



CITY OF MARSHFIELD

MEETING NOTICE

PLAN COMMISSION
City of Marshfield, Wisconsin
Tuesday, January 19, 2016
Council Chambers Lower Level, City Hall Plaza
7:00 p.m.

- 1. Call to Order. - Vice-Chairman Wagner.
2. Roll Call. - Secretary Knoeck.
3. Approval of Minutes. - December 14, 2015 Meeting.
4. Citizen Comments.
5. Overview of the Marshfield Clinic Hospital project upon which the public hearings will be based.
a. Conditional Use Request by Marshfield Clinic to allow the construction of a new Large Scale Indoor Institutional Hospital building, a Central Utility Plant, and an on-site Parking Ramp all within property zoned "CD" Campus Development prior to the adoption of a Campus Master Plan, located to the northeast of the existing Marshfield Clinic East Wing building at 1001 North Oak Avenue (Parcel Nos. 33-03233, 33-03237, 33-03231C, 33-03239D, 33-03239A, 33-03239B, 33-03239C, 33-03241, and 33-03241AA).
Presenter: Sam Schroeder, Zoning Administrator
Public Hearing Required
b. Conditional Use Request by Marshfield Clinic to allow the construction of an off-site parking area and enclosed shelter, including exceptions to the landscape and proximity requirements, to accommodate the proposed expansions by the Marshfield Clinic within property zoned "CD" Campus Development prior to the adoption of a Campus Master Plan, located off of West McMillan Street to the East of Security Health (Parcel No. 33-03224).
Presenter: Josh Miller, City Planner
Public Hearing Required
6. Appointment of Non-Elected Plan Commissioner to the CIP Administrative Committee.
7. Items for Future Agendas.
8. Staff Updates.
a. Comprehensive Plan Update.
9. Adjourn.

Posted this 14th day of January, 2016 at 4:00 PM by Dan Knoeck, Secretary, City Plan Commission

For additional information regarding items on the agenda, please contact Jason Angell, Director of Planning & Economic Development at 715.486.9139 or Josh Miller, City Planner at 715.486.2075.

NOTE

It is possible that members of and possibly a quorum of other governmental bodies of the municipality may be in attendance at the above-stated meeting to gather information; no action will be taken by any governmental body at the above-stated meeting other than the governmental body specifically referred to above in this notice.

Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service, contact Mary Anderson, Public Works Department at 630 South Central Avenue or by calling (715) 387-8424.

**CITY PLAN COMMISSION  
MARSHFIELD, WISCONSIN  
MINUTES OF DECEMBER 14, 2015**

Meeting called to order by Vice Chairman Wagner at 7:00 PM in the Council Chambers of City Hall Plaza.

**PRESENT:** Ed Wagner, Bill Penker, Ken Wood, Joe Gustafson, & Laura Mazzini

**EXCUSED:** Mayor Meyer, Josh Witt

**ABSENT:** None

**ALSO PRESENT:** Alderman Jockheck; Director of Public Works Knoeck; Planning & Economic Development Director Angell; City Planner Miller; the media and others.

**PC15-76** Motion by Wood, second by Penker to recommend approval of the minutes of the November 17, 2015 City Plan Commission meeting.

**Motion Carried**

**Citizen Comments: None**

**PUBLIC HEARING** - Rezoning Request by Dennis Boucher to change the zoning from “TR-6” Two Family Residential to “MR-12” Multi-Family Residential for the property located west of 1316 N Hume Avenue, Parcel No. 33-06846.

**COMMENTS:**

Greg Kipp, 1210 E Upham – he is concerned with original conditions placed on Phase I of this development that have not been met. Also the current condition of Phase 1 is not the greatest. The condition of the road is poor, condition of the units is not good. Buffer zones have not been met. so what is going to be done? He is wondering if the access standards been reviewed by the Police and Fire Commission. Miller responded that original conditions would need to be brought up to standard. Kipp questioned if we know if the development will be apartments or condos? Miller responded that we don’t know the ownership arrangement yet. Kipp would like to see Phase I issues addressed before the zoning request is brought forward.

Tom Kirsch, 1514 East Upham, lives right behind the last condo that was put up. Nothing was followed through from phase I with trees and buffers, That is their main concern right now. The grading and clearing that has been done on the site is a real mess.

Steve Huber, 1411 N Hinman, and Kay Gorecki, same address. Back in 1992 when Staab developed phase 1, property owners received a map showing the wetland delineation. They are concerned about work that is being done without permits.

**PC15-77** Motion by Wood, second by Penker to recommend approval of the Rezoning Request by Dennis Boucher to change the zoning from “TR-6” Two Family Residential to “MR-12” Multi-Family Residential for the property located west of 1316 N Hume Avenue, Parcel No. 33-06846, and request an ordinance be drafted for Common Council consideration.

**Penker voted ‘No’, Gustafson, Wood, Mazzini and Wagner Voted ‘Aye’ - Motion Carried**

**PUBLIC HEARING** - Conditional Use Request by Marshfield Clinic to allow the addition of a walk in incubator within property zoned “CD” Campus Development prior to the adoption of a Campus Master Plan, located at 510 North Saint Joseph Avenue (Parcel No. 33-02078).

**COMMENTS: None**

**PC15-78** Motion by Wood, second by Gustafson to recommend approval of the Conditional Use Request by Marshfield Clinic to allow the addition of a walk in incubator within property zoned “CD” Campus Development prior to the adoption of a Campus Master Plan, located at 510 North Saint Joseph Avenue (Parcel No. 33-02078), subject to the following condition:

1. The addition may be constructed as presented allowing minor changes to be administratively approved.

**Motion Carried**

**PUBLIC HEARING** - Conditional Use Request by Marshfield Clinic to allow the use of a Mobile Breast Imaging Trailer within property zoned “CD” Campus Development prior to the adoption of a Campus Master Plan, located at 1000 North Oak Avenue (Parcel No. 33-03231B).

**COMMENTS: None**

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**PC15-79** Motion by Gustafson, second by Mazzini to recommend approval of the Conditional Use Request by Marshfield Clinic to allow the use of a Mobile Breast Imaging Trailer within property zoned “CD” Campus Development prior to the adoption of a Campus Master Plan, located at 1000 North Oak Avenue (Parcel No. 33-03231B), subject to the following conditions:

1. The mobile breast imaging unit may be used as presented allowing minor changes to be made administratively.
2. Marshfield Clinic may use the mobile unit every Friday without providing any additional on-site parking.

**Motion Carried**

**PC15-80** Motion by Wood, second by Mazzini to recommend approval of the proposed amendments to the Public Participation Plan for the Comprehensive Plan Update and direct staff to prepare a resolution for Common Council consideration.

**Motion Carried**

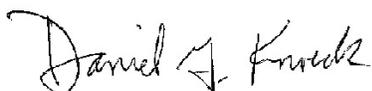
**Items for Future Agendas:** Miller reported that staff will be looking at bicycle routes for transportation purposes as requested by Commissioner Penker. Miller also reported that staff will be bringing an item forward related to agricultural uses in the City Limits.

**Staff Updates:**

- Miller gave an update on the Comprehensive Plan Update process and announced the kickoff to the process which will be held on Saturday, January 16, 2016.
- Angell reported that staff is kicking off a public involvement process to engage the public regarding the proposed community square in the 200 block downtown.

Motion by Mazzini, second Wood that the meeting be adjourned at 7:52 PM.

**Motion Carried**



**Daniel G. Knoeck, Secretary**  
**CITY PLAN COMMISSION**



# City of Marshfield Memorandum

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TO: Plan Commission  
FROM: Sam Schroeder, Zoning Administrator  
DATE: January 19, 2016

RE: Conditional Use Request by Marshfield Clinic to allow the construction of a new Large Scale Indoor Institutional Hospital building, a Central Utility Plant, and an on-site Parking Ramp all within property zoned “CD” Campus Development prior to the adoption of a Campus Master Plan, located to the northeast of the existing Marshfield Clinic East Wing building at 1001 North Oak Avenue (Parcel Nos. 33-03233, 33-03237, 33-03231C, 33-03239D, 33-03239A, 33-03239B, 33-03239C, 33-03241, and 33-03241AA).

## **Background**

Marshfield Clinic is proposing to construct a new Large Scale Indoor Institutional Hospital building, a Central Utility Plant, and an on-site Parking Ramp Structure. This proposed development is located to the northeast of the existing Marshfield Clinic East Wing Building (1001 North Oak Avenue) and practically consumes the entire block. This block is bordered by North Oak Avenue to the west, West Upham Street to the north, North Walnut Avenue to the east and West Ives Street to the south.

This request is part of Marshfield Clinic’s effort to create a new “Hospital of a the Future” to serve and support the healthcare needs of the City of Marshfield, Marshfield Clinic’s service area and Central Wisconsin.

## **Analysis**

Section 18-42(4)(b) requires a conditional use for all new land uses and structures within the “CD” Campus Development zoning district prior to the adoption of a Campus Master Plan. Marshfield Clinic has not to this date adopted a Campus Master Plan. In addition, the proposed development falls under a “Large Development” which is any new nonresidential development or additions to an existing principal structure on which the new gross floor area exceeds 50,000 square feet.

The proposed Hospital would be classified under our Municipal Zoning Code as a Large Scale Indoor Institutional land use under Section 18-57(2). This land use requires an off-street passenger loading area and a minimum of 1.5 parking spaces per bed. Also included in the request is a proposed Central Utility Plant. A plant of this nature would be classified in the zoning code under Section 18-57(9) as “Large Scale Public Services and Utilities”. This land use requires all structures to be located a minimum of 20 feet from any residentially zoned property, the exterior of the buildings shall be compatible with the exteriors of surrounding buildings, and the minimum required

parking is one space per employee at the largest shift, plus one space per company vehicle normally stored or parked on the premise.

### **Site**

The location of the proposed development expansions are located to the northeast of the existing Marshfield Clinic East Wing building located at the northeast corner of the West Ives Street and North Oak Avenue intersection with the address of 1001 North Oak Avenue. To accommodate such a large project, the Applicant is proposing to combine nearly all of the properties owned by Marshfield Clinic within this block. The construction of the new Hospital will be located in the existing parking lot area, the new Central Utility Plant will be located further to the east along North Walnut Avenue, and the proposed parking ramp will be located further to the north adjacent to the apartment complex located off of West Upham Street.

At this time Marshfield Clinic intends to demolish all six of the residential homes along North Walnut Avenue which are already under their ownership to allow for these expansions and site improvements.

From an overall Campus perspective the proposed Hospital will create an eastern edge to a “quad” style campus. The East Wing facility and the primary Clinic Building define the southern edge and the western edge is defined by the Laird, Lewis, and Lawton buildings with the intersection of West Kalsched Street and North Oak Avenue near the center of the “quad”. Green space will surround the improvements in an attempt to create a buffer and park like space as it transitions into the residential neighborhoods to the east and south.

### **Building Details**

#### *Hospital*

The proposed “Hospital of the Future” is an 8-story structure, approximately 615,000 gross square feet; and containing 202 patient beds. The design of the building is to have a “warm” and “welcoming” feeling being built with natural materials such as wood and stone. The site plan shows that the main entrance will be located off of North Oak Avenue near the intersection of Kalsched Street and North Oak Avenue. The emergency entrance will be located north of the hospital with a drop off location and some parking between the hospital and the proposed parking structure. The ambulance and service entrances will be located along the east side of the building but at separate levels without having any direct circulation between the two. A portion of the existing East Wing parking area will remain, 98 stalls, allowing some parking directly for the East Wing facility. The proposed Hospital also includes a roof garden on portions of the building and a Helipad located on the sixth floor.

The proposed plan also includes a possible future 28,000 Hyperbaric expansion. This expansion would be located along the west side of the connection between the East Wing building and the new Hospital.

#### *Central Utility Plant*

The proposed Central Utility Plant is a 2-story structure, approximately 30,000 square feet in area. This plant will contain the central heating, cooling, and emergency power systems for the Hospital, the East Wing facility and the Marshfield Clinic buildings west of North Oak Avenue. Utilities from this facility to the Hospital will be provided through an underground tunnel.

One of the largest concerns with a Utility Plant of this size near residential properties across North Walnut Avenue is sound pollution. To mitigate this concern, the applicant is proposing to keep the first floor primarily underground and will have additional landscaping along the east side of the Plant. The goal is to limit the sound from the Utility Plant to 50 dB at the property line. According to Industrial Noise Control this decibel level is similar to the quiet suburb, a conversation at home, or a large electrical transformer at 100 feet. Under the Municipal Code under Chapter 10, Public Peace and Good Order, the maximum permissible sound levels are 80 dB during the day, 7am to 10pm, and 65 dB during the evening from 10pm to 7 am. For comparison reasons, Industrial Noise Control, states 60 dB would be similar to a conversation at a restaurant, 70 dB would be comparable to a vacuum cleaner, and 80 dB would be comparable to a garbage disposal.

#### *Parking Ramp*

The primary parking for the facility will be located to the north of the proposed Hospital in a 4 level, 750 vehicle parking ramp structure. This structure will be used by both staff and patients. There are two proposed entrances/exits into the ramp. The primary entrance for patients will be located off of North Oak Avenue and the east entrance located off of North Walnut Avenue will be for staff only. This structure will have an underground tunnel connecting the parking area and the new Hospital for staff and patients.

#### **Structure Heights**

This property falls within the AIR-4 Airport Overlay Zone which is defined as areas outside of the runway approach zones and flight path zones but within 3-miles of the airport boundaries. AIR-4 restrict any structure to be constructed, altered, located or any trees to be grown from exceeding the height limit of 1,399' AMSL as indicated on the Airport Overlay and Height Limitations Map.

#### *Hospital*

The proposed Hospital is planned to reach a maximum height of 1,399' AMSL, roughly 113' AGL, which is the maximum height elevation possible before needing a determination through the FAA and a variance to encroach into the HLZO. In addition to reaching the maximum height per the Airport Overlay Zone, the applicant is proposing to have a helipad located on the roof top of the 6<sup>th</sup> floor, one floor down from the top most floor. The elevation of this helipad is proposed to reach 1,387.5' AMSL. At this time it is unknown if this helipad will be used for only drop offs and pick up or if a helicopter would be stage at this location. However, a helicopter parked at this elevation will likely intrude into the Airport Height Limitation, but it is a mobile aeronautical vehicle.

#### *Central Utility Plant*

The proposed Central Utility Plant is only a 2-story structure; however each story is proposed to be approximately 23'. With that the proposed plant will reach an approximate height of 1313' AMSL which is roughly equivalent to the top of the third story for the proposed hospital.

#### *Parking Ramp*

The proposed parking structure is a 4 level structure that will have parking on the "roof" of the structure that will reach a height of 1305.5' AMSL. Being about 33' AGL, this

structure would be the approximate height of the middle of the third story for the proposed hospital.

### **Location/Setbacks**

Other than the major street setback and the minimum building separation, the requirements for height, bulk and intensity in the “CD” Campus Development district are not defined by the district itself but rather would be defined in an approved Campus Master Plan. If a Campus Master Plan has not been adopted these requirements shall be defined through the criteria of a conditional use permit.

Since Marshfield Clinic does not have an approved Campus Master Plan, setbacks can be defined through the conditional use process. The following details are what have been included as part of the application.

- Hospital: The proposed Hospital is really designed as an expansion of the existing East Wing Building having multiple levels connected.
  - North: The proposed Hospital is separated by approximately 126’ from the proposed Parking Structure.
  - East: The proposed Hospital is separated from the proposed Central Utility Plant by approximately 118’ and setback approximately 273’ from the east right-of-way line along North Walnut Avenue.
  - South: The proposed Hospital is located approximately 173’ north of the residential homes northern property lines located off of West Ives Street.
  - West: The proposed Hospital is setback approximately 73’ from the west property line off of North Oak Avenue. The existing East Wing building is approximately setback 24’ from the North Oak Avenue right-of-way to accommodate the sky walk which links the East Wing to the primary Clinic building west of North Oak Avenue.
- Central Utility Plant: The proposed Central Utility plant is located between the proposed Hospital and the North Walnut Avenue.
  - North: The proposed Utility Plant is separated from the proposed Parking Ramp by approximately 108’.
  - East: The proposed Utility Plant is setback approximately 77’ from the North Walnut Avenue right-of-way.
  - South: The proposed Utility Plant is located 450+ feet from West Ives Street right-of-way.
  - West: The proposed Utility Plant is separated from the proposed Hospital by approximately 118’.
- Parking Ramp Structure: The proposed parking ramp is located north of the proposed Hospital and Utility Plant along the northern property line.
  - North: The proposed structure is setback approximately 40’ from the north property line abutting the residential apartment units.
  - East: The proposed structure is setback approximately 72’ from the North Walnut Avenue.
  - South: The proposed structure is separated from the proposed Hospital by approximately 126’ and separated from the proposed Utility Plant by approximately 108’.
  - West: The proposed structure is located approximately 92’ from the North Oak Avenue right-of-way.

