

PLANNING DIVISION STAFF REPORT

October 15, 2018



PREPARED FOR THE PLAN COMMISSION

Project Address: 8001 Raymond Road (District 7 – Alder King)
Application Type: Conditional Use
Legistar File ID # [52759](#)
Prepared By: Sydney Prusak, Planning Division
Report Includes Comments from other City Agencies, as noted
Reviewed By: Kevin Firchow, AICP, Principal Planner

Summary

Applicant: Mike Brassler; UnityPoint Health-Meriter; 202 S Park Street; Madison, WI 53715
Contact: Dan Morgan; BWBR Architects, Inc.; 1241 John Q Hammons Drive; Madison, WI 53717
Property Owner: Meriter Hospital, Inc.; 202 S Park Street; Madison, WI 53715

Requested Action: The applicant requests conditional use approval to construct a 20,000 square-foot addition to an existing hospital in Campus Institutional (CI) zoning.

Proposal Summary: The applicant proposes a one-story, 20,000 square-foot addition to the UnityPoint Health – Meriter Child and Adolescent Psychiatry Facility. The addition will include 10 additional beds, for a total of 30 inpatient beds. The expansion will also include space for a new intensive outpatient program during the day, with family group activities a few evenings a week. As part of this addition, a new staff parking lot with 75 stalls will be provided on site.

Applicable Regulations & Standards: This proposal is subject to the standards for Conditional Uses [MGO §28.183]. Per MGO §28.093(2)(c), in a Campus Institutional District without a Campus Master Plan, individual development proposals and changes that exceed 4,000 square feet in floor area within any five year period shall require conditional use approval. Furthermore, MGO §28.093(7)(a)(3) states that until an architectural review committee is established and approved by the Plan Commission, all building and site plans shall be reviewed and approved by the Urban Design Commission.

Review Required By: Plan Commission (PC) and Urban Design Commission (UDC)

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the approval standards for conditional uses are met and **approve** the request for a 20,000 square-foot addition to a hospital in CI (Campus Institutional) zoning at 8001 Raymond Road. This request is subject to the input at the public hearing and the conditions recommended by the reviewing agencies.

Background Information

Parcel Location: The overall site extends from Raymond Road to McKee Road (CTH PD), approximately a quarter-mile west of High Point Road. It is located in Aldermanic District 7 (Ald. King) and the Madison Metropolitan School District.

Existing Conditions and Land Use: The proposed 20,000 square-foot addition would adjoin an existing 20,000 square-foot child and adolescent psychiatry facility. According to the City Assessor's Office, the total subject site is approximately 57 acres.

Surrounding Land Use and Zoning:

North: Meriter property, zoned Campus Institutional (CI) with a majority of the property located in a mapped environmental corridor. Beyond the property lies undeveloped land and Ice Age Trail corridor property located in the Town of Verona, with single-family and multi-family residences north of Raymond Road and Badger Mill Creek;

South: Meriter property, zoned CI with portions of the property abutting the property line located in a mapped environmental corridor, McKee Road with the Ice Age Trail corridor open space (Dane County Park System) beyond;

East: Dane County Ice Age Trail Corridor Property, with Single-family residences in the Ice Age Falls subdivision, zoned TR-C1 and TR-C3 (Traditional Residential – Consistent 1 & 3) beyond; and

West: Undeveloped agricultural land and single-family residences on large tracts in the Town of Verona.

Adopted Land Use Plan: The [Comprehensive Plan \(2006\)](#) recommends Special Institutional (SI) for the subject site.

The [High Point - Raymond Neighborhood Development Plan \(2017 Update\)](#) recommends employment uses for the subject site. Furthermore, the adopted neighborhood plan recommends the extension of Stratton Way across the Meriter property to provide additional access and street interconnectivity to serve future street interconnectivity and future development, both on the Meriter property and the undeveloped town parcels located to the west. Following these Plan recommendations, in 2007 the Plan Commission approved a Certified Survey Map (CSM) and rezoning request to allow for the construction of a medical office building/clinic at the southwest corner of the property adjacent to McKee Road. As a condition of approval, the applicant was required to dedicate a 66 foot street right-of way reserved for future public roadway from Stratton Way that could accommodate vehicle and bike lanes on the street.

Zoning Summary: The project site is currently zoned Campus Institutional (CI).

