

**Location**

820 S. Park Street, 905-911 Delaplaine Court, 910-930 Haywood Dr & 825-831 S. Brooks St

Applicant

Jacob T. Klein - J.T. Klein Company, Inc/
J. Randy Bruce - Knothe & Bruce Architects

From: TSS & TR-V1 To: TSS & TR-C3

Existing Use

Commercial and residential buildings

Proposed Use

Demolish commercial building and demolish or relocate 10 residential buildings to construct mixed-use building with 2,000 square feet of commercial space and 103 apartments in Urban Design Dist. 8, and the preliminary plat of 8Twenty Park, creating 1 lot for mixed-use development and 5 lots for single-family residences

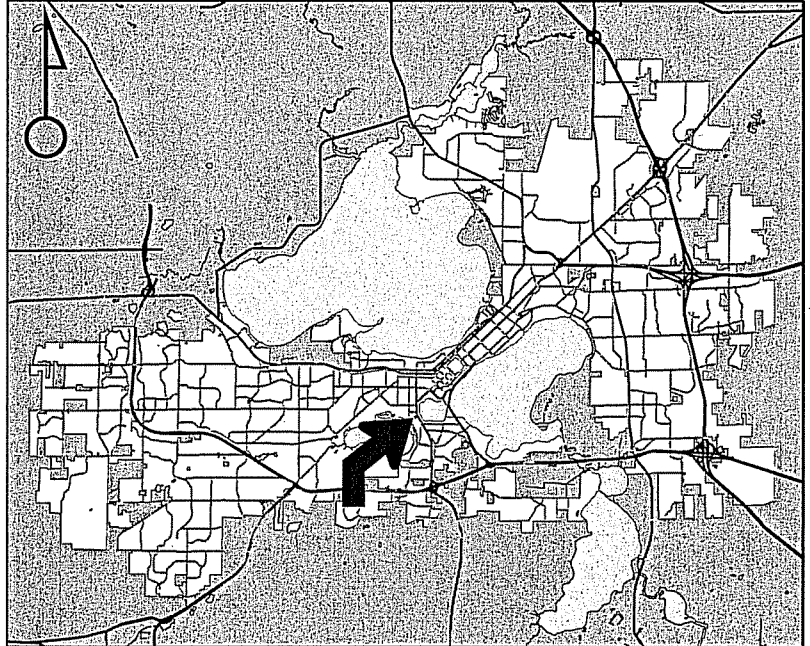
Public Hearing Date

Plan Commission

07 December 2015

Common Council

05 January 2016



For Questions Contact: Heather Stouder at: 266-5974 or hstouder@cityofmadison.com or City Planning at 266-4635



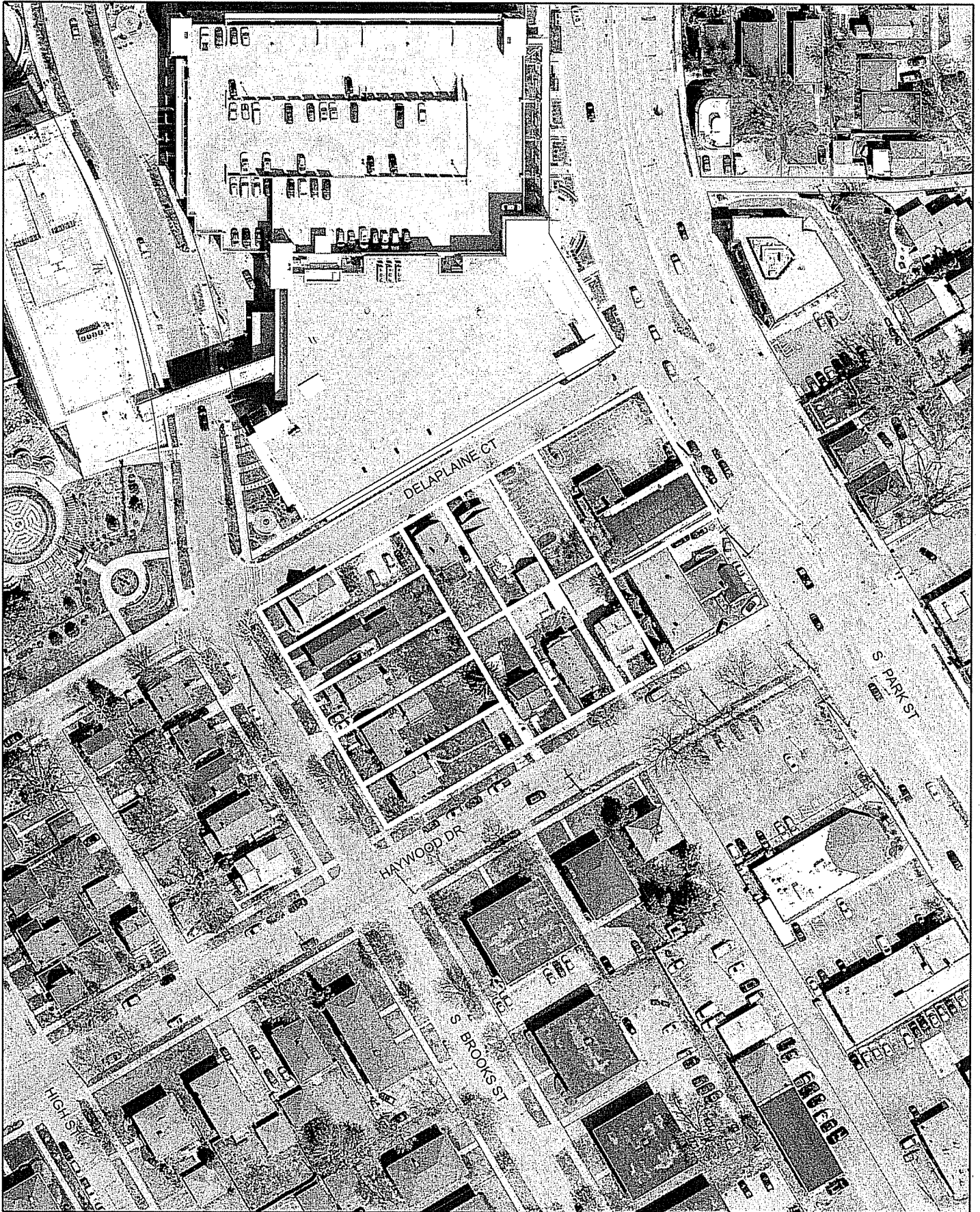
Scale : 1" = 400'

City of Madison, Planning Division : RPJ : Date : 30 November 2015



City of Madison

820 S. Park Street, 905-911 Delaplane Court,
910-930 Haywood Drive & 825-831 S. Brooks Street



Date of Aerial Photography : Spring 2013

7-9



LAND USE APPLICATION

CITY OF MADISON

215 Martin Luther King Jr. Blvd; Room LL-100
PO Box 2985; Madison, Wisconsin 53701-2985
Phone: 608.266.4635 | Facsimile: 608.267.8739

- All Land Use Applications should be filed with the Zoning Administrator at the above address.
- The following information is required for all applications for Plan Commission review except subdivisions or land divisions, which should be filed using the Subdivision Application.
- This form may also be completed online at:
www.cityofmadison.com/developmentcenter/landdevelopment

FOR OFFICE USE ONLY:	
Amt. Paid _____	Receipt No. _____
Date Received _____	
Received By _____	
Parcel No. _____	
Aldermanic District _____	
Zoning District _____	
Special Requirements _____	
Review Required By:	
<input type="checkbox"/> Urban Design Commission	<input type="checkbox"/> Plan Commission
<input type="checkbox"/> Common Council	<input type="checkbox"/> Other: _____

Form Effective: February 21, 2013.

1. Project Address: 820 S. Park Street
Project Title (if any): _____

2. This is an application for (Check all that apply to your Land Use Application):

- Zoning Map Amendment from TSS & TR-V1 to TSS & TR-C3
- Major Amendment to Approved PD-GDP Zoning Major Amendment to Approved PD-SIP Zoning
- Review of Alteration to Planned Development (By Plan Commission)
- Conditional Use, or Major Alteration to an Approved Conditional Use
- Demolition Permit
- Other Requests: _____

3. Applicant, Agent & Property Owner Information:

Applicant Name: Jacob T. Klein Company: J.T. Klein Company, Inc.
 Street Address: 906 Bear Claw Way City/State: Madison, WI Zip: 53717
 Telephone: (612) 202-1577 Fax: () Email: jacob@JTKlein.com

Project Contact Person: J. Randy Bruce Company: Knothe & Bruce Architects
 Street Address: 7601 University Ave, Suite 201 City/State: Middleton, WI Zip: 53562
 Telephone: (608) 836-3690 Fax: () Email: rbruce@knothebruce.com

Property Owner (if not applicant): _____
 Street Address: _____ City/State: _____ Zip: _____

4. Project Information:

Provide a brief description of the project and all proposed uses of the site: Demolition of 5 existing single family houses and existing commercial building, relocation of 3 existing single family houses, new construction of a multi-family apartment building with 103 units and 2,000 SF of commercial space

Development Schedule: Commencement Fall 2016 Completion Fall 2017

5. Required Submittal Information

All Land Use applications are required to include the following:

Project Plans including:*

- Site Plans (fully dimensioned plans depicting project details including all lot lines and property setbacks to buildings; demolished/proposed/altered buildings; parking stalls, driveways, sidewalks, location of existing/proposed signage; HVAC/Utility location and screening details; useable open space; and other physical improvements on a property)
- Grading and Utility Plans (existing and proposed)
- Landscape Plan (including planting schedule depicting species name and planting size)
- Building Elevation Drawings (fully dimensioned drawings for all building sides, labeling primary exterior materials)
- Floor Plans (fully dimensioned plans including interior wall and room location)

Provide collated project plan sets as follows:

- *Seven (7) copies* of a full-sized plan set drawn to a scale of 1 inch = 20 feet (folded or rolled and stapled)
- *Twenty Five (25) copies* of the plan set reduced to fit onto 11 X 17-inch paper (folded and stapled)
- *One (1) copy* of the plan set reduced to fit onto 8 1/2 X 11-inch paper

* For projects requiring review by the Urban Design Commission, provide *Fourteen (14) additional 11x17 copies* of the plan set. In addition to the above information, all plan sets should also include: 1) Colored elevation drawings with shadow lines and a list of exterior building materials/colors; 2) Existing/proposed lighting with photometric plan & fixture cutsheet; and 3) Contextual site plan information including photographs and layout of adjacent buildings and structures. The applicant shall bring samples of exterior building materials and color scheme to the Urban Design Commission meeting.

Letter of Intent: Provide one (1) Copy per Plan Set describing this application in detail including, but not limited to:

- | | | |
|---|---|--|
| • Project Team | • Building Square Footage | • Value of Land |
| • Existing Conditions | • Number of Dwelling Units | • Estimated Project Cost |
| • Project Schedule | • Auto and Bike Parking Stalls | • Number of Construction & Full-Time Equivalent Jobs Created |
| • Proposed Uses (and ft ² of each) | • Lot Coverage & Usable Open Space Calculations | • Public Subsidy Requested |
| • Hours of Operation | | |

Filing Fee: Refer to the Land Use Application Instructions & Fee Schedule. Make checks payable to: *City Treasurer*.

Electronic Submittal: All applicants are required to submit copies of all items submitted in hard copy with their application as Adobe Acrobat PDF files on a non-returnable CD to be included with their application materials, or by e-mail to pcapplications@cityofmadison.com.

Additional Information may be required, depending on application. Refer to the Supplemental Submittal Requirements.