## **Parking**

A Campus can be a very unique circumstance and may have particular difficulty complying with the parking requirements established in the Municipal Code for many reasons including multiple uses, multiple properties, cooperative parking, joint facilities, and off-site parking areas. Minimum parking requirements are based on the individual land use. Depending on the land use there are many different labels to calculate out the minimum requirement. These include but are not limited to the number of employees, number of patron, size of the structure, number of seats, and number of units.

Reviewing the parking requirements for this project staff has calculated minimum requirement per building use in the central campus area. The central campus area being viewed as properties near or adjacent to the West Kalsched Street and North Oak Avenue intersection and the West Ives Street and North Oak Avenue intersection. In this area there are six buildings and ten parking areas. The Lewis, Laird, and Lawton buildings were all viewed as predominantly office uses requiring 1 parking stall per 350 square feet of gross floor area, the primary Clinic building and the East Wing were viewed as general Large Scale Indoor Institutional buildings requiring 1 parking stall per 3 patrons at the maximum capacity, and the new Hospital was viewed as specifically a hospital under the Large Scale Indoor Institutional land use requiring 1.5 parking stalls per bed.

With this calculation, staff found that the proposed development would require 2,045 parking stalls and they are proposing to provide 2,457 parking stalls in the central campus area. Looking at the overall Campus and properties owned in the area by Marshfield Clinic there is an additional 6 existing parking areas and 4 existing buildings. The applicant is also requesting a conditional use permit to construct an additional off-site parking area with 355 proposed stalls. Calculating the parking requirements for the overall Marshfield Campus, including two properties located off campus but in the vicinity, Marshfield Clinic would be required 2,556 parking stalls and are proposing to provide 4,146 parking stalls. See attached Parking Maps.

## **Landscaping**

Because of the sheer size of the project and that the proposed project will be phased with final completion sometime in 2018, the applicant has not yet submitted a complete landscape plan.

Staff is suggesting that the landscaping along with the lighting be brought back to the Plan Commission for review at a later date. Also because the project is located in the Campus District prior to the adoption of a Campus Master Plan, staff is also suggesting that the applicant follow the requirements of the "CMU" Community Mixed Use zoning district. This would require a minimum of 40 points of landscaping per 100 linear feet of street frontage, 60 points of landscaping per 20 parking stalls or 10,000 square feet of parking area whichever is greater, and a 0.5 opacity separating the proposed development to the adjoining residential properties. Also included as part of the 0.5 opacity requirement is that 50% of the plantings must be of the coniferous species.

In addition to following the "CMU" landscape requirements staff would suggest additional landscaping be required along North Walnut Avenue to help buffer the proposed development from the residential neighborhood to the east.

Section 18-133(3)(d) states that parking spaces must be broken up by a landscaped island/peninsula at the rate of one island/peninsula for each linear row of 12 parking spaces for a single-row, or for each 24 parking spaces in a double row configuration. This requirement was intended just for surface parking areas and not a Parking Ramp Structure that is being requested. With that staff would also suggest that the Parking Structure be exempt from this requirement and treated as a building in reference to landscape requirements.

### **Lighting**

Similar to the landscaping requirements, because of the sheer size of the project and that the proposed project will be phased with final completion sometime in 2018, the applicant has not yet submitted a complete lighting plan. However, the applicant does anticipate that all lighting will meet the minimum requirements set forth in Section 18-104.

Under Section 18-104(6)(c)1. the maximum height for all light poles within the “CD” Campus Development district may not exceed 40 feet unless the fixture is within 100 feet of a residentially zoned property. Within a 100’ of a residential zoned property the pole may not exceed 25 feet. This section goes on to explain that the height of all light poles shall be measured from the ground to the top of the fixture. As ground is not defined in the Zoning Code and because of the unique circumstance of a multi-level parking ramp which will require lighting for the roof top parking, staff is interpreting this requirement to mean from the ground to which it is placed allowing light poles to not exceed 25’ in height from the roof of the structure (ground).

### **Timeline**

The applicant has submitted a preliminary timeline for the requested site improvements (subject to change). Note that Section 18-161(12) of the Zoning Code states that all Conditional Uses shall be initiated within 365 days of their approval by the Common Council and shall be operational within 730 days of said approval and failure to initiate development within this period shall automatically constitute a revocation of the conditional use. Because of the size of the proposal, the timeline to completion extends longer than the 730 days stated in code.

- Phase 1: 1/16 to 5/16 – construct the vehicle surface lot for off of McMillan Street to provide parking during the construction of the project.
- Phase 2: 2/16 to 8/16 – demo residential homes along North Walnut, footings and foundations for the Hospital and construction of the Utility tunnel.
- Phase 3: 2/16 to 10/17 – construction of the Central Utility Plant.
- Phase 4: 5/16 to 8/17 – construction of the exterior of the Hospital.
- Phase 5: 7/16 to 10/17 – construction of the parking ramp structure.
- Phase 6: 1/16 to 11/17 – interior build out of floors G, 1, 2, and 4.
- Phase 7: 2/16 to 6/18 – interior build out of floors 3,5,6,7 and the Helipad.

### **Conditional Use Criteria**

The following information is based on the specific requirements outlined in Section 18-161(6) Conditional Use Review Criteria for Plan Commission consideration

The zoning ordinance describes a “conditional use” as: a *development which would not generally be appropriate within a district but might be allowed in certain locations within the district if specific requirements are met.*

*Conditional Use Review Criteria of 18-161(6)(c)*

*(c) The Zoning Administrator shall review the complete application and evaluate whether the proposed amendment:*

*1. Is in harmony with the recommendations of the Comprehensive Plan.*

Part of the economic development recommendations is to retain and expand existing businesses and focus efforts of growth specifically on the Health Care industry.

*2. Will result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future.*

The proposed project will have a substantial impact on the character of neighborhood and the medical campus, not only permanently but also temporarily. This scale of the project will take years to complete, bring countless number of temporary and permanent jobs to the area. Environmental and traffic patterns are being reviewed by the Engineer department. Having the additional infrastructure will likely cause traffic in and around the area to increase. Parking is always a concern but the proposed development will meet our minimum requirements around the new development and the applicant will continue to provide a shuttle service to their off-site parking areas and improve the overall campus.

*3. Maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.*

The proposed expansions will greatly increase core medical use campus.

*4. The conditional use is located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities or services provided by public agencies serving the subject property.*

Current utilities are available to the site, however the such a large scale project will likely increase the demand. See attached staff memos.

*5. The potential public benefits outweigh any and all potential adverse impacts of the proposed conditional use, after taking into consideration the applicant's proposal and any requirements recommended by the applicant to ameliorate such impacts.*

There are many pros and cons to the proposed project but ultimately the public benefit may outweigh any adverse impacts. The proposed project will create temporary and permanent jobs in the area, most likely will have a positive effect on Marshfield's economy. The public and central WI will benefit by having a state of the art Hospital with the flexibility and ability to accommodate the latest medical technology.

## **Plan Commission Options**

The Plan Commission can make the following recommendations:

1. Approval of the request with any exceptions, conditions, or modifications the Commission feels are justifiable and applicable to the request.
2. Denial of the request with justification stated by the Plan Commission.
3. Table the request for further study.

## **Recommendation**

APPROVE a Conditional Use Request by Marshfield Clinic to allow the construction of a new Large Scale Indoor Institutional Hospital building, a Central Utility Plant, and an on-site Parking Ramp all within property zoned "CD" Campus Development prior to the adoption of a Campus Master Plan, located to the northeast of the existing Marshfield Clinic East Wing building at 1001 North Oak Avenue (Parcel Nos. 33-03233, 33-03237, 33-03231C, 33-03239D, 33-03239A, 33-03239B, 33-03239C, 33-03241, and 33-03241AA) with the following condition:

1. The proposed developments may be constructed as presented. Minor site changes may be administratively approved provided the following are met:
  - a. All structures shall be setback a minimum of 35' from the northern property boundaries, 70' from North Walnut Avenue ROW, 50' from any southern property line, and 50' from North Oak Avenue ROW.
  - b. No pavement may be any closer than 10' to any property line excluding access points.
2. The proposed Hospital and any appurtenance to the Hospital may not exceed the maximum height elevation of 1,399' AMSL excluding a Mobile Aeronautical Vehicle temporarily parked on the Helipad.
3. All 9 properties including parcels 33-03233, 33-03237, 33-03231C, 33-03239D, 33-03239A, 33-03239B, 33-03239C, 33-03241, and 33-03241AA, must be combined prior to any building permits being issued.
4. All six residential homes along North Walnut Avenue must be removed within one year of a resolution being approved by the Common Council.
5. A draft of a Campus Master Plan for the Marshfield Clinic Medical Campus following Section 18-166 must be submitted to the City for review within one year of a resolution being approved by the Common Council. A final Campus Master Plan must be adopted prior to the City issuing a certificate of occupancy for the Hospital.
6. A complete Landscape and Lighting plan must be reviewed by the City within one year of a resolution being approved by the Common Council. Lighting and Landscaping must meet the minimum requirements of "CMU" Community Mixed Use district as stated in Article VIII and Section 18-104.
7. The Parking Ramp Structure is exempt from meeting the requirements for landscape islands under Section 18-33(3)(d).
8. The east entrance into the Parking Ramp Structure must be marked for Staff and emergency use only.
9. The Ambulance entry off of North Walnut Avenue must be marked for Ambulance, emergency and service use only.
10. The Service entry off of North Walnut Avenue must be marked for emergency and service use only.

11. The proposed future Hyperbaric Expansion may be approved administratively provided the footprint does not increase from what is shown on the site plan.
12. The conditional use permit is valid until June of 2019, one year after expected completion. At which time if the project is not complete the applicant must return to the Plan Commission for review of the project.

**Attachments**

1. Staff Memos
2. Application
3. Narrative
4. Location Map
5. Site Plan
6. Elevations/Renderings
7. Parking Maps – Central Area and Overall Campus

Concurrence:



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Jason Angell  
Director of Development Services

January 6, 2016

RE: Comments and questions on the Marshfield Clinic Hospital Plans:

These comments are based on the plans submitted with the Conditional Use Permit Request. Additional comments will be provided as more detailed plans become available.

Traffic Related Questions:

- What are expected pedestrian volumes crossing Oak Avenue and can one or more of the mid-block crossings be removed?
- How many parking stalls in the structure will be allocated for staff and how will staff know when those stalls are full? Once staff parking in the structure is full, will this lead to recirculation back into busy intersections at peak times?
- How are employees traveling from the southeast, presumably on Veterans Parkway, likely to approach the ramp entrance on Walnut Avenue?
- With more traffic expected on Walnut Street to access the parking structure, what is the impact to the school crossing zone at Upham and Walnut?
- Has there been any discussion of providing a walking path from the proposed parking lot on McMillan Street to or near the intersection of Oak Avenue and Upham Street versus providing only shuttle service?

Other Questions:

- What are expected flow rates for sanitary sewer and where will sewers connect to the municipal system?
- Where is the future utility tunnel that will serve buildings on the west side of Oak Avenue likely to cross Oak Avenue?
- What are the locations and expected timelines for utility cuts in existing City streets?
- Will the lower levels of the parking structure be open or enclosed?
- A Storm Water Management Plan and a Grading Plan have not been provided yet, and are still subject to review.

Regards,



Thomas R. Turchi, P.E.  
City Engineer

December 2, 2015

RE: Comments related to TIA for the Marshfield Clinic Hospital Site.

John Bieberitz,  
Traffic Analysis and Design, Inc.  
N36 W7505 Buchanan Street  
Cedarburg, WI 54449

John,

I have a few questions and comments about the TIA submitted for the Marshfield Clinic Hospital Site.

1. Special speed limits within the study area.
  - Kalsched Street from St. Joseph Ave. to Oak Ave. is - 15 MPH
  - Doege Street from St Joseph Ave. to Oak Ave. is - 20 MPH
  - Oak Avenue from Doege St. to Upham St. is - 20 MPH
  - St Joseph Avenue from Upham St. to Doege St. is - 20 MPH
  - Upham Street from St. Joseph Ave. to Oak Ave. is - 20 MPH
  - Balsam Ave. from Upham St. to Kalsched St. is - 20 MPH
2. There will be a multi-use path that will be constructed in 2016 along the east side of Oak Avenue from Doege Street to Upham Avenue.
3. In Table 3 - Improved Transportation System. McMillan & St. Joseph is labeled as all way stop control operating at LOS "B" or better. I am assuming you meant this would only operate at this LOS if a signalized intersection was installed.
4. Would the intersection of McMillan Street and St Joseph operate at the same or similar LOS if a round-about were constructed versus traffic signals?
5. Part B – Signal Warrant (B5) refers to St Johns (St Joseph) just a minor note.
6. I am not a big fan of the mid-block pedestrian cross walks on Oak Avenue. I feel with some well-designed improvements the cross walks at Kalsched Street and Oak Avenue can be made safer and these will direct pedestrians directly into the main entrance of the new facility.
7. Has there been any discussion of providing a walking path from the St Joseph and McMillan parking lots versus only providing a shuttle service?
8. With the three/four access points (new hospital driveways) to Oak Avenue should we consider a three lane roadway with protected left turn lanes or a TWLTC to reduce rear end collisions? There would also be some safety benefits for pedestrians with a reduction to the number of

traveled lanes to cross. This will also reduce potential conflict points. I have included a sketch of the idea I had several years ago (below). From left to right the intersections with Oak are Ives Street, Kalsched Street and Upham Street.



Regards,

Thomas R. Turchi, P.E.  
City Engineer



2000 South Central Avenue, PO Box 670  
Marshfield, WI 54449-0670  
Phone: 715-387-1195 Fax: 715-389-2016  
<http://www.marshfieldutilities.org>

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January 4, 2016

Jason Angell  
Director of Planning & Economic Development  
City of Marshfield  
630 S Central Ave. Ste 602  
Marshfield WI 54449

Jason,

Marshfield Utilities had earlier submitted a number of questions to you from the electric plans for the proposed Marshfield Clinic Hospital. We did not have any questions on the water service side at that time. We did receive a response back from Jim Colburn of the Marshfield Clinic that addressed most of the questions that we had asked. In response to his comments we would expect more information to be coming on question #7 about loading. Also, if they could clarify if the 5 or 6 MW of load is all new load or includes the existing facility as well. We will continue to work with Jim on further details related to the existing questions or any additional questions that arise.

The questions and the responses are listed below.

- 1) An easement will likely be needed for primary underground cable feed located along West Ives and North Walnut.
  1. Marshfield Clinic will provide easements for the property we own along North Walnut.  
Marshfield Clinic is not the sole property owner along West Ives.
- 2) Confirm customer would like two power feeds.
  1. Two power feeds are a requirement.
- 3) Confirm customer would like power feeds to be primary metered. If so, they would own all facilities beyond the metering including all transformers and cabling.
  1. Primary metering is preferred.
- 4) A green area adjacent to the CUP, approximately 32' x 54' will be needed for utility owned underground pad-mount metering, switching, protection and transformers (if needed) equipment. This area will need to be accessible from either North Walnut Ave or a parking lot/driveway for utility trucks. May want to consider enclosing the area with a decorative brick wall with adequate gates for access. Will the transformers be outdoors or on the equipment floor of the building.
  1. We will provide the space within our site plan.
- 5) Please provide information on the main switch gear (i.e. fault detection, switching times, close/open transition switching, etc.).
  1. Specific information on the main switchgear is not available at this time but will be provided as it becomes available.