Requirements	Required	Proposed
Lot Area (sq. ft.)	6,000 sq. ft.	2,503,939 sq. ft.
Lot Width	50'	1,330 ft.
Maximum Lot Coverage	85%	8%
Maximum Building Height	3 stories/68 ft.	2 stories/20 ft.
Number Parking Stalls	8 (1 per 4 beds)	100
Accessible Stalls	4	5

Loading	Yes	Yes
Number Bike Parking Stalls	20 (1 per 2,000 sq. ft floor area)	14 (39)
Landscaping and Screening	Yes	Yes
Lighting	Yes	Yes
Other Critical Zoning Items		
Yes:	Urban Design, Utility Easements	
No:	Historic District, Floodplain, Adjacent to Park, Wetlands, Wellhead Protection District, Barrier Free (ILHR 69), Urban Design	

Table Prepared by Jacob Moskowitz, Assistant Zoning Administrator

Environmental Corridor Status: Portions of the subject site are located in a mapped environmental corridor, although the hospital and addition are outside the corridor.

Public Utilities and Services: This property is served by a range of urban services. However, the closest Madison Metro Transit routes are the 51, 56, and 57 which travel on Muir Field Road to the East and McKee Road to the south. Metro Transit has expressed concerns over the increase in activity on this site given that it is located out of their current service area, and that the nearest fixed route bus stop providing all day transit service is 1.25 miles away. Given the outpatient component of the proposed addition to the facility, Metro Transit has requested that the applicant prepare a Transportation Demand Management Plan (TDMP) outlining the transportation services and facilities Meriter will provide to patients, guests, and employees that rely on public transit to get to and from the hospital.

Previous Approvals and Site History

In 2003, under the 1966 Zoning Code, the subject property was rezoned from Temporary A (Agriculture District) to R4 (General Residence District) to allow construction of an 18-bed adolescent psychiatric hospital. At that time, it was determined that the proposed facility fell under the “hospital and sanitarium” definition as a permitted use in the R4 zoning district. The psychiatric hospital was also considered consistent with the general parameters of an “institutional use” for the purposes of conformance with the adopted neighborhood plan at that time.

In 2007, the Plan Commission approved a rezoning request and Certified Survey Map (CSM) to divide the then 63-acre property owned by Meriter Hospital to create two developable lots. Following this land division, a medical office/clinic was constructed in the southwest corner of the site at the intersection of McKee Road and Meriter Way. As a condition of approval, the applicant was required to provide an easement for the future extension of Stratton Way, located in the Ice Age Falls subdivision, across the Meriter property to connect with Meriter Way. In the 2007 staff report, the Planning Division anticipated that the ultimate access to the psychiatric hospital would be from the new street and not from Raymond Road. The connection of Stratton Way to Meriter Way was intended to create a network of streets to connect all existing and future development north of McKee Road. At the time of this approval, the general idea was that this proposed street extension would facilitate the eventual abandonment of the Raymond Road entrance to the site.

Under the 2013 Zoning Code rewrite, the 57-acre property was zoned Campus Institutional (CI) Zoning District. According to MGO §28.097, “The CI District is established to recognize the City’s major educational and medical institutions as important activity centers and traffic generators, accommodate

the growth and development needs of these institutions, and coordinate the master plans of these institutions with the City's plans, polices and zoning standards." In 2007, the Planning Division indicated that the City had several discussions with the property owner about the need for a master plan for the remaining property that addresses how the property will be developed in the future. Staff requested that the applicant address access and circulation within the larger Meriter property in relation to the existing and planned future roadway network, including potential connections to existing and future developments on adjacent properties located to the east and west, and the ability to provide public services to any additional development, including multi-modal forms of transportation. Furthermore, the 2007 staff report stated that, "the Planning Division does not feel that it can support any further development of the Meriter property in the absence of a comprehensive plan for the site." Further discussion is included in the project analysis section of this report.

Lastly, Wellness Way was constructed from Raymond Road to existing Meriter Way near the south west portion of the subject site, as part of the project to convert S Pleasant View Road/CTH M to a four lane arterial.

Project Description

The applicant, UnityPoint Health-Meriter, proposes to construct a 20,000 square-foot addition to an existing adolescent psychiatry facility (hospital) in CI (Campus Institutional) district zoning.