6. Applicant Declarations

Pre-application Notification: The Zoning Code requires that the applicant notify the district alder and any nearby neighborhood and business associations in writing no later than 30 days prior to FILING this request. List the alderperson, neighborhood association(s), and business association(s) AND the dates you sent the notices:

Alder Sara Eskrich, September 2, 2015 & Greenbush Neighborhood Association, September 2, 2015

→ If a waiver has been granted to this requirement, please attach any correspondence to this effect to this form.

Pre-application Meeting with Staff: Prior to preparation of this application, the applicant is required to discuss the proposed development and review process with Zoning and Planning Division staff; note staff persons and date.

Planning Staff: DAT Meeting Date: 7/16/15 Zoning Staff: DAT Meeting Date: 7/16/15

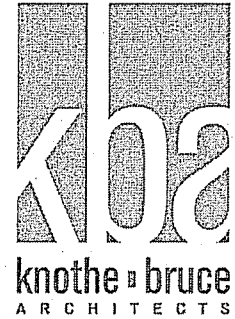
The applicant attests that this form is accurately completed and all required materials are submitted:

Name of Applicant: Jacob T. Klein Relationship to Property: Owner

Authorizing Signature of Property Owner:  Date: 10-6-15

October 7, 2015

Ms. Katherine Cornwell
Department of Planning & Development
City of Madison
215 Martin Luther King Jr. Blvd
PO Box 2985
Madison, Wisconsin 53701



Re: Letter of Intent - Conditional Use
820 S. Park Street
Madison, WI

Ms. Katherine Cornwell:

The following is submitted together with the plans and application for the staff and plan commission consideration of approval:

Organizational Structure:

Owner/Developer: JT Klein, Inc.
906 Bear Claw Way
Madison, WI 53717
Phone: 608-203-5326
Contact: Jacob Klein
jacob@jtklein.com

Engineer: Burse Surveying & Engineering, Inc.
2801 International Lane, Suite 101
Madison, WI 53704
Phone: 608-250-9263
Fax: 608-250-9266
Contact: Peter Fortlage
pfortlage@bse-inc.net

Architect: Knothe & Bruce Architects, LLC
7601 University Avenue, Ste. 201
Middleton, WI 53562
Phone: 608-836-3690
Contact: Randy Bruce
rbruce@knothebruce.com

Landscape Design: Ken Saiki Design, Inc.
303 S. Paterson St., Ste. 1
Madison, WI 53703
Phone: 608-251-3600
Contact: Abbie Moilien
amoilien@ksd-la.com

Introduction:

The proposed development is located at the corner of S. Park Street and Delaplaine Ct. immediately south of the St. Mary's hospital complex. The developer is proposing a mixed-use development that includes affordable work-force housing above and behind commercial space fronting S. Park Street. The development will also provide significant reinvestment into the single-family residences along S. Brooks Street.

A preliminary plat will be submitted with this conditional use application to redefine the underlying lots for the development.

Project Description:

The site is currently occupied by a vacant one-story commercial building (The Church Store), nine rental single-family residences and one rental two-unit. The development proposes to deconstruct the two-unit and four of the existing single-family residences, relocate three single-family residences and construct a mixed-use building with 103 apartments and 2000 square feet of commercial space.

The mixed-use building will be five stories in height along Park St. and Delaplaine Ct., stepping down to four stories to the west and along Haywood Ave. The five-story section includes step-backs along Park Street and the west end to mitigate the apparent height. The building facades are well articulated and activate the street level with multiple entries around the building. The prominent residential entry is at the corner of Park Street and Delaplaine with an additional main building entry on Haywood Avenue. Private townhouse entries face Delaplaine Ct. and the western façade while a commercial storefront covers the Park Street façade. The exterior materials will be a combination of masonry, metal paneling and fiber-cement siding. A central hardscaped and landscaped courtyard provides a central outdoor gathering area at grade level. A roof top terrace is provided at the fifth floor level with access from the building's community facilities. A tot lot is located in the landscaped area on the west side of the building for resident use.

Vehicular accesses to the parking areas are achieved from two driveways on Haywood Avenue. One provides access to the 11 surface parking stalls and the other to the underground parking garage. Pedestrian improvements to the City infrastructure are planned on S. Park St. (dedicating 3 feet for wider city sidewalk) and Delaplaine Ct. (dedicating 6 feet for construction of a city sidewalk). Bicycle parking is conveniently located near building entries and in the below grade parking garage.

The developer plans to finance the development with the assistance of WHEDA Section 42 tax-credits and funds from the City of Madison affordable housing funds. While the neighborhood has seen several market-rate apartment developments constructed recently this development will provide a significant increase in the workforce housing available in this area.

Many of the existing Brooks St. residences have been used for student-oriented housing for years and are in various states of disrepair. The Brooks St. streetscape is enhanced by the selective deconstruction of the three most dilapidated structures and the relocation of three well-maintained structures from Haywood Ave. and Delaplaine Ct.. Additional improvements are proposed for the two existing Brooks St. homes and all five will have new front yard landscaping installed.

Zoning and Conditional use approvals:

The existing site is zoned TSS and TR-VI. To accommodate the proposed development the existing TSS district would be expanded and the five single-family properties on Brooks Street would be rezoned to TR-C3. The TR-C3 district will reduce the allowable family size of the occupants, promote owner occupancy and is consistent with the majority of the Greenbush neighborhood. The expanded TSS district will more closely align with the TSS district boundaries on the block to the south of the site and provides a more appropriate transition to the St. Mary's Hospital complex to the north.

The proposed redevelopment requires the following conditional uses within the TSS District:

- Building size over 25,000 s.f.
- Building height over 3 stories

- Residential development greater than 8 units
- A first floor area consisting of less than 75% non-residential space

Demolition Standards

The redevelopment proposes the deconstruction of the one-story commercial structure, the two-unit and four of the existing single-family residences. In addition three existing single-family residences will be relocated from their Delaplaine Ct. and Haywood Avenue locations to the Brooks Street frontage. The existing one-story commercial building and parking lot are not consistent with the City plans and redevelopment of that site is a goal of the neighborhood. The three Brooks Street structures that are proposed for deconstruction have significant structural problems that limits their viability as owner occupied housing and their replacement with higher quality housing will strengthen the Brooks St. residential character. Images of the existing structures and additional information are attached.

We believe that the demolition standards can be met. While this proposal requires the demolition of several structures it meets two important goals of the City and neighborhood. The demolition will allow for new high-quality workforce housing in close proximity to employment centers. The proposal will also rehabilitate and strengthen the owner-occupied character of this section of Brooks Street.

A Re-use and Recycling Plan will be submitted prior to the deconstruction of the structures.

Neighborhood Input:

Several meetings have been held with the alderperson and neighborhood representatives. A general neighborhood meeting was held on September 10, 2015 and additional neighborhood meetings are planned prior to the plan commission and public hearing for this proposal. The development proposal for the site has been revised multiple times over the past several months in response to the input received.

This development proposal meets two important goals of the Greenbush Neighborhood: providing affordable housing and strengthening owner-occupancy in the neighborhood.

Site Development Data:

Densities:

Lot Area in S.F.	64,411 S.F.
Lot Area in Acres	1.48 acres
Dwelling Units	103 DU
Commercial Space	2,000 S.F.
Lot Area / D.U.	625 S.F./D.U.
Density	69.6 units/acre
Open Space	7,947 S.F.
Open Space / D.U.	77 S.F./D.U.
Lot Coverage	54% of total lot

Vehicle Parking:

Surface:	11 stalls
<u>Underground:</u>	<u>84 stalls</u>
Total	95 stalls

Bicycle Parking:

Garage – STD. 2'x6'	101 stalls
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<u>Exterior – STD. 2'x6'</u>	<u>22 stalls</u>
Total	123 stalls

Gross Floor Areas:

Commercial Area	2,000 S.F.
<u>Residential Area</u>	<u>113,464 S.F.</u>
Total Gross Area	115,464 S.F.

Dwelling Unit Mix:

Efficiency	5
One Bedroom	56
Two Bedroom	25
<u>Three Bedroom</u>	<u>17</u>
Total Dwelling Units	103

Building Height: Four and Five Stories

Project Schedule:

This project is planned to start construction in late 2016 and be completed in Spring of 2018.

Thank you for your time reviewing our proposal.

Sincerely,

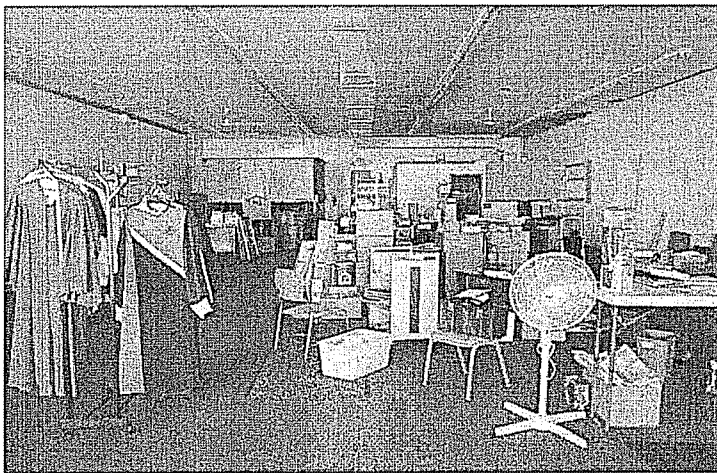
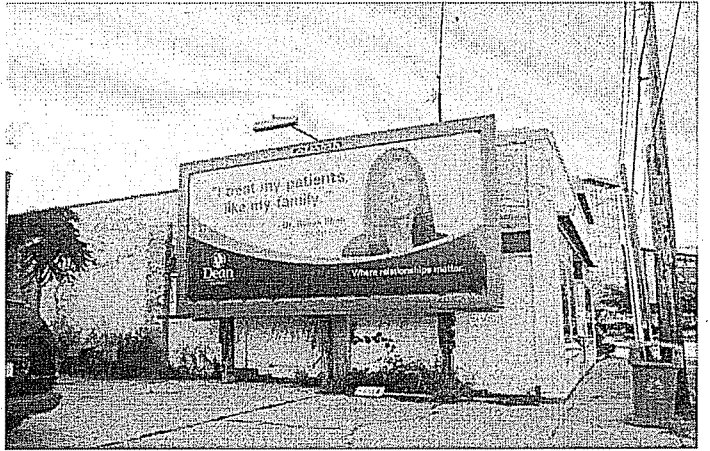
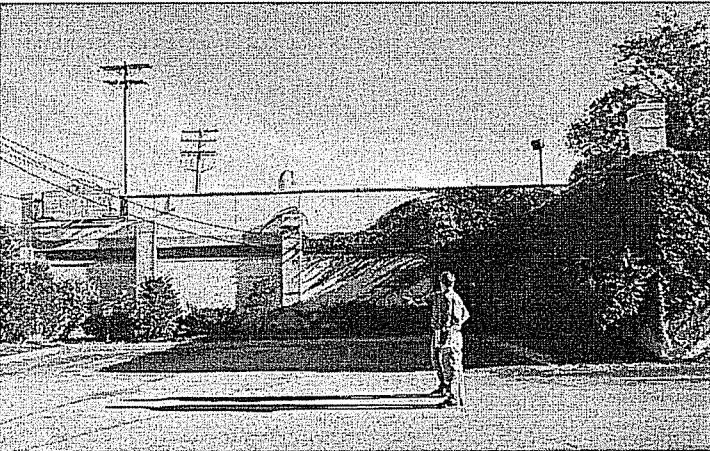
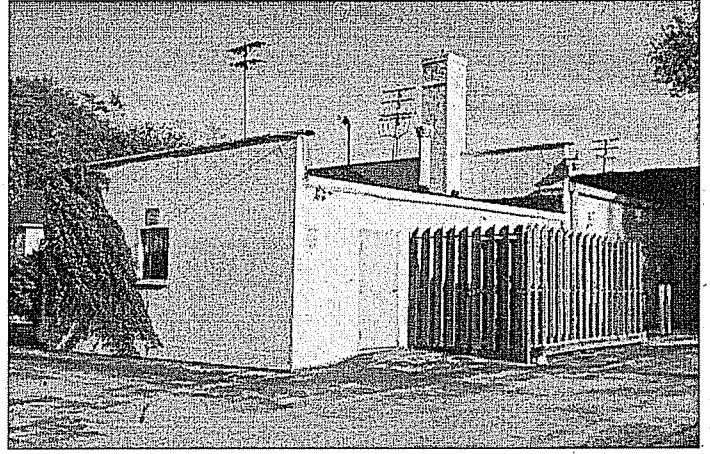
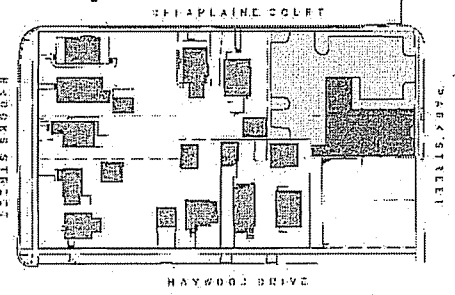
J. Randy Bruce
Managing Member

820 S. Park St.

October 1, 2015

SUMMARY

Propose to deconstruct the existing Madison Church Supply store on the corner of Delaplaine Court and Park Street. The property has sat vacant for several years. The neighborhood has expressed interest in seeing the building replaced.

