



## 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: **8201 Mayo Drive – Rezoning – PUD (GDP) to PUD (SIP) – 42 Condominium Units and Retail First Floor**

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. To provide for adequate pedestrian pathways/linkage from the Waldorf Blvd. public sidewalk as part of approval, the applicant shall modify the main drive aisle running west to east installing a five (5) ft. sidewalk with a three (3) to five (5) ft. grass terrace/buffer behind the curb/driveway along the south or north side of the driveway. In addition, the applicant shall provide pavement markings and ramps for all pedestrian crossings in the parking lot or along the drive aisle.
2. The applicant shall provide one contiguous site plan including 8253 Mayo Dr. parking and access as approved.
3. The applicant shall add the following Maintenance of Traffic Measures to the Grandview Commons GDP/SIP Zoning Text.

### *MAINTENANCE OF TRAFFIC MEASURES*

Several streets within the GDP and plat include special traffic islands and traffic calming measures within the public right-of-way. The

\_\_\_\_\_ (Association) shall be responsible, at the Association's sole cost and expense, for the maintenance and upkeep of such physical traffic measures. Such maintenance and upkeep shall be performed at the discretion of the Association except to the extent required by the City of Madison and shall include landscaping. If the landscaping is not maintained, the City will give notice to the

\_\_\_\_\_ (Association) that it is not being maintained. If the Association does not respond to the notice within 60 days, the physical traffic measures will be topped with an asphalt pavement.

The \_\_\_\_\_ (Association) and persons involved with the maintenance and upkeep of the special traffic measures shall indemnify and hold harmless the City of Madison and its Boards and Commission and their officers, agent and employees from and against all claims, demands, loss of liability of any kind or nature for any possible injury incurred during maintenance and upkeep.

## 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), 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'.
5. The applicant shall provide scaled drawing at 1" = 40' or larger on one contiguous plan sheet showing all the facility's access, existing and proposed buildings, layouts of parking lots, loading areas, trees, signs, vehicle movements, ingress/egress easements and approaches.
6. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
7. 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.
8. 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.
9. The applicant shall dimension for proposed parking stalls' items A, B, C, D, E, and F, and for ninety-degree angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2.
10. The parking facility shall be modified to provide for adequate internal circulation for vehicles. Eliminating a parking stall at the dead ends can accommodate this. 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."

11. 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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