



Traffic Engineering Division

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TO: Plan Commission

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

SUBJECT: **702 North Midvale Blvd. – Rezoning – Amendment #1 PUD (SIP) – Demolition / Restaurant**

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. As noted with the initial rezoning (GDP & SIP), approval of the subject rezoning is conditioned upon the findings of the Freed/Hilldale Traffic Impact Study, which includes recognition of increased transportation demands on the streets, intersections and neighborhoods surrounding the development. Specific recommendations of the subject study that involve major changes to City intersections and streets outside those shown on the GDP/SIP site plan will need further review and approval by the City. Further, the GDP was conditionally approved subject to any SIP or further development or expansion providing a more detailed development and transportation management plan and revised and more detailed, area-wide traffic impact study. And unless otherwise modified by an alternative financing plan, the Developer is expected to finance 100% of the street reconstruction and traffic signal costs for the changes proposed in the GDP/SIP for City streets. Such changes require that the Developer will need to enter into a developer's agreement/subdivision contract with the City for the public infrastructure items associated with their development.
2. The subject SIP shall be revised to dedicate 3-5 feet of right of way along the SIP's frontage of University Avenue for pedestrian improvements on University Ave and the intersection of University Ave and Midvale Blvd. The additional right of way is needed to support the site and street conditions in terms of pedestrian accommodations and terrace and aesthetic buffer strip. The attached pictures show the existing conditions.
3. The applicant shall enter into a subdivision contract or developer's agreement for the reconstruction of the sidewalk along the SIP's frontage of University Ave as well as a small portion of the site's street curb along Midvale Blvd. (where the curb line tapers). The reconstruction of the streets and sidewalk shall be subject to the plans and specifications of the City Traffic Engineer and City Engineer.
4. The applicant 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 hand holes, including labor, engineering and materials for both temporary and permanent installations. The exact deposit will need to be determined after further, detailed meetings with the applicant. Where new work is being done, the work shall include pedestrian countdown timers, and possibly street trees in the public terrace. The existing street lights are intended to remain as is.

5. If possible, the site sidewalk leading from the intersection of University Ave/Midvale Blvd should be more directly connected to corner, rather than as shown some distance south of the corner.

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), 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'.
7. The Applicant shall provide scaled drawing at 1" = 60' or larger on one contiguous plan sheet showing all the facility's access, existing and proposed buildings, layouts of parking lots, loading areas, trees, all signs, all pavement markings as approved, semi trailer and vehicle movements, ingress/egress easements and approaches. The applicant should revise sheet EX 101.
8. The approval of this Amended PUD (GDP-SIP) does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and Common Council for the restoration of the public right-of-way including any changes requested by the developer. Work in the public right of way shall be reviewed and approved by the City Traffic Engineer and City Engineer. The applicant shall note on the site plan, " All work proposed in the right-of-way is not being approved as part of the PUD (GDP-SIP). All work in the right-of-way is approved separately by the Board of Public Works, City of Madison."
9. The most northerly Midvale Blvd. street type approach shall be a special design "Street Type Entrance" as approved in the PUD (GDP-SIP). The applicant shall provide a detail 1" = 20' detail drawing of the "Street Type Entrance" on plan sheet L101R and EX101 showing signage, epoxy lane lines, cross walks, stop bars and pavement markings details to be approved by the City Traffic Engineer. In addition, a note shall be shown on the plan, " ALL PAVEMENT MARKING SHALL BE INSTALLED IN EPOXY AND MAINTIAN BY THE PROPERTY OWNER."
10. The applicant shall note a "Stop" and "Right Turn Only" sign for the adjacent approach to Midvale Blvd. In addition, 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 as approved by the City Traffic Engineer.

11. The applicant shall show the dimensions for existing and proposed parking stalls items A, B, C, D, E, and F, and for ninety-degree angle parking with nine (9) foot wide stalls and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. (If two (2) feet of overhang are used for a vehicle, it shall be shown on the plan.) Walls, signs, stairs, light poles 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.
12. The site/City street intersections 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 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 could be used for the residential parking area and in the ramp 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.
14. 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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