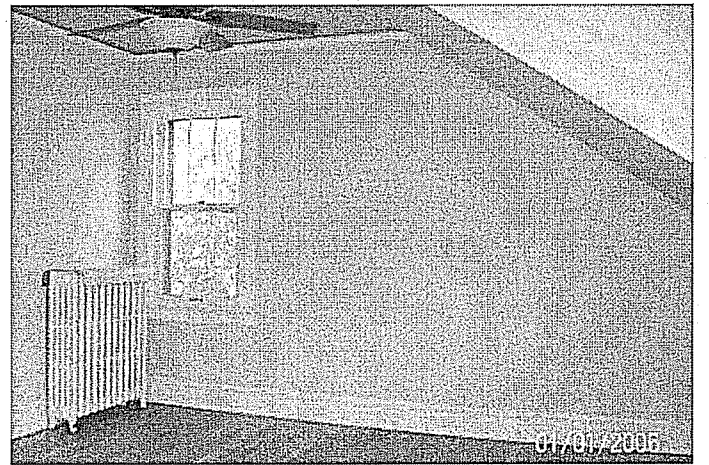
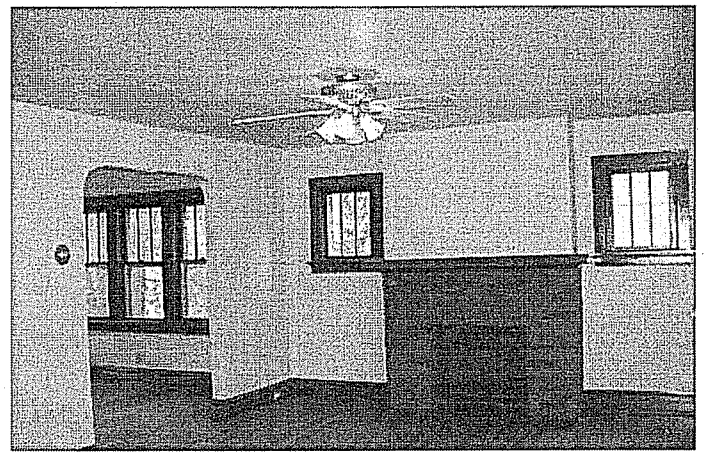
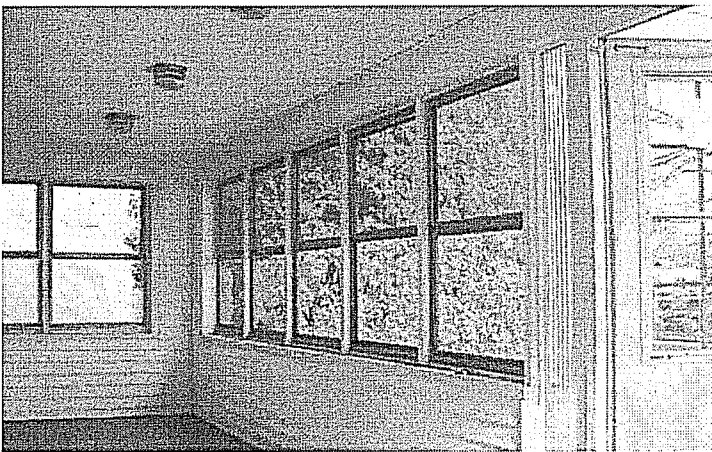
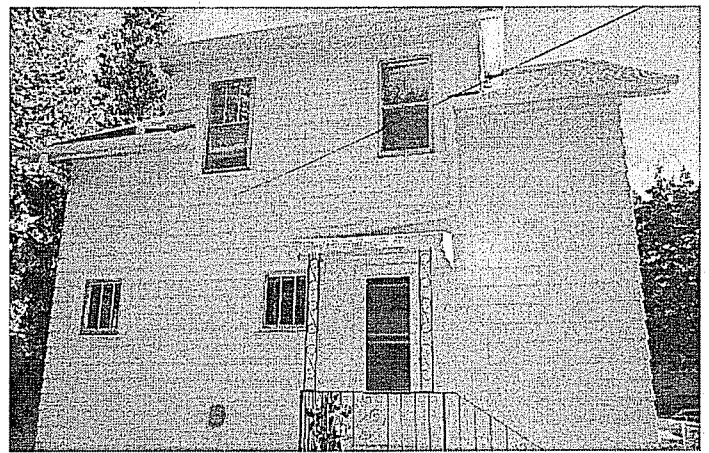
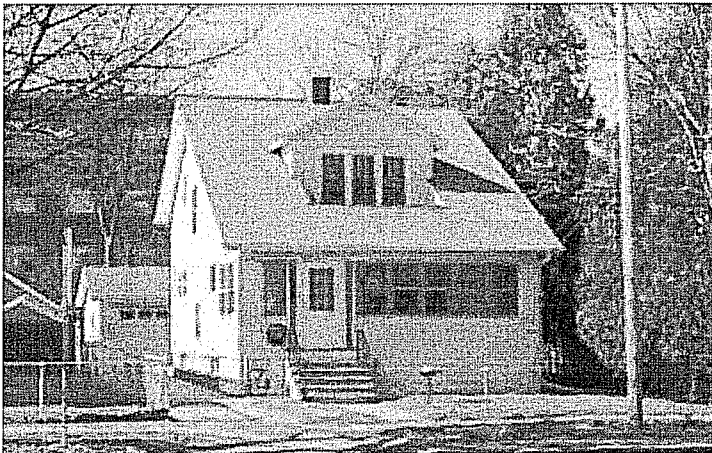
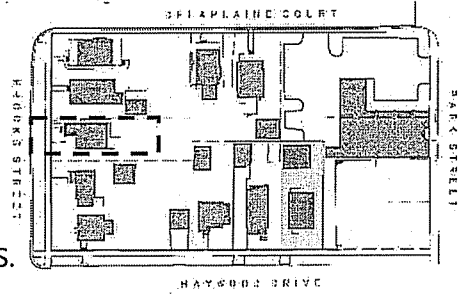


910 Haywood Dr.

October 1, 2015

SUMMARY

This property was well maintained by its long-time original owner and the exterior and interiors are in good condition. This property will be moved to 829 S. Brooks Street.

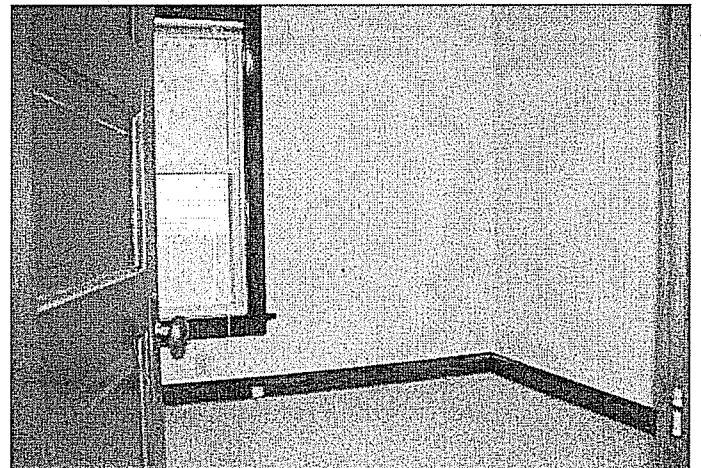
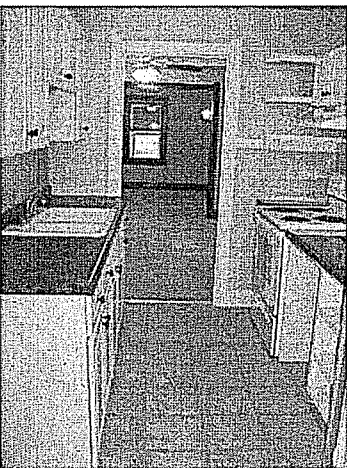
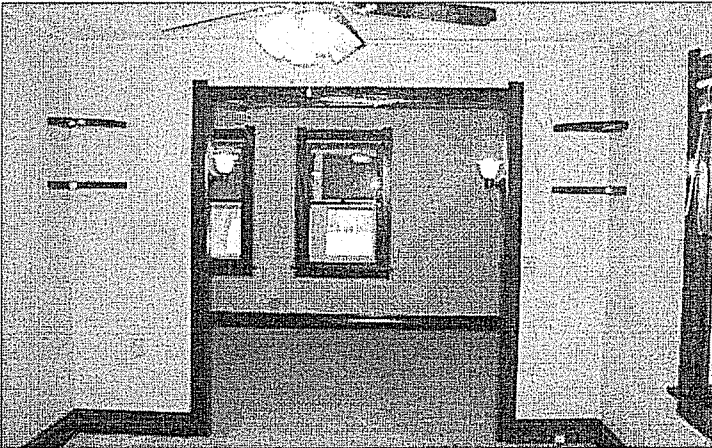
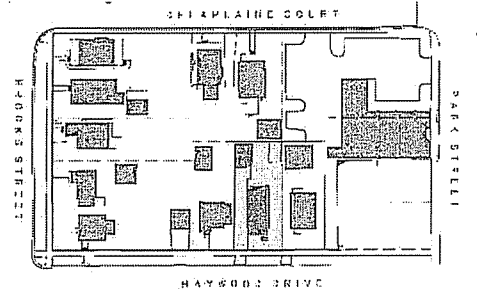


914 Haywood Dr.

October 1, 2015

SUMMARY

This home will be offered for relocation or deconstructed.