According to the letter of intent, this facility offers the only community-based inpatient child and adolescent psychiatry program in south central Wisconsin. Given its unique services, this facility attracts patients from all over the region. The proposed expansion will provide ten (10) additional beds, for a total of 30 beds and a new intensive outpatient program, which would operate from 7:00 am to 5:00 pm. The applicant has indicated that the outpatient component will have a morning session (8:00 am – 12:00 pm), an afternoon session (1:00 pm – 5:00 pm), and an all-day session (8:00 am – 5:00 pm). Each session will have eight (8) patients, with a maximum of 16 outpatient participants at a time. Furthermore, two (2) to three (3) evenings per week the outpatient program will be used for family group activities. The applicant is anticipating that these sessions have between eight (8) and ten (10) families per evening activity.

The addition will be located along the southwest side of the existing hospital and will be primarily clad in fiber cement and stone veneer, with metal composite paneling along the southern portion of the proposed building. The proposed addition includes a defined pick up and drop off area on the south east portion of the building, adjacent to the visitor parking lot. The height of the addition will match a majority of the existing building, with the highest point at approximately 24 feet. The applicant is also proposing to renovate the existing facility after the expansion is complete and occupied.

As part of this application, the applicant proposes additional site improvements which include a new parking lot, landscaping, and lighting. In terms of the parking lot expansion, the applicant proposes a new parking lot on the southwest portion of the site. As proposed, this expansion will include 75 parking stall for hospital employees. According to the letter of intent, the new parking lot is designed with walkways leading to the main entry to accommodate overflow for visitor parking lot when the public lot is full. The applicant has also indicated that as part of the total site renovations, the applicant will also reconfigure the existing public parking lot to provide better circulation on site. Together, the parking lots will result in a total of 100 vehicle stalls.

As proposed, portions of the new and existing parking lots are within the dedicated 66 foot wide easement for the potential street extension from Meriter Way to Stratton Way. The applicant is proposing to relocate the easement to the south of the proposed building addition and parking lot.

Project Analysis

Hospitals and other medical facilities are permitted uses in the CI District. However, per MGO §28.093(2)(c), in a Campus Institutional District without a Campus Master Plan, individual development proposals and changes that exceed four thousand (4,000) square feet in floor area within any five (5) year period shall require conditional use approval. The Meriter Property does not have an adopted Campus Master Plan nor an architectural review committee, so the proposed 20,000 addition shall be reviewed as a conditional use.

The Plan Commission shall not approve a conditional use without due consideration of the City's adopted plan recommendations, design guidelines, and finding that all of the conditional use standards of MGO §28.183(6) are met.

Conformance with Adopted Plans

The [Comprehensive Plan \(2006\)](#) recommends Special Institutional (SI) for the subject site. Given that this site is part of the larger Meriter Campus on this property, zoned Campus Institutional (CI), staff believes that this proposed expansion is consistent with this land use recommendation. The [High Point - Raymond Neighborhood Development Plan \(2017 Update\)](#) recommends employment uses for the subject site (The previous 1997 Plan recommended institutional uses for the site). While a hospital has unique institutional features, given that this is an expansion to an existing use, the Planning Division believes that the proposed land use generally conforms to this recommendation.

The previous neighborhood development plan envisioned the section of Raymond Road that crosses the Ice Age Trail to be vacated with most traffic being routed on South High Point Road, Mid Town Road, McKee Road/CTH PD, and Pleasant View Road/CTH M. The 2017 Update states that, "at this time, there does not appear to be a compelling reason to remove the roadway, or restrict its use to a bike/pedestrian facility." Furthermore, the plan called for the construction of Wellness Way to Raymond road, which was constructed in 2018, along with Raymond Road.

[Map 6: Future Land Use and Street Plan](#) in the High Point – Raymond Neighborhood Development Plan shows the extension of Stratton Way west to Meriter Way where it continues as Wellness Way, eventually intersecting with Raymond road to the west. As part of this proposal, the applicant proposes to relocate a 66 foot wide easement, dedicated in 2007, for the road connection to the south of the development site. As it stands currently, the dedicated easement is located over the existing parking lot and crosses the proposed staff parking lot. Since their initial land use submittal, the applicant has relocated the easement to the south of the facility and updated the site plan, including the relocation of the stormwater management facility and visitor parking lot, to accommodate a new easement that conforms to Engineering and Traffic Engineering requirements. Conditions are recommended that require the applicant work with the Engineering Division, Traffic Engineering Division, and Planning Division for the exact orientation and location of the new road easement for a future Stratton Way street connection, and

for the new easement to be dedicated to the City. Connection of Stratton Way east of the segment in Ice Age Falls is not proposed at this time.

