



## Report to the Plan Commission

February 4, 2013

**Legistar ID #28792**  
**4602 Eastpark Boulevard**  
**Conditional Use**

Report Prepared By:  
Timothy M. Parks, Planner,  
Planning Division Staff

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**Requested Actions:** Approval of a conditional use for a hospital and helipad at the American Center at 4602 Eastpark Boulevard.

**Note:** The application for this project was filed on December 19, 2012 under the 1966 Zoning Code and is subject to review under that ordinance.

**Applicable Regulations & Standards:** Section 28.085(5)(d) identifies hospitals as a conditional use in the O-4 (Administrative Office and Research and Development District). Section 28.12(11) provides the guidelines and regulations for the approval of conditional uses.

**Summary Recommendation:** The Planning Division recommends that the Plan Commission find the standards met and **approve** a conditional use to allow construction of hospital with helipad in the American Center at 4602 Eastpark Boulevard, subject to input at the public hearing and the conditions from reviewing agencies beginning on page 4 of this report.

### Background Information

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**Applicant & Property Owner:** University of Wisconsin Hospitals and Clinics Authority; 600 Highland Avenue; Madison; Ralph Turner, representative.

**Agent:** Clark Solowicz, J.H. Findorff & Son, Inc.; 300 S. Bedford Street; Madison.

**Proposal:** The applicant is requesting approval to construct a 494,000 square-foot hospital with approximately 50 inpatient beds, which will be served by approximately 1,100 parking spaces, and a helipad. A more detailed description of the project scope follows in the next section of this report. The applicant wishes to begin construction of the project as soon as all regulatory approvals have been granted, with completion anticipated sometime in 2014 (as noted in the traffic study summary).

**Parcel Location & Existing Conditions:** An undeveloped approximately 41.5-acre parcel generally located in the northeastern quadrant of Eastpark Boulevard and Portage Road on the western edge of the American Center development; Aldermanic District 17 (Clausius); DeForest Area School District. The subject site and most of the American Center is zoned SEC (Suburban Employment Center) under the 2011-2012 Zoning Code. The site was zoned O-4 (Administrative Office and Research and Development District) under the 1966 Zoning Code that was in effect at the time the conditional use application was submitted.

**Surrounding Land Uses and Zoning:** The subject site is surrounded by undeveloped land in the American Center to the immediate south and east, and to the north and west by undeveloped land in the Town of Burke. Burke Lutheran Church is located further north of the site along the east side of Portage Road in the Town. American Family Insurance's corporate headquarters campus is generally located to the northeast of the site, while Alliant Energy and Summit Credit Union operate large office buildings to the southeast. Interstate 39-90-94 is located 500 feet west of the site. Properties in the City are zoned SEC (Suburban Employment Center) under the new Zoning Code.

**Adopted Land Use Plan:** The Comprehensive Plan identifies the subject site and the American Center development west of American Parkway for Employment uses.

The 1992 Rattman Neighborhood Development Plan recommends the site and same general area of the American Center for office development.

**Environmental Corridor Status:** This site is not located within a mapped environmental corridor. An area of woodlands is identified along and adjacent to the northern property line of the property, which will be preserved. A drainage corridor that extends southwest from the ridge on which the American Family Insurance headquarters complex is located extends adjacent to the easterly edge of the site and is located within a mapped corridor.

**Public Utilities and Services:** The property is served by a full range of urban services with the exception of Metro Transit service, which is located approximately three-quarters of a mile from the proposed hospital. Metro has provided a memo regarding the availability of transit service for the Plan Commission to consider during its review of the hospital, which is attached.

**Zoning Summary:** The site is zoned SEC (Suburban Employment Center) [formerly O-4 (Administrative Office and Research and Development District)]. The proposed conditional use shall be reviewed under the O-4 zoning under which it was submitted. The O-4 district requirements follow:

Requirements	Required	Proposed
Lot Area	3 acres	41.5 acres
Lot Width	300'	1,386 along Eastpark Blvd.
Front Yard	50'	Adequate proposed
Side Yards	50' from arterial road in side yard; 15' or 20% of building height	Adequate proposed
Lot Coverage	Maximum 0.5	TBD (See cond. 1a, pg. 5)
Rear Yard	30' or 45% of building height	Adequate proposed
Floor Area Ratio	1.0	Approximately 0.27
Building Height	N/A	5 stories maximum
No. of Parking Stalls	1.5 per hospital bed	1,103
Accessible Stalls	To be determined by Zoning Adm.	TBD (See cond. 4, pg. 5)
Loading	5	2 (See cond. 5, pg. 5)
No. Bike Parking Stalls	1 stall per 20 employees	--
Other Critical Zoning Items		
Yes:	Barrier Free, Utility Easements	
No:	Urban Design, Wellhead Protection, Floodplain, Landmarks, Waterfront Development	
Prepared by: Pat Anderson, Asst. Zoning Administrator and Tim Parks, Planning Division		