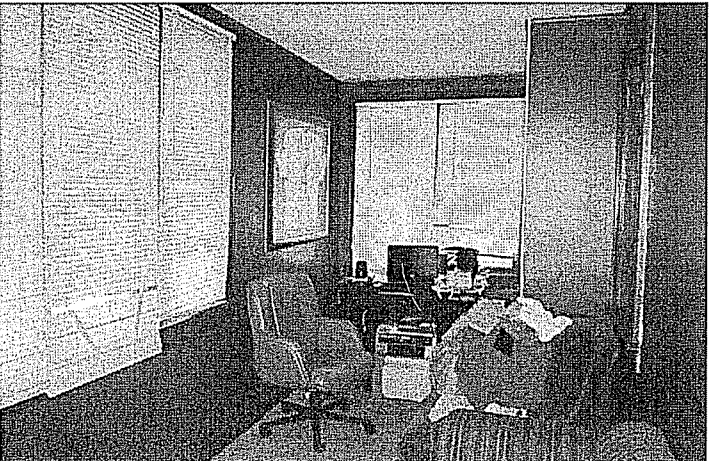
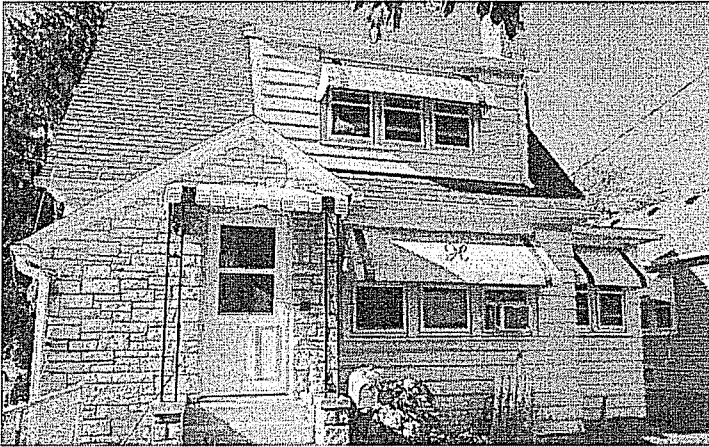
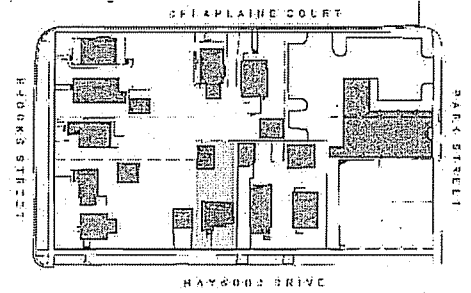
7-9

922 Haywood Dr.

October 1, 2015

SUMMARY

This home will be offered for relocation or deconstructed.



7-9

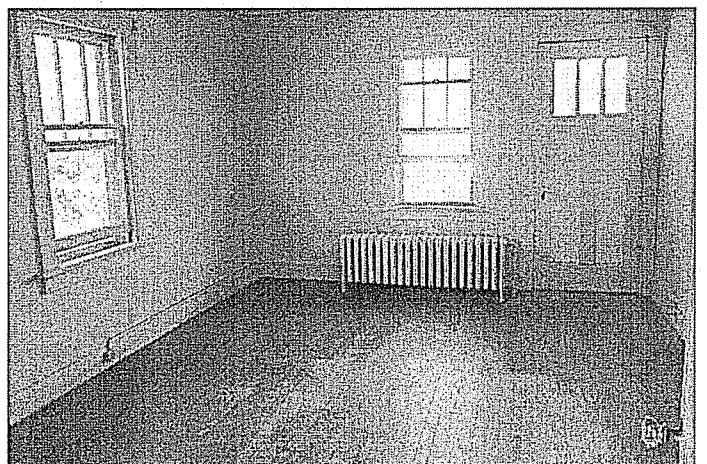
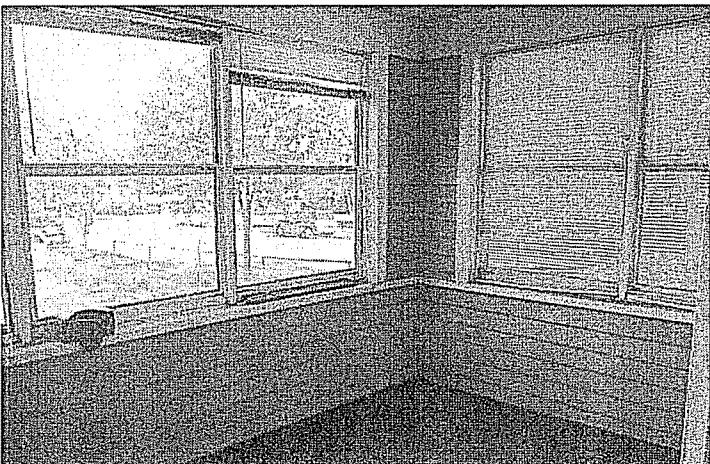
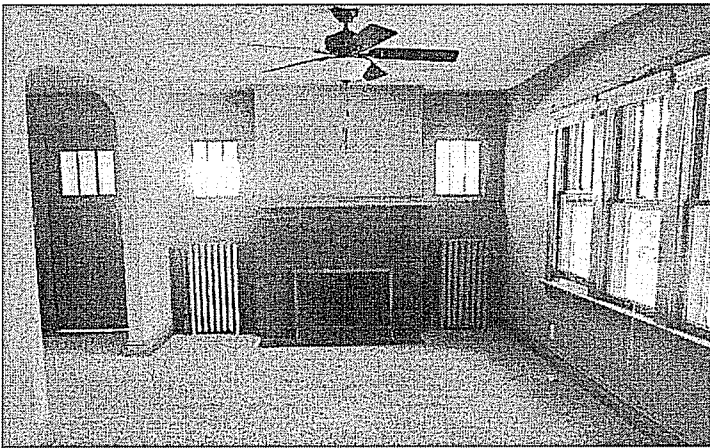
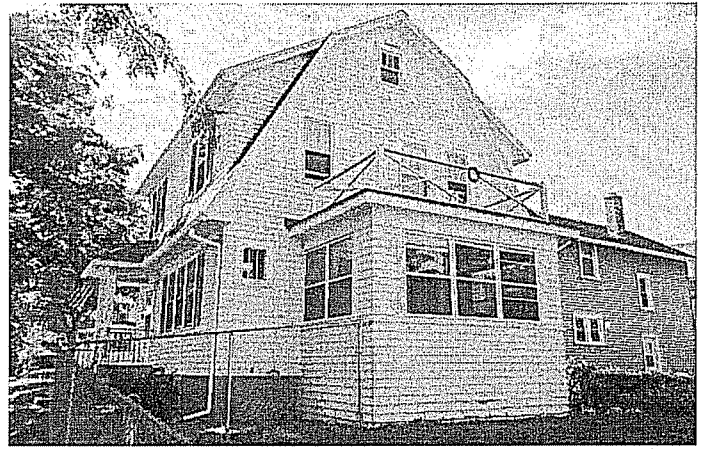
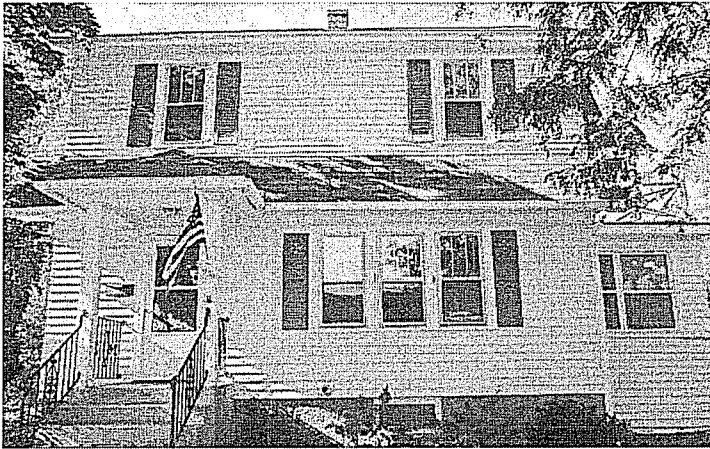
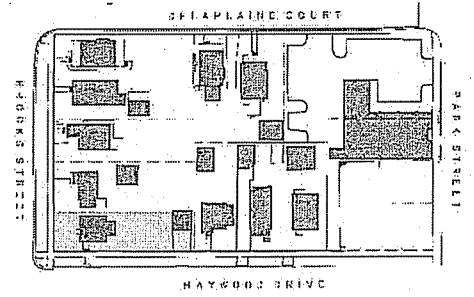
930 Haywood Dr.

October 1, 2015

SUMMARY

This home will remain. Improvements will be made including the following:

- New vinyl siding will be installed. Remove the shutters.
- New gutters, downspouts, and railing at the porch entry will be installed.
- Paint railing on second floor rooftop balcony.
- Reconstruct rear stair and railing leading to the kitchen.
- Remove the chain link fence, install a new driveway from Haywood Drive, and new landscaping in the front and street side yards.



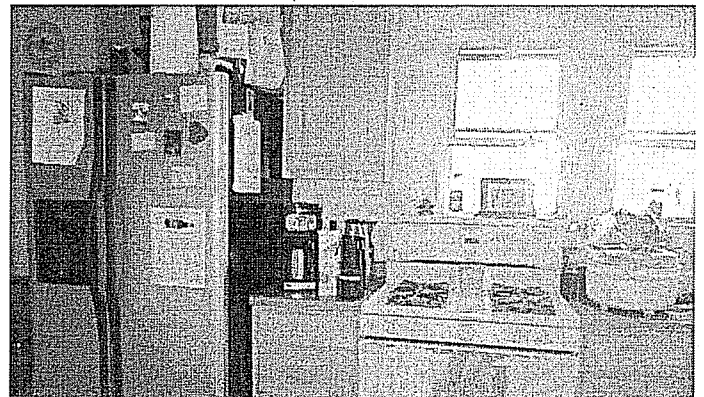
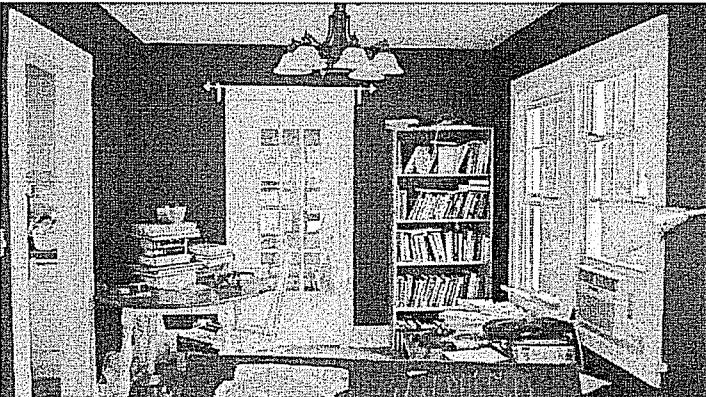
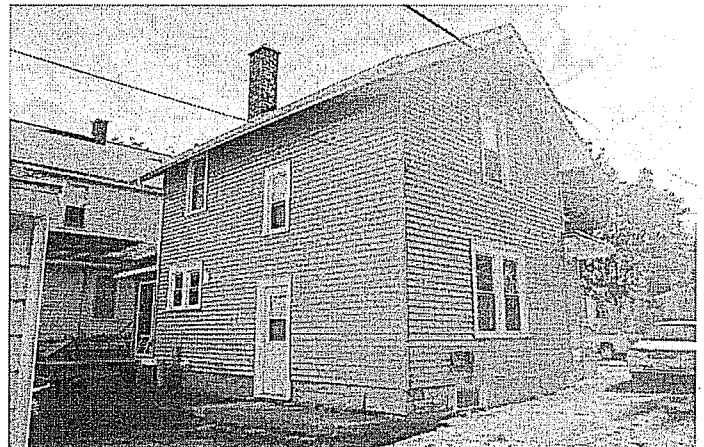
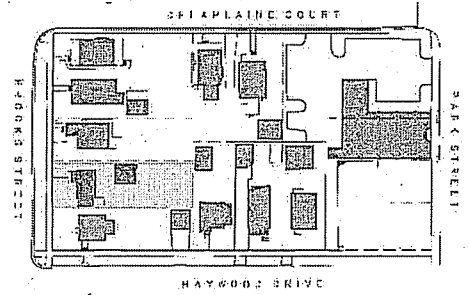
831 S. Brooks St.

October 1, 2015

SUMMARY

Improvements will be made including the following:

- A new entry railing and new landscaping will be installed in the front yard.
- The garage fascia will be repaired.
- The asphalt driveway will be removed including the front yard parking and a new concrete driveway installed along the north side of the home.
- The electrical system will be evaluated and repaired or replaced as needed.