Conditional Use Approval Standards

Conditional Use Approval Standard #5 states that, “adequate utilities, access roads, drainage, parking supply, internal circulation, improvements, including but not limited to vehicular, pedestrian, bicycle, public transit and other necessary site improvements have been or are being provided.” As stated earlier in this report, Metro Transit has concerns about the proposed expansion. According to the Memo included in the Plan Commission materials, their main concern is that this facility is outside Metro Transit’s current service area for both fixed route and complimentary paratransit trips. Furthermore, Metro states that “due to the nature of medical facilities and hospitals generating a higher than average transit service demand on the City, particularly from residents who may have restricted mobility or other eligibility for complimentary paratransit services, Metro Transit has specific comments towards this proposed application meeting the conditional use standards.”

The Planning Division shares similar concerns about providing adequate public transit to the site, however based on information provided by the applicant regarding the unique regional importance of this facility for child and adolescent psychiatric care, the Planning Division does not anticipate that this expansion would have as high of a transit demand compared to other hospital and medical facilities. In keeping with the information in the letter of intent, a majority of patients will be driven to the site by family from all over Dane County and areas beyond. Staff believes that the condition of approval from Metro Transit requiring a Traffic Demand Management Plan will alleviate some of these concerns and ensure that patients, visitors, and employees in the Metro Service Area have guaranteed access to the site.

Conditional Use Approval Standard #6 states 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 on-site and on the public streets.” In order to be able to find this standard met, Metro Transit has requested that a TDM Plan be provided for approval prior to final sign-off. Furthermore, the Planning Division and Traffic Engineering Division will require the applicant to provide a driveway from the proposed parking lot to the Meriter Way and Wellness Way intersection. Planning, Traffic Engineering, and Metro Transit believe that providing an entrance and exit to the facility at this intersection will improve access to the site. As it is currently proposed, everyone using the facility must enter off of Raymond Road. By providing a second entrance point on the site, guests, patients, and employees can utilize McKee Road for more immediate access to the facility.

Additionally, as it pertains to CI Zoning Districts, MGO §28.097(7)(a)(3) states that until an architectural review committee is established and approved by the Plan Commission, all building and site plans shall be reviewed and approved by the Urban Design Commission. This proposal went before the Urban Design Commission (UDC) on September 26, 2018 for initial approval. Given the fact that the proposed easement was not finalized at this point, the UDC referred the request to their October 3, 2018 meeting. At this second meeting, the UDC granted initial/final approval with no conditions.

As mentioned previously in this report, in the 2007 staff report for a Certified Survey Map (CSM) and Zoning Map Amendment to allow a medical facility at the corner of Meriter Way and McKee Road, Planning staff stated that, “the Planning Division does not feel that it can support any further development of the Meriter property in the absence of a comprehensive plan for the site.” While this proposal for an addition and renovation of an existing facility does qualify as further development, staff does not believe that it meets the nexus for prompting a comprehensive master plan for the entire Meriter Property. Moving forward, staff encourages that any future sub division, new building, or addition to an existing building exceeding 50% of the existing structure on the Meriter property bounded by Raymond Road and McKee Road follow an adopted master plan for the entire property. Staff believes that implementing a master plan will help improve the street connectivity within the site and help set the stage for any future street connections to adjoining properties or streets. This plan would be reviewed within the broader context of the [High Point - Raymond Neighborhood Development Plan \(2017 Update\)](#).

Conclusion

Requiring the applicant to provide access to the Wellness Way and Meriter Way intersection, adjust the 66 foot wide easement to allow for a Stratton Way street connection in the future, and create a Traffic Demand Management Plan for the subject site, with several additional conditions, the Planning Division believes that this proposal can be found to meet the Conditional Use Approval Standards. In keeping with the findings under the 2007 approval, the Planning Division remains concerned by Meriter’s incremental approach to their campus development. While the Zoning Code allows for such an approach, staff strongly encourages that Meriter adopt a comprehensive master plan, in keeping with the CI requirements, prior to any additional development on site.

Therefore, the Planning Division believes that the proposed 20,000 square-foot addition to an existing hospital in CI (Campus Institutional) Zoning can meet the standards of approval for a conditional use and recommends that the Plan Commission approve the request, subject to input at the public hearing and comments from reviewing agencies.

