



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: **700 University Avenue – Rezoning – PUD (GDP - SIP) Amended PUD (GDP-SIP) – Build 12 Story building Mix Use, 130,000 Sq. Ft. Retail, 71,000 Sq. Ft. Office, 97,000 Sq. Ft. Health Center, 62,000 Sq. Ft. Activity Center & 350 Dwelling Units – Total Building Gross Square Footage 826,000GSF**

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 final results of the developer's traffic impact study shall be reviewed and approved by the Traffic Engineer prior to final sign-off on the first SIP. Preliminary findings indicate considerable impacts on the intersections of Lake and University and Lake and Johnson for which some traffic signal, street and intersection changes will be required to adequately accommodate the proposed development.
2. The proposed University Avenue & Johnson Street layouts of the sidewalks, terrace and streets appears reasonable, however, the North Lake Street curb layout shall be modified to show 56 ft. face of curb to face of curb on the PUD (GDP-SIP) submittal to accommodate the on-street truck loading & bus service. The applicant shall need to obtain separate approval by the Board of Public Works and Common Council for the restoration and/or reconstruction of the public right-of-way including any changes requested by the developer. The final Lake St., University Av. & Johnson St. improvements shall be reviewed and approved by the City Traffic Engineer and City Engineer. The applicant shall note on the site plan, " All work proposed in the right-of-way is not being approved as part of the PUD (GDP-SIP). All work in the right-of-way is approved separate by the Board of Public Works, City of Madison."
3. The applicant shall enter into a subdivision contract or developer's agreement for the reconstruction of the streets and sidewalk adjacent to the development, including Lake Street. The reconstruction of the streets and sidewalk shall be subject to the plans and specifications of the City Traffic Engineer and City Engineer.
4. The applicant shall not improve the right of way as proposed with plantings and outdoor use unless encroachment or privilege in streets is approved by the City.
5. The applicant shall post a deposit or letter of credit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and hand holes, including labor, engineering and materials for both temporary and permanent installations. This will include the costs for

installation, operation, and maintenance of a temporary signal at Murray St. & University Av.

6. The applicant shall submit a construction staging and traffic control plan prior to approval of the GDP and SIP. A condition of these plans is that the development construction cannot impact the University Ave sidewalk and contra flow bike lane. The site has limited areas on and off site for construction-related use. In addition, there shall no or very limited impact to Johnson St. The applicant shall post a deposit or letter of credit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and hand holes, including labor, engineering and materials for both temporary and permanent installations.
7. Any accessory parking for the University of Wisconsin special events are subject to conditional use approval. The subject conditional use is conditionally approved provided the subject accessory parking is used, managed and operated in accordance with the City-approved Stadium / Kohl Center Transportation Management Plan (TMP). The applicant should contact the UW Athletic Dept. The applicant should provide a letter of approval from the UW Athletic Dept. about management and operating the accessory parking.
8. A condition of approval shall be that no residential parking permits will be issued for this address development, 700 University Avenue, consistent with other projects. In addition, the applicant shall inform all owners and/or tenants of this facility of the requirement in their condominium documentation, apartment leases and zoning text; however, the designated inclusionary dwelling units at University Ave shall be eligible for residential parking permits according to the inclusionary zoning. The applicant shall provide addresses and apartment numbers for the designated inclusionary dwelling units, eligible for residential parking permits to the City Traffic Engineer/Parking Manager at time of submittal of sign off.
9. The applicant shall install truck service garage doors and electronic lighted signage to parking ramp to prevent vehicles from using the truck service area. The applicant shall note on the site plans garage door operation and signage to prevent unauthorized vehicles from using truck loading area.
10. 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.