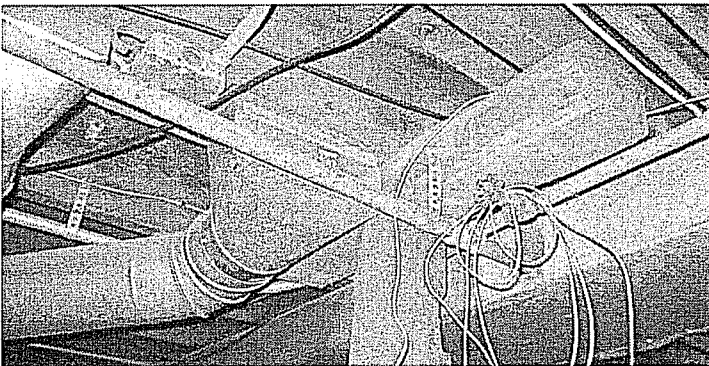
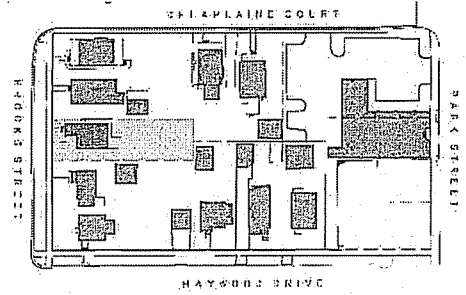


829 S. Brooks St.

October 1, 2015

SUMMARY

This duplex will be offered for relocation or deconstructed.

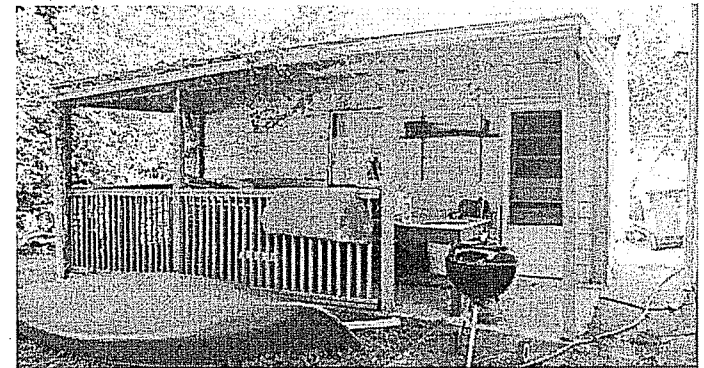
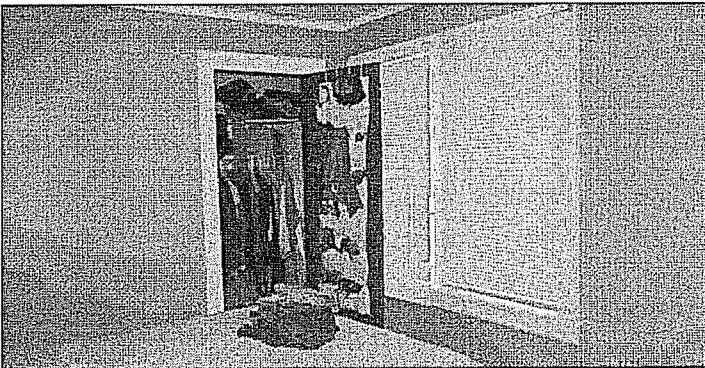
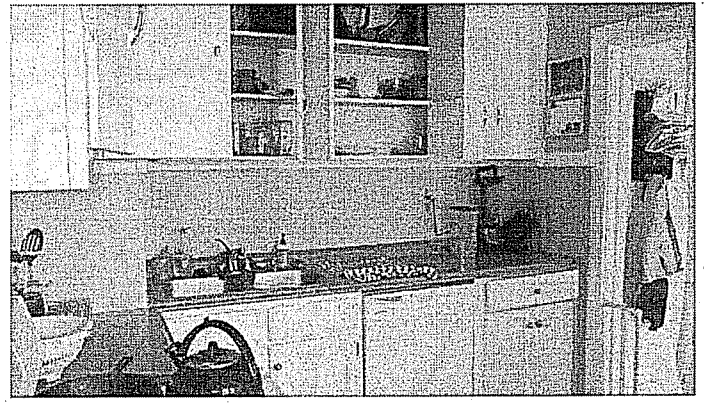
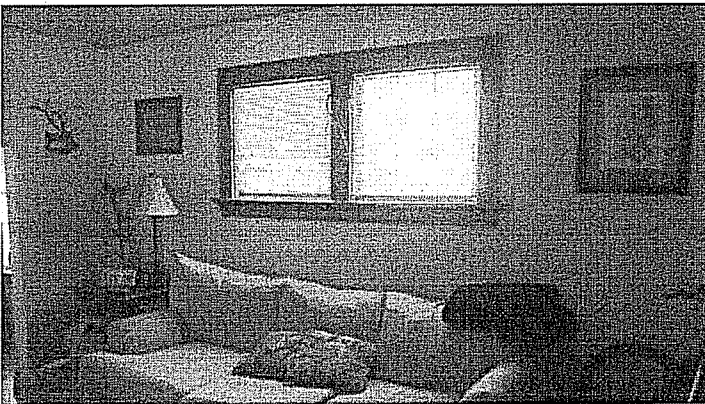
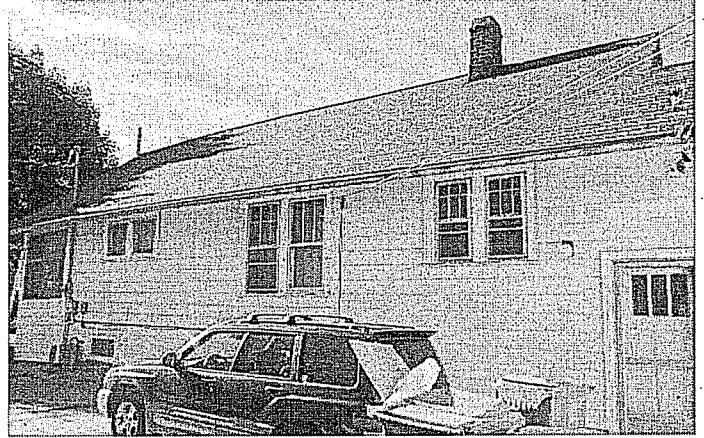
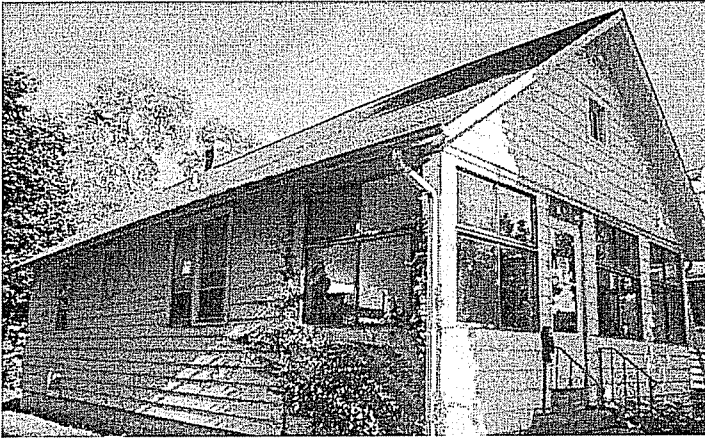
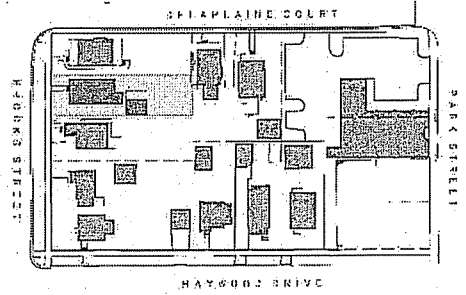


827 S. Brooks St.

October 1, 2015

SUMMARY

This home will be offered for relocation or deconstructed. The home at 911 Delaplaine Ct. will be moved to this lot.

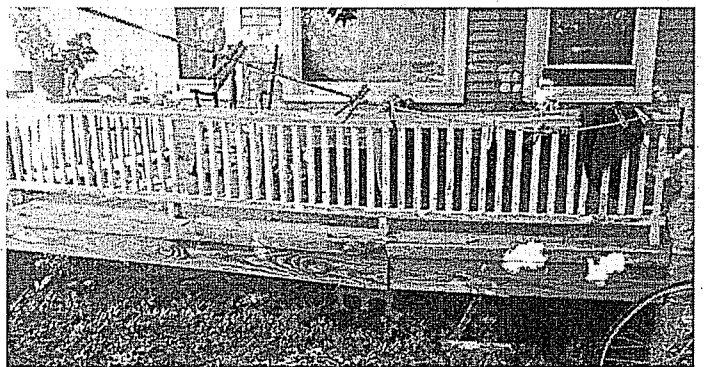
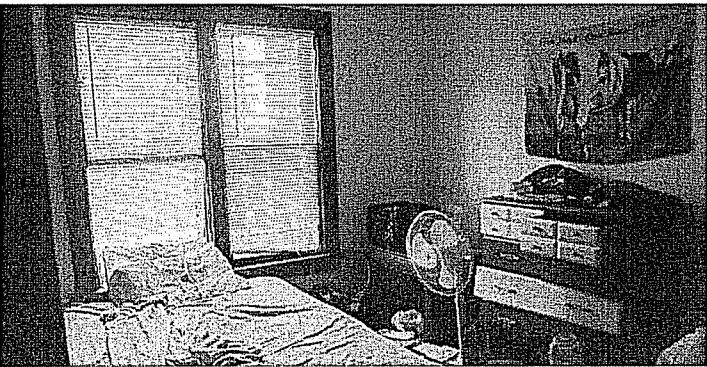
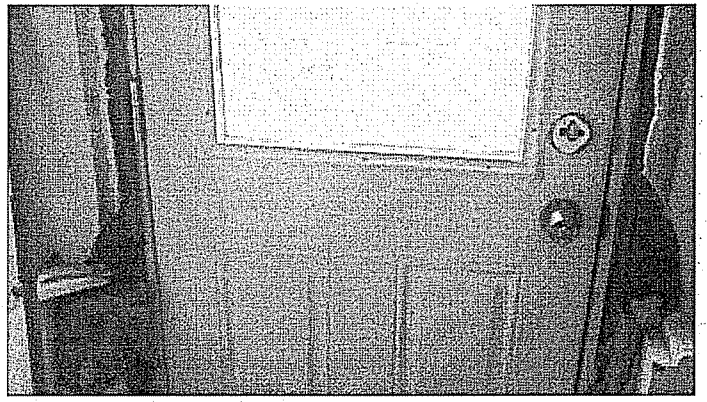
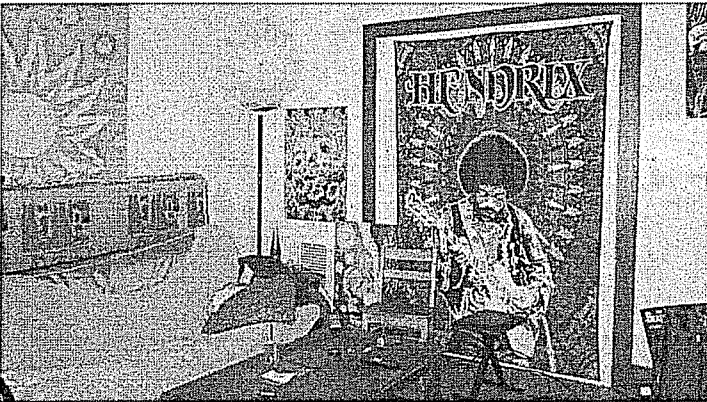
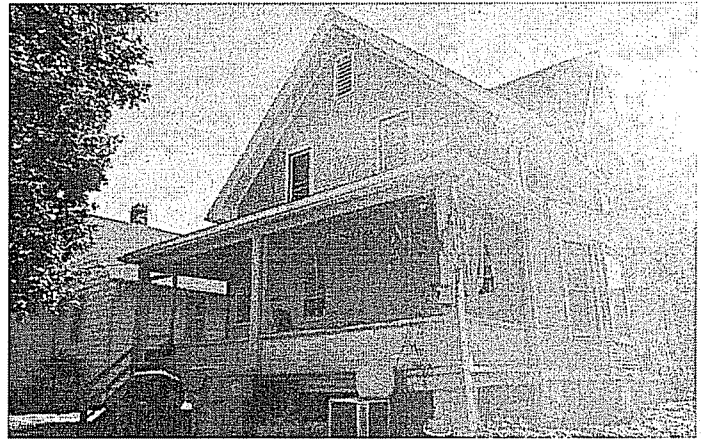
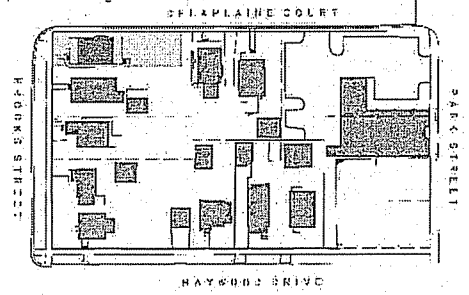


825 S. Brooks St.

October 1, 2015

SUMMARY

This home will be offered for relocation or deconstructed. The home at 909 Delaplaine Ct. will be moved to this lot.