- 6) Please provide information on on-site backup generation.
  1. Specific information on the backup generators is not available at this time but will be provided as it becomes available. We would also like to discuss load shedding scenarios.
- 7) Please provide preliminary loading information.
  1. Dunham, copied on this email, may be able to provide general loading information (somewhere between 5 and 6 megawatts).
- 8) Parking ramp power should be sourced from the hospital electrical equipment.
  1. It isn't clear if this is a statement or question.

Sincerely,

A handwritten signature in black ink that reads "Bob Trussoni". The signature is written in a cursive, flowing style.

Bob Trussoni  
General Manager

## FIRE & RESCUE DEPARTMENT

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January 7, 2016

RE: comments and questions on the Marshfield Clinic Hospital Plans:

These comments are based on the plans submitted with the Conditional Use Permit Request. Additional comments will be provided as more detailed plans become available.

Related questions:

- Where are the Fire Control Access points? – Primary and secondary access points
- Sprinkler/Standpipe requirements and permits?
- Canopy heights?
- What are the Fuel Storage expectations? – Above ground vs Under ground installation
- What is the Helipad location and will there be suppression devices?

Other Questions:

- What is the expected use of the Tunnels? Public, staff, etc.



**MARSHFIELD**  
The City in the Center

Revised: 11/13/14

**Department of Planning & Economic Development**

City of Marshfield  
630 South Central Avenue  
6th Floor, Suite 602  
Marshfield, WI 54449-0727

Ph: 715-486-2077 Fax: 715-384-7631

Email: Sam.Schroeder@ci.marshfield.wi.us

**Conditional Use  
Permit Application**

Fee: \$250.00

Today's Date: \_\_\_\_\_

**OFFICE USE ONLY**

Date Received:	Fee Receipt Number:	Zoning District:	Parcel #:
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**SITE INFORMATION**

Site Address: 1001 N. Oak Avenue	Present Land Use: Clinic Use / Parking Lot
Legal Description: See attached legal description	

**APPLICANT INFORMATION**

Applicant Name: Marshfield Clinic	Phone #: 715-389-3123	Email Address: colburn.james@marshfieldclinic.org
Address, City, State, Zip: 1000 N. Oak Avenue, Marshfield, WI 54449		
The Applicant is the <input checked="" type="checkbox"/> Owner <input type="checkbox"/> Authorized Representative/Other (Describe):		

**OWNER INFORMATION (IF DIFFERENT THAN APPLICANT INFORMATION)**

Owner Name:	Owner Phone #:	Owner Email Address:
Owner Address, City, State, Zip:		

**DETAIL OF CONDITIONAL USE REQUEST**

Proposed Land Use: Hospital and and Parking	Proposed # of Employees: 500	Proposed Hours of Operation: Same
<input type="checkbox"/> Residential or <input checked="" type="checkbox"/> Nonresidential	Number of Buildings: 2 (CUP and Hospital)	Number of Units: n/a
Narrative of Conditional Use Request	Density (units per acre): n/a	
Marshfield Clinic is requesting the review of proposed construction of a 615,000 s.f. +/- (202 bed) Hospital building northeast of the East Wing building, a Central Utility Plant (CUP) building, and a 4-level 750 stall parking ramp and 50 additional ground parking stalls. The proposed building projects will include construction of sidewalks, parking and landscaping adjacent to the proposed buildings.		
Future Plans/Modifications:	Time Needed to Finish Request:	

**CODE REQUIREMENT REFERENCES (ZONING CODE - CHAPTER 18)**

<input checked="" type="checkbox"/> Setback Requirements - Article II: Establishment of Zoning Districts
<input checked="" type="checkbox"/> Parking Requirements - Article III: Land Use Regulations
<input type="checkbox"/> Lighting, Storage, and Parking Standards - Article VII: Design and Performance Standards
<input type="checkbox"/> Landscape Requirements - Article VIII: Landscape Requirements

**DOCUMENTATION SUBMITTED**

<input checked="" type="checkbox"/> Site Plan	<input type="checkbox"/> Landscape Plan	<input type="checkbox"/> Lighting Plan	<input checked="" type="checkbox"/> Survey	<input type="checkbox"/> Photographs	<input type="checkbox"/> Other:
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Required documentation must be submitted to the Planning & Economic Development Department in order for the application to be placed on the Plan Commission meeting agenda. Although attendance by applicants at the Plan Commission meeting is optional, it is STRONGLY ADVISED that applicants make every effort to attend. Failure to attend can result in the denial or delay of an application due to incomplete information. Fees: the required fee of \$250 shall be submitted with this application, and shall not be refunded should this application be denied.

I hereby apply for a conditional use permit, and I acknowledge that the information above is complete and accurate; that the work will be in conformance with the ordinances and codes of the City of Marshfield and with Wisconsin Statutes and Building Codes; that the Plan Commission may recommend conditions not expressly stated, prior to the meeting, in documentation or by staff, or deny in part or in whole this request; that I understand this form is not in itself a conditional use permit but only an application for one and is valid only with procurement of applicable approvals. The Common Council shall be the final approval authority for the conditional use. In addition, as owner or authorized agent, my signature authorizes the City Staff or their representatives including members of the Plan Commission and Common Council to visit and inspect the property for which this application is being submitted.

Applicant Signature: \_\_\_\_\_

Date: 2/18/2015

**Conditional Use Permit Narrative**  
for  
**Marshfield Clinic Hospital, Parking Ramp, and Central Utility Plant (CUP)**

**Executive Summary:**

Marshfield Clinic has embarked on an effort to create a new “Hospital of the Future” to serve and support the healthcare needs of the City of Marshfield, Marshfield Clinic’s service area and Central Wisconsin. Marshfield Clinic physicians are nearing the end of their lease agreements for use of space within the existing Ministry Saint Joseph’s Hospital. Since space within the Saint Joseph’s Hospital facility is no longer available to Marshfield Clinic physicians, the need to create dedicated, physician owned space has been created. The following is a description of the site, building and program response to creating a new Marshfield Clinic Hospital.

**Site:**

The existing Marshfield Clinic campus layout contains a western edge defined by the Laird and Lawton Buildings and a southern edge defined by the 1974 Clinic and East Wing Buildings. The new hospital building will establish an eastern edge to the campus and, thus, create a series of buildings organized around a campus quad.

Several factors influenced the siting of Marshfield Clinic’s proposed hospital. These include attention to circulation and access, connection to existing buildings, minimized impact on the community and operation of the clinic. Overall, the design approach seeks to deliver a project that enhances both the environment and the community.

- **Entry** – The Hospital’s primary vehicular entry will be from North Oak Avenue. As a primary artery, it will accommodate the traffic flow associated with the hospital. The western orientation of the entry will provide high visibility from primary approaches from the north and west. Service vehicles and ambulance traffic will be routed to the opposite end of the block with entry from Walnut Avenue.
- **Green Spaces** – The Hospital site will be surrounded on the east and west by a buffer of green space stretching approximately 75’-0” from the road. Along North Oak Avenue, this will accommodate pedestrian and bicycle access while providing outdoor spaces for relaxation and enjoyment. Along Walnut Avenue, development of the site will provide a park-like space that will be accessible to the neighborhood.
- **Setbacks and Building Height**– The building will sit more than 75’-0” from any road and be only seven stories above grade. Since it will sit at the bottom of a hill, the apparent height will be similar to that of other Marshfield Clinic buildings west of North Oak Avenue.

**Parking:**

The project sits far enough north to preserve some parking for the East Wing’s future use. Immediately north of the Hospital, opposite the Emergency Department Entry, will be surface parking and a new structured parking garage. The parking structure is planned to hold 750 vehicles and will be 4 levels. The parking structure will be used by both Staff and Patients.

Once the proposed project has been constructed, as a campus, Marshfield Clinic will have 16 parking that will total 4,146 parking stalls which include designated parking stalls for Patient, Customer, Handicap, Staff, Special, Donor, Company, and Study.

Marshfield Clinic provides shuttle service from parking lot facilities, for patient and staff use in transporting to their current facility. Current ridership is roughly 5 riders daily from the FHC Dental Parking Lot, 20 riders daily from the Security Health Plan lot, and 30 riders daily from the Fig Avenue lot. Shuttles will be available to riders parking in the new McMillan Street lot (proposed in a separate Conditional Use Permit request).

**Building:**

A "Hospital of the Future" must accomplish two things aesthetically in order to be successful. First, it must evoke a sense of high-tech competence in order to represent the advanced treatment occurring within; but it also must feel welcoming, healing and safe. It cannot be antiseptic or cold. In considering this, the Hospital will be extremely sensitive in its use of light in order to modulate these feelings. As a result, the Hospital has been metaphorically thought of as a lantern. A lantern evokes warmth, home and often times a way out of trouble: a lantern can also lead the way into the future and signal the arrival of new ideas.

The materials for the Hospital will relate to the lantern concept. At the entries and around windows and openings, warm, natural materials like wood and stone will be used. These materials will reflect light in warm tones that will project to the exterior, creating a welcoming glow for visitors. Materials to be used will be a mixture of precast concrete panels, aluminum curtain wall system, low e coated glass, spandrel glass, Minnesota limestone, resonated wood veneer panels with phenolic core, and aluminum composite metal panels.

There are building forms that support the lantern concept as well. The stairs connecting the various levels are located on the corners of the building and are enclosed with a glass curtain wall system. During the day, this allows for views to the exterior and encourages healthcare providers to use the stairs while at night, the illuminated stairs act as a beacon defining the edges of the facility. Additionally the glazed system at the main entry provides a welcoming level of transparency.

The exterior will also feature precast concrete panels. The panels will relate not only to the existing Marshfield Clinic buildings, but will also reflect sunlight during the day. This will emphasize the building during the darker winter months and create visual interest during the summer.

**Lighting:**

Parking light lighting will consist of LED pole mounted cutoff lighting fixtures mounted at a height of 25 feet to meet the requirements of Section 18-104 of The City of Marshfield Municipal Code. The fixture quantity and layout will be designed to meet the Section 18-104 requirement of no more than 2.4 footcandles on average in the parking lot with no spot in the lot with a light level lower than 0.2 footcandles.

Lighting for the rooftop mounted helipad will be provided by the helipad manufacturer and will be factory mounted. Electrical connections and controls will be provided on site during installation. All lighting for the helipad will be designed to meet FAA requirements for safety and control. An FAA compliant internally lighted windsock will be provided on the rooftop adjacent to the helipad.

All building corners and all site lighting poles located below and adjacent to the flight path will be provided with red LED FAA warning lights that will be controlled with the helipad lighting.

**Program:**

The new Marshfield Clinic Hospital will offer a full complement of acute care services within an 8-story building; occupy approximately 615,000 building gross square feet; and contain 202 patient beds, and also includes a 28,000 square foot Hyperbaric expansion. The new construction I-2 occupancy building will be physically connected to the Marshfield Clinic East Wing at the Ground Level, Level 1 and Level 2. The Ground Level connection between the Hospital and East Wing will primarily be a service and staff connection; the Level 1 connection will serve as the public connection to the Marshfield Clinic campus; and the Level 2 connection will be dedicated to staff and patient transport.

At Level 1 there will be two primary public access points – the Main Entry on the west side of the building and the Emergency Department Entry on the north side of the building. Also at Level 1,

there will be a dedicated ambulance garage entry for emergency and non-ambulatory patients entering the facility. The primary service entry point will be at the Ground Level where a loading dock is planned. The primary staff entry point will also be at the Ground Level where a tunnel connection will provide a pathway between the Hospital and staff parking in the adjacent parking garage.

Primary program elements by floor within the Hospital are as follows:

- The Ground Level will contain logistical support areas; an Inpatient Pharmacy; Stat Lab; Kitchen; Central Sterile Department; Morgue and mechanical, electrical and plumbing spaces to support the building infrastructure.
- Level 1 services will include Emergency and Urgent Care; Imaging and Nuclear Medicine; Non-Invasive Cardiac Diagnostics; Administrative functions; and public amenities including a café, conference center, gift shop, retail pharmacy, chapel, servery and dining.
- Level 2 aggregates invasive (surgical) and interventional procedures on a single floor with shared prep and recovery functions.
- Level 3 services will include a 16-bed Pediatric Medical/Surgical Unit; a 10-bed Pediatric Intensive Care Unit; and a Women’s and Infants Care area consisting of Labor and Delivery Rooms (LDRs), C-Section Rooms, a 12-bed Obstetrical Patient Rooms and a 28-bed Neonatal Intensive Care Unit.
- Level 4 will be devoted to mechanical infrastructure spaces that will support the building’s heating, ventilating and air conditioning needs.
- Level 5 will contain one 18-bed Critical Care Unit; one 18-bed Critical Care / Acuity Adaptable Unit and one 20-bed Medical/Surgical Unit.
- Level 6 will contain three 20-bed Medical/Surgical Units.
- Level 7 will contain one 20-bed Medical/Surgical Unit; one shell bed unit and rooftop access to a Helipad.

The new Hospital is being planned with an eye towards the future. As such, the building’s infrastructure is being planned for flexibility and the ability to accommodate the latest medical technology. Planning concepts within individual departments and adjacent areas are centered on future flexibility and the ability to contract or expand over time in order to keep pace with healthcare’s ever-changing dynamics.

**Phasing:**

To develop and construct this project expediently, it will be necessary to phase the project over multiple construction packages as outlined by the Construction Manager:

<b>Phase</b>	<b>Dates</b>	<b>Description</b>
Phase 1 Bid Pack A	January, 2016 - May, 2016	Vehicle Surface Lot In order to ready the site for construction, work is required to provide off-site parking and to reconfigure the existing lot serving the East Wing.
Phase 2 Bid Pack B1	February -August, 2016	Site/ Utilities/ Foundation This work includes Hospital footings and foundations and construction of the Utility Tunnel. There will be site utility enabling as well as demolition of single story residential structures along Walnut and West Ives Streets.
Phase 3 Bid Pack C	February, 2016 - October, 2017	Central Utility Plant This work includes Central Utilities Plant (CUP) foundations and exterior envelope as well installing utilizes in the Tunnel.

<b>Phase</b>	<b>Dates</b>	<b>Description</b>
Phase 4 Bid Pack B2	May, 2016 - August, 2017	Superstructure and Enclosure This work includes Hospital structure, elevator and egress stairs cores and exterior envelope.
Phase 5 Bid Pack D	July, 2016 - October, 2017	Vehicle Parking Ramp This work includes construction of the free standing parking structure on the north of the site to service patients, visitors and staff.
Phase 6 Bid Pack B3	January, 2016 - November, 2017	Interior Build-out: Floors G, 1, 2 and 4 This work includes Interior Build-out for the Hospital's Diagnostic & Treatment Ares on the lower floors as well as the necessary infrastructure work in the Mechanical spaces.
Phase 7 Bid Pack B4	February, 2016 - June, 2018	Interior Build-out: Floors 3, 5, 6, 7 and Helipad This work includes Interior Build-out for the Hospital's Patient Bedrooms on the upper floors, the necessary infrastructure work in the Mechanical spaces, as well as bringing Helipad on-line.

#### **Building Height:**

Because our proposed facility is in proximity to a navigation facility, Marshfield Municipal Airport, and may impact the assurance of navigational signal reception, there is a height restriction which limits the height of the new hospital to 1399'-0" above sea level. The elevations provided in the Conditional Use Permit are floor to floor height for each level and places the anticipated helipad on the roof of Level 6. This results in the helicopter landing pad being located at elevation 1387'-6" and top of parapet at elevation 1399'-0".

#### **Site Preparation:**

The finished first floor elevation of the existing East Wing building was surveyed at an elevation of 1285.39'. The bulk of the site work will include the removal of existing asphalt pavement, concrete curb and gutter, concrete sidewalk, and standard excavation/embankment. It is likely that the asphalt can be recycled and utilized as gravel base for future parking lot areas. There are also three homes that would require raising, as part of the Hospital development. There is varying elevation across the site. For example, based on the current topographic information that we have available, the elevation at the intersection of North Walnut Street and Kalshed Street is approximately 16' lower than the first floor elevation referenced above. Additionally, the elevation at the intersection of Oak Avenue and Kalshed Street is roughly equal to the first floor elevation referenced above. Based on past experience with this area, and this particular parcel, it is anticipated that the soils encountered during excavation will likely be clay/silty in nature. This is very typical for this area.

