



Department of Planning & Development
Planning Unit

Website: www.cityofmadison.com

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January 19, 2005

Barbara K. Miller, Vice President
SSM Healthcare of Wisconsin, Inc.
707 South Mills Street
Madison, WI 53715

SUBJECT: St. Mary's Hospital Medical Center

Dear Ms. Miller:

The Common Council, at its January 3, 2005 meeting, conditionally approved your application for rezoning from PUD-GDP-SIP to Amended PUD(GDP-SIP) for property located at 707 South Mills Street.

The conditions of approval are:

1. Adherence to the previous conditions of approval as specified in the April 7, 2004 City approval letter unless modified by the following conditions.

Please contact John Leach, City Traffic Engineering, at 266-4761 if you have questions regarding the following thirteen items:

2. Consistent with the studies provided by St. Mary's, specifically pages 1-4 through 1-7 of the *St. Mary's 10-year Plan Traffic Impact Analysis*, approval of the rezoning is conditioned upon the following recommendations to provide a package of transportation improvements and TDM plans as a reasonable set of measures to support the subject development, rezoning, CSM, street vacations, and master plan:
 - a. Install a signal at Erin Street.
 - b. Lengthen the northbound Park Street left turn lane at Erin Street.
 - c. Layout parking ramp driveways and the Erin Street intersection according to the configuration shown in Figure 1.B.4-1 (St. Mary's 10-Year Plan Traffic Impact Analysis, p. 1-5).
 - d. Add a left-turn lane for northbound Park Street traffic at Delaplaine Court.
 - e. Maintain Brooks Street's continuity.
 - f. Expand the transportation demand management program as noted in the St. Mary's 10-Year Plan Traffic Impact Analysis and St. Mary's 10-Year Plan Transportation Demand Management (TDM) Program. St. Mary's currently practices TDM with the employees on its existing campus. The campus is located in an area with excellent bicycle and pedestrian facilities, is served by five Madison Metro routes, and has numerous bicycle/pedestrian/transit connections nearby. Built on this

infrastructure, St. Mary's has TDM strategies in place, including subsidizing 100% of Metro passes/Quik Tix for employees.

- g. Unless otherwise modified by an alternative financing plan, St. Mary's is expected to finance a portion of the signal costs and street reconstruction costs for Erin, Brooks, Delaplaine and Park Streets to accommodate the development. Standard City policy is that since the signal directly serves the development, it also participates in the operation and maintenance costs. In this case, it is appropriate to have St. Mary's share 50% of the operation/maintenance cost of the signal.
 - h. St. Mary's will need to enter into a developer's agreement/subdivision contract with the City for the public infrastructure items associated with their development. Specifically, this agreement shall include the attached "Special Provisions."
3. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
 4. The proposed location of the loading docks would require trucks to back onto the site to load and unload. The applicant shall note that Madison General Ordinance 10.08(a)6 requires all facilities to have adequate internal circulation in which no backing movement, except that required to leave a parking stall, is allowed. All parking facilities shall be designed so as not to utilize any portion of the public right-of-way except to permit ingress and egress in a forward manner: unless permitted by the Board of Public Works after the Board receives the recommendation of the City Traffic Engineer. This condition shall be approved prior to plans being submitted for approval, contact City Traffic Engineering for detail. Traffic Engineering staff will require a formal letter requesting the right to back off the street, (type of vehicles, reasons, hours of operation of the truck, etc.) and the applicant shall provide a 1" = 20' scale drawing and a drawing on an 8" by 11" sheet showing parking, parking stalls, pavement markings, type of truck turning and both sides of the street. If recommended by the City Traffic Engineer, staff will facilitate the approval of the Board of Public Works.
 5. The applicant shall modify the parking ramp structure and new outpatient building driveway approaches according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4).
 6. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
 7. The applicant shall show the dimensions for proposed ER Ambulance Garage, Walk-In/Drop-Off surface and ramp parking stalls' items A, B, C, D, E, and F, wide stalls and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b)2. (If two (2) feet of overhang are used for a vehicle, it shall be shown on the plan.)
 8. The applicant shall note total existing and proposed number of parking spaces.
 9. The applicant shall submit with the parking lot plans a letter of operation of the ticket service points to the ramp; a detail drawing of the area showing queuing of at least three vehicles or two vehicles that will not be blocking the sidewalk.
 10. "Stop" signs shall be installed at a height of seven (7) feet at all driveway approaches. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.

11. The intersection shall be so designed so as not to violate the City's sight-triangle preservation requirement which states that on a corner lot no structure, screening or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10-feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25-feet from the street intersection in order to provide adequate vehicular vision clearance.
12. The developer shall post a deposit or reimburse the City for all costs associated with any modifications to Street Lighting, Signing and Pavement Marking including labor and materials for both temporary and permanent installations.
13. Because the number of parking stalls proposed is over 1,000, the applicant is advised of the Wisconsin Administrative Code NR 406 requirements as they pertain to parking lot size and air quality. The applicant should contact the Wisconsin Department of Natural Resources, John Meier, Air Quality Analyst (267-0869). A letter from the DNR should be provided to City Traffic Engineering demonstrating that the Indirect Source Permit was issued or exempted.
14. 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 Gary Dallmann, City Engineering, at 266-4751 if you have questions regarding the following thirteen items:

15. The City of Madison will be constructing street improvements on South Park Street, Delaplaine Court, South Brooks Street, and Erin Street with tax incremental financing. The applicant shall record a waiver of their right to hearings on the special assessments.
16. 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 the 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.
17. The applicant shall enter into a Developer Agreement for restoration of the terraces, including sidewalk, landscaping and special paving.
18. The City Engineer has provided the applicant with the proposed grade of the streets surrounding the development. The applicant shall provide the City Engineer with the proposed grade of the building entrances. The City Engineer shall approve the grade of the building entrances prior to signing off on the development.
19. Revise plan set to show existing sanitary lateral at the corner of Delaplaine Court and Brooks Street.
20. Sanitary laterals on Erin (2) and Delaplaine shall be coordinated prior to any City work.
21. The applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] South Brooks Street and Delaplaine Court in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
22. 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.

