



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: **22 East Dayton Street– Demolish / Rezoning – Demolish / PUD (GDP-SIP)**

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. **The applicant shall submit one contiguous site plan showing the impacts on all adjacent sites for the C.S.M., ingress, egress, driveways, approaches, parking spaces, and easements to be approved according to M.G.O.**
2. **The parking facility shall be modified to provide for adequate internal circulation for vehicles on C.S.M. Lot 2. This can be accommodated by eliminating a parking stall at the dead ends. The eliminated stall shall be modified to provide a turn around area ten (10) to twelve (12) feet in width and signed “No Parking Anytime.” In addition, the applicant shall provide for truck service be shown to turn around to ingress/egress in a forward movement of E. Johnson Street.**
3. **The applicant should show the dimensions for 18 to 24 E. Dayton St., 202 to 206 N. Pinckney St. and 203 Wisconsin Ave. impacted sites proposed and existing parking stalls’ items A, B, C, D, 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.**
4. **The applicant is proposing a temporary parking lot on C.S.M. lot 2. The Plan Commission Approval of the temporary parking lot on Lot 2 should be accordance to M.G.O.**
5. **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.

GENERAL OR STANDARD REVIEW COMMENTS

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

6. 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, 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'.
7. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway, ingress/egress, and parking easements.
8. The applicant shall prevent encroachment onto adjacent land areas and sidewalk by barriers of some type, which shall be noted on the face of the revised plans.
9. "Stop" and "No Left Turns" signs shall be installed at a height of seven (7) feet to the bottom of the first sign at all approaches to E. Dayton Street & East Johnson Street and a "Stop" sign shall be installed at a height of seven (7) feet at N. Pinckney Street driveway approach to Lot 2. 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.
10. The applicant shall design the underground parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall for the commercial/retail area. The "One Size Fits All" stall maybe used for the underground parking area only, which is a stall S = 8'-9" in width by L = 17'-0" in length with a E = 23'-0" backup. The applicant shall modify and dimensions for proposed parking stalls' items S = 17 ft., B = 8.75 ft., C = 17 ft., D = 17 ft., E = 23 ft., and F = 20 ft., and for ninety-degree angle parking width and backing up. Stair cases, Elevators shafts, Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.
11. 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.
12. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.

13. The applicant shall modify the plan so 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.
14. The applicant should provide for adequate pedestrian pathways/linkage from the public sidewalk on E. Dayton Street to all proposed future building entrances.
15. 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.
16. The developer shall work with the City to resolve construction-related issues prior to submitting final plans for approval. The site has limited areas on and off site for construction-related use. There shall no or very limited impact to Johnson St. There may be a daily fee for any on-street parking or loading zone removal due to this project. The fee is based on the hourly meter rate times (X) nine (9) hours per day. Staff cannot commit to anything until it can perform a detailed review with the applicant.
17. 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:

Contact Person: John Sutton
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Email: suttonarch@sbcglobal.net

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