#### **Site Improvements:**

Asphalt paved surfaces are anticipated to include a standard 3" pavement thickness in general parking areas, and 4" thickness for heavy duty drives, such as delivery and large emergency vehicle accesses. Because of the high probability of clay soil, the pavement section will also include a combination of a dense gravel base, breaker run (3" minus crushed stone), and a geotextile fabric soil separator to prevent the fines associated with clay from migrating into the gravel base soils, and causing settlement. It is also recommended that subsurface drainage be installed at low points in the parking lot subgrade, to prevent saturation of the subsoils.

The site landscaping will be designed to meet, or exceed, the City of Marshfield code requirements. Landscaping will be provided, mainly large and medium deciduous trees, in areas along the street frontages. Areas in and around the parking lots shall be landscaped with a mix of

lower evergreen and deciduous shrubs and perennials. All areas adjacent to, or near, residential areas shall have screening type plantings installed, such as large and medium sized evergreen trees and shrubs. The goal of the landscaping design is to make this campus a welcoming and aesthetically pleasing experience, as well as provide the necessary screening to the residential neighboring properties.

**Site Utilities:**

Municipal water is available on the west side of Oak Avenue, east side of North Walnut Street, and the north side of Ives Street. POB has coordinated with City Staff to determine which location(s) will best serve the Hospital's needs, and will continue to coordinate with Staff regarding these connections.

Municipal sanitary sewer is available within Oak Avenue, North Walnut Street, and Ives Street. POB has coordinated with City Staff to determine which location(s) will best serve the Hospital's needs, and will continue to coordinate with Staff regarding these connections.

Municipal storm sewer is available within Oak Avenue and Ives Street. POB has coordinated with City Staff to determine which location(s) will best serve the Hospital's needs, and will continue to coordinate with Staff regarding these connections.

**Site Stormwater Management:**

State and Local Code requires that stormwater runoff from the redeveloped site be treated for Total Suspended Solids removal (Total Suspended Solids (TSS) are the particles from the parking surfaces that transport pollutants when conveyed by stormwater runoff, and cause damage to downstream waterways), and control the rate at which stormwater runoff is discharged from the project site by implementing measures for stormwater management. Rate control is providing stormwater detention to control the rate at which runoff is discharged from the project site, with the goal of matching, or reducing, the runoff rate, in comparison to existing conditions. Some stormwater management options may be wet detention pond(s), bioretention areas (i.e. rain gardens). Currently, a wet detention pond is proposed at the northwest corner of Ives Street and North Walnut Street, which will serve as a stormwater management facility, but will also act as a water feature to enhance the aesthetics of the project. Additionally, another wet detention pond(s) will be designed immediately east of the parking ramp. An existing pond in this location will be modified and enhanced to meet some the stormwater management needs of this project.

**Hospital Central Utility Plant (CUP) Sound Abatement Strategies:**

The 30,000 square foot, two-story, Central Utility Plant for the Marshfield Clinic Hospital will contain the central heating, cooling, and emergency power systems for the Hospital, East Wing Building, and Marshfield Clinic Buildings West of Oak Avenue. The Central Utility Plant will be set up day one to provide services to the Hospital with future extension through the utility tunnel to the additional buildings. The following is a description of the systems and components that will be installed as part of the Central Utility Plant. The issue of sound and how it will be addressed for each of the components is noted, the goal of the attenuation products is to limit the sound from the Central Utility Plant to approximately 50 dB at the property line. In addition to the mitigation for each individual piece of equipment trees and other natural vegetation will be planted along the East side of the Central Utility Plant adjacent to Walnut Avenue to aid in noise mitigation of the Central Utility Plant on the adjacent properties.

**Chilled Water System:**

Inside the Central Utility Plant will be four 1300 ton chillers and two 650 ton chillers with primary pumps to distribute the chilled water. Piping distribution from the Central Utility Plant to the Hospital and other buildings will be through a utility tunnel.

On the first floor roof there will be five 1300 ton open cooling towers, two 250 ton air cooled chillers, and one 200 ton dry cooler. A full height solid screen wall will be built around the roof top mounted equipment to reduce the sound levels to the adjacent properties. The cooling towers

will operate from approximately the end of March through the end of October, the air cooled chillers will operate during the months of November and February, and the dry cooler will operate from approximately December through January. Inlet and discharge sound attenuators will be installed on the cooling towers and the tower fans will be selected to operate at lower RPMs to reduce the radiated sound from the discharge of the towers. Discharge attenuators and compressor wrap will be installed on the air cooled chillers. The dry cooler will be selected to minimize the sound at the property line by selecting the fans to operate at a slower RPM thus reducing the radiated sound from these units.

**Boiler System:**

In the first floor of the Central Utility Plant six 300 Boiler Horsepower hot water boilers, six 5.0 million BTUH condensing hot water boilers, distribution pumps, and four 500 Boiler Horsepower high pressure steam boilers with required accessories will be installed. The boiler systems will operate year round to provide heating, process steam for equipment, and humidification to the Hospital and to the additional buildings in the future. Two boiler flue stacks will extend through the second floor of the Central Utility Plant and terminate at ten feet above the second floor roof for the hot water and steam boilers. Safety relief vents will extend from the high pressure steam boilers to the second floor roof and terminate 8 feet above the roof level. Sound from the boiler systems outside of the Central Utility Plant building will be minimal to the adjacent properties.

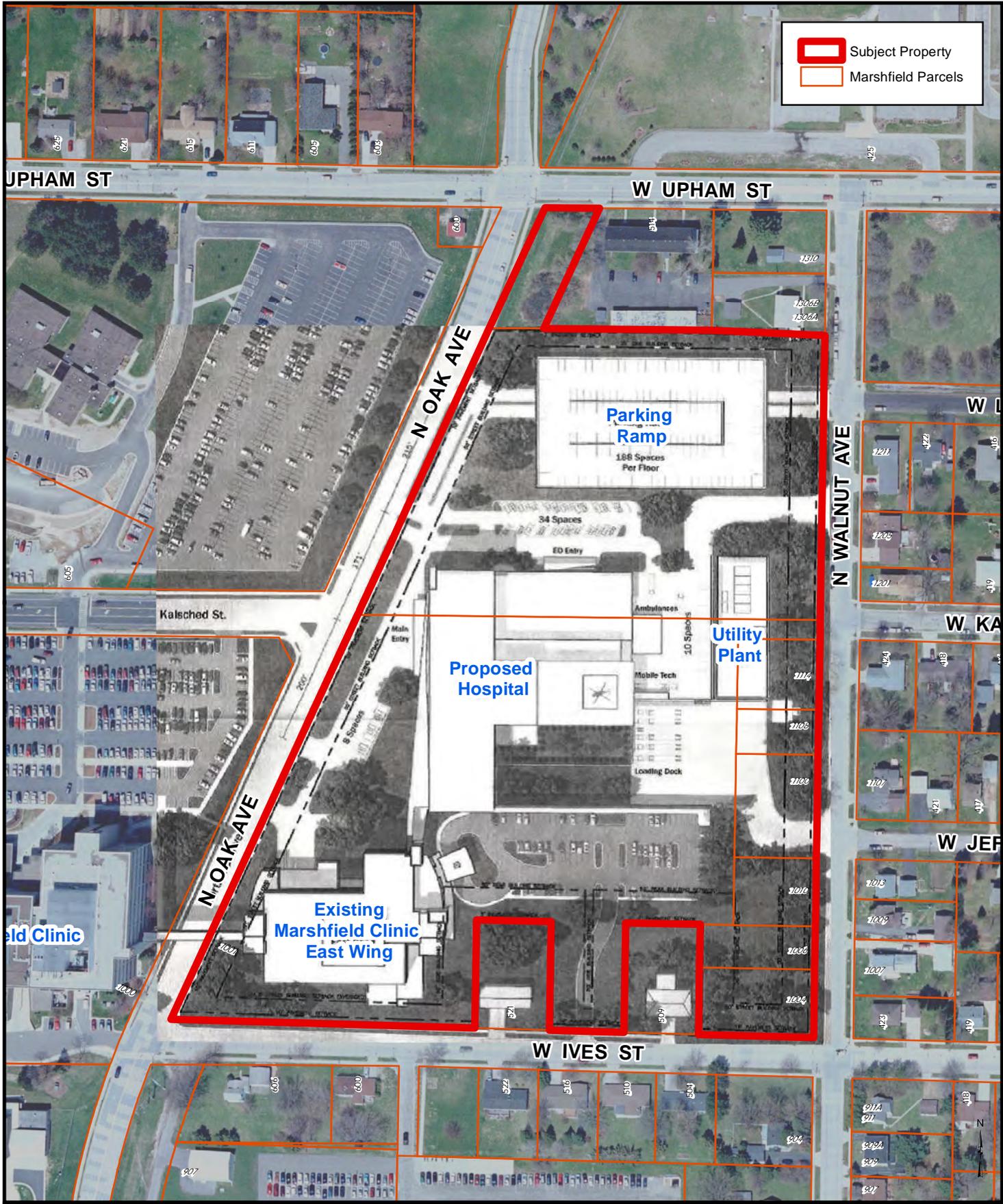
**Emergency Generator System:**

Inside the Central Utility Plant second floor will be three 2000 kW emergency power generators and the required accessories and distribution equipment. The generator exhaust will incorporate silencers to reduce the sound levels at the exhaust discharges on the second floor roof. The generator ventilation system will include intake through the second floor roof and relief discharge through the West wall of the second floor of the Central Utility Plant such that the adjacent properties will not have line of site sound impacts from the generators. The intake and relief pathways will include sound attenuators to minimize the sound impact to the adjacent properties.

**Ventilation System:**

Ventilation systems will be installed in the Central Utility Plant to provide combustion air for the boilers, emergency ventilation for the chiller room, and general ventilation and conditioning for the plant. Intakes for these systems will be located on the North and South faces of the utility plant to minimize openings on the West side of the plant where sound could migrate from the interior of the plant to the adjacent properties. Exhaust systems for ventilation of the plant will exit the building at both the first and second floor roof levels at a maximum of four feet above the roof levels.

At the completion of the project with the systems operating in their normal state, sound readings will be taken adjacent to the Marshfield Clinic Central Utility Plant and surrounding areas to demonstrate that the sound attenuation systems that have been put in place have mitigated the sound level impact to meet the goals of approximately 50 dB at the property line. Ambient sound level readings will also be taken as a comparison without the equipment in the Central Utility Plant operating.



Subject Property  
 Marshfield Parcels



**CUP: Marshfield Clinic Hospital - 1001 N Oak Ave**  
 City of Marshfield - Plan Commission  
 Meeting Date: January 19, 2016

ATTENTION: The representation of data presented herein is intended for reference purposes only; the City of Marshfield assumes no responsibility for the accuracy of the information provided. Any duplication without consent is prohibited.

Map Not To Scale  
 For Reference Only





② APPROACH FROM KALSHED



③ AERIAL LOOKING NORTH WEST



① APPROACH FROM NORTH OAK

SCALE-N.T.S

**EXTERIOR RENDERINGS**

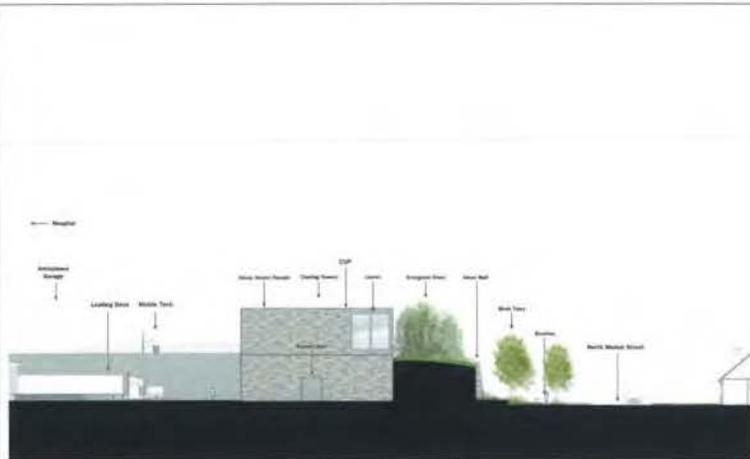
MARSHFIELD CLINIC  
MARSHFIELD CLINIC HOSPITAL

© 2014 AEC ADVANTAGE, LLC

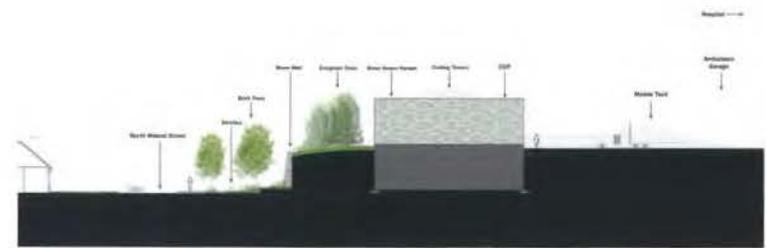


Shepley Bulfinch

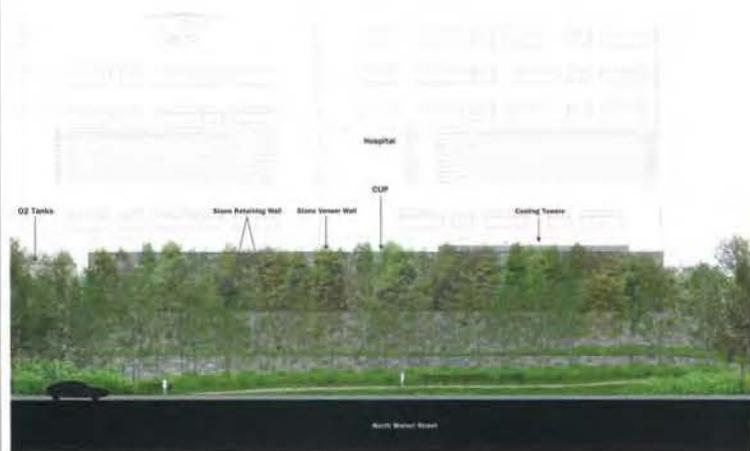
Oliver & Associates, Inc. 2009 West County Road 22, Suite 100, Reynolds, WA 98557 Tel: 360.833.8870 Fax: 360.833.8872 Shepley Bulfinch Architects © 2014 | 1000 State Lane, Boston, MA 02111 | 781.435.1200 | www.shepleybulfinch.com



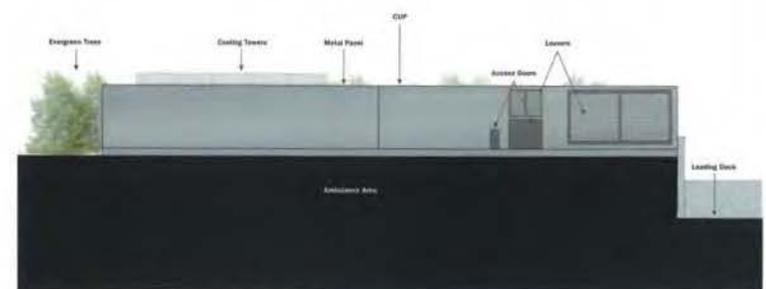
④ CUP NORTH ELEVATION



② CUP SOUTH ELEVATION



③ CUP EAST ELEVATION



① CUP WEST ELEVATION

SCALE - 1/16"=1'