## Project Review

The University of Wisconsin Hospitals and Clinics Authority is requesting conditional use approval to allow construction of an approximately 494,000 square-foot hospital on a 41.5-acre lot located on the western edge of the American Center at the northeastern corner of Eastpark Boulevard and Portage Road. Hospitals are identified as conditional uses in both the current SEC (Suburban Employment Center) and former O-4 (Administrative Office and Research and Development District) zoning districts.

The “UW Health East” facility will contain three wings:

- The west wing will focus on acute care and will contain approximately 288,000 square feet on five floors that will feature an urgent care facility, 14 operating rooms, 40 treatment rooms and up to 56 patient beds. The urgent care facility is not an emergency department, and it is not anticipated that this facility will contain an emergency department at this time.
- The center wing will contain 102,250 square feet on two floors focused on ambulatory/ clinical care.
- The east wing will focus on wellness and fitness and will contain 69,700 square feet on two floors. The wing will include sports medicine and physical and occupational therapy, including a pool, running tracks and a gym.

A central utility plant and loading dock serving the hospital campus will be located in a separate building to be located between the west wing and Portage Road. A parking structure for 270 automobiles will be located between the northeasterly wall of the east wing and the easterly property line, with 833 surface parking stalls to be located between the west and center wings and central plant and Eastpark Boulevard, and surrounding the proposed parking garage. Primary access to the hospital will be from a single drive entrance from Eastpark, which will lead to a circle that will terminate in front of the center wing. Valet parking for patients will be provided at the top of the circle drive similar to the program available at University Hospital. A second driveway primarily serving the loading and service functions on the west side of the proposed hospital campus will enter from Portage Road. The helipad proposed to serve the hospital will not be located on the structure but will instead be located in the northeastern corner of the site and connected to the rest of the campus by internal drives.

The proposed hospital will reflect a modern architectural style that will primarily feature a variety of precast wall panels accented with a significant amount of glass and metal accent panels. A significant landscaping plan was submitted for the overall development, which includes a substantial buffer to screen the surface parking lots from the adjacent public rights of way. While not City approvals, the proposed hospital is required to receive approval from the American Center’s private Project Review Committee and Development, Design and Control Committee prior to commencing construction.

## **Analysis & Conclusion**

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Conditional uses are generally understood as uses permitted in a zoning district that are of such a special or unique character that their operation may create impacts on neighboring properties or public facilities. The standards that apply to conditional uses are intended to minimize these impacts and ensure that the proposed use will not be detrimental to or endanger the public health, safety or general welfare, or substantially impair or diminish the uses, values and enjoyment of nearby properties. The standards also allow the City to consider the ability to provide municipal services to the proposed conditional use. Large-scale employment uses have always been envisioned for the American Center. However, hospitals were identified as a conditional use in the O-4 zoning district when they were added to the use list of that district in 2005 so that a discussion could occur on the potential impacts such a use could have its surroundings and the City’s ability to serve it.

In reviewing the proposed UW Health East facility, the ability to provide adequate multi-modal access to the hospital site has emerged as key consideration in the approval of the project, in particular its relative isolation from existing public transportation service. The standards in both zoning codes include two transportation-related standards that bear consideration when reviewing a conditional use:

2. *That the City be able to provide municipal services to the property where the conditional use is proposed, given due consideration of the cost of providing such services.*
6. *That measures, which may include transportation demand management (TDM) and participation in a transportation management association have been or will be taken to provide adequate ingress and egress, including all off-site improvements, so designed as to minimize traffic congestion and to ensure public safety and adequate traffic flow, both onsite and on the public streets.*

The City Engineer and City Traffic Engineer have submitted a series of proposed conditions of approval for the hospital that they feel are necessary in order for the potential traffic impacts of the development to be adequately addressed, which include improvements needed off-site to address automobile traffic coming to and from the site.