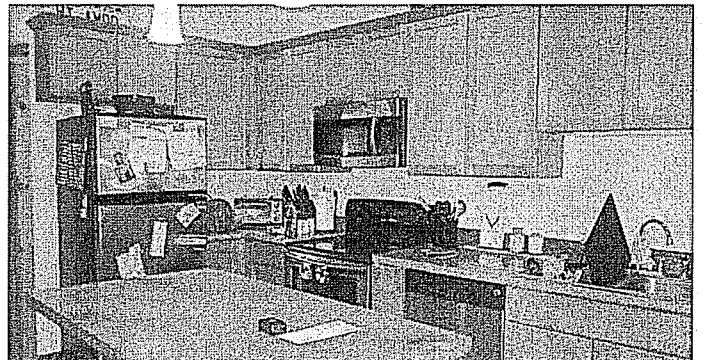
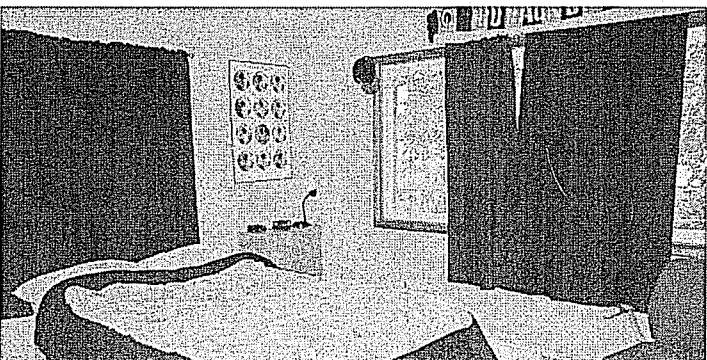
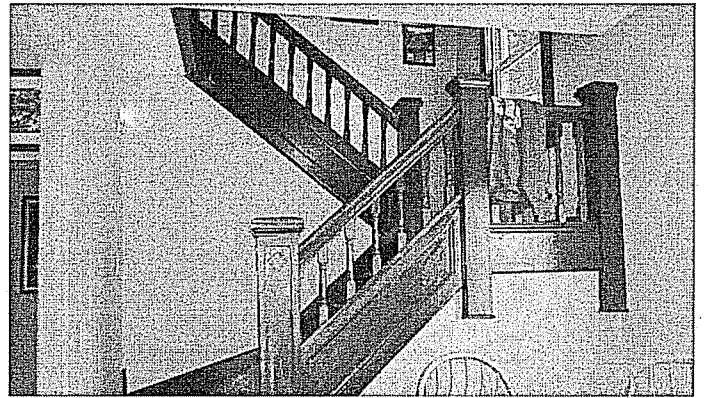
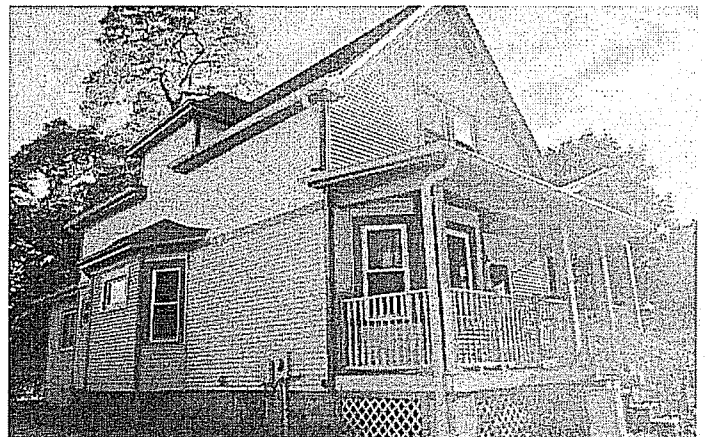
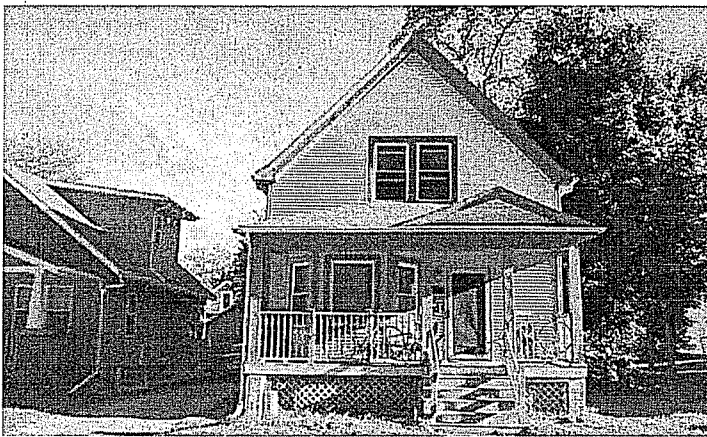
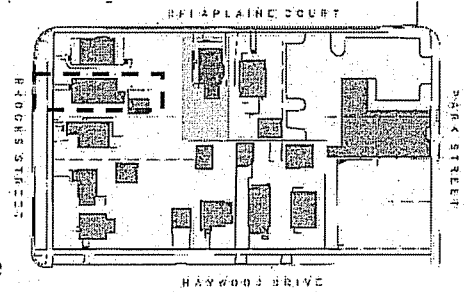
911 Delaplaine Ct.

October 1, 2015

SUMMARY

This home will be moved to 827 S. Brooks St after the existing building is deconstructed. The home at 911 Delaplaine Ct. was recently renovated and the interior and exterior of the home are in very good condition. After the move, the following improvements will be made:

- The front porch will likely be reconstructed after the move. A new entry walk will be installed from the City sidewalk to the porch on Brooks Street.
- New concrete driveway installed from Delaplaine Ct.
- New landscaping will be installed in the front and side yards.



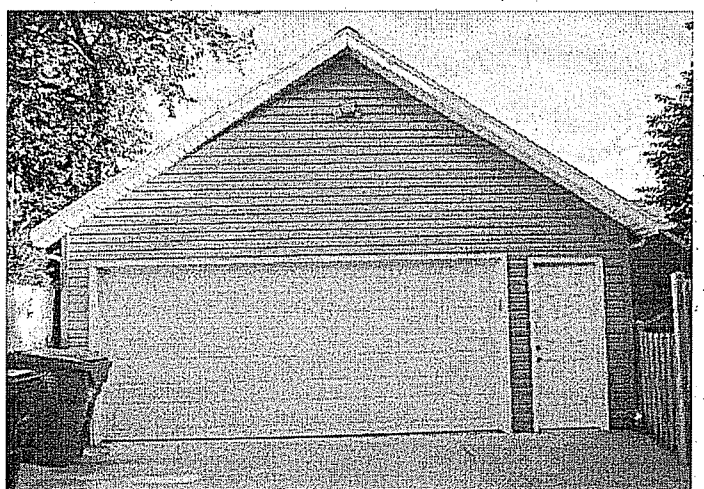
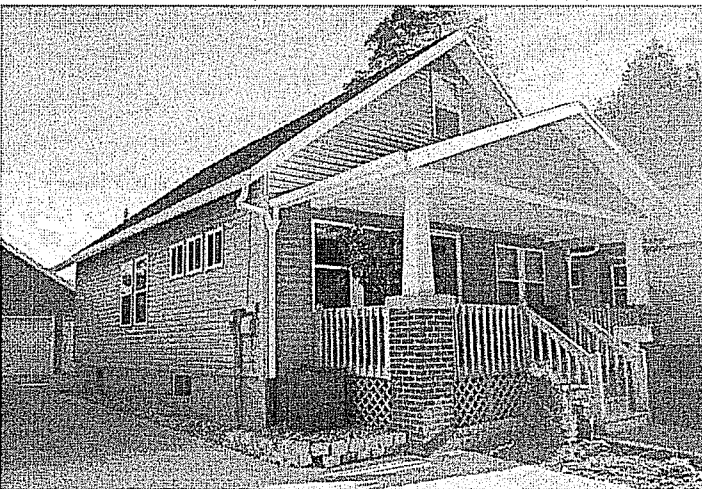
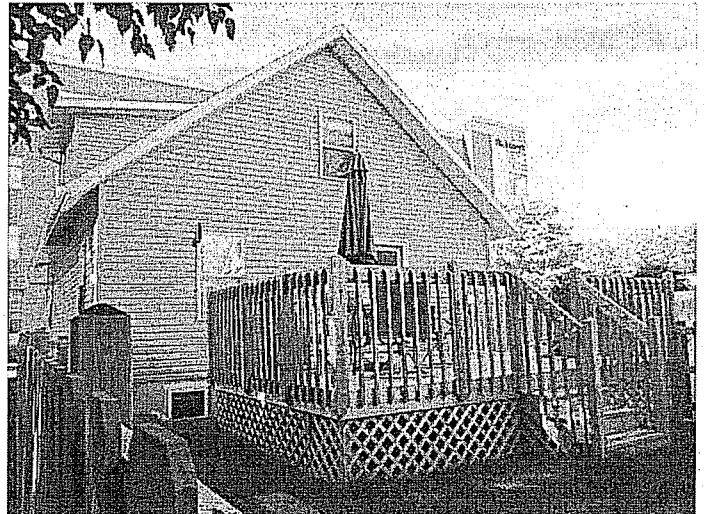
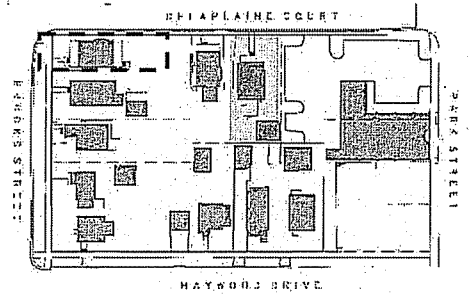
909 Delaplaine Ct.

October 1, 2015

SUMMARY

This home will be moved to 825 S. Brooks St after the existing building is deconstructed. The home at 909 Delaplaine Ct. was recently renovated and the interior and exterior of the home are in very good condition. After the move, the following improvements will be made:

- The front porch will likely be reconstructed after the move. A new entry walk will be installed from the City sidewalk to the porch on Brooks Street.
- New concrete driveway installed. The detached garage may also be relocated.
- New landscaping will be installed in the front yard.