## CUP ELEVATIONS

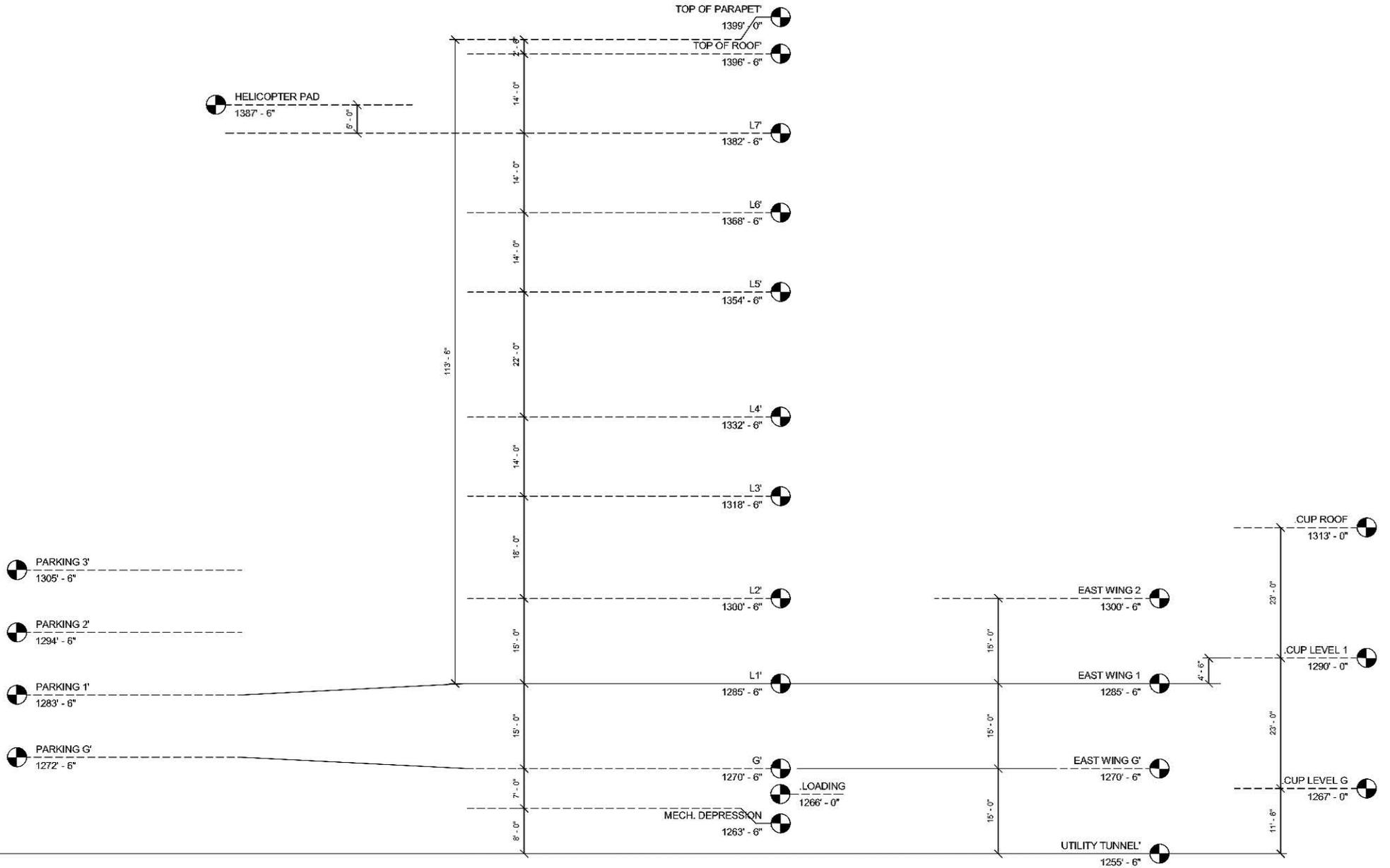
MARSHFIELD CLINIC  
MARSHFIELD CLINIC HOSPITAL



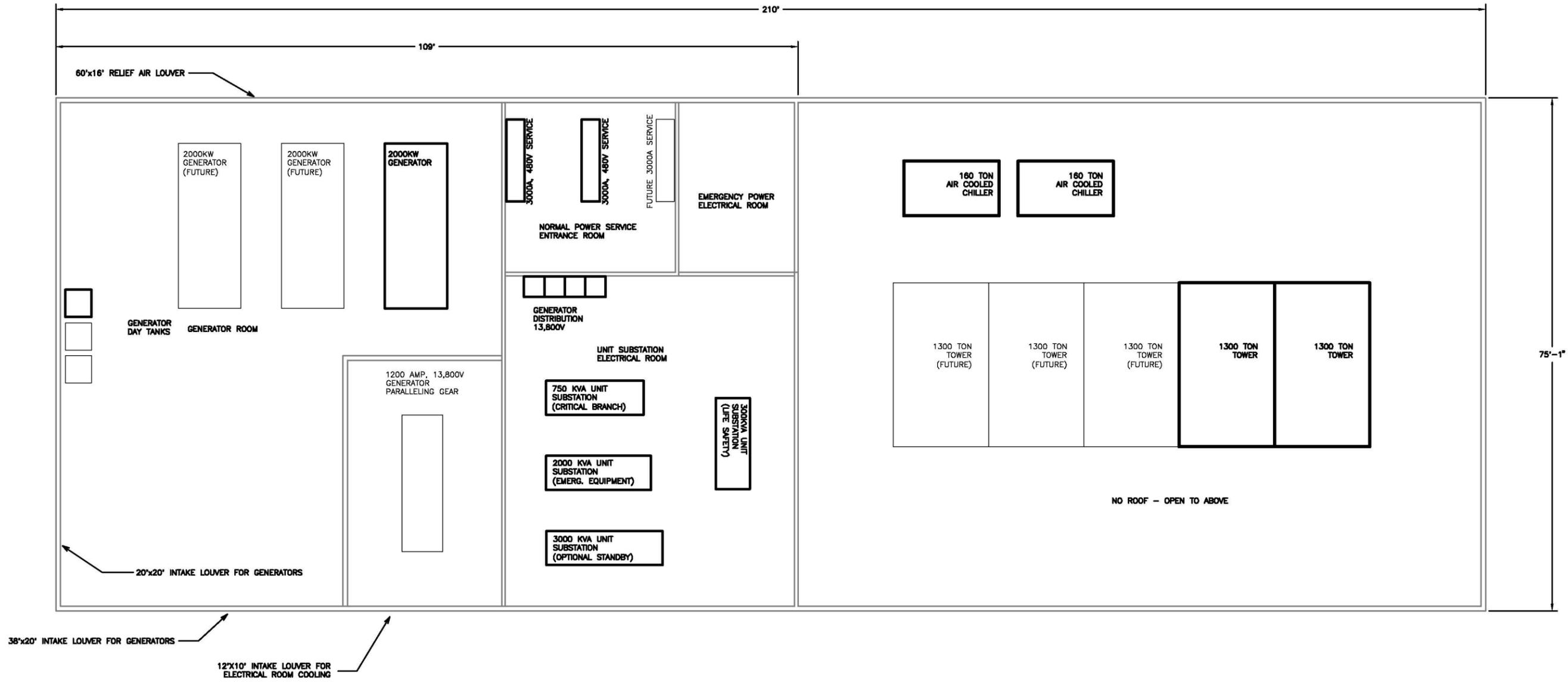
Shepley Bulfinch

Oliver Architecture, Inc. 2200 West County Road 22, Suite 400, Fayetteville, AR 72703 | 479.321.0000 | Fax 479.321.0055 | Shepley Bulfinch Architects & Interiors | 1001 Connecticut Avenue, N.W., Washington, D.C. 20036 | 202.462.3600 | www.shepleybulfinch.com

# BUILDING STACKING FOR PLANNING PURPOSES

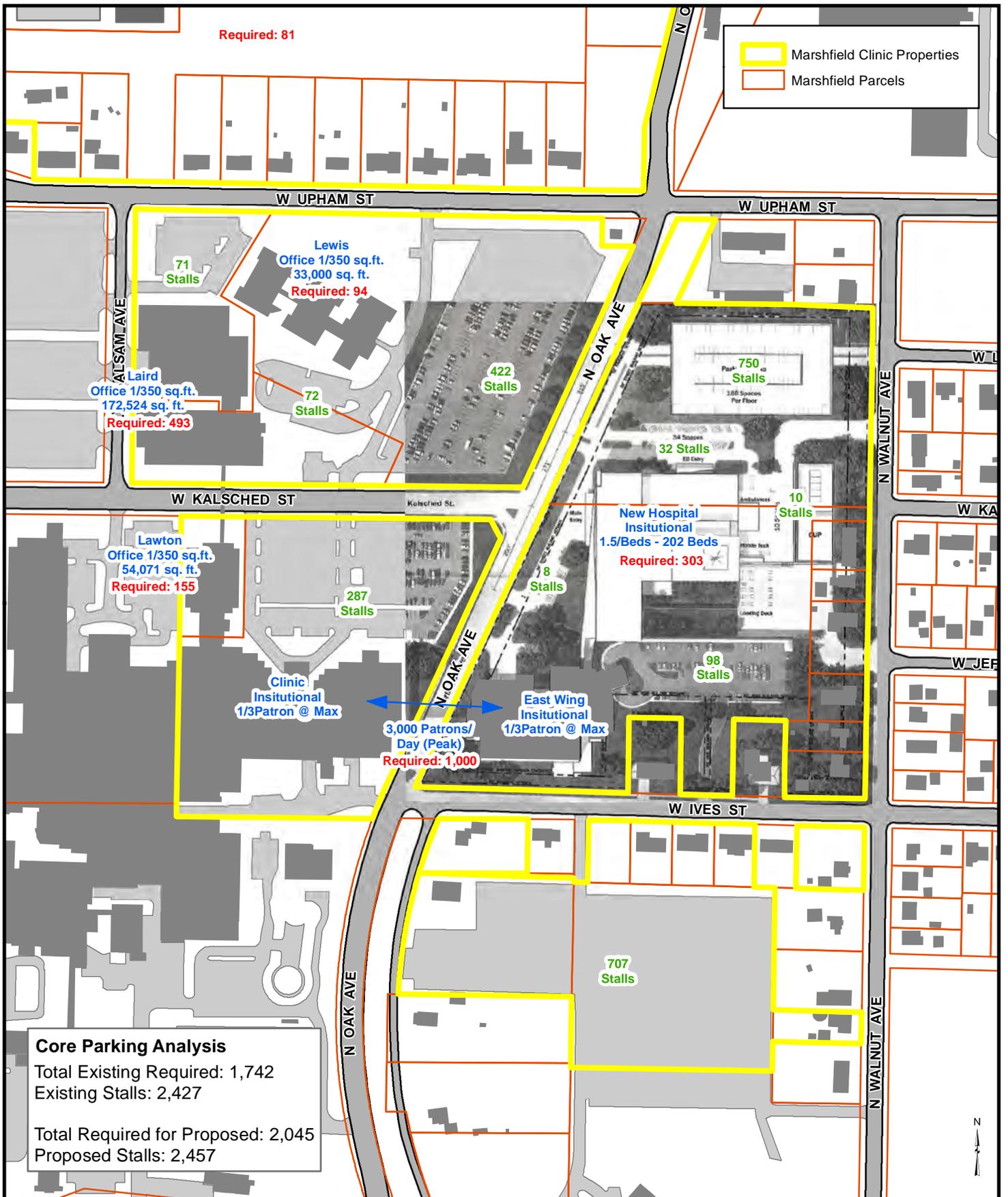






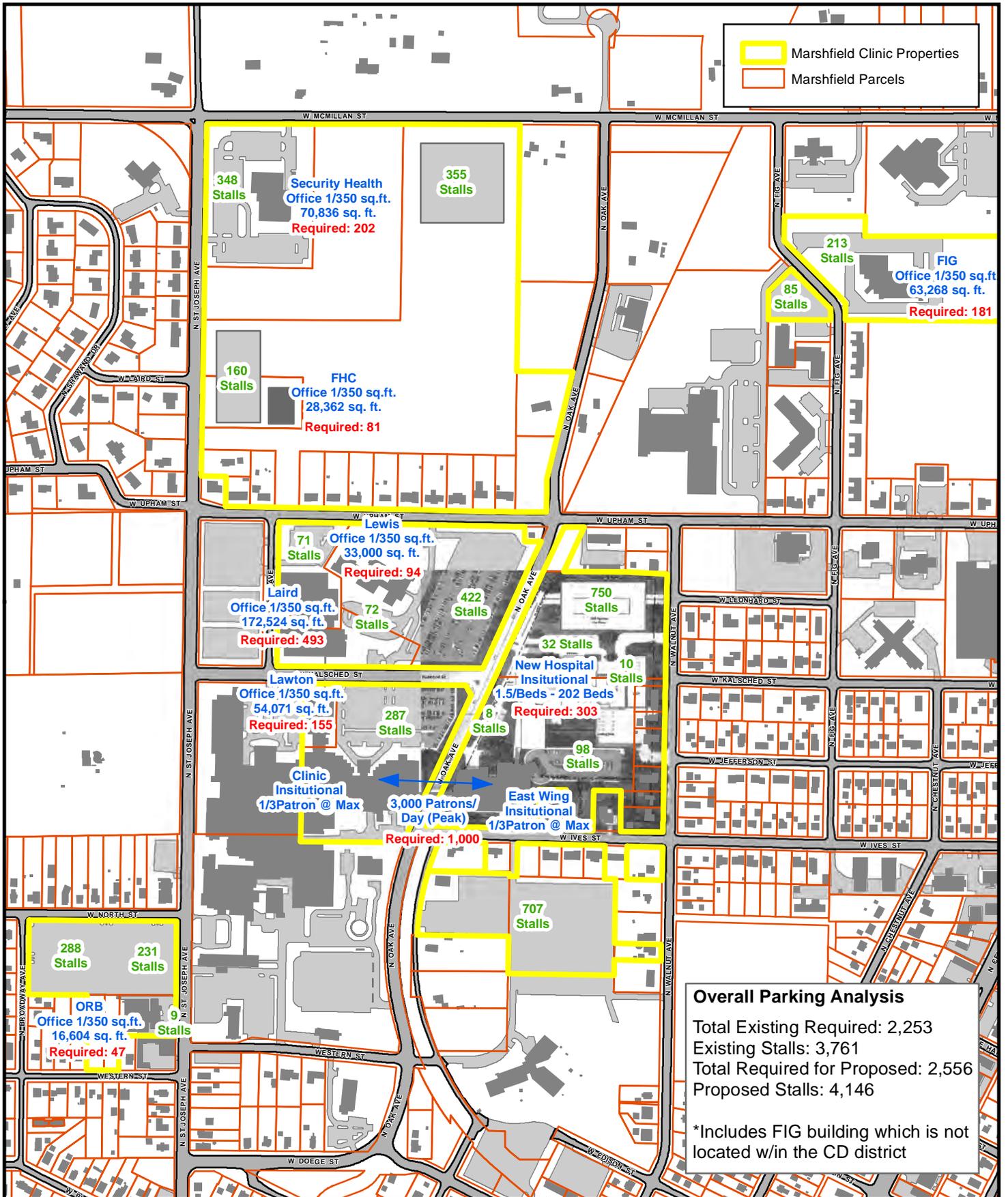
① SECOND FLOOR - ELECTRICAL  
 1/16" = 1'-0"  
 20' CLEAR BELOW  
 STRUCTURE

 <b>DUNHAM</b> Dunham Associates, Inc. 50 South Sixth Street / Suite 1100 Minneapolis, Minnesota 55402-1540 PHONE 612.465.7550 FAX 612.465.7551 WEB dunhameng.com mechanical + electrical consulting engineering	
Project: Marshfield Clinic New Central Utility Plant (CUP)	Sheet Title: <b>SECOND FLOOR PLAN</b>
Project Number: 0415185-005-00	Checked By: DM/MJA
Sheet Number: <b>ME-2</b>	
Date: 09/01/2015	



**CUP: Marshfield Clinic Hospital - 1001 N Oak Ave**  
 City of Marshfield - Plan Commission  
 Meeting Date: January 19, 2016

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Map Not To Scale  
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# City of Marshfield Memorandum

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TO: Plan Commission  
FROM: Josh Miller, City Planner  
DATE: January 19, 2016

RE: Conditional Use Request by Marshfield Clinic to allow the construction of an off-site parking area and enclosed shelter, including exceptions to the landscape and proximity requirements, to accommodate the proposed expansions by the Marshfield Clinic within property zoned "CD" Campus Development prior to the adoption of a Campus Master Plan, located off of West McMillan Street to the East of Security Health (Parcel No. 33-03224).

## **Background**

In conjunction with the new hospital project, the Marshfield Clinic is proposing to construct a new off-site parking facility that would include an enclosed shelter for workers and staff waiting for the shuttle service. This facility would be used by construction workers during construction of the new hospital. It will also serve as staff parking once the hospital is completed.