It is a general planning recommendation that people-intensive uses such as medical facilities and schools be readily accessible to a large cross-section of the population, including persons without access to private automobiles. As noted in their memo, Metro Transit does not provide any fixed-route service (defined as a scheduled transit stop within a three-quarter of a mile walk) between the entrance of the proposed hospital and the core transit service area except for 11 limited trips that are operated on weekdays only between 8:00 AM and 5:00 PM. The transit stop for that limited service is located approximately 0.7-miles from the entrance of the hospital. The closest bus stop to the entrance of the proposed development with consistent all-day transit service is at the intersection of Portage Road and Hayes Road, which is just greater than a one-mile walk from the hospital campus, though no sidewalk exists along Portage Road north of Hayes Road, and therefore, the route is not considered accessible. The closest bus stop to the hospital with full-time daily service and an accessible pedestrian route is approximately two miles away at the intersection of High Crossing Boulevard and City View Drive. The location of the hospital may also impact the availability of paratransit service for riders unable to use fixed-route service. Metro staff indicates that it provides full-time year-round service past or within a quarter-mile of 4 other hospitals and 8 urgent care facilities in the Metro service area but has no plans currently to extend transit service to the proposed hospital or this portion of the American Center. The attached memo provides an estimate for the future cost to the City of extending a bus route to this area.

The applicant included transportation demand management (TDM) measures in the traffic impact study it submitted for the proposed hospital, which are intended to reduce single-occupancy vehicles trips to and from the facility. The TDM measures may include incentives like preferred parking for carpools and vanpools, the use of remote parking facilities with shuttle service, enhanced facilities for bicyclists, a multi-campus shuttle, and possibly a community car program. However, the study acknowledges the importance of transit in the successful implementation of TDM plans and strategies and in achieving the desired reduction in vehicle trips for uses like hospitals and large employment centers.

Despite the current lack of public transportation to serve the future hospital, the Planning Division believes that the Plan Commission can find that the proposed hospital development meets the conditional use standards. The new facility is generally well-designed and represents a significant, positive addition to the larger American Center. Staff from a number of City agencies have worked closely with representatives from the University Hospitals and Clinics Authority and American Center to identify the public improvements that City staff feels are essential to ensure that a significant land use like the proposed hospital can be properly integrated into the still emerging context of the American Center and the greater Rattman neighborhood. Staff feels that the conditions of approval recommended in the following section will allow any impacts generated by the hospital to be addressed to the greatest extent possible in accordance with the conditional use standards.

However it should be acknowledged that the hospital could create a demand for transit service in this area that may have a budgetary impact for the City in future years. While the 41.5-acre subject site could hypothetically yield approximately 1,807,740 square feet of development based on the 1.0 maximum FAR allowed in the current SEC and former O-4 zoning districts, including many permitted uses that would not require approval by the Plan Commission, it cannot be known what impact such alternative development would have on the transportation infrastructure or the demand for public transit service. However, while any use of the subject site could increase demand for transit service, staff believes that an institutional use like a hospital is likelier to increase demand for transit than the primarily office/ employment uses that predominate the American Center.

### **Staff Recommendations, Conditions of Approval & General Ordinance Requirements**

Major/Non-Standard Conditions are shaded

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#### **Planning Division Recommendation** (Contact Timothy M. Parks, 261-9632)

The Planning Division believes that the Plan Commission can find the standards met and **approve** a conditional use to allow construction of a hospital with a helipad in the American Center at 4602 Eastpark Boulevard, subject to input at the public hearing, the following Planning Division conditions, and the conditions from reviewing agencies:

1. Revise the project plans per Planning Division approval prior to the issuance of any necessary permits for the hospital as follows:
  - 1a. Provide complete lot coverage information for the overall development, including all land to be occupied by buildings and parking;
  - 1b. Work with Planning staff to create a more natural design and appearance of the stormwater management ponds located across the site (the current pond design seemed to staff to be overly engineered in their appearance).
2. That an alteration to the conditional use be submitted for approval by the Director of the Planning Division or Plan Commission if an emergency department is added to the hospital in the future. The purpose of this alteration will be to integrate the emergency department into the hospital program, including the location of and access to the department, and exterior architecture.
3. That the final Transportation Demand Management (TDM) plan be approved by the Director of the Planning Division following a recommendation by the City Traffic Engineer prior to issuance of building permits.
4. Per MGO Sec. 28.11, provide 1 bike parking stalls per 20 employees as determined by the Zoning Administrator. The stalls shall be located in a safe and convenient location on an impervious surface near the building to be shown on the final plan. Note: A bike-parking stall is 2 feet by 6 feet with a 5-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices.
5. Parking and loading facilities shall comply with MGO Sec. 28.11(4) as determined by the Zoning Administrator. Provide five 10' x 35' loading areas with 14 feet of vertical clearance to be shown on the final plan. The loading area shall be exclusive of drive aisle and required maneuvering space.
6. The applicant is encouraged to share their development plans with Dane County Regional Airport, including details on the construction of the hospital and the operation of the helipad.