MEMORANDUM

To: Jacob Klein, JT Klein Inc

From: John A. Lichtenheld P.E., AICP

Date: October 7, 2015

Project No.: 27-1024.00

Re: South Park Street Redevelopment

This memo summarizes the findings of a transportation and parking analysis for a redevelopment project on S. Park Street between Haywood Drive and Delaplaine Court in the City of Madison, WI. The development comprises 103 apartment units and 2,000 square feet of office space on the first floor. The project contains 84 underground residential parking spaces with two driveway accesses on Haywood Drive. The main access on Haywood Drive will connect with the underground parking. The second drive on Haywood will be for delivery and access for 11 at-grade parking stalls.

The project site plan and layout is shown in Figure 1.

Traffic

As part of the traffic analysis, we were requested to evaluate the number of trips generated by the development, the assignment of trips into and out of the development, and traffic turning volumes onto Brooks Street and S. Park Street from both Haywood Drive and Delaplaine Court.

Both trip generation projections and traffic counts were determined during the afternoon peak hours since that is the time in which the street system is at peak demand. The projected peak hour trips are shown in the table in Figure 2. The total number of trips projected is 35 trips during the morning peak hour and 44 trips during the afternoon peak hour. The table also shows how those trips are broken out between inbound and outbound trips during each of the two peak hour time periods based on the ITE Trip Generation Manual 9th Addition. While the trip generation will most likely be less than the recommended trip generation due to the target clientele, availability of transit, and biking opportunities, the trip generation numbers are so small compared with existing adjacent traffic volumes that the higher rates were used as a "worst case" scenario.

Existing available traffic volumes, in terms of daily counts, in the area are shown in Figure 3. These include daily traffic counts (2013) on the two adjacent streets including S. Park Street and Haywood. PM traffic turning movement counts were taken at the intersections of Delaplaine and Haywood at both S. Park Street and Brooks Street. The results of these counts is shown in Figure 3 also for the afternoon peak hour (4:15 – 5:15 PM). The detailed results of the counts are shown in Appendix A.

Figure 3 also shows the traffic control on the local streets in the area. All the street intersections that are included in the traffic study are stop controlled. As noted, the Delaplaine Court/S. Park Street intersection is restricted for outbound vehicles turning out onto S. Park Street.

The projected trips into and out of the development driveways were distributed for the PM peak hour since that time period shows the highest trip demand for the development. All access is from Haywood Drive because it has full access to both the surface and underground parking. There is no vehicular access onto Delaplaine Court. The assigned trip distribution for the afternoon peak hour is shown in **Figure 4**.

This distribution is based on existing traffic count turning movements (i.e. gravity model). Since the development has no impact on Delaplaine Court, has very little impact on Haywood Drive and its intersections, and all intersections are controlled with two way stops on the minor street, we did not perform a Level of Service analysis (LOS) at any of the impacted intersections.

Parking, Transit, Pedestrians, and Bicycles

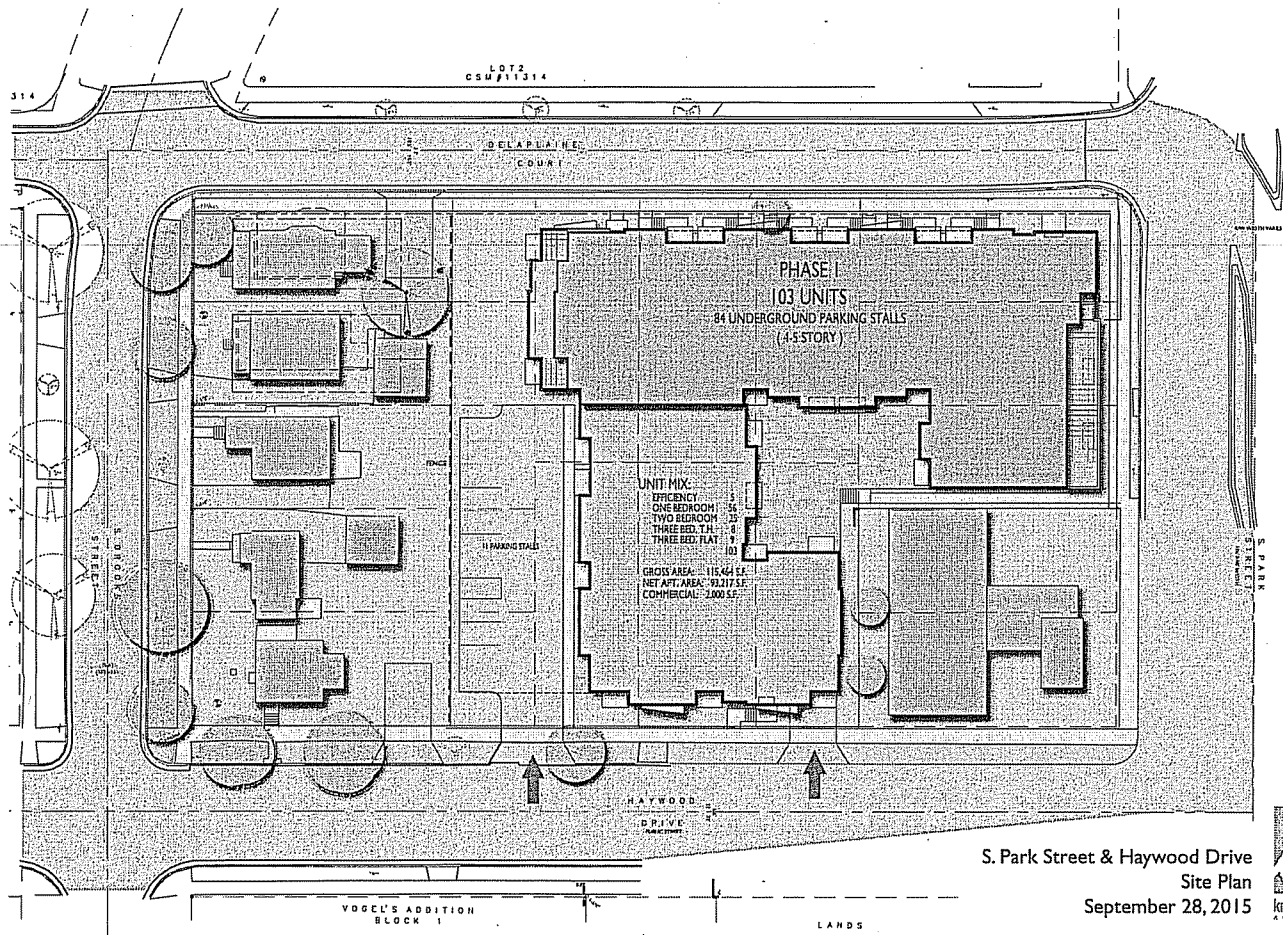
There will be a total of 98 bike storage spaces provided on the site. Additional bike storage spaces will be provided near the development's entrance and another 98 bike storage spaces will be provided within the facility. There is an existing transit stop on S. Park Street, a block away in front of the hospital. There are also bus stops across the street on S. Park Street as well as on Erin Street. There are a total of 6 bus stops within two blocks of the development (**Figure 5**). There are currently 33 on-street parking spaces on the four streets adjoining the development. However, these parking spaces all have parking limitations. Because Delaplaine Court is a narrow street, (26 feet in width) parking is only allowed on the south side of the street but is restricted to daytime only. On the other hand, Haywood Drive is 38 feet wide and has a total of 15 two hour parking spaces available. In addition to 84 underground parking spaces provided for residents, there are also 11 surface parking spaces provided for visitors, office, and short term uses.

Recommendations

Based on this analysis, it does not appear that this development will have any adverse impact on the adjacent neighborhood's traffic or parking. The additional peak hour traffic volumes are minimal. The amount of parking for the development on site in combination with existing on-street parking restrictions will minimize any impact on existing parking supply and needs. The provision of existing transit, mixed use and services in the area will encourage both walking and transit usage.

In order to enhance and encourage pedestrian safety, we would recommend the following:

1. Provide a painted sidewalk crossing across Haywood and Delaplaine at S. Park Street
2. Upgrade the existing crosswalk on S. Park Street on the north side of Haywood.
3. Provide adequate "no parking" buffers for sight distance at the two new drives on Haywood Drive.



S. Park Street & Haywood Drive
Site Plan
September 28, 2015



07-Oct-15
 South Park Street
 Madison, WI
 SAA Design Group

Figure 2 ITE Trip Generation Rates - 9th Edition

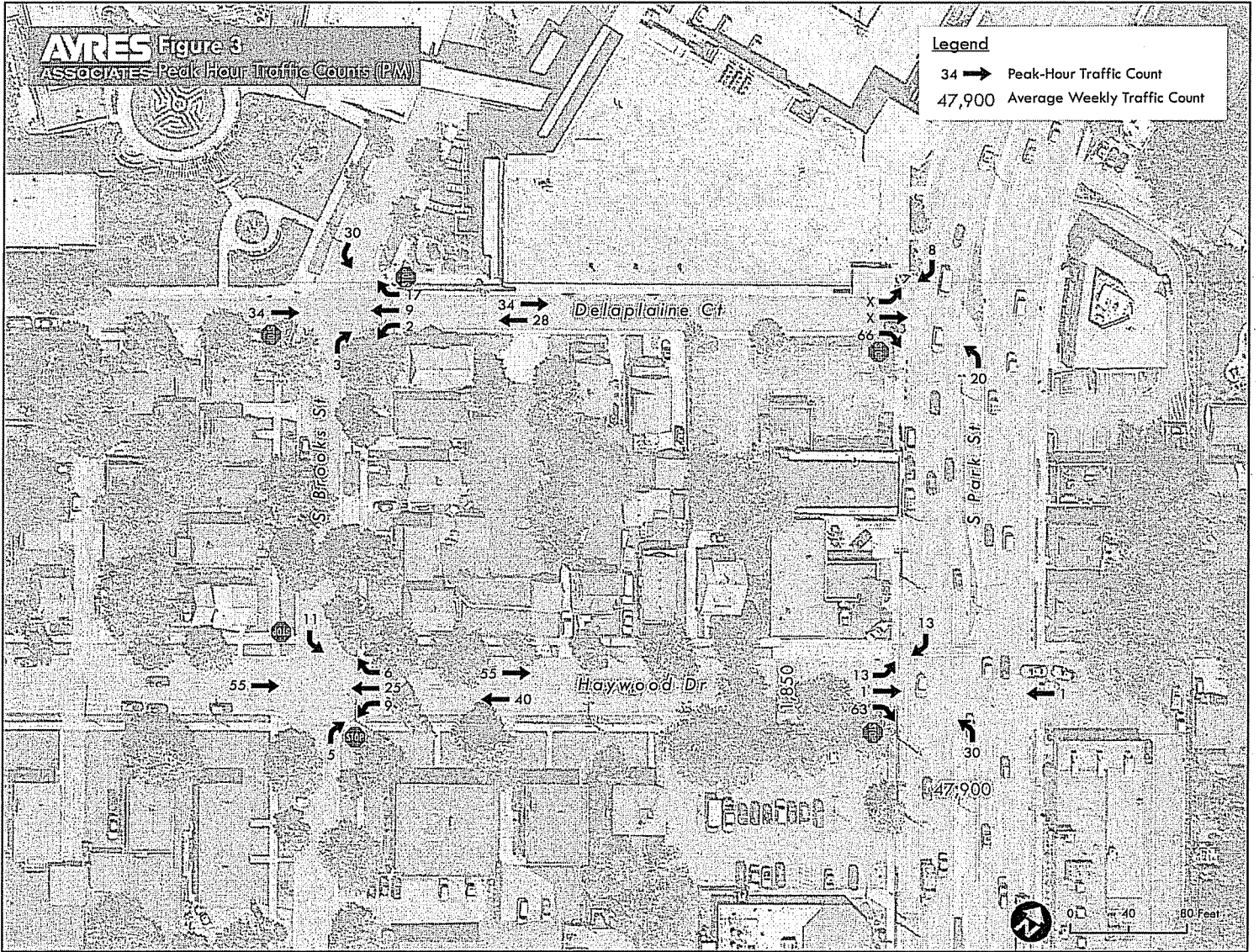
Description/ITE Code	Units	ITE Vehicle Trip Generation Rates <small>(peak hours are for peak hour of adjacent street traffic unless highlighted)</small>								Expected Units	Total Generated Trips			Total Distribution of Generated Trips					
		Weekday	AM	PM	Pass-By	AM In	AM Out	PM In	PM Out		Daily	AM Hour	PM Hour	AM In	AM Out	Pass-By	PM In	PM Out	Pass-By
Office 715	KSF ²	26.80	1.80	1.74		.89%	11%	.15%	.85%	2.0	54	4	3	3	0	0	1	3	0
Residential 223	DU	NA	0.30	0.39		.31%	.69%	.58%	.42%	103.0	NA	31	40	10	21	0	23	17	0
<i>Total</i>												35	44	13	22		24	20	