## **Analysis**

Section 18-103(14)(c) does allow off-site parking for required parking spaces, subject to a distance limitation (required to be within a 1,000 feet from the entrance) and that the property of the off-site parking facility must either be owned or leased by the owner of the establishment not meeting the onsite parking requirements.

## **Site**

This off-site facility would have access from McMillan Street and would be located approximately 1,110 feet east of the intersection of St. Joseph Avenue and McMillan Street. The access already has a curb cut at the entrance to the parking lot. The proposed parking lot contains 355 stalls (including 8 accessible stalls closest to the enclosed shelter). Based on the proposed number of spaces, the Applicant is required to provide 8 handicapped accessible stalls, two of which are required to be van accessible.

Two enclosed shelters (shown as 11' x 6') are proposed for this facility. One will be located near the northeast corner of the parking lot, the other on the southwest corner of the parking lot. The shelters will provide cover from the elements as construction workers and staff wait for the shuttle services. The original proposal showed the northeast shelter within the 50 foot required front yard setback, which would have required a variance. However, the applicant has since revised the plan, moving the shelter outside of the required setback so they will no longer need to obtain a variance.

The proposed parking lot will have the following setbacks:

- Front – 25.2 feet
- West side – 27 feet
- East side – 80 feet
- South rear – 898 feet

To allow some flexibility, staff would propose to allow minor site adjustments to the setbacks to be approved administratively.

### **Location**

According to Section 18-103(14)(c), off-site parking can be provided for required parking if the furthest extent of the parking lot is within 1,000 feet of the main entrance of the establishment. The proposed off-site parking facility is located approximately 3,000 feet away from the proposed new hospital. The closest building within the Campus District is Security Health Plan which is approximately 1,700 feet from the back of the parking lot to the entrance of the building. Essentially, the proposed off-site parking facility does not meet the proximity requirements listed in this section for required parking.

However, there are two provisions in the code that would give the Plan Commission the ability to grant the exception to the distance requirement. The first component is that based on the parking requirements for the Campus District (as outlined in the Conditional Use Permit for the new hospital), the on-site parking will already be meeting the requirements for the proposed development. Therefore, this proposed parking facility is not necessary to meet the minimum required parking for the campus. The distance requirements are there to address the minimum required parking and staff feels that since the off-site parking stalls are not needed to meet the minimum requirement, the distance requirements under this section would not necessarily apply.

Another basis for allowing an exception to the distance requirement is Section 18-103(14)(f) which states “other exceptions to the parking requirements may be granted by the Plan Commission through the issuance of a conditional use permit. Exceptions may only be granted where unique circumstances exist and extraordinary hardships or particular difficulties may result from strict compliance with this section and further provided that such exception shall not impair the general purposes of this section and the overall chapter.” The medical campus is a unique development in its scope and scale. Given the lack of available land in closer proximity to the new hospital, there would not be enough space to accommodate a parking facility of this size. Although the Marshfield Clinic will be exceeding the minimum number of required parking stalls in the code (basically, they have enough on-site parking according to the zoning code), it is likely that the peak demand of patrons, along with parking that is needed for staff, will trigger a need for some staff to park at the off-site parking facility once the new hospital is constructed.

Although there currently is pedestrian access from the off-site parking lot to the proposed hospital, the City Engineer has asked about adding sidewalks on the west side of Oak Avenue between McMillan Street and Upham Street (currently, there are only sidewalks on the east side of Oak Avenue in that block) to improve pedestrian access to and from the off-site parking lot. Another option might be to add a path directly from the parking area to Upham Street or Oak Avenue. The biggest challenge with that idea is the grade change from the parking area would likely be too steep for a pedestrian path.

### Traffic Impact Analysis Recommendations

According to the Wisconsin Department of Transportation's AADT (Annual Average Daily Traffic), the average volume of vehicles in this location is 8,000 per day. The Traffic Impact Analysis (TIA) recommends that the new driveway for the off-site parking area include a stop sign control and a separate left-turn and right-turn lanes on the northbound approach. Currently, the layout shows a shared lane for both left and right turns coming out of the parking area. Although it was not included as part of the recommendations, the exhibits show a 100 foot stacking distance for the northbound traffic coming out of the parking lot. Currently, the stacking distance is about 60 feet for a shared exit lane.

The TIA also recommended constructing a westbound left-turn lane on McMillan Street with at least 150-feet of storage (not including taper). If the available space is there, it may just be a matter of repainting the street to include a left-turn lane.

### Landscaping

Under the zoning code, the Campus Development district does not have a specific landscape requirement. The reason for that is that each campus district is different and landscaping will be reviewed either at the time the Campus Master Plan is adopted or through each Conditional Use Permit request. When discussing this project with the Marshfield Clinic, staff has recommended that the landscape requirements for the new development match the standards that are in place for the Community Mixed Use ("CMU") district. The "CMU" district is the City's most intense commercial district and landscape requirements for the "CMU" district seem like a logical starting point for landscaping in the medical campus.

The "CMU" district would require a minimum of 40 points of landscaping per 100 linear feet of street frontage, 60 points of landscaping per 20 parking stalls or 10,000 square feet of parking area whichever is greater, and a 0.5 opacity separating the proposed development to any adjoining residential properties. Also included as part of the 0.5 opacity requirement is that 50% of the plantings must be of the coniferous species.

Based on the "CMU" district requirements, the Marshfield Clinic would be required to add 191 landscape points along the street frontage and 1,065 points around the parking area. They are proposing 200 landscape points along the street frontage and 1,360 landscape points around the parking area, meeting those requirements. Below are the calculations for the street and parking area landscaping:

TYPE	DIMENSION	CALCULATION	REQUIRED POINTS	PROPOSED POINTS	TOTAL
Street Frontage	476' street frontage	40 pts per 100 linear feet	191 points	200	5 Maples (40 x 5 = 200)
Paved Area	355 stalls	60 pts per 20 stalls	1,065 points	1,360	13 Maples (40 x 13 = 520) + 21 Gingko Biloba (40 x 21 = 840)

American Transmission Company (ATC) does have an easement along south side of McMillan Street for the transmission line. The easement may restrict the ability to add plantings or landscaping along the street frontage, which may alter the proposed landscape plans quite a bit since they show large maples long the street frontage. If

there are restrictions on the landscaping along the street frontage, staff would recommend that the applicant plant whatever landscape points (a minimum of 191 points) that are permitted by the easement, along the street frontage, to be planted. If they cannot reach the minimum number of required points, they would be allowed to disperse the remaining points along the edge of the parking lot perimeter.

The only yard requiring a bufferyard is to the south (property to the west is "CD" and property to the east is "CMU"). The single family properties along Upham Street are zoned SR-2, requiring a 0.5 opacity. The Marshfield Clinic owns all of those homes and there are trees along both sides of the property line. Based on that opacity and the lot width, the minimum number of landscape points required for the bufferyard would be 761.6 (160 x 4.76) and the minimum bufferyard distance is 10 feet. Because the tree line is existing, the point value for each tree is worth double. There are approximately 8 to 10 coniferous trees and another 7 to 10 deciduous trees along that property line and there is nearly 900 feet of distance between the parking lot and the property line, providing more than the required bufferyard.

Section 18-133(3)(d) states that parking spaces must be broken up by a landscaped island/peninsula at the rate of one island/peninsula for each linear row of 12 parking spaces for a single-row, or for each 24 parking spaces in a double row configuration. The submitted plans are meeting this requirement on rows except for the southernmost row (showing 14 stalls). Staff is recommending that they either remove two parking stalls or add a landscape island to the southernmost row. The exterior landscape peninsulas around the exterior of the parking do not show any landscaping on the landscape plan. Staff is recommending that the final landscape plan show some plantings in the peninsulas.

### **Lighting**

Under Section 18-104(6)(c)1. the maximum height for all light poles within the "CD" Campus Development district may not exceed 40 feet unless the fixture is within 100 feet of a residentially zoned property. Within a 100' of a residential zoned property the pole may not exceed 25 feet. This section goes on to explain that the height of all light poles shall be measured from the ground to the top of the fixture. The proposed plan will include 17 freestanding lights, installed within the interior landscape islands and on the perimeter of the parking area. The fixtures are full cutoff and will be mounted approximately 28 feet above the ground, including the height of the base. According to the photometric plan, there will be less than 0.8 footcandles when measured at the right-of-way and no more than 0.1 footcandles on either side yard. The lighting standards in our zoning code will be met by the proposed plan.

### **Conditional Use Criteria**

The following information is based on the specific requirements outlined in Section 18-161(6) Conditional Use Review Criteria for Plan Commission consideration

#### *Conditional Use Review Criteria of 18-161(6)(c)*

(c) *The Zoning Administrator shall review the complete application and evaluate whether the proposed amendment:*

- 1. Is in harmony with the recommendations of the Comprehensive Plan.*

The Economic Development chapter recommendations of the Comprehensive Plan state that another key task of the City is ensuring there is adequate infrastructure to support planned economic development activities. Adequate parking is part of the transportation services infrastructure. The Comprehensive Plan also recommends utilizing shared parking between lots. This parking lot could meet parking needs of other buildings within the campus, not just the central campus facilities. Therefore, this proposed parking lot would be in harmony with the recommendations of the Comprehensive Plan.

- 2. Will result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future.*

Within the same block, there are other large parking lots (Security Health Plan and the Family Health Center building) so this new lot would not cause a significant change to the neighborhood. There are single family homes (owned by the Marshfield Clinic) to the south, but there is a significant distance between the parking area and the homes (nearly 900 feet). Additionally, there is a single family home to the east of the parking lot, but that property has a significant tree line buffer and is zoned "CMU". So in the future, it is conceivable this parcel would be commercial.

The only concern staff had regarding the off-site parking is the location of the access to the parking lot. The access is in the middle of a significant slope on McMillan Street. McMillan Street is one of the busiest streets in the City and with a 35 mph speed limit, traffic is moving rather quickly. Traffic traveling west to east on McMillan may have some difficulty stopping in the winter if a car is pulling into or out of the parking lot. Additionally, if vehicles traveling west are making a left turn, it could cause traffic to back up going west on McMillan Street. If approved, staff would recommend the Engineering Division review the roadway around the parking lot access to see if there are any additional safety improvements that can be made.

- 3. Maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.*

The new parking lot would likely increase the traffic volume on McMillan Street. If this is primarily staff parking, it would not likely be a constant flow of traffic, but would probably add to the volume at peak times. Because McMillan Street is a primary arterial, it will be able to handle the additional volume of vehicles.

- 4. The conditional use is located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities or services provided by public agencies serving the subject property.*

Because the improvement is a parking lot, only electrical service is needed. Storm sewer will be handled on-site with stormwater ponds in the northeast corner of the property.

5. *The potential public benefits outweigh any and all potential adverse impacts of the proposed conditional use, after taking into consideration the applicant's proposal and any requirements recommended by the applicant to ameliorate such impacts.*

The public benefit of the off-site parking should outweigh any adverse impacts. If there is enough parking in the designated parking lots, people are less likely to park in the nearby residential neighborhoods, reducing congestion in those settings and improving visibility by not having to look around vehicles parked on the street.

### **Plan Commission Options**

The Plan Commission can make the following recommendations:

1. Approval of the request with any exceptions, conditions, or modifications the Commission feels are justifiable and applicable to the request.
2. Denial of the request with justification stated by the Plan Commission.
3. Table the request for further study.

### **Recommendation**

Based on findings that the Conditional Use Review criteria is being met, APPROVE a Conditional Use Request by Marshfield Clinic to allow the construction of an off-site parking area and enclosed shelter, including exceptions to the landscape and proximity requirements, to accommodate the proposed expansions by the Marshfield Clinic within property zoned "CD" Campus Development prior to the adoption of a Campus Master Plan, located off of West McMillan Street to the East of Security Health (Parcel No. 33-03224) with the following conditions:

1. The proposed off-site parking lot and shelter structures, including landscaping and lighting, may be constructed as presented, subject to the conditions listed, with minor modifications to the setbacks, shelter location and size, lighting plan, and landscape plan that may be approved administratively.
2. A separate left and right-turn lane shall be constructed for the northbound traffic leaving the parking lot.
3. A left-turn lane for McMillan's west bound traffic with 150-feet of storage (not including taper) shall be reviewed and implemented if the City Engineer determines it to be feasible.
4. The southernmost row of parking may not contain more than 12 parking stalls in a row without a landscape peninsula.
5. Exterior landscaped peninsulas shall include landscaping.
6. Any minimum required street frontage landscaping that is not allowed along McMillan Street due to an easement, must be dispersed along the perimeter of the parking area.
7. Any signage proposed for the site must match the Marshfield Clinic Master Sign Plan.

8. The project, including landscaping and traffic improvements, must be complete within two years of the approved resolution by the Common Council.

**Attachments**

1. Staff Memos
2. Application
3. Project Narrative
4. Location Map
5. Site, Landscape, and Lighting Plans

Concurrence:



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Jason Angell  
Director of Development Services

January 6, 2016

RE: Comments and questions on the Marshfield Clinic Hospital Plans:

These comments are based on the plans submitted with the Conditional Use Permit Request. Additional comments will be provided as more detailed plans become available.

Traffic Related Questions:

- What are expected pedestrian volumes crossing Oak Avenue and can one or more of the mid-block crossings be removed?
- How many parking stalls in the structure will be allocated for staff and how will staff know when those stalls are full? Once staff parking in the structure is full, will this lead to recirculation back into busy intersections at peak times?
- How are employees traveling from the southeast, presumably on Veterans Parkway, likely to approach the ramp entrance on Walnut Avenue?
- With more traffic expected on Walnut Street to access the parking structure, what is the impact to the school crossing zone at Upham and Walnut?
- Has there been any discussion of providing a walking path from the proposed parking lot on McMillan Street to or near the intersection of Oak Avenue and Upham Street versus providing only shuttle service?

Other Questions:

- What are expected flow rates for sanitary sewer and where will sewers connect to the municipal system?
- Where is the future utility tunnel that will serve buildings on the west side of Oak Avenue likely to cross Oak Avenue?
- What are the locations and expected timelines for utility cuts in existing City streets?
- Will the lower levels of the parking structure be open or enclosed?
- A Storm Water Management Plan and a Grading Plan have not been provided yet, and are still subject to review.

Regards,



Thomas R. Turchi, P.E.  
City Engineer



**MARSHFIELD**  
The City in the Center

Revised: 11/13/14

**Department of Planning & Economic Development**

City of Marshfield  
630 South Central Avenue  
6th Floor, Suite 602  
Marshfield, WI 54449-0727

Ph: 715-486-2077 Fax: 715-384-7631

Email: Sam.Schroeder@ci.marshfield.wi.us

**Conditional Use  
Permit Application**

Fee: \$250.00

Today's Date: December 11, 2015

**OFFICE USE ONLY**

Date Received:	Fee Receipt Number:	Zoning District:	Parcel #:
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**SITE INFORMATION**

Site Address: 1307 N. St. Joseph Avenue	Present Land Use: Row Crop
Legal Description: See attached legal description	

**APPLICANT INFORMATION**

Applicant Name: Marshfield Clinic	Phone #: 715-389-3123	Email Address: colburn.james@marshfieldclinic.org
Address, City, State, Zip: 1000 N. Oak Avenue, Marshfield, WI 54449		
The Applicant is the <input checked="" type="checkbox"/> Owner <input type="checkbox"/> Authorized Representative/Other (Describe):		

**OWNER INFORMATION (IF DIFFERENT THAN APPLICANT INFORMATION)**

Owner Name:	Owner Phone #:	Owner Email Address:
Owner Address, City, State, Zip:		

**DETAIL OF CONDITIONAL USE REQUEST**

Proposed Land Use: Same	Proposed # of Employees: Same	Proposed Hours of Operation: Same
<input type="checkbox"/> Residential or <input checked="" type="checkbox"/> Nonresidential	Number of Buildings: No Additional Buildings	Number of Units: N/A
		Density (units per acre): N/A
Narrative of Conditional Use Request	Marshfield Clinic is requesting the construction of a 355 parking stall parking lot south of McMillian Street.	
Future Plans/Modifications:	Time Needed to Finish Request:	

**CODE REQUIREMENT REFERENCES (ZONING CODE - CHAPTER 18)**

<input checked="" type="checkbox"/> Setback Requirements - Article II: Establishment of Zoning Districts
<input checked="" type="checkbox"/> Parking Requirements - Article III: Land Use Regulations
<input checked="" type="checkbox"/> Lighting, Storage, and Parking Standards - Article VII: Design and Performance Standards
<input checked="" type="checkbox"/> Landscape Requirements - Article VIII: Landscape Requirements

**DOCUMENTATION SUBMITTED**

<input checked="" type="checkbox"/> Site Plan	<input checked="" type="checkbox"/> Landscape Plan	<input type="checkbox"/> Lighting Plan	<input checked="" type="checkbox"/> Survey	<input type="checkbox"/> Photographs	<input type="checkbox"/> Other:
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Required documentation must be submitted to the Planning & Economic Development Department in order for the application to be placed on the Plan Commission meeting agenda. Although attendance by applicants at the Plan Commission meeting is optional, it is STRONGLY ADVISED that applicants make every effort to attend. Failure to attend can result in the denial or delay of an application due to incomplete information. Fees: the required fee of \$250 shall be submitted with this application, and shall not be refunded should this application be denied.