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

Recommendation

Planning Division Recommendation (Contact Sydney Prusak, (608) 243-0554)

The Planning Division recommends that the Plan Commission find that the approval standards for a conditional use are met and **approve** the request for a 20,000 square-foot addition to a hospital in CI (Campus Institutional) district zoning at 8001 Raymond Road. This request is subject to the input at the public hearing and the conditions recommended by other reviewing agencies.

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

Planning Division (Contact Sydney Prusak, (608) 243-0554)

1. The applicant shall provide driveway access to the Wellness Way and Meriter Way intersection on the south west portion of the site. The proposed driveway shall be approved by Planning, Engineering, and Traffic Engineering Divisions. This may require the project to be readdressed with a Wellness Way Address. The applicant shall work with Engineering Mapping and the Fire Department on this request.
2. The applicant shall adjust the 66 foot wide easement dedicated by CSM No 12283, for a future Stratton Way Street connection so it meets the necessary conditions from the Engineering and Traffic Engineering Divisions. The adjusted easement shall be approved by the Planning, Engineering, and Traffic Engineering Divisions prior to final sign-off and issuance of permits.

Engineering Division - Main Office (Contact Tim Troester , (608) 231-9127)

3. Sewer Plan shows 8" diameter private sewer connecting into a 4" diameter sewer. Applicant shall confirm the size of private sewer main being connected into prior to approval. If it is a 4" diameter private sewer main, applicant shall confirm that there is adequate capacity.
 4. This development is subject to the requirements of the Upper Badger Mill Creek Stormwater impact fee district.
 5. It is Engineering's understanding that the existing Public Road Easement For Road Purposes per CSM No 12283, is proposed to be released and a new easement granted. Since the alignment for the new easement is not yet determined the location may impact stormwater management or site plan improvements. Engineering will provide addition comments as required on the final plan review based on the final approved location of the new road easement.
6. All outstanding Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder (608-261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff. (MGO16.23(9)(d)(4))
 7. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service. (POLICY)
 8. The Applicant shall submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the Engineering Division with any private storm and sanitary sewer utilities. The digital CAD file shall be to scale and represent final construction. The CAD file shall be in a designated coordinate system (preferably Dane County WISCRS, US Ft). The single CAD file submittal can be either AutoCAD (dwg) Version 2013 or older, MicroStation (dgn) V8i Select Series 3 or older, or Universal (dxf) format and shall contain the only the following data, each on a separate layer name/level number:a) Building Footprintsb) Internal Walkway Areasc) Internal Site Parking Areasd) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)e) Right-of-Way lines (public and private)f) Lot lines or parcel lines if unplattedg) Lot numbers or the words unplattedh) Lot/Plat dimensionsi) Street namesj) Private on-site sanitary sewer utilities (including all connections to public sanitary)k) Private on-site storm sewer utilities (including all

connections to public storm)All other levels (contours, elevations, etc) are not to be included with this file submittal.NOTE: Email CAD file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West). Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement, private on-site sanitary sewer utilities, or private on-site storm sewer utilities during construction will require a new CAD file.

9. The applicant shall submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West). The digital copies shall be to scale, and shall have a scale bar on the plan set. (POLICY and MGO 37.09(2))PDF submittals shall contain the following information:a) Building Footprintsb) Internal Walkway Areasc) Internal Site Parking Areasd) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)e) Right-of-Way lines (public and private)f) Lot lines or parcel lines if unplattedg) Lot numbers or the words unplattedh) Lot/Plat dimensionsi) Street namesj) Stormwater Management Facilitiesk) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).
10. Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any BMP used to meet stormwater management requirements on this project. Include copies of all stormwater, utility, and detail plan sheets that contain stormwater practices on 8.5x14 size paper in the draft document. These drawings do not need to be to scale as they are for informational purposes only. Once City Engineering staff have reviewed the draft document and approved it with any required revisions submit a signed and notarized original copy to City Engineering. Include a check for \$30.00 made out to Dane County Register of Deeds for the recording fee. City Engineering will forward the document and fee for recording at the time of issuance of the stormwater management permit. Draft document can be emailed to Tim Troester (west) at ttroester@cityofmadison.com, or Daniel Olivares at DAOlivares@cityofmadison.com final document and fee should be submitted to City.
11. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
12. This site appears to disturb over one (1) acre of land and requires a permit from the WDNR for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line <http://dnr.wi.gov/Runoff/stormwater/constrformsinfo.htm> (NOTIFICATION)
13. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to detain the 2, 10, &

100 -year storm events, matching post development rates to predevelopment rates.

14. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to reduce TSS by 80% (control the 5 micron particle) off of newly developed areas compared to no controls.
15. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to provide infiltration in accordance with Chapter 37 of the Madison General Ordinances.
16. 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.
17. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this site shall provide substantial thermal control.

Engineering Division - Mapping (Contact Jeffrey Quamme, (608) 266-4097)

18. Existing and proposed private improvements are bisected by the existing Public Easement For Road Purposes per CSM No 12283, Doc No. 4366425. The proposed parking lot expansion and new improvements associated with this project shall be moved outside of the existing public street easement area.
19. The 20' Wide Water Main Easement per Doc No.'s 3882924 & 4292845 shall be amended to encompass the new proposed facilities and requirements of the Madison Water Utility. Coordinate the easement amendment with the Madison Water Utility and Jeff Quamme of Engineering Mapping (jrquamme@cityofmadison.com or 608- 266-4097)
20. An Easement will be required for the existing private 8" sanitary sewer without an easement that crosses the City of Madison property to the north of this lot. Provide a map exhibit, legal description and fees to Jeff Quamme of Mapping so a City of Madison Real Estate project can be set up to grant the easement.
21. The site plans shall show and label the existing PLE for Street and Utilities. Any proposed landscaping or new improvements within the easement area shall be removed.
22. If the connection to Raymond Road is discontinued, the addressing for the building would be required to be changed. All requests for address changes should be coordinated with Lori Zenchenko of Engineering Mapping. (lzenchenko@cityofmadison.com)
23. The Easement per Doc No 4366425 at the intersection of Wellness and Meriter way shall be revised to provide 25' radii at the corners. Also an adjustment to a 200' radius centerline for the southern leg of Meriter Way is needed to better fit the road as improved by the Wisconsin DOT. Also, any

realignment approved by City Engineering or Traffic engineering shall be part of the amendment.

24. Upon final determination of alignments, provide the map exhibit and legal description and coordinate with Jeff Quamme to set up the City of Madison Real Estate Project.
25. A resolution by the City of Madison will be necessary to officially name the Public Street Easement areas that were not established on the original CSM.

Traffic Engineering Division (Contact Eric Halvorson, (608) 266-6527)

26. The applicant shall construct an entrance connecting the proposed addition to the newly constructed Meriter Way and Wellness Way public right-of-way. The final location will be the determination of Traffic Engineering. This may result in the need for additional right-of-way construction as determined by City Engineering.

27. The applicant shall work with Traffic Engineering and City Engineering to determine if there is an agreeable realignment for the existing public easement for the continuation of the Wellness Way public right-of-way. This will be determined agreeable if the new alignment meets constructability and safety considerations. If an agreement cannot be reached, the easement will remain in its current configuration and no new or newly altered encumbrances shall be approved.

28. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; vision triangles; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.

29. The Developer shall post a security deposit prior to the start of development. In the event that modifications need to be made to any City owned and/or maintained traffic signals, street lighting, signing, pavement marking and conduit/handholes, the Developer shall reimburse the City for all associated costs including engineering, labor and materials for both temporary and permanent installations.

30. The City Traffic Engineer may require public signing and marking related to the development; the Developer shall be financially responsible for such signing and marking.

31. All parking facility design shall conform to MGO standards, as set in section 10.08(6).

32. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.

33. All pedestrian walkways adjacent parking stalls shall be 7 feet wide to accommodate vehicle overhang, signage and impediments to walkway movements. Any request for variance shall be submitted to and

reviewed by City Traffic Engineering.

34. "Stop" signs shall be installed at a height of seven (7) feet at all class III driveway approaches, including existing driveways, behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
35. Secure parking facility. This is usually done with continuous six (6) inch curb, timbers, preformed wheel stops, guardrail erected at a height of eighteen (18) inches or fencing of sufficient strength to act as a vehicle bumper.
36. All sidewalks adjacent parking stalls shall be 7' to accommodate vehicle overhang.
37. Applicant shall submit for review a Commercial Delivery Plan. This plan will include times, vehicle size, use of loading zones and all related turning movements.

