



Traffic Engineering Division

David C. Dryer, City Traffic Engineer

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TO: Plan Commission

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

SUBJECT: **1135 Erin Street – Rezoning – PUD (GDP - SIP) – Build New 3-Unit, 13-Unit and Existing Total of 41 Units in Six (6) Housing Development**

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

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

1. None

GENERAL OR STANDARD REVIEW COMMENTS

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

2. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
3. The applicant shall modify the 719 S. Orchards St. existing driveway approach that no part of the driveway approaches shall extend in front of the property belonging to a person other than the permittee unless both property owners sign a joint application for a permit or driveway radii waiver letter prior to submittal of plans for approval.
4. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan. The applicant shall remove the abandoned existing curb cut at 1139 Erin St. according to M.G.O.

5. The applicant shall modify the existing curb cut to match the Handicap parking space. The driveway approach shall be 10 ft. in width with 2 – 5 ft. flares.
6. The applicant shall modify the driveway approach to parking spaces 11, 12, 13 & 14 to accommodate the proposed parking space. The driveway approach shall be widening to 18 to 20 ft. with 2 – 5 ft flares.
7. The applicant shall dimension the distance between driveway approaches showing that no two driveway approaches shall be at least ten (10) ft. apart and in no case less than the sum of the approach flare.
8. A "Stop" sign shall be installed at a height of seven (7) feet at the underground driveway approach. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
9. The intersection shall be so designed so as not to violate the City's sight-triangle preservations requirement which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
10. Per ordinance, the small car stalls shall not exceed 25% of the total number of Medium and Large Vehicles and Small Vehicles stalls for the facility. The site plan shall show small car parking spaces identified and properly controlled with a sign "Small Cars Only" per each space, when plans are submitted for approval.
11. The Applicant shall modify the parking spaces as follows:
 - The applicant shall note types of parking surfaces as bituminous, or Portland Cement concrete in accordance with City of Madison standards and specifications. All off-street facilities shall be paved in accordance to City of Madison General Ordinance Section 10.08(6)(a) 10.
 - Parking spaces 1, 2, 5, 15 & 16 shall be 9 ft. and a min. of 20 ft. in length behind the property line.
 - The Applicant shall modify the parking spaces 3, 4, 9, 10, 11 12, 13 & 14 width, length and backing up, according to special provisions for stacked-parking. The stacked parking shall contain a rectangular area of a minimum width of eight (8) feet-six (6) inches and a minimum width of twenty (20) feet, (If two (2) feet of overhang are used for a vehicle, it shall be shown on the plan). The stacked parking spaces shall backing onto the right-of-way shall not exceed four (4) vehicles per proposed driveway. The Applicant shall provide a letter of understanding stating that stacked-parking how the vehicles shall be moved to allow a blocked vehicle access at all times. A contact person & telephone number shall be provided to handle any complaints or problems with the use of stacked-parking operation on the site.
 - 717 S. Orchard St. location shall detail the ramp and garage door locations. The applicant shall submit a detail plan sheets with the ramp down to the underground parking and its percent of slope is questionable and shall be designed to accommodate low-clearance vehicles for a transition. The ramp breakover angle

(limited by vehicle wheel-base and ground clearance) and angles of approach (affected by front overhang of vehicles) and departure (affected by rear overhang) are critical vehicle clearance points. Standards established by the Society of Automotive Engineers limit the ramp breakover angle to no less than 10 degrees; angle of departure, no less than 10 degrees; and angle of approach, no less than 15 degrees. The applicant shall provide a profile of the ramp showing the slopes critical clearance, when plans are submitted for approval. The applicant should explore ramp slopes (grades) less than 10 % that can be blended satisfactorily with an 8-foot transition length. In addition, the applicant shall note the garage door is a minimum of 20 ft. behind the property line.

12. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
13. The applicant shall remove parking spaces on-street or note that **“Site approval does not include any improvements in the right-of-way including parking.”**
14. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items:

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