



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: **2340, 2416, 2504 and 2507 Winnebago Street – Rezoning –PUD (GDP) – Amended PUD (SIP) – Five (5) Buildings Residential 140 Condo Units and 63 Rental Units & Commercial Development 100,673 SF Space**

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 City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by the 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.
2. The approval of this facility does not include the approval of the as proposed improvements in the street right-of-way. The applicant should remove all proposed improvements or conditions in the right-of-way on the site plan sheets or note: "All right-of-way improvements require separate approval by the Board of Public Works and Common Council for the public right-of-way changes to be requested by the developer."
3. The applicant provides Building "A" loading/unloading docks on site. The Building "A" has proposed semi-trailer deliveries from Winnebago Street or East Washington Ave. The applicant will need to accommodate all semi-trailer deliveries from Public Street to loading dock behind the building. The applicant shall show semi-trailer movement ingressing and egressing from the street to the loading dock areas. The applicant may need to modify the parking lot to accommodate truck ingressing and egress the truck route to the public street system.
4. A special design "Street Type Entrances" proposed for Winnebago Av. intersections at Union Main, Union Green West and Union Green East. " These Street Type Entrances" ingress and/or egress shall note the following: A six (6) inch white lines for the six (6) wide crosswalk and twenty-four (24) inch white stop bar four (4) feet behind the crosswalk shall be epoxy at the intersections of the street entrances. The Applicant shall provide a detail drawing of the "Street Type Entrance" with plan sheets showing these details signage and pavement markings. In addition, a note shall be shown on the plan, " ALL EPOXY

PAVEMENT MARKING AND SIGNAGE AS APPROVED BY TRAFFIC ENGINEERING SHALL BE INSTALLED AND MAINTIAN BY THE PROPERTY OWNER.”

5. The ramp down to the underground parking and its percent of slope shall be designed to accommodate low-clearance vehicles for a transition. The ramp break over 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. The applicant should explore ramp slopes (grades) less than 10 % that can be blended satisfactorily with an 8-foot transition length.
6. A continuous sidewalk around Buildings G shall be provided, with further review and approval of this sidewalk and the interface to the planned bike path along the rail corridor.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

7. Sidewalks shall be installed across the the Union Green connecting the sidewalks along both sides of Union Main to the sidewalks along the driveway between Buildings A and B.
8. Sidewalk running east/west across the north end of the larger Union Green median shall connect across Union Green East and Union Green West with curb ramps and crosswalks.
9. Curb ramps connecting parking spaces for people with disabilites with the sidewalks shall have a minimim five foot flat area at the top of the ramp. This is an issue at several locations including Building A and Building C. All curb ramp locations should be reviewed.
10. All bicycle parking locations shall be reviewed for visability and accessibility from the street and proximity to building entrances.
11. Bicycle parking near the southeast entrance to Building A conflicts with the curb ramp and sidewalk and should be relocated.
12. Please provide detail drawings of bicycle racks to be used to ensure they comply with City of Madison bicycle rack design specifications.
13. All sidewalks/walkways adjacent to the curb in areas with angle parking, including 90 degree parking, shall be at least seven feet wide to account for bumper overhang.

GENERAL OR STANDARD REVIEW COMMENTS

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

14. 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'.

15. The applicant shall install private street name and other signs that comply with Madison General ordinances 10.34(3). The applicant shall show detail drawing of signs and installation that comply with M.G.O.
16. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan. 1) The applicant shall remove the "Right Turn Only" sign on Union Green West ingressing Winnebago St. two-way traffic.
17. 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.
18. The applicant shall show the dimensions for proposed parking stalls' items A, B, C, D, E, F, H, and degree of angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. Signs and planting areas are to be excluded from the rectangular stall areas including the two (2) feet of vehicle overhang. The two (2) feet of vehicle overhang shall be shown on the plan and dimensioned. The applicant shall revised E. Washington Av. parking lot for Sales Office according to M. G.O. dimensions and encroachment onto the East Washington Ave. public sidewalk with a barrier and noted on the site plans. The applicant may need to modify angle parking on Union Main as H and A distances from the Winnebago St. at the traffic round about right-of-way eliminating a parking space as not to back into the right-of-way.
19. Per ordinance, the small car stalls shall not exceed 25% of the total number of Medium and Large Vehicles and Small Vehicles stalls for the facility. The site plan shall show small car parking spaces identified and properly controlled with a sign "Small Cars Only" per each space, when plans are submitted for approval.
20. 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 shall be used for the residential parking area only, which is a stall 8'-9" in width by 17'-0" in length with a 23'-0" backup. Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.
21. 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.
22. 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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