



Traffic Engineering and Parking Divisions

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TO: Plan Commission

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

SUBJECT: **1301 University Avenue – Rezoning – PUD (GDP) to PUD (SIP) –The Wisconsin Institutes for Discovery**

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. Business / Coordinating Meeting on Conditions of Approval Recommended.** Staff recommend a business meeting with the applicant and TE staff as soon as practicable to expedite final sign-off on conditions of approval from the Plan Commission and Common Council.
- 2. City Review and Approval Required for Applicant's Proposed Special Treatments / Changes to Public Right of Way.** The applicant has proposed changing and using parts of the public rights of way for special treatments, specifically changes to University Avenue, N. Orchard Street, Campus Drive, and N. Randall Avenue. The final design and/or improvements to these streets, rights of way shall be reviewed and approved by the City Engineer and City Traffic Engineer. The applicant shall need to obtain separate approval by the Board of Public Works and Common Council for the restoration, special use, and/or reconstruction of the public right-of-way including any changes requested by the developer. The applicant shall note on the site plan, "All work proposed in the right-of-way is not being approved as part of the PUD (GDP/SIP). All work in the right-of-way is approved separately by the Board of Public Works, City of Madison."
- 3. Subdivision Contract for Public Infrastructure Required.** The applicant shall enter into a subdivision contract or developer's agreement for the special uses and treatments proposed and the reconstruction of the streets and sidewalk adjacent to the development. The reconstruction of the streets and sidewalk shall be subject to the plans and specifications of the City Traffic Engineer and City Engineer. Unless otherwise modified by an alternative financing plan or exception noted, the applicant is expected to finance 100% of the streets / rights of way reconstruction and traffic signal costs for the changes proposed in the GDP/SIP for City streets/rights of way. Among other things, the applicant shall be required to construct the following:

- a)** Contra-flow bike lane and sidewalk and terrace treatment on University Ave shall be maintained as existing unless an acceptable alternative is provided. This includes maintaining a 4-6 ft wide concrete, contra-flow divisional island; 8 ft wide bike lane; 3-4 ft wide terrace buffer for snow storage, signage and street lights; 4-6 ft wide planter / pedestrian barrier fence treatment; 8-10 ft wide free and clear concrete sidewalk / pedestrian corridor; and 1-2 ft setback from building face/property line/special features.
- b)** As discussed previously with the applicant, dedication of right of way on Randall Ave shall be 17 ft.
- c)** Randall Ave shall be reconstructed to add marked bike lanes in the street and new sidewalk and terrace, specifically a 4-8 ft wide terrace buffer for street trees, snow storage, signage and street lights; and a minimum 8-10 ft wide free and clear concrete sidewalk / pedestrian corridor and 1-2 ft setback from building face/property line/special features. (A 6 ft wide terrace and 9 ft wide free and clear sidewalk may be acceptable.)
- d)** Campus Drive shall be reconstructed with a new sidewalk and terrace specifically a 4-8 ft wide terrace buffer for street trees, snow storage, signage and street lights; and a minimum 8-10 ft wide free and clear concrete sidewalk / pedestrian corridor and 1-2 ft setback from building face/property line/special features.
- e)** Orchard Street may be reconstructed as proposed except that it shall be reconstructed with a new sidewalk and terrace specifically a 4-8 ft wide terrace buffer for street trees, snow storage, signage and street lights; and a minimum 8-10 ft wide free and clear concrete sidewalk / pedestrian corridor and 1-2 ft setback from building face/property line/special features.
- f)** The Orchard Street intersections with University Ave and Campus Drive shall be City standard driveway Type III entrances according to ordinance.
- g)** The south side of the Randall Ave intersection with University Ave, and the south side of the Orchard St intersection with University Ave shall be reconstructed to include new appurtenances for peds and bikes including a blue bike lane treatment of the contra-flow bike lane conflict zone across Randall Ave.
- h)** Lighting. City street lighting, traffic signal interconnections, conduit and fiber optic is required to be maintained on the streets and terraces surrounding the development and are not available to be relocated as proposed by the applicant. Only City street light facilities shall be located in the City right of way on University Avenue, Randall Avenue and Campus Drive/W. Johnson Street. Private, non-City lighting (conduit, etc.) may be allowed on private property along these rights of way after coordination with the City Traffic Engineer. City street light facilities, conduit, fiber optic and signal interconnect facilities shall be maintained in the City right of way on University Avenue, Randall Avenue and Campus Drive/W. Johnson Street.