I hereby apply for a conditional use permit, and I acknowledge that the information above is complete and accurate; that the work will be in conformance with the ordinances and codes of the City of Marshfield and with Wisconsin Statutes and Building Codes; that the Plan Commission may recommend conditions not expressly stated, prior to the meeting, in documentation or by staff, or deny in part or in whole this request; that I understand this form is not in itself a conditional use permit but only an application for one and is valid only with procurement of applicable approvals. The Common Council shall be the final approval authority for the conditional use. In addition, as owner or authorized agent, my signature authorizes the City Staff or their representatives including members of the Plan Commission and Common Council to visit and inspect the property for which this application is being submitted.

Applicant Signature:

Date: 22 Dec 2015

**Conditional Use Permit Narrative**  
for  
**Marshfield Clinic Parking Lot Expansion**

**Project Description:**

The project consists of constructing a 355 parking stall parking lot approximately 1,100 feet east of the intersection of St. Joseph Avenue and McMillan Street. The driveway entrance will connect to McMillan Avenue at the location of an existing gravel driveway connection. This parking lot will be available to Marshfield Clinic staff, patrons, and temporarily for construction workers during the duration of construction of the new Marshfield Clinic Hospital facility. A shuttle service will be provided to riders utilizing this parking lot. Two shelters will be provided to parkers for protection from the elements while waiting for the shuttle. One shelter is being proposed within the setback along McMillan, and will require a variance to do so. However, the proximity of this shelter to the handicap stalls, and the shuttle routing through the parking lot, this location appears to make the most sense programmatically, and functionally. Additionally, this will be a clear glass structure, so it will create very little obstruction visually.

**Lighting:**

Parking lot lighting will consist of LED pole mounted cutoff lighting fixtures mounted at a height of 25 feet to meet the requirements of Section 18-104 of The City of Marshfield Municipal Code. The fixture quantity and layout will be designed to meet the Section 18-104 requirement of no more than 2.4 footcandles on average in the parking lot with no spot in the lot with a light level lower than 0.2 footcandles..

**Site Improvements:**

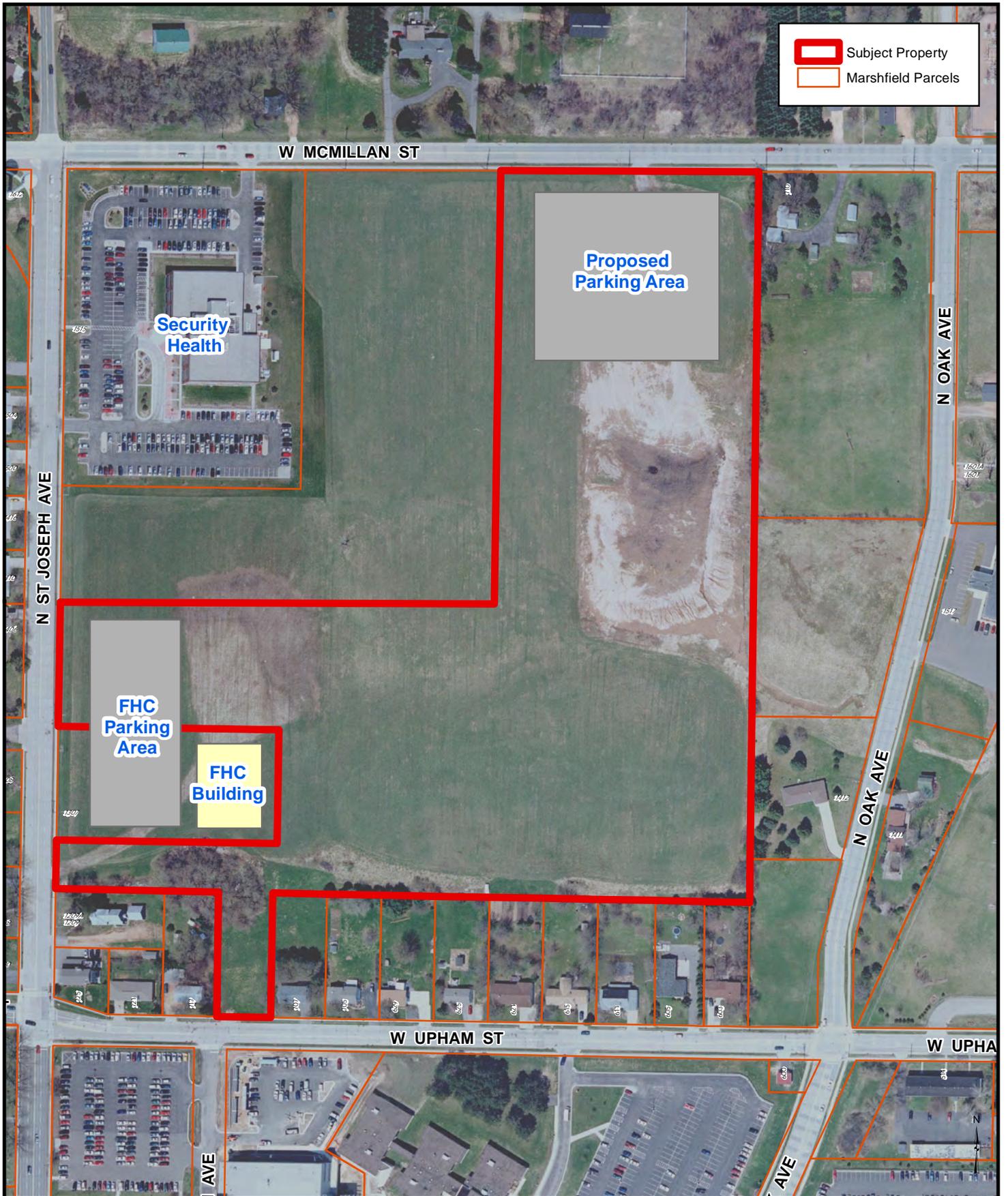
Asphalt paved surfaces are anticipated to include a standard 3" pavement thickness. Because of the high probability of clay soil, the pavement section will also include a combination of a dense gravel base, breaker run (3" minus crushed stone), and a geotextile fabric soil separator to prevent the fines associated with clay from migrating into the gravel base soils, and causing settlement. It is also recommended that subsurface drainage be installed at low points in the parking lot subgrade, to prevent saturation of the subsoils.

A site landscaping has been included and is believed to meet, or exceed, the City of Marshfield code requirements.

**Site Stormwater Management:**

State and Local Code requires that stormwater runoff from the redeveloped site be treated for Total Suspended Solids removal (Total Suspended Solids (TSS) are the particles from the parking surfaces that transport pollutants when conveyed by stormwater runoff, and cause damage to downstream waterways), and control the rate at which stormwater runoff is discharged from the project site by implementing measures for stormwater management. Rate control is providing stormwater detention to control the rate at which runoff is discharged from the project site, with the goal of matching, or reducing, the runoff rate, in comparison to existing conditions. Currently, a wet detention pond is proposed at the northeast corner of the project site, which will serve as a stormwater management facility.

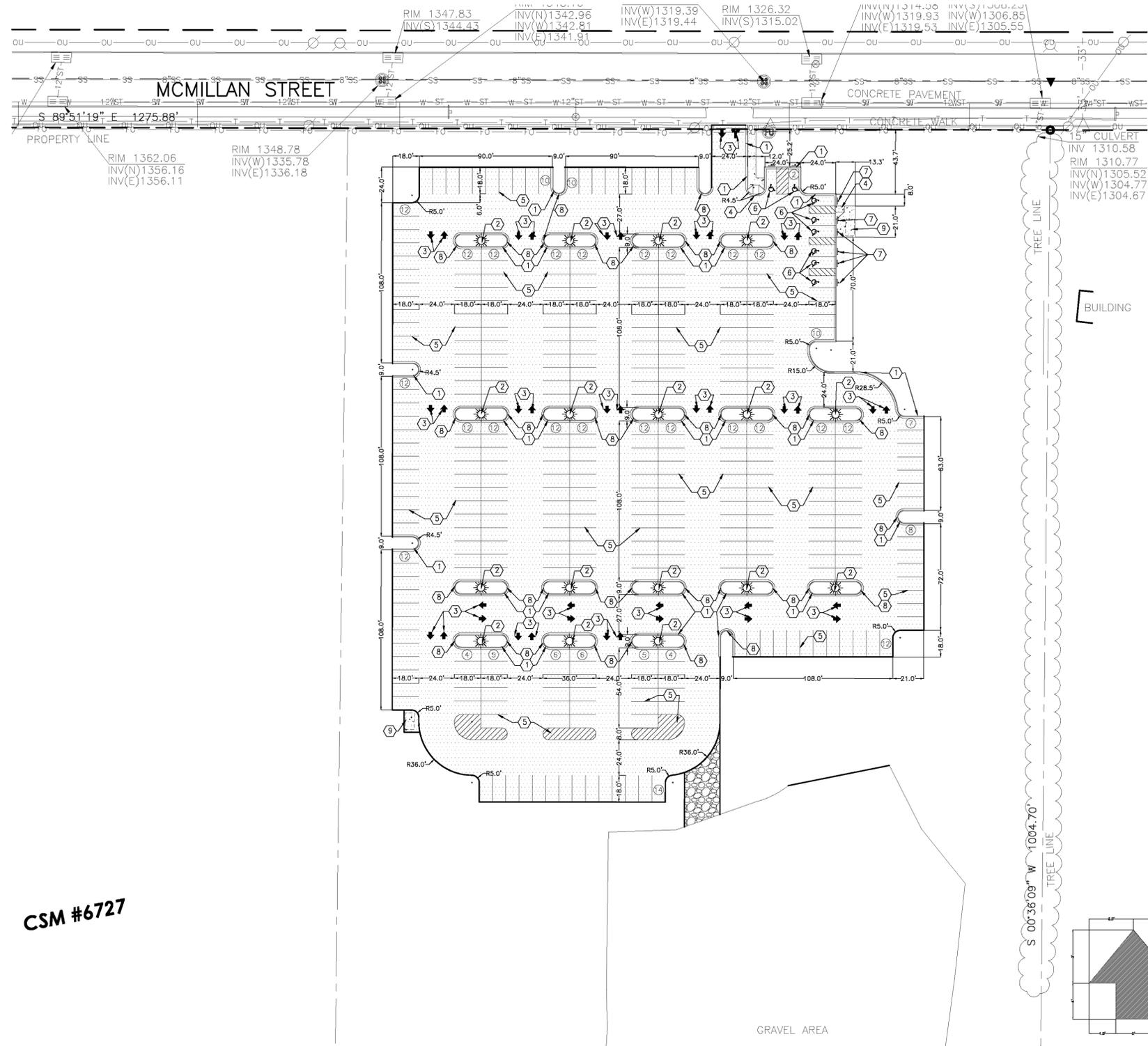
 Subject Property  
 Marshfield Parcels



**CUP: Marshfield Clinic - Off-Site Parking - W McMullan St**  
 City of Marshfield - Plan Commission  
 Meeting Date: January 19, 2016

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Map Not To Scale  
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**GENERAL NOTES:**

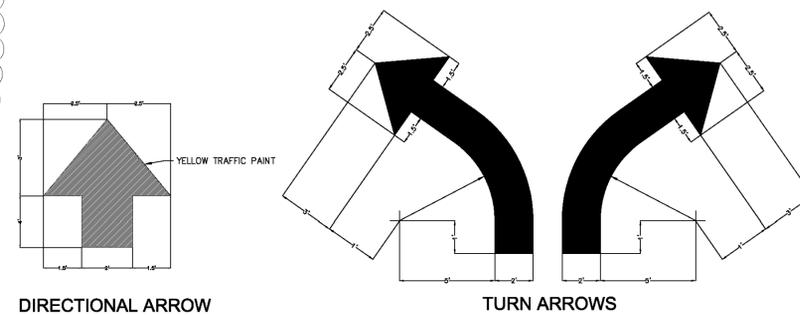
- CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
- GRADE, LINE, AND LEVEL TO BE REVIEWED IN THE FIELD BY THE CONSTRUCTION MANAGER.
- ALL REQUIRED EROSION CONTROL MEASURES ARE TO BE INSTALLED IN ACCORDANCE WITH LOCAL MUNICIPAL AND DEPARTMENT OF NATURAL RESOURCES REGULATIONS.
- ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN ACCORDANCE WITH THE DEPARTMENT OF NATURAL RESOURCES AND LOCAL AUTHORITIES.
- SEE SHEET C3.0 FOR ALL REQUIRED EROSION CONTROL ELEMENTS.
- ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED AND OR ADJUSTED SHALL BE THE RESPONSIBILITY OF THE SITE GRADING CONTRACTOR AND INCLUDED IN THE BASE BID CONTRACT.
- VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
- ALL BIDDERS PLANNING ON SUBMITTING A BID SHALL VISIT THE SITE AND REVIEW THE EXISTING CONDITIONS PRIOR TO THE BID DATE.
- PRIOR TO THE START OF WORK VERIFY WITH THE LOCAL AUTHORITIES THAT ALL REQUIRED PERMITS HAVE BEEN ACQUIRED.
- COORDINATE CONSTRUCTION IN THE RIGHT OF WAY WITH THE LOCAL AUTHORITIES.
- PROVIDE PROPER BARRICADES, SIGNS AND TRAFFIC CONTROL TO MAINTAIN THRU TRAFFIC ALONG ADJACENT STREETS IN ACCORDANCE WITH LOCAL MUNICIPAL REQUIREMENTS.
- ALL GENERAL LANDSCAPE AREAS SHALL BE SEEDED/FERTILIZED/ CRIMP HAY MULCHED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.

