



Traffic Engineering and Parking Divisions

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TO: Plan Commission

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

OSUBJECT: **301 North Hamilton Street – Rezoning / Demolition – R6 & C1 to PUD (GDP) - Unit Apartment Building**

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. **A condition of approval shall be that no residential parking permits will be issued for 301 North Hamilton Street, this would be consistent with other projects in the area. In addition, the applicant shall inform all tenants in the apartment leases. The applicant shall submit for 301 North Hamilton Street a copy of the lease noting the above condition in the lease when submitting plans for City approval.**
2. **This size of apartment facility along with the commercial development proposed shall be required to provide a loading and unloading area on site. The applicant shall show the dumpster areas and how a trash truck will be able to service the area by not backing the right-of-way, blocking the public sidewalk or roadway. In this case, no trucks shall use East Johnson Street to ingress or egress by backing onto or off site. In addition, no loading or unloading areas shall occur on East Johnson Street, primary Arterial. The applicant shall relocate the dumpster to accommodate this condition to North Hancock Street or Hamilton Street. The applicant shall remove all proposed loading zones as proposed as shown on the plan sheets. Site plan approval does not include proposed loading zones or parking on the public street.**
3. **The attached Traffic Signal/Street Light declaration of conditions and covenants shall be executed and returned with site plans.**
4. **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. or Gorham St.**

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

5. **The applicant shall modify the bike parking area to be on the site not in the City right-of-way. Any encroachment onto the public right-of-way will need to be approved by City of Madison Real Estate Division prior to plans being submitted for approval.**
6. **The applicant shall indicate the type of bicycle racks to be installed both inside and outside.**
7. **The applicant should provide an area for visitor outside and inside tenant moped parking spaces and access. Moped standard parking spaces recommend 4 ft in width and 6 ft in length with a 6 ft access aisle.**

GENERAL OR STANDARD REVIEW COMMENTS

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

8. 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, 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'.
9. The driveway from the public street to the underground parking lot shall be modified to provide for two-way operation at a minimum width of eighteen ft in width or that which is called for in greater in accordance to M.G.O. 10.08(6)(a) 4. The applicant shall dimensions for the driveway item "F" of 20 ft for vehicles to turning from the street to the underground parking. The applicant shall demonstrate vehicle ingressing and egressing to North Hamilton Street accommodating all turning right and left turning movements. The angle of approach of any driveway shall be not less than forty-five degrees to the public street. The proposed driveway is zero to the street and shall be modified to accommodate the M.G.O.
10. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
11. A "Stop" sign shall be installed at a height of seven (7) feet at the 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.
12. 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 shall be used for the residential parking area only, which is a stall 8'-9" in width by 17'-0" in length with a 23'-0" backup. Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.
13. The attached Traffic Signal/Street Light declaration of conditions and covenants shall be executed and returned with site plans. The development shall acknowledge on their

proportionate share of traffic signal assessments. The development shall further agree in writing to not oppose their proportionate share of the traffic signal assessments as part of the City's Special Assessment districts for traffic signals.

14. 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.

15. 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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