23. This site is greater than five (1) acre, and the Developer is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources. Contact Jim Bertolacini of the WDNR at (608) 275-3201 to discuss this requirement.
24. The applicant shall submit, prior to plan sign-off, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.

CAD submittals can be either AutoCAD (dwg), MicroStation(dgn) or Universal (dxf) formats and contain 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.)

Note: Email file transmissions preferred: lzenchenko@cityofmadison.com

25. 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.
26. The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.

Please contact Kathy Voeck, the Assistant Zoning Administrator, at 266-4551 if you have questions regarding the following five items:

27. Meet applicable State building and State setback requirements. Contact the City building permit staff regarding these requirements.
28. Meet all applicable State requirements including, but not limited to:
 - a. Provide a minimum of two accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
 - b. Show signage at the head of the stalls.
 - c. Show the accessible path from the stalls to the building.
29. Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. Note: The required trees do not count toward the landscape point total. Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover. All plant materials in islands shall be protected from vehicles by concrete curbs.
30. Provide 2 bike-parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The bike racks shall be securely anchored to the ground or building to prevent the racks from moving. NOTE: Bike stalls shall be a minimum dimension of 6' x 2' with a 5' access to the stalls.
31. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with the PUD-SIP requirements. Permits must be issued by the Zoning Section of the Department of Planning and Development.

Please contact Pete Olson of the Planning Unit staff at 266-4635 if you have questions regarding the following three items:

32. The applicant shall continue to work with the neighborhood regarding power plant landscaping and screening. Any properties not included in the Phase One plan that are involved in the building demolition activities shall be graded and seeded as soon as possible following the demolition.
33. Condition number 6 in the March 9, 2004 Planning Unit report shall be amended to read as follows: "If the existing helipad facility is moved from its present location, and a back up helipad is not needed, as determined by St. Mary's Hospital, the applicant shall work to improve the landscaping and appearance of this area by changing this area to additional surface parking and the existing surface parking lot located at the corner of Wingra Drive and South Mills Street be replaced with a decorative landscaped area. Staff does not anticipate the loss of any parking stalls due to this change."
34. Staff from the Urban Design Commission will signoff on the final plans.

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

35. The applicant installed and maintains a passenger waiting shelter at the bus stop on the south side of Erin Street, west of Brooks Street, per conditions of approval of Phase I redevelopment drafted January 23, 2003. This shelter is identified on the existing site plan of the current submittal, but is not shown on proposed site plans for Phase II redevelopment. The applicant shall revise site plans accordingly to protect and maintain this bus stop location both during construction and upon project completion – including all related amenities and infrastructure (passenger waiting shelter, concrete boarding pad, etc.).
36. The applicant shall install and maintain a passenger waiting shelter with bench and a trash receptacle on the west side of Park Street, south of Erin Street. These items should be located approximately 65-feet south of the marked crosswalk location. This 65-foot zone south of the crosswalk shall also be kept free of any significant barriers to access between the bus door and mainline sidewalk (i.e. raised planters, etc.).
37. The developer shall include these bus stop locations and passenger amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.
38. Metro Transit operates transit service along Erin Street seven days a week. Metro Transit currently maintains a public bus shelter on the north side of Erin Street at Brooks Street. As stated above, the applicant currently maintains a shelter on the south side of Erin Street at Brooks Street for travel in the opposite direction.
39. Metro Transit operates additional transit service along Park Street seven days a week. Given the site redevelopment, and proposed traffic signal at Erin Street, Metro intends to support relocation of the bus stop on the west side of Park Street, north of Erin Street, to this location south of Erin Street.
40. The applicant may select a shelter design given their preference of materials, color, etc. to match the building or landscape elements. The shelter must comply with minimum ADA guidelines for handicap and wheelchair accessibility. The applicant may contact Metro Transit to discuss any questions regarding size or exact placement requirements.
41. The applicant shall continue their current coordination with Metro Transit and the City of Madison in seeking ways to further employee participation in Transportation Demand Management strategies.

Approval of the SIP plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816. The trees shown in the street rights-of-way shall not be shown on the sign-off plan or construction plans

unless they have previously been approved by the City Forester. If these are existing street trees or species and locations that have been approved by the Forester, they shall be so labeled on plans.

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

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

When these conditions have been satisfied, bring in the revised plan originals to obtain signatures on the cover sheet from the following reviewing departments: City Engineering, Traffic Engineering, Zoning and Planning. After this is accomplished, submit the final plans and documents for recording to the Zoning Administrator, Room LL-100, Madison Municipal Building, 215 Martin Luther King, Jr. Boulevard.

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

If this plan is not recorded within one year of the date of approval by the Common Council, the approval shall be null and void.

No construction or alteration of the property included in this application shall be permitted until a Specific Implementation Plan (SIP) has been approved and recorded.

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

If you have any questions regarding recording this plan or obtaining permits, please call Kathy Voeck, Acting Zoning Administrator, at 266-4551.

Sincerely,

Peter Olson
Planning and Development

c: Zoning Administrator
City Engineering
Traffic Engineering
Kahler Slater Architects, Inc., 110 King St., Madison, WI 53703
Fire Department
Metro Transit

Zoning Staff Planning Staff (PO) Traffic Engineering City Engineering Fire Department UDC Staff (AM) Metro Transit
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