



## Traffic Engineering Division

David C. Dryer, City Traffic Engineer

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TO: Plan Commission

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

SUBJECT: **731 State Street – Rezoning – R6 to PUD (GDP-SIP) – 6 Story Student Center / 44 Units With 153 Bedrooms**

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. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be review by 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. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.
2. No parking stall shall be so located as to require a vehicle, while exiting there from, to back onto any public street right-of-way, except in those parking facilities which accommodate four (4) or less parking stalls. The applicant is proposing nine (9) parking spaces to back onto Fitch Ct., which is only 14 ft. wide. The proposed parking shall be modified to comply with M.G.O. The site shall be limited to four (4) parking spaces including the truck loading dock area.
3. The submitted plans do not provide adequate off-street loading and pickup/drop-off provisions, such that there will be significant traffic and parking impacts on this section of Murray Street or Fitch Court. The building consumes almost all of the site and does not provide important site features to accommodate the proposed development. To compound this, the supply of parking is low in relation to the number of units, so there will be heightened demands for on street parking, pickup/drop-off and food delivery to the facility. To address this, the applicant shall provide auto & truck service and pedestrian corridor 12 ft. to 20 ft wide on the north or south side of the building running from Fitch Court to Murray Street, which may require modification to the building. This corridor should provided the applicant and the proposed St. Paul's University Chapel, both with adequate off-street joint truck service, adequate loading and pickup/drop-off

provisions. The Plan Commission should consider and address St. Paul's University Chapel proposal for a larger facility that service can be provide with one joint corridor.

4. When site plans are submitted for approval, the developer shall provide recorded copies of the joint truck loading and pedestrian area easement for both St. Paul's University Chapel and Presbyterian Student Center from Fitch Ct. to Murray St.

## **GENERAL OR STANDARD REVIEW COMMENTS**

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

5. 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'.
6. The applicant shall demonstrate the single unit truck's ingress/egress routes from and to University Ave. on the site plan at 1"=20'. The applicant shall demonstrate lock area will work. Fitch Ct. is noted as being only 14 ft wide it may not accommodate the proposed loading area.
7. The applicant shall modify and dimension proposed parking stalls items A, B, C, D, E, F, and degree angle parking with nine (9) ft. wide stalls and requires a 24 ft. 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.)
8. The applicant shall modify the driveway approaches according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4). Only two driveway approaches at a min. 12. ft. to a max. 30 ft. maybe granted and shall have two 5-foot flares. The driveway approaches shall be a min. of 10 ft. apart. This modification according to M.G.O. shall be noted on the plan.
9. The Developer shall post a deposit or reimburse the City for all costs associated with any modifications to Street Lighting, Signing and Pavement Marking including labor and materials for both temporary and permanent installations.
10. 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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