Non-City, private lighting is permissible on N. Orchard Street at the owner's expense of installation and operation and maintenance.

j) Traffic Signals. The applicant has requested traffic signals at N. Orchard and University Ave and N. Orchard and Campus Drive. A City Council resolution is required to approve any traffic signals. As a result the applicant will need to file a request to the City Council and Pedestrian Bicycle Motor Vehicle Commission for their review and approval. If and when signals are approved by the City, the University shall be responsible for 100% of the costs of installation according to the City's plans and specifications and responsible for executing an agreement with the City for 100% of the traffic signal operation and maintenance costs of the traffic signals installed for the benefit of the University at the intersections of University Avenue and N. Orchard and Campus Drive/W. Johnson Street and N. Orchard Street (similar to existing agreement for the traffic signals at Highland Avenue and Observatory Drive).

j) If traffic signals are approved for the intersections of Orchard St and University Ave and Orchard St and Campus Drive, then these intersections shall be reconstructed to provide a special, mid-block intersection re-marking treatment of double crosswalks 60 feet apart for intersection recognition (similar to treatment of East Campus Mall at Johnson St).

k) Public Parking Proposed to be Removed by Applicant. The applicant's proposal for special treatment of N. Orchard St. requires the removal of the existing thirteen (13) metered public parking stalls, one loading zone and one taxi stand . A City Council ordinance change is required to remove these public parking facilities, As a result the applicant will need to file a request to the City Council and Transit and Parking Commission for their review and approval. The City Council will need to determine how to resolve this loss in public parking and whether to require the University compensate the City for this loss or provide replacement parking nearby in a manner acceptable to the City Parking Utility. The present value of these metered stalls could be as much as \$33,921 per stall, with a total present value for this block of \$440,973. One alternative to replacing at least some of these high demand stalls may be to widen the 1300 block of W. Dayton St which would allow for several new on-street stalls. Another alternative may be to coordinate with the Union South reconstruction the addition of parking on Orchard Street between Dayton St and W. Johnson St.

l) Deposits Required. The applicant shall post a deposit or letter of credit and reimburse the City for all costs associated with any modifications to the transportation facilities, traffic signals, street lighting, signing and pavement marking, and conduit and hand holes, including labor, engineering and materials for both temporary and permanent installations. This will include the costs for installation, operation, and maintenance of any new traffic signals.

4. Maintenance Agreement Required for Applicant's Proposed Uses, Special Treatments. As the applicant has proposed using parts of the public rights of way for special treatments, the applicant shall need to execute a maintenance agreement for those such specially treated portions of the public right of way adjacent to the subject SIP bounded by University Avenue, N. Orchard Street, Campus Drive, and N. Randall Avenue. Among other items, the maintenance agreement shall include the following:

a) Initial Construction of Improvements within the Maintenance Area: Initial

construction of certain improvements within the Maintenance Area are not covered by the Maintenance Agreement and are covered by a separate agreement or City contract and are to be completed in accordance with plans and specifications for reviewed and approved by the City Engineer and City Traffic, and ultimately the City's Board of Public Works and Common Council.

