



## 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: **630 West Mifflin Street – Conditional Use – Remodel Warehouse for University of Wisconsin Art Department**

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 applicant shall provide scaled drawing at 1" = 50' or larger on one contiguous plan sheet showing all the facilities' access, existing buildings, layouts of existing and proposed parking lots, loading areas, trees, signs, vehicle movements, ingress/egress easements and approaches. The site plans shall include 545 West Dayton Street and 630 West Mifflin Street both are part of the approved Conditional Use in accordance to M.G.O. design standards.
2. This site has been approved as Kohl Center accessory parking lot. The subject conditional use is conditionally approved subject accessory parking is used, managed and operated in accordance with the City-approved Kohl Center Transportation Management Plan (TMP).

### PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

3. None

### GENERAL OR STANDARD REVIEW COMMENTS

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

4. 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'.

5. 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.
6. 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 end parking lot on the south side of the building. 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."
7. The applicant shall show all dimensions for existing and proposed parking spaces according to Figures II of the ordinance. The applicant may need to modify the parking for backup item "E" for parking design standards where bollards are in the backup area.
8. 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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