



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: **3802 Mineral Point Road – Conditional Use – Radio Tower**

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 modify the site plans for abandon driveway approaches and encroachment onto the public sidewalks on Glenway Street and Mineral Point Road. Madison General Ordinances require all driveway approaches and parking facilities shall comply with all design standards as set forth in the ordinances.
 - The applicant shall not parking or store vehicles blocking the approaches to the public street. The most easterly approach on Mineral Point Road and most northerly approach on Glenway Street are noted as abandon, as vehicles are blocking all or part of the approaches and shall be removed and replaced with curb and gutter.
 - The applicant shall modify or revised plans that the above ground Portable Racing Fuel Tanks shall not be in front of the driveway approach and according to Madison General Ordinance. Gasoline pumps or similar facilities shall be a minimum of 15 ft from the right-of-way line and no driveway shall be constructed to serve any such existing facility, which is less than 12 ft from the right of way line.
 - The applicant has paved to the top of 6 inch curb to prevent encroachment onto Glenway Street that vehicle could drive off the curb damaging vehicles and encroaching onto the public sidewalk. The applicant shall provide a barrier on Glenway Street and Mineral Point Road to prevent vehicles from encroachment onto the public sidewalk.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

2. The applicant shall show bicycle racks to be placed on site. In addition, applicant shall indicate the type of bicycle racks to be installed both inside and outside.

GENERAL OR STANDARD REVIEW COMMENTS

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

3. 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'.
4. 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.
5. The applicant shall modify the gravel areas to 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.
6. 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. The applicant shall note that Madison General Ordinance 10.08(a) 6 requires all facilities to have adequate internal circulation in which no backing movement, except that required to leave a parking stall, is allowed. All parking facilities shall be designed so as not to utilize any portion of the public right-of-way except to permit ingress and egress in a forward manner:
7. 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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DCD: DJM: dm