- b)** Maintenance of Improvements in the Maintenance Area: Upon completion of the initial construction of improvements within the Maintenance Area, the Property Owner agrees to complete the following maintenance as needed, or as may be reasonably required by the City, within the Maintenance Area such things as 1) Snow and ice removal; 2) Non-City Street and Pedestrian Lighting Maintenance; 3) Non-City Street and Pedestrian Lighting Electric Utility Bills; 4) Bicycle Racks and Moped Corrals; 5) Repair and replacement of sidewalks and other pavements or paving materials.
- c)** Public Pedestrian and Bicycle Access. The public shall be allowed continuous pedestrian and bicycle access through the maintenance area unless maintenance required by the University or the City requires the maintenance area to be closed. Any closure of the contra-flow bike lane and/or sidewalk along University Avenue needs to be approved by the City Traffic Engineer. Any work or closing of the contra-flow bike lane and/or sidewalk along University Avenue that lasts longer than two days shall have a signed detour, approved by the City Traffic Engineer, in place before such closure occurs.
- d)** Revisions by the Property Owner: The Property Owner may request the City allow changes to improvements within the Maintenance Area following completion of the initial construction and shall be permitted to make such changes if the changes are approved in writing by the City Engineer and City Traffic Engineer. The Property owner shall obtain all necessary permits and approvals prior to constructing or reconstructing any improvement within the Maintenance Area.
- e)** Revisions by the City The City has the right to construct or reconstruct any improvement in the Maintenance Area and to construct in such a way that differs from the initial construction. In such event, the City has the right to levy special assessments on the Property for any improvement inside the Maintenance Area to the extent not covered (and paid for by the Property Owner) under this Agreement and all improvements maintained by the City in accordance with City Policy and State Statutes.
- f)** Public Safety: The City shall have the right to require the Property Owner to promptly construct, reconstruct, or remove any improvements in the Maintenance Area that are or become a safety problem, as reasonably determined by the City Engineer, when ordered in writing by the City Engineer to do so. Following receipt of the City Engineer's written order, the Property Owner shall effect the construction, reconstruction, or removal at the Property Owner's expense even if the change results in modification of an improvement previously approved by the City.

- 4. Construction Staging and Traffic Control Plan.** The applicant shall submit an updated construction staging and traffic control plan prior to approval of the SIP. A condition of these plans is that the development construction cannot impact the University Ave sidewalk and contra flow bike lane, as well as pedestrian access and mobility. The site has limited areas on and off site for construction-related use. In addition, there shall be no

or very limited impact to Johnson St. On-site security/police to secure the operations and proper use by pedestrians, bicycles, and motor vehicles may be required at the developer's cost.

- 5. Madison Radio / Communications Systems.** City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be review by Traffic Engineer to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds four stories prior to sign-off to be reviewed and approved by Keith Lippert, (266-4767) Traffic Engineering Shop, 1120 Sayle Street. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

6. The final locations, type of bike rack and number of bicycle parking shall be reviewed and approved by the Traffic Engineer prior to submitting for approval.
7. The site and GDP shall clearly denote a minimum of ten (10) feet wide direct and unobstructed public pedestrian sidewalk (concrete) on Orchard Street, Campus Drive, Johnson St. and University Ave. The applicant shall modify the sidewalk scoring to 5 ft pad on center with the 10 ft public pedestrian sidewalk clear /unobstructed from tree grades, tables, planters, bike racks, steps, etc.
8. The applicant shall provide a barrier fence or planter for Outdoor Seating area along the 10 ft sidewalk the length of the service area separating the public sidewalk from the tables and seating to prevent encroachment onto the sidewalk. All information shall be shown or noted on the plan.
9. The applicant shall remove the proposed new University Avenue driveway crossing the bike lane and median opening from all plans. The applicant shall note on the site plans, "No vehicle access granted to University Ave. except by a public street. "

GENERAL OR STANDARD REVIEW COMMENTS

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

10. 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'.
11. 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.

12. 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.

13. The applicant shall design the surface parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall. The applicant will need to show the dimensions for proposed degree parking stalls' items A, B, C, E, F, H and degree angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. This is a State of Wisconsin project, the applicant could note on the plan sheet or submit a letter to Traffic Engineering, City Of Madison "The parking stalls design is according to State of Wisconsin parking design standards and approved by the State of Wisconsin."

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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