



## **Traffic Engineering Division**

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TO: Plan Commission

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

SUBJECT: **203 Wisconsin Avenue – Demolish / Rezoning – Demolish / PUD (GDP-SIP)**

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. **RECOMMEND REFERRAL UNTIL SUCH TIME THAT THE APPLICANT PROVIDES AN ADEQUATE MASTER PLAN FOR ACCESS FOR THE ENTIRE BLOCK. THIS PLAN MUST SHOW HOW THE EXISTING ACCESS CONDITIONS ARE MODIFIED IN AN ACCEPTABLE AND LEGAL MANNER. THE SUBMITTED PLANS TO DATE DO NOT ADEQUATELY SHOW THIS AND ARE TOO PIECEMEAL TO REVIEW AND APPROVE.**

**IF REFERRAL IS NOT MADE BY THE PLAN COMMISSION, THE FOLLOWING COMMENTS APPLY:**

2. **The applicant shall submit one contiguous site plan showing the impacts on all adjacent sites for the C.S.M., ingress, egress, driveways, approaches, parking spaces, and easements to be approved according to M.G.O.**
3. **The applicant has proposed a driveway approach onto E. Dayton St. Traffic Engineering and Metro Staff has met with the applicant to relocate the driveway approach to Wisconsin Ave. The applicant still proposes the E. Dayton St. approach. E. Dayton Street is used for Bus Waiting point at special events and construct on the Inner Ring. This approach will be blocked at times, the applicant is aware that no access will be allowed in cases the Outer Ring is used for the Bus Routes. The applicant shall submit a letter to the City as follows: "The Church is aware ingress and egress shall be denied with special events or times when buses are required to use the Outer Ring. That at these times, the Church may need to block access to the parking lot."**
4. **The parking facility shall be modified to provide for adequate internal circulation for vehicles on C.S.M. Lot 2. 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." In addition, the applicant shall provide for truck service be shown to**

**turn around to ingress/egress in a forward movement of E. Johnson Street.**

- 5. The applicant should show the dimensions for 18 to 24 E. Dayton St., 202 to 206 N. Pinckney St. impacted sites proposed and existing parking stalls' items A, B, C, D, 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.**
- 6. The applicant is proposing a temporary parking lot on C.S.M. lot 2. The Plan Commission Approval of the temporary parking lot on Lot 2 should be in accordance to M.G.O.**

## **GENERAL OR STANDARD REVIEW COMMENTS**

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

7. 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, 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'.
8. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway, ingress/egress, and parking easements.
9. The applicant shall prevent encroachment onto adjacent land areas and sidewalk by barriers of some type, which shall be noted on the face of the revised plans.
10. "Stop" and "No Left Turns" signs shall be installed at a height of seven (7) feet to the bottom of the first sign at all approaches to E. Dayton Street & East Johnson Street and a "Stop" sign shall be installed at a height of seven (7) feet at N. Pinckney Street driveway approach to Lot 2. 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.
11. 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.
12. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
13. The applicant shall modify the plan so no part of the driveway approaches shall extend in front of the property belonging to a person other than the permittee unless both property owners sign a joint application for a permit or driveway radii waiver letter prior to submittal of plans for approval.

14. The applicant should provide for adequate pedestrian pathways/linkage from the public sidewalk on E. Dayton Street to all proposed future building entrances.
15. 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.
16. 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. There may be a daily fee for any on-street parking or loading zone removal due to this project. The fee is based on the hourly meter rate times (X) nine (9) hours per day. Staff cannot commit to anything until it can perform a detailed review with the applicant.
17. 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