



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: **1610 Gilson Street – Rezoning – C3 to PUD (GDP-SIP) - 13 Unit Apartments, w/
5243 SF of Commercial and Retail**

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 may need to modify the driveway approach so that headlights or vehicles egressing the underground parking will have little or no impact on the residential property across the public alley. The applicant shall note the houses, garages, windows, landscaping and direction of headlights coming up the ramp and turning into the alley impact on residential properties across the alley.
2. The Developer shall post a \$1,500.00 deposit and reimburse the City for all costs associated with any modifications to alleyway. Signing to accommodate a one-way alley form Gilson St. to Beld St. permanent installations.
3. The applicant shall design to accommodate low-clearance vehicles for a transition for the ramp down to the parking area. The ramp breakover angle (limited by vehicle wheel-base and ground clearance) and angles of approach (affected by front overhang of vehicles) and departure (affected by rear overhang) are critical vehicle clearance points. Standards established by the Society of Automotive Engineers limit the ramp breakover angle to no less than 10 degrees; angle of departure, no less than 10 degrees; and angle of approach, no less than 15 degrees The applicant shall provide a profile of the ramp showing the slopes critical clearance, when plans are submitted for approval. The applicant should explore ramp slopes (grades) less than 10 % that can be blended satisfactorily with an 8-foot transition length. In addition, the applicant shall demonstrate on the plan that vehicles turning ingressing and egressing the ramp can be accommodated in the tight area without encroaching onto adjacent properties.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

4. The bicycle provisions for the site shall be further reviewed and approved by the City's Pedestrian Bicycle Coordinator (Arthur Ross, TE). See attached exhibits 1 and 2.

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. A "Stop" sign shall be installed at a height of seven (7) feet at the driveway approach to the public alley. 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.
7. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
8. 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.
9. 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:

Contact Person:

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