Zoning (Contact Jacob Moskowitz, (608) 266-4560)

38. Bicycle parking for the project shall comply with the requirements of Sections 28.141(4)(g) and 28.141(11). Provide a minimum of 20 short-term bicycle parking stalls located in a convenient and visible area on a paved or impervious surface. Bicycle parking shall be located at least as close as the closest non-accessible automobile parking and within one hundred (100) feet of a principal entrance. Note: A bicycle stall is a minimum of two (2) feet by six (6) feet with a five (5) foot wide access area. Provide a detail of the proposed bike rack.
39. Submit a detail of the trash enclosure. The trash enclosure shall be screened on four (4) sides (including a gate for access) by a solid, commercial-grade wood fence, wall, or equivalent material with a minimum height of six (6) feet and not greater than eight (8) feet.
40. Per Section 28.186(4)(b), the property owner or operator is required to bring the property into compliance with all elements of the approved site plans by the date established by the Zoning Administrator as part of the site and building plan approval. Work with Zoning staff to establish a final site compliance date.

Fire Department (Contact William Sullivan, (608) 261-9658)

41. The agency reviewed this request and has recommended no conditions of approval.

Metro Transit (Contact Tim Sobota, (608) 261-4289)

42. The proposed development site is outside Metro Transit's current service area for both fixed route and complimentary paratransit trips. Due to the limited street connectivity in the area, neighborhood opposition to future possible road connections, and the site location being on the outer boundary of the urbanized area, Metro Transit does not believe that the City of Madison will be able to effectively provide public transportation services to the site of this conditional use application - now or in the future.
 43. Due to the nature of medical facilities and hospitals generating a higher than average transit service demand on the City, particularly from residents who may have restricted mobility or other eligibility for complimentary paratransit services, Metro Transit has specific comments towards this proposed application meeting conditional use standards.
 44. Metro Transit had identified similar concerns regarding inadequate City transportation services at this site with the 2007 rezoning application for the Meriter Physician Clinic (originally addressed at 8001 Raymond Road parcel, now mapped to 3102 Meriter Way). Subsequent to the approval and opening of this clinic, Metro Transit has received and been unable to respond to service requests from employees, patients and visitors at this location.
 45. The applicant shall provide an accessible pedestrian connection between their property's vehicular access to a collector or higher classification and nearest the public building entrance to the hospital.
 46. The applicant shall identify where accessible bus stop zones could be constructed along an existing - or planned - collector or higher classification street, if the City were to fund a future extension of fixed route transit service towards the site.
 47. The applicant shall draft and implement an accessible transportation plan that will be made available to employees, patients and visitors otherwise dependent upon City public transportation services (fixed route or paratransit). This transportation management plan will compensate for the inability of the City to currently provide sufficient transit service at this site, and shall remain in effect until such time that the City funds an expansion of the public transportation service area, that would encompass this property, for the entirety of each transit service day.
 48. The applicant shall include the location of these transportation amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.
49. The proposed hospital expansion site would be at least 1.25 miles walking distance from the nearest fixed route bus stop providing all day transit service. An existing public pedestrian network (including Ice Age Trail) would appear to connect between this existing fixed route bus stop and the edge of the property

50. Metro Transit's service area (and paratransit eligibility boundaries) are generally defined as properties within 3/4 of a mile of a fixed route transit line, that has regularly scheduled trips throughout the service day. The existing fixed route transit network would need to extend roughly 1/2 mile closer to the site, in order to establish a fixed route bus stop that would fall within this 3/4 of a mile access requirement. The potential collector or high classification streets within 3/4 of a mile of the property would include South High Point Road or South Pleasant View Road, north of McKee Road; or McKee Road (between S High Point and S Pleasant View).

Water Utility (Contact Adam Wiederhoeft, (608) 266-9121)

51. The reconfiguration of water supply mains and laterals serving this property will require amendment to existing water main easements to encompass the proposed public mains. The subsequent reconfiguration of the public easement for road purposes may negate the need to encompass all proposed water supply facilities within public water main easements. Coordinate water supply piping design and easement needs with Madison Water Utility and City of Madison Engineering Division - Mapping Section - see Mapping Section comments for additional information. Water Utility Contact: Adam Wiederhoeft, awiederhoeft@madisonwater.org, 608-266- 9121.

52. Madison Water Utility will be required to sign off as part of the approval review associated with this Land Use Application/Site Plan Review prior to the issuance of building permits for the proposed development.