The following conditions have been submitted by reviewing agencies:

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

7. The addresses for the new development shall be as follows:
  - Hospital Address is 4602 Eastpark Boulevard
  - Parking ramp address is 4652 Eastpark Boulevard
  - Central Utility Plant address is 5601 Portage Road
8. The UW Hospital shall submit the projected sanitary flow calculations for the proposed hospital.
9. The cafeteria area shall be required to be metered separately for sewer billing purposes.
10. The proposed 24-inch storm sewer serving the loading dock shall be considered a public storm sewer from the access structure at the northerly right of way of Eastpark Boulevard to the south discharge at the pond. The storm sewer will be designated for draining the loading ramp only. The UW Hospital shall be required to enter into a maintenance agreement for the use of the public pipe.
11. The applicant shall remove references to the proposed 25-foot private storm sewer easement off-site south of the development. The proposed storm sewer will be designated as public and shall be designed within the existing public storm water and drainage easement (Document No. 4337650).
12. The UW Hospital shall dedicate a public water main easement for the proposed water main serving the development. Provide a map exhibit, legal description and \$500 deposit to cover the City's cost for the administration of this easement.
13. The UW Hospital shall be required to enter into a Development Agreement for the transportation improvements in the public right of way that are required for this project. These improvements include:
  - 13a.) Improvements to Portage Road at Hoepker Road including additional turn lanes, as required by Traffic Engineering and City Engineering;
  - 13b.) Improvements to Portage Road at the proposed drive entrance, including adequate facilities for turning improvements and access needs. The UW Hospital shall be required to dedicate right of way to facilitate the road improvements. The UW Hospital shall also be required to pay the City for any costs associated with land acquisition for the town property directly north of the proposed driveway as required for the right of way improvements. The proposed improvements and required right of way dedication on Portage Road will likely also require reconstruction of the existing sidewalk.
  - 13c.) The UW Hospital shall be responsible for the cost of all wayfinding signage necessary to direct the public to the UW Hospital from the various approach routes. The UW Hospital will contract with the American Center for wayfinding needed within the American Center. The UW Hospital will contract directly with the Wisconsin Department of Transportation for wayfinding needed on the State System. The development agreement will provide for the wayfinding necessary for other locations within public right of way and within the City of Madison.
  - 13d.) The UW Hospital shall make improvements to Eastpark Boulevard as necessary to facilitate Metro Transit when required by the City's Common Council. Improvements may include an eastbound bus pull-out and one westbound bus pull-out on Eastpark Boulevard, including 1) the required infrastructure improvements necessary to construct the pull-outs; 2) a pedestrian cross walk across Eastpark Boulevard, including sidewalk, sidewalk ramps and truncated domes; 3) pedestrian refuge island on Eastpark Boulevard and related infrastructure improvements

necessary for the construction; 4) one standard passenger bus shelter with bench on a concrete pad.

14. The UW Hospital shall execute a waiver of their right to notice and public hearing for the UW Hospital's share of the improvements to the intersection of Eastpark Boulevard and American Parkway and the improvements to the southbound ramp onto US Highway 151. The assessments may include costs for design, right of way and construction. The City may undertake this improvement at any time in which the City determines that it is needed.
15. The UW Hospital shall acknowledge that certain improvements may be required in the future to accommodate traffic to and from this UW Hospital as a result of this development and other development in the area. The UW Hospital shall acknowledge that the UW Hospital may be responsible for a portion of the cost of the transportation improvements in accordance with the City's assessment policy and City ordinances for transportation improvements. These improvements are unknown at this time but may included a new interchange on Interstate 39-90-94 in the vicinity of Hanson Road or Hoepker Road, improvements to the intersection of US Highway 51 and Hanson Road, improvements to the intersection of US Highway 51 and Hoepker Road, and a new north-south street generally running between Eastpark Boulevard and Hoepker Road and located east of Portage Road.
16. The applicant shall be required to secure all permits as necessary from the Town of Burke to construct the improvements necessary within the Town's jurisdiction. Provide a copy of any necessary Town permits or approvals to the City prior to the start of any construction within the Town's jurisdiction.
17. The construction of this project 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.
18. The approval of this project 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.
19. The applicant shall replace all sidewalk and curb and gutter abutting the property, which is damaged by the construction, or any sidewalk and curb and gutter that the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
20. All work in the public right of way shall be performed by a City-licensed contractor.
21. 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 Parks Division

- [dkahl@cityofmadison.com](mailto:dkahl@cityofmadison.com). Approval and permitting of any tree removal or replacement shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan.

