



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: **2711 West Beltline Highway – Demolish – Demolish of Commercial Building & Build Commercial Building for Infill Development**

The applicant shall be responsible for securing all proper permits and approvals from any municipality or government unit having jurisdiction with the project. In particular, the applicant shall contact Lisa Stern, Wisconsin Department of Transportation (608-246-3816), with site plans sets for review and approval. The applicant shall return a set of site plans or letter with WDOT-approved copies to the City of Madison Traffic Engineering Division.

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. When the applicant submits final plans for approval, for 2709, 2711, & 2805 West Beltline Highway. The applicant will need to show the impact of the improvements on all sites will remain in compliance with M.G.O. and adjacent properties operation remains as approved.
2. The applicant shall be responsible for securing all proper permits and approvals from any municipality or government unit having jurisdiction with the project. In particular, the applicant would have needed to contact Lisa Stern, Wisconsin Department of Transportation (608-246-3816), with site plans sets for review and approval. *City of Madison Traffic Engineering Division Staff has contacted the Wisconsin Dept. of Transportation (WDOT) about the property line and all access to the West Beltline Highway Service as shown. WDOT and Traffic Engineering staffs have agreed to grant/grandfather in access in the "No Access" Restriction, driveway in the right-of-way and access as noted on the site plan. The applicant shall modify the most easterly driveway approach per WDOT request to 30 ft with 10 ft flares.*

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

3. None

GENERAL OR STANDARD REVIEW COMMENTS

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

4. When the applicant submits final plans for approval, the applicant shall show the following: 2709, 2711, & 2805 West Beltline Highway 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), existing driveway approaches, 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' according to M.G.O.
5. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
6. The ramp down to between adjacent properties, the applicant shall design the percent of sloped to accommodate low-clearance vehicles for a transition. The applicant shall provide a profile of the ramp showing the slopes critical clearance, when plans are submitted for approval.
7. A "Stop" sign shall be installed at a height of seven (7) feet at the W. Beltline Service Road and Todd Drive driveway approaches. 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.
8. 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 for 2709, 2711, & 2805 West Beltline Highway commercial/retail areas.
9. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
10. The applicant shall modify the driveway approaches according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4). The proposed maximum of 30 ft width for the driveway approach, and shall have two 5 to 10 ft flares. This change shall be revised on the plan.
11. The parking facility shall be modified to provide for adequate internal circulation for vehicles. 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."
12. 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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