



Traffic Engineering and Parking Divisions

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

Suite 100
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608 266 4761
TTY 866-704-2315
FAX 608 267 1158

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TO: Plan Commission

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

SUBJECT: **5801 Halley Way & 719 Jupiter Drive – Rezoning - PUD (GDP) to PUD (SIP) – Senior Oriented Assisted Living and Condominiums**

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 proposed loading areas for Truck service is problematic reducing on-street parking, creating conflicts and truck loading areas in a residential area as Jupiter Drive and Halley Way. The assisting living requires multi types of deliveries at different times of day. The developer shall revised site plans to accommodate loading areas on site to service the proposed assisted living and condominiums deliveries and trash pick up.**
- 2. 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.**
- 3. The applicant shall design the garage doors to be a minimum of 20 ft from the setback to the property line as not to block the public sidewalk. If the applicant uses the driveway into the underground parking for trash or deliveries, the setback shall be increase to accommodate the length of the truck service.**
- 4. The rezoning is approval of the site plans only. The applicant shall remove all “Loading Zone” in the right-of-ways as the applicant has proposed. In addition, the applicant shall note, “All proposed improvements in the street right-of-way is approved by the Board of Public Works.”**
- 5. The applicant shall add the following Maintenance of Traffic Measures to the Grandview Commons GDP/SIP Zoning Text.**

MAINTENANCE OF TRAFFIC MEASURES

Several streets within the GDP and plat include special traffic islands and traffic calming measures within the public right-of-way. The _____ (Association) shall be responsible, at the Association's sole cost and expense, for the maintenance and upkeep of such physical traffic measures. Such maintenance and upkeep shall be performed at the discretion of the Association except to the extent required by the City of Madison and shall include landscaping. If the landscaping is not maintained, the City will give notice to the _____ (Association) that it is not being maintained. If the Association does not respond to the notice within 60 days, the physical traffic measures will be topped with an asphalt pavement.

The _____ (Association) and persons involved with the maintenance and upkeep of the special traffic measures shall indemnify and hold harmless the City of Madison and its Boards and Commission and their officers, agent and employees from and against all claims, demands, loss of liability of any kind or nature for any possible injury incurred during maintenance and upkeep.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

- 6. The applicant shall show bicycle racks to be placed inside and outside the building. In addition, applicant shall indicate the type of bicycle racks to be installed inside and outside buildings.**
- 7. The applicant shall install a sidewalk along the easterly driveway to Gemini Drive from the building to the Gemini Drive public sidewalk.**

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 and across the street, 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 parking lot shall be design so as not to exceed 6% slope throughout the surface parking area and loading dock and noted on the plan.
10. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
11. A "Stop" sign shall be installed at a height of seven (7) feet at all 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.

12. The intersection shall be so designed so as not to violate the City's sight-triangle preservation 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.
13. The applicant shall design the surface and underground 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 surface and underground 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.
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:

Contact Person: Jim Klett
Fax:
Email: jimk@eua.com

DCD: DJM: dm