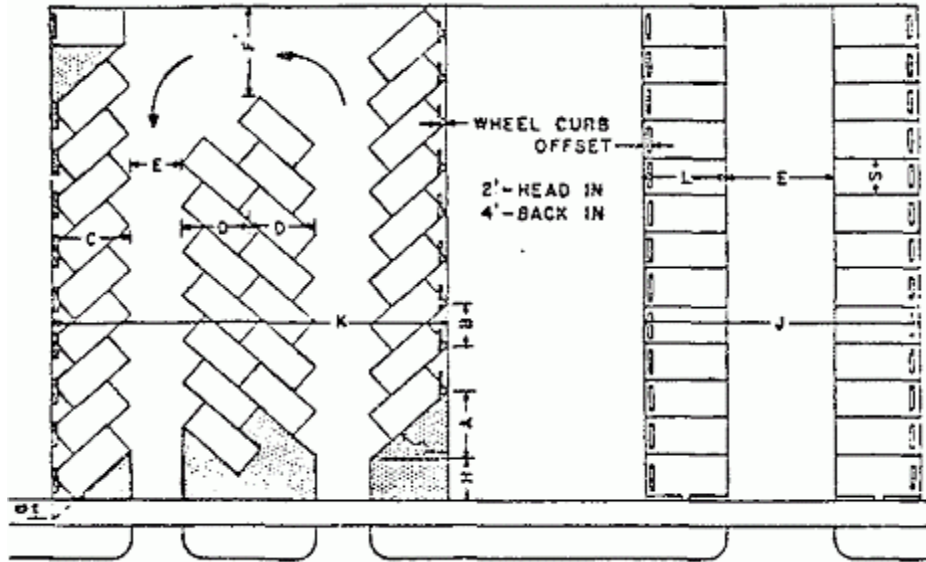
GENERAL OR STANDARD REVIEW COMMENTS

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

11. 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 and across the street, signage, percent of slope, vehicle routes, total number of parking spaces & bike racks,

dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.

12. The applicant shall install safety Ped/Vehicle Mirrors for both parts of the parking ramp and truck areas for the egress of both ramps and loading areas. "Do Not Block Sidewalk" Lake St. & W. Johnson St., "Service Truck Entrance Only" at both garage doors for loading area, and "Stop" signs shall be installed at all driveway approaches. And "Left Turn Only" & "Stop" signs shall be installed at the West Johnson Street driveway approaches. The applicant shall install electronic light for ingress & egress signs for vehicle access to ramps to be approved with detail signing plans. The applicant shall provide signage to secure truck one-way traffic from Lake St. to Johnson St. (The electronic signs may require to encroach onto the right-of-way, and require additional approval from City Real Estate.) The applicant shall install pavement markings example as double yellow, arrows, keep right sign to secure ingress/egress ramp traffic. All signs at the approaches shall be shown on site. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
13. The applicant shall note on the site plans demonstrate semi trailer ingress/egress movements to the loading docks & public streets.
14. The ramp down to the underground parking and its percent of slope is questionable and shall be designed to accommodate low-clearance vehicles for a transition. The ramp breakover angle (limited by vehicle wheel-base and ground clearance) and angles of approach (affected by front overhang of vehicles) and departure (affected by rear overhang) are critical vehicle clearance points. Standards established by the Society of Automotive Engineers limit the ramp breakover angle to no less than 10 degrees; angle of departure, no less than 10 degrees; and angle of approach, no less than 15 degrees The applicant shall provide a profile of the ramp showing the slopes critical clearance, when plans are submitted for approval. The applicant should explore ramp slopes (grades) less than 10 % that can be blended satisfactorily with an 8-foot transition length. In addition, the applicant shall demonstrate on the plan that vehicles turning ingressing and egressing the ramp can be accommodated in the tight area without encroaching onto adjacent properties.
15. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
16. 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."
17. The applicant shall submit with the site lot plans in zoning text or letter of operations of gates and garage doors for the underground parking areas; a detail drawing of the area showing queuing of at least two to three automobiles to underground off-street parking ramp from Lake St. & Johnson St., if the garage doors or gates are use to secure parking areas showing that the operation will not be blocking the public sidewalk with queuing vehicles.
18. 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. The applicant shall modify ramp parking which no stair cases, elevators, aisles, ramps, columns, offices or work areas are to be excluded from these rectangular parking space S, B, C, D, E, & F, when designing underground parking areas.



19. The attached Traffic Signal and St. Light declaration of conditions and covenants shall be executed and returned to City Traffic Engineering.

20. 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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