**KEYNOTES:**

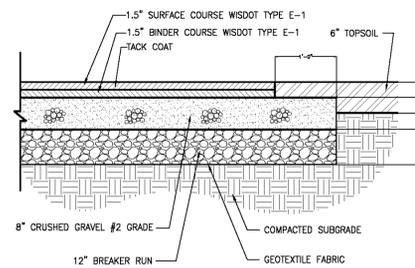
- ① 18" CONCRETE CURB & GUTTER — (3) C1.0
- ② LIGHT POLE (SEE ELECTRICAL PLANS)
- ③ DIRECTIONAL ARROW — (4) C1.0
- ④ HANDICAP ACCESSIBLE CURB RAMP — (1) C5.0
- ⑤ PARKING LOT STRIPING — (4) C1.0
- ⑥ HANDICAP PARKING STALL — (4) C1.0
- ⑦ HANDICAP PARKING SIGN — (2) C5.0
- ⑧ 4.5" RADIUS typ.
- ⑨ ENCLOSED SHELTER

**PAVEMENT HATCH PATTERNS:**

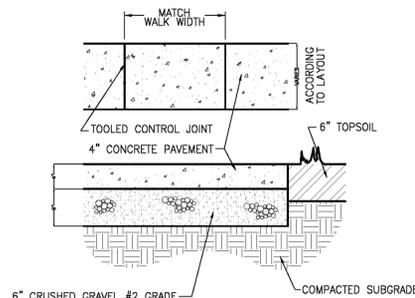
- PROPOSED ASPHALTIC CONCRETE PAVEMENT W/BASE COURSE (PARKING LOT WILL BE LEFT AS A GRAVEL SURFACE TILL THE 2016 CONSTRUCTION SEASON) — (1) C1.0
- PROPOSED CONCRETE PAVEMENT W/BASE COURSE — (2) C1.0
- PROPOSED 12" THICK GRAVEL DRIVE



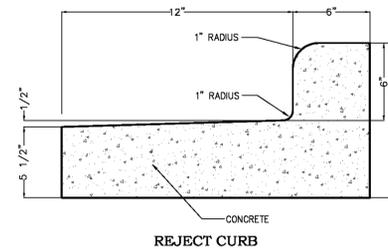
**CSM #6727**



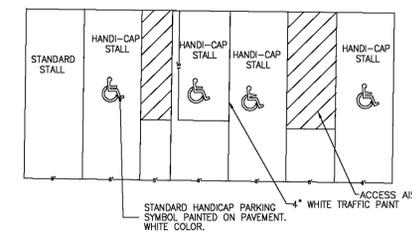
1. **3" ASPHALT PAVEMENT**



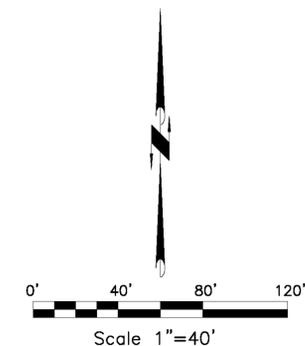
2. **4" CONCRETE**



3. **18" CONCRETE CURB & GUTTER**



4. **PARKING LOT STRIPING**



REVISORS	
CHECKED: JL	DATE: 06/31/15
DRAWN: MK	PROJECT NO. 15.130

**LAYOUT PLAN**

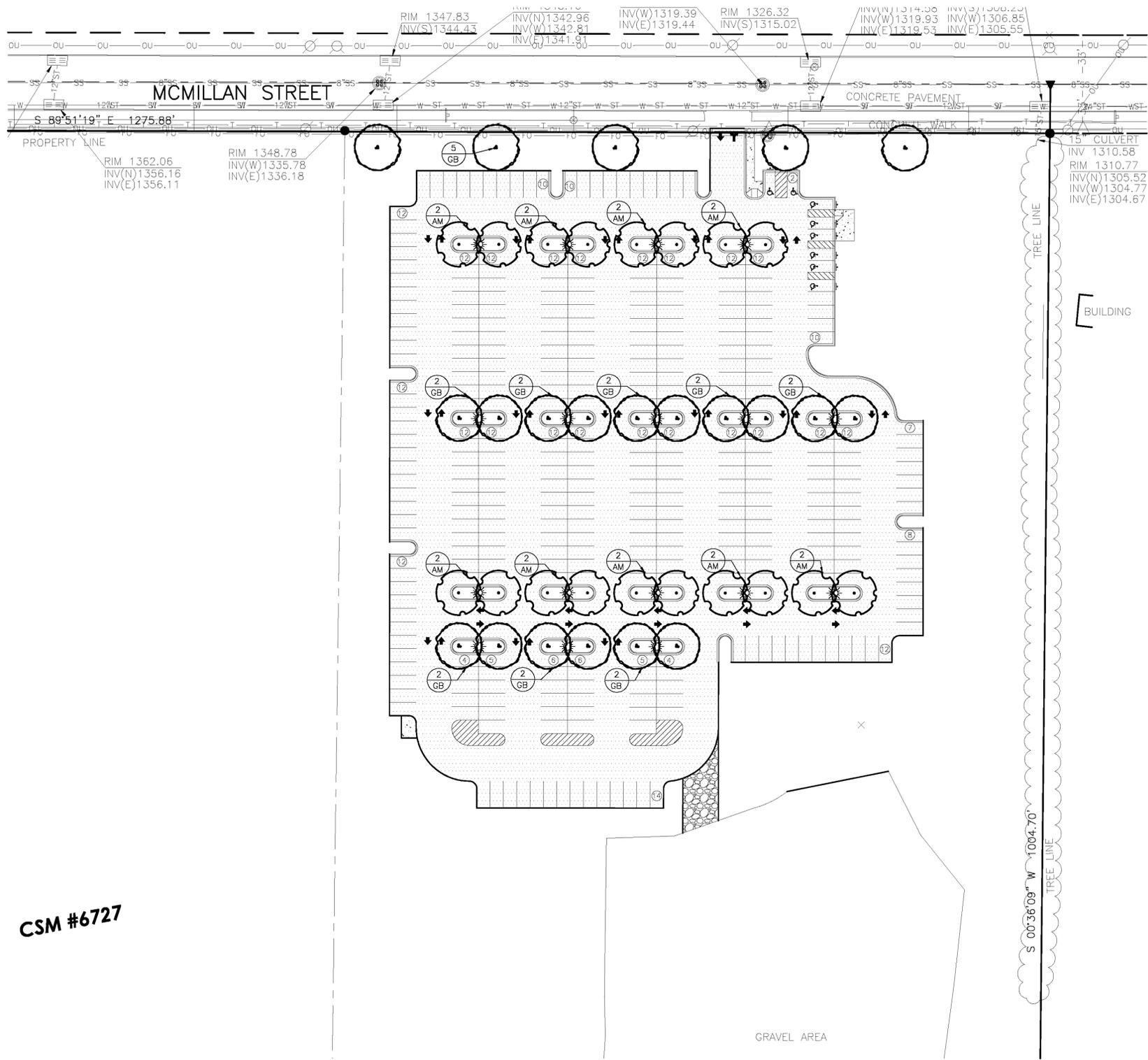
**MARSHFIELD DENTAL CLINIC  
 PARKING LOT EXPANSION  
 CITY OF MARSHFIELD  
 WOOD COUNTY, WISCONSIN**

Land Surveying  
 Engineering  
 Landscape Architecture  
 5709 Windy Drive, Suite D  
 Stevens Point, WI 54482  
 715.344.9999 (Ph) 715.344.9922 (Fax)



**C1.0**

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CSM #6727

**GENERAL NOTES:**

1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
2. 6" OF TOPSOIL SHALL BE PROVIDED IN ALL GENERAL LANDSCAPE AREAS. LANDSCAPE CONTRACTOR SHALL VERIFY THAT SPECIFIED PLANTING SOIL DEPTH IS PRESENT PRIOR TO PLANTING.
3. SEED/FERTILIZE/CRIMP HAY MULCH ALL GENERAL LANDSCAPE AREAS DISTURBED DURING CONSTRUCTION.
4. ALL PLANT MATERIALS LISTED SHALL MEET THE STANDARDS OF THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION FOR THE SIZES GIVEN.
5. 3" OF SHREDDED BARK MULCH SHALL BE PLACED IN ALL LANDSCAPE PLANTING BEDS. COLOR TO BE SELECTED BY OWNER.
6. ALL TREES SHALL BE STAKED WITH A MINIMUM OF THREE STAKES.
7. ALL TREES IN THE TURF AREA SHALL HAVE A 3' DIAMETER CIRCLE OF 4" DEPTH SHREDDED HARDWOOD BARK MULCH.
8. FILTER FABRIC SHALL BE PLACED BENEATH ALL BARK MULCH.
9. COORDINATE ALL LANDSCAPE WORK WITH GAS, ELECTRIC, (INCLUDING MAIN SERVICE, SITE LIGHTING, CONDUITS AND SIGNAGE) CABLE AND TELEPHONE CONSTRUCTION AND RESPECTIVE TRADES FOR THE INSTALLATION OF SAID UTILITIES.

**PLANTING SCHEDULE:**

TREES SYMBOLS	BOTANICAL NAME	COMMON NAME	INSTALLATION SIZE	SIZE AT MATURITY	QUANTITY
AM	ACER MIYABEI 'MORTON'	STATE STREET MAPLE	2" CAL.	40'TX40'W	18
GB	GINKGO BILOBA 'AUTUMN GOLD'	AUTUMN GOLD GINKGO	2" CAL.	40'TX30'W	21

**LANDSCAPE REQUIREMENTS:**

ZONING DISTRICT REQUIREMENTS  
 USED: COMMUNITY MIXED USE, CMU

**STREET FRONTAGE:**  
 476'/100' = 4.76  
 4.76 X 40 PTS = 191 PTS REQUIRED  
 200 PTS PROPOSED

**PAVED AREA:**  
 \*BY PARKING STALLS-- 355 STALLS/20 STALLS=  
 17.75 X 60= 1065 PTS  
 1360 PTS PROPOSED

(126,798 S.F. PAVED AREA/10,000 S.F. = 12.7  
 12.7 X 60 PTS = 762 PTS REQUIRED)

REVISIONS
02/01/15 RELOCATED ENCLOSED AREAS
CHECKED: JL
DRAWN: MK
DATE: 06/31/15
PROJECT NO. 15.130

**LANDSCAPE PLAN**

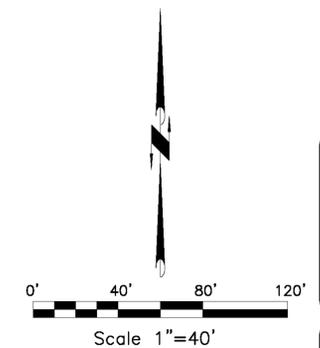
**MARSHFIELD DENTAL CLINIC  
 PARKING LOT EXPANSION  
 CITY OF MARSHFIELD  
 WOOD COUNTY, WISCONSIN**

Land Surveying  
 Engineering  
 Landscape Architecture  
 5709 Windy Drive, Suite D  
 Stevens Point, WI 54482  
 715.344.9999 (Ph) 715.344.9922 (Fax)



**C6.0**

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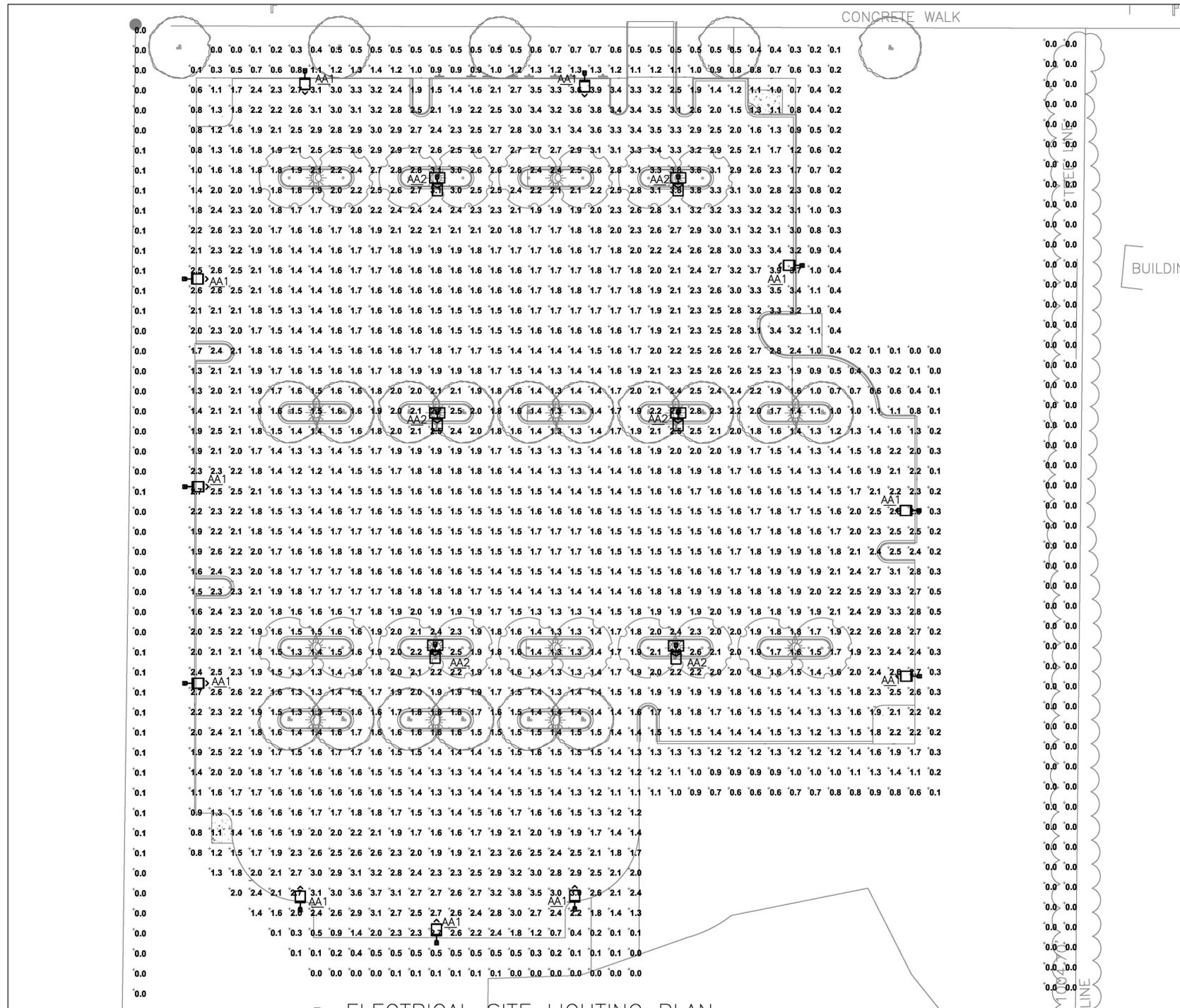


**SITE LIGHTING FIXTURE SCHEDULE**

FIXTURE DESCRIPTION										POLE DESCRIPTION						BASE DESCRIPTION									
LETTER	TYPE	MOUNTING	LAMPS/LIGHT ENGINE	BALLAST/DRIVER	VOLTAGE	MAX VA	CONTROL MEDIA (LENS/LOUVER)	MANUFACTURER SERIES NUMBERS	DESCRIPTION	POLE LENGTH	POLE SHAPE	POLE MATERIAL	POLE COLOR/FINISH	FIXTURE MOUNT	SUPPORTS CCTV CAMERA	SUPPORTS FLAG OR BANNER	INTEGRAL DUPLEX RECEPTACLE	VIBRATION DAMPERS	FOUNDATION	BASE HEIGHT ABOVE GRADE	BASE HEIGHT BELOW GRADE	BASE DIAMETER	VERTICAL BARS	TIES	NOTES
AA1	LED AREA LIGHT	POLE	5 LIGHT SQUARES	STANDARD	277	277	NONE	EATON GLEON SERIES	TYPE V DISTRIBUTION, 4000K LED	25	SQUARE	ALUM.	BY ARCH	7" ARM	X	X	X	X	X	36"	8 FEET	24"	X	X	X
AA2	X	X	5 LIGHT SQUARES	STANDARD	277	277	HOUSE SIDE SHIELD	EATON GLEON SERIES	TYPE IV DIST. WITH HOUSE SIDE SHIELD, 4000K LED	25	SQUARE	ALUM.	BY ARCH	7" ARM	X	X	X	X	X	36"	8 FEET	24"	X	X	X

GENERAL NOTES:  
 A. SEE SPECIFICATIONS FOR ADDITIONAL LIGHT FIXTURE REQUIREMENTS.  
 B. MINIMUM LUMENS LISTED FOR SOLID STATE LIGHT FIXTURES ARE DELIVERED LUMENS BASED ON PHOTOMETRIC TESTING COMPLETED IN ACCORDANCE WITH IES LM-79 STANDARDS.

ELECTRICAL NOTES:  
 1.



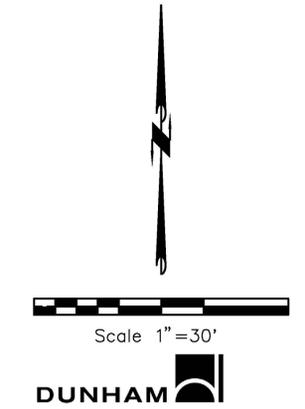
1 ELECTRICAL SITE LIGHTING PLAN  
 1" = 30'-0"

REVISIONS	
CHECKED:	JAT
DRAWN:	JAT
DATE:	09/01/15
PROJECT NO.:	15.130

**SITE LIGHTING PHOTOMETRICS**

**MARSHFIELD DENTAL CLINIC  
 PARKING LOT EXPANSION  
 CITY OF MARSHFIELD  
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