



## Traffic Engineering Division

David C. Dryer, City Traffic Engineer

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August 16, 2005

TO: Plan Commission

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

SUBJECT: **401 North Third Street – Rezoning – M1 to PUD (GDP-SIP) – Demolish Existing Structure & Build Convenience Store w/Gas Sales**

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 has included a traffic impact study with its application. The study is reasonably accurate and complete, but staff is noting several points. Staff cautions that the traffic numbers noted in the report have a range, with a resultant impact on level of service and traffic impacts. Further as noted in the report, traffic islands should be constructed on Johnson St at Third St to provide traffic calming and pedestrian refuge/crossing for the development and Johnson St.
2. Consistent with the applicant's traffic impact study, the applicant shall enter into a subdivisions contract with the City for the construction of traffic islands on Johnson St at Third St and any modifications required therein.
3. The applicant shall execute a waiver of notice and hearing on special assessments for the future traffic signals and associated street improvements at the intersections the City plans to signalize. The traffic signal waiver shall also require a deposit for future area traffic signals and associated intersection changes.
4. The North Third Street driveway approach shall be relocated to the southern most point of the site, as follows: Commencing at the northwest property corner at Pennsylvania Av. and N. Third St.; thence southerly along the westerly property line 180 ft. to the new centerline of the N. Third St. 40 ft. driveway approach.
5. The applicant shall be responsible for securing all proper permits and approvals from any municipality or government unit having jurisdiction with the project. The existing or proposed driveway approach on U.S. Hwy 113 requires approval by State of Wisconsin. In particular, the applicant shall contact Marshal Quade, Wisconsin Department of Transportation (243-3366), with 4 sets of plans for review and approval. The applicant shall return two WDOT-approved copies to the City of Madison Traffic Engineering Division.

## 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), 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. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan. The applicant shall relocate the N. Third St. approach as noted above and remove the existing N. Third St. approach.
8. "Stop" and "No Left Turns" signs shall be installed at the driveway approach to Pennsylvania Av. and a "Stop" sign shall be installed at the N. Third St. 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.
9. The automobile laundry shall be designed to provide one parking space for each two employees, and one parking space for the owner or manager of the facility. One additional space shall be provided for each nozzle of any vacuum-cleaning machine, while storage space shall be adequate to accommodate all vehicles off-street that is awaiting delivery. All the above shall be noted on the site plan.
  - a. In addition, for every self-service stall the applicant shall provide five (5) reservoir parking spaces. This site has two (2) self-service stalls and requires 10 reservoir parking spaces dimensioned nine (9) feet by twenty (20) feet to be shown on the site plan. The car wash reservoir parking spaces shall be clearly identified. The applicant shall provide a proposed Queuing Model with the plans.
10. If the automobile laundry has some type of indoor drying equipment, the exit door shall be forty (40) feet beyond the dryers. However, the Director of the Inspection Unit may reduce this distance requirement when the applicant provides a noise study demonstrating that the sound levels of the indoor drying equipment and laundry equipment do not exceed 65 decibels (dbs) between 7:00 a.m. and 7:00 p.m. and 60 decibels (dbs) between 7:00 p.m. and 7:00 a.m. at a residential property line, and meets Section 28.08, Madison General Ordinances, and all other requirements. The applicant shall note location of dryer units if being installed.
11. The applicant shall prevent drainage or deposition of water, which may create icing on any public sidewalk or right-of-way. In addition, the applicant shall prevent the drainage or deposit of cleaning material that may create undesirable conditions in the storm drainage system. Both water and cleaning material controls shall be noted on the site plan.

12. The automobile laundry time of operation shall be limited to the hours between 7:00 a.m. and 9:00 p.m. Exceptions to these hours are subject to City Plan Commission review and approval under Section 28.12(10). This site is adjacent to a residence area and the operation of this site should be limited to the hours between 7:00 a.m. and 9:00 p.m.
13. 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.
14. To provide for adequate pedestrian pathways/linkage from the public sidewalk to the building entrances, the applicant shall modify the site plans with a pedestrian linkage to N. Third St. with the final approval resting with the Traffic Engineer.
15. The Developer shall post a deposit or reimburse the City for all costs associated with any modifications to Street Lighting, Signing and Pavement Marking including labor and materials for both temporary and permanent installations.
16. 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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