22. All damage to the pavement on Eastpark Boulevard and Portage Road adjacent to this development shall be restored in accordance with the City's Pavement Patching Criteria.
23. 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.
24. 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.
25. Effective January 1, 2010, the Department of Commerce's authority to permit commercial sites, with over one acre of disturbance for stormwater management and erosion control has been transferred to the Department of Natural Resources (WDNR). The WDNR does not have an authorized local program transferring this authority to the City of Madison. The City has been required by the WDNR to continue to review projects for compliance with NR-216 and NR-151 but a separate permit submittal is now required to the WDNR for this work as well. As this site is greater than one (1) acre, the applicant is required by State Statute to obtain a Water Resources Application for Project Permits (WRAPP) from the Wisconsin Department of Natural Resources, prior to beginning construction. This permit was previously known as a Notice of Intent Permit (NOI). 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 of the WDNR at 273-5612 to discuss this requirement.
26. Prior to final approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to: control 80% TSS (5 micron particle) off of new paved surfaces; provide infiltration in accordance with Chapter 37 of the Madison General Ordinances; provide oil & grease control from the first 1/2" of runoff from parking areas, and; 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.
27. The applicant shall submit, prior to plan sign-off, digital CAD files to the Land Records Coordinator in the Engineering Division. (Lori Zenchenko) [izenchenko@cityofmadison.com](mailto:izenchenko@cityofmadison.com). The digital copies shall be drawn to scale and represent final construction including: building footprints, internal walkway areas, internal site parking areas, lot lines/ numbers/ dimensions, street names, and other miscellaneous impervious areas. All other levels (contours, elevations, etc) are not to be included with this file submittal. E-mail file transmissions are preferred. The digital CAD file shall be to scale and represent final construction. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format. Please include the site address in this transmittal.
28. The applicant shall submit, prior to plan sign-off, digital PDF files to the City Engineering Division. The digital copies shall be to scale, shall have a scale bar on the plan set, and shall contain the following items: building footprints; internal walkway areas; internal site parking areas; lot lines and



right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).

29. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management File including: SLAMM DAT files; RECARGA files; TR-55/HYDROCAD/etc., and; 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.
30. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
31. 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.
32. This project appears to have proposed uses which could require sanitary sewer demand charges or monitoring of the discharge of sanitary sewerage. The applicant shall install a monitoring manhole on the exterior of the building in compliance with City Engineering criteria. Please contact Tim Troester at 267-1195 with questions regarding this requirement.

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

33. The UW Hospital shall be required to enter into a Development Agreement for the transportation improvements in the public right of way that are identified in the City Engineering Division conditions (#13) for this project.

34. When the applicant shall submit 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 and proposed property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, semitrailer movements and vehicle routes, dimensions of radii, aisles, driveways, stalls including the 2 feet overhang, and a scaled drawing at 1" = 20'. Contact the Traffic Engineering Division if you have questions.
35. 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.
36. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.
37. The applicant will show the easement for access to West Access Drive on the submitted plan.
38. As the proposed entrance on Eastpark Boulevard does not conform to MGO Section 10.08, the plan needs to be approved by the Board of Public Works with the recommendation from the City Traffic Engineer.

**Parks Division** (Contact Kay Rutledge, 266-4714)

This agency did not submit comments for this request.

**Zoning Administrator** (Contact Pat Anderson, 266-5978)

39. Parking lot plans with greater than 20 stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.) Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover. All plant materials in islands shall be protected from vehicles by concrete curbs.
40. Lighting is required. Provide a plan showing at least .5 footcandle on any surface on any lot and an average of .75 footcandles. The max. light trespass shall be 0.5 fc at 10 feet from the adjacent lot line. (See City of Madison lighting ordinance).
41. Parking requirements for persons with disabilities must comply with MGO Sec. 28.11(3)6.(m), which includes all applicable State accessible requirements, including but not limited to:
- a.) Provide a minimum of four accessible stalls striped per State requirements. These stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent to and on the passenger side. One each for the surface and underground parking areas.
  - b.) Show signage at the head of the stalls.

**Fire Department** (Contact Bill Sullivan, 261-9658)

42. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances. However, this is a unique project from both an operational perspective and an emergency response perspective. MFD will need to continue to be engaged with the design team as the project continues to develop

**Water Utility** (Contact Dennis Cawley, 261-9243)

43. The proposed public water main shall be installed by a standard City of Madison Contract for Subdivision Improvements or Development Agreement.
44. In accordance with MGO Section 13.21, all operating private wells shall be identified and permitted by the Madison Water Utility and all wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Water Utility.

**Metro Transit** (Contact Tim Sobota, 261-4289)

Metro provided comments on the proposed hospital, which are attached. They did not submit additional conditions of approval for this request beyond those included in condition #13d above.