



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: **2501 West Beltline Highway – Demolish – Demolish of Commercial Buildings & for Mixed-Use Development**

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 attached Traffic Signal/Street Light declaration of conditions and covenants shall be executed and returned with site plans. The development shall acknowledge on their proportionate share of traffic signal assessments. The development shall further agree in writing to not oppose their proportionate share of the traffic signal assessments as part of the City's Special Assessment districts for traffic signals.
2. The applicant shall be responsible for securing all proper permits and approvals from any municipality or government unit having jurisdiction with the project. In particular, the applicant would have needed to contact Lisa Stern, Wisconsin Department of Transportation (608-246-3816), with site plans sets for review and approval. *City of Madison Traffic Engineering Division Staff has contacted the Wisconsin Dept. of Transportation (WDOT) about the property line and all access to the West Beltline Highway Service as shown. WDOT and Traffic Engineering staffs have agreed to grant/grandfather in access in the "No Access" Restriction, driveway in the right-of-way and access as noted on the site plan. The applicant shall modify the most easterly driveway approach per WDOT request to 30 ft with 10 ft flares.*
3. The applicant shall contact the Department of Planning and Development to comply with M.G. O. Sec. 16.23(3)(d)--Highway Noise Land Use Provisions policies and ordinances.
4. The applicant shall show residential buildings and driveways, and landscaping across Mc Divitt Road. The applicant shall demonstrate impact of auto headlights on the residential property across the street. The Plan Commission may require the applicant to address properties across the street to reduce headlights impact on sites.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

5. None

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), existing driveway approaches, 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' according to M.G.O.
7. The applicant shall show the dimensions for proposed surface and parking ramp plan parking stalls' items A, B, C, D, E, F, 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. Aisles, ramps, bumper stops, columns, or street light poles are to be excluded from the rectangular stall areas. The applicant will need to submit parking ramp plans.
8. A "Stop" sign shall be installed at a height of seven (7) feet at the W. Beltline Service Road and Todd Drive 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.
9. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
10. The applicant shall modify the all driveway approaches according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4). The proposed maximum of 30 ft width for the driveway approach, and shall have two 5 to 10 ft flares. The westerly driveway approach on the Beltline Service Road, Wisconsin Dept. of Transportation (WDOT) recommended the driveway be a Class III approach in the past. The applicant shall contact WDOT would approve the approach with a median. If WDOT will approve the westerly approach, the applicant shall contact Traffic Engineering, City of Madison, for details of the design to be included in submittal. This change shall be revised on the plan submit for approval.
11. The applicant shall modify the westerly driveway according to M.G.O. 10.08(3)(b), No entrance shall be closer than five (5) ft. to an adjacent property line. The applicant shall dimension all driveway approaches that any two driveway approaches shall be at least ten (10) ft. apart and in no case less than the sum of the approach flare. The applicant shall modify the Todd Drive approach with the adjacent property.
12. 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.

13. 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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