MT. VERNON TELE |
| <input type="checkbox"/> WATER UTILITY | | |
| <input type="checkbox"/> CDBG - CONSTANS | <input type="checkbox"/> NEIGHBORHOOD ORGANIZATION | |
| <input type="checkbox"/> REAL ESTATE - EKOLA | | |

Review the above as per time schedule set in Chapter 16.23(5)(b)2; 16.23(5)(3)3; or Chapter 28, City of Madison Ordinance; OR your agency's comments cannot be considered prior to action.

One copy for your files; one copy for file of appropriate telephone company; PLEASE RETURN one copy with joint comments.

The above is located in your district. A copy is on file in the Planning Division Office for review. If you have any questions or comments, contact our office at 266-4635.

The above is located within or near the limits of your neighborhood organization. A copy is on file in the Planning Division Office for review. If you have any questions or comments, contact our office at 266-4635.

RETURN COMMENTS TO: PLANNING DIVISION, DEPT. OF PLANNING & COMMUNITY & ECONOMIC DEVELOPMENT, ROOM LL100 MMB, 215 MARTIN LUTHER KING JR. BLVD.

NO COMMENTS / YOUR COMMENTS:

Approved pending staff recommendations
Judy Compton



CITY OF MADISON FIRE DEPARTMENT

Fire Prevention Division

325 W. Johnson St., Madison, WI 53703-2295

Phone: 608-266-4484 • FAX: 608-267-1153

DATE: April 3, 2008
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **4802 Tradewinds Pkwy.**

The City of Madison Fire Department (MFD) has reviewed the subject development and has the following comments:

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. None

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

2. All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. Distances are measured along the path **traveled by the fire truck as the hose lays off the truck**. See MGO 34.20 for additional information.
3. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. The site plans shall clearly identify the location of all fire lanes.
 - b. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.
 - c. Per IFC 503.3 Show approved "fire lane, no parking" signs posted on the site plan. A max of 150- feet on center. Signs must be visual and easily read from any location on the fire lane. Fire lanes 20-27 feet wide will be posted as fire lane on both sides, 28-35 feet wide shall be posted fire lane on the appropriate side only.
 - d. Provide no parking fire lane signs on the drive access by the pool.

Please contact Scott Strassburg, New Construction Inspector at 608-261-9843 if you have questions regarding the above items.

cc: Bill Sullivan