RED Rates = Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 a.m. or 4 and 6 p.m.
 Green Rates = Peak Hour of Generator - (estimated from other reports)

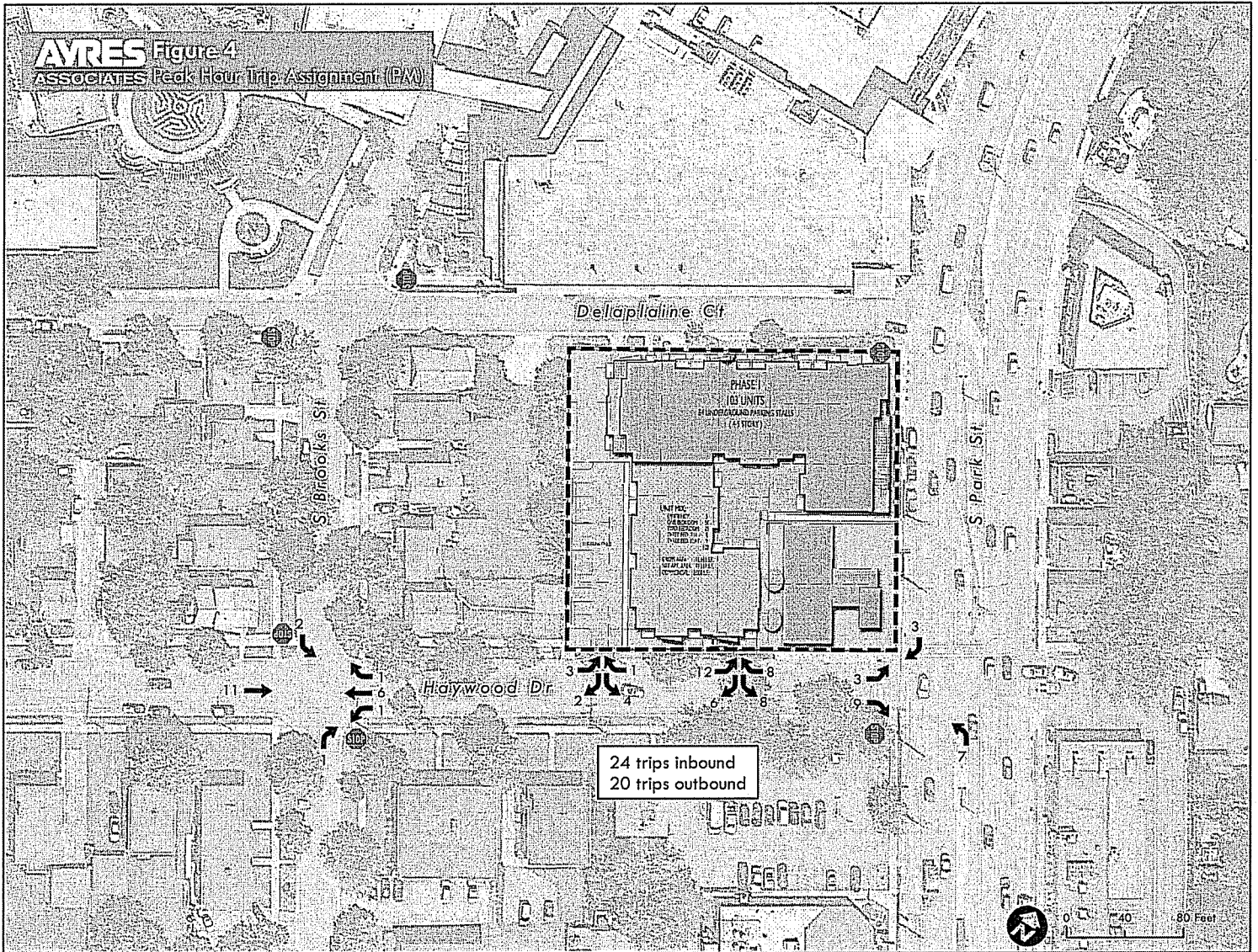
NA = Not Available KSF² = Units of 1,000 square feet DU = Dwelling Unit

AVRES Figure 3
ASSOCIATES Peak Hour Traffic Counts (P.M.)

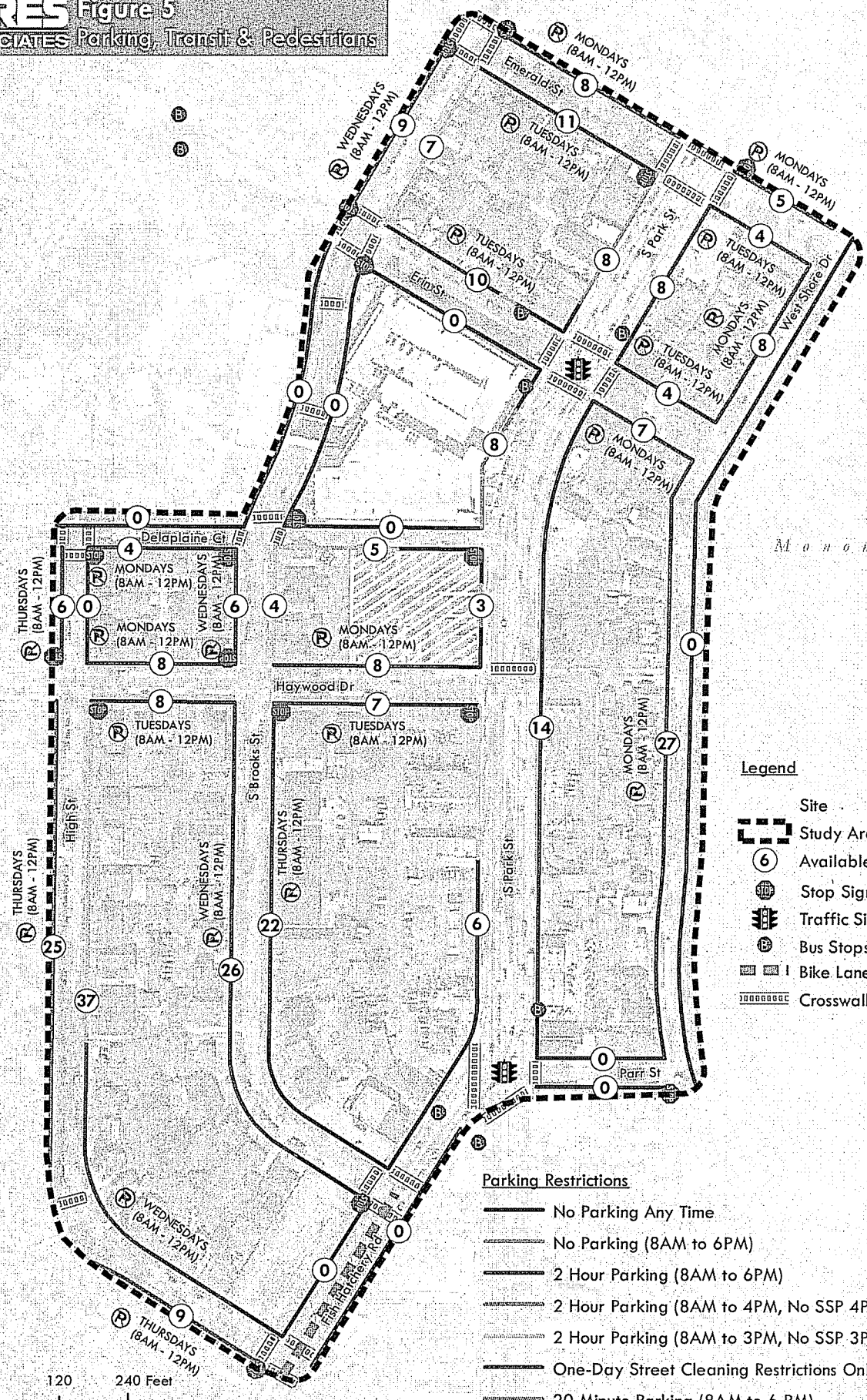
Legend
 34 → Peak-Hour Traffic Count
 47,900 Average Weekly Traffic Count



AYRES Figure 4
ASSOCIATES Peak Hour Trip Assignment (PM)

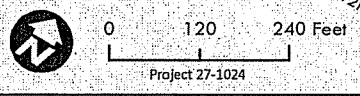


AVRES Figure 5
ASSOCIATES Parking, Transit & Pedestrians



- Legend**
- Site
 - Study Area
 - Available Parking Spaces
 - Stop Sign
 - Traffic Signal
 - Bus Stops
 - Bike Lanes
 - Crosswalks

- Parking Restrictions**
- No Parking Any Time
 - No Parking (8AM to 6PM)
 - 2 Hour Parking (8AM to 6PM)
 - 2 Hour Parking (8AM to 4PM, No SSP 4PM to 6PM)
 - 2 Hour Parking (8AM to 3PM, No SSP 3PM to 6PM)
 - One-Day Street Cleaning Restrictions Only
 - 20 Minute Parking (8AM to 6 PM)



Appendix A

Traffic Counts

AYRES Associates Appendix A
Traffic Counts (Page 1)

N/S Park
 E/W Delaplaine
 Control: Stop Sign on Delaplaine
 Delaplaine Ct & Park St 1024

PM Peak Start Time	Park				X				Park				Delaplaine				Intersxn Total	
	from North (Southbound)	from East (Westbound)	from South (Northbound)	from West (Eastbound)	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM	0	0	1	1	0	0	0	0	2	0	0	2	0	0	14	14	17	81
4:15 PM	0	0	3	3	0	0	0	0	5	0	0	5	0	0	16	16	24	94
4:30 PM	0	0	2	2	0	0	0	0	3	0	0	3	0	0	10	10	15	94
4:45 PM	0	0	1	1	0	0	0	0	5	0	0	5	0	0	19	19	25	94
5:00 PM	0	0	2	2	0	0	0	0	7	0	0	7	0	0	21	21	30	94
5:15 PM	0	0	1	1	0	0	0	0	5	0	0	5	0	0	7	7	13	83
5:30 PM	0	0	1	1	0	0	0	0	2	0	0	2	0	0	11	11	14	82
5:45 PM	0	0	1	1	0	0	0	0	4	0	0	4	0	0	5	5	10	67

Peak Hour	from N (Sbound)				from E (Wbound)				from S(Nbound)				W (Ebound)				Intersxn Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
4:15-5:15	0	0	8	8	0	0	0	0	20	0	0	20	0	0	66	66	94

from North	East	South	West	Total Approach	
PM Peak sb	wb	nb	eb		
4:15 PM	3	0	5	16	24
4:30 PM	3	0	3	10	16
4:45 PM	1	0	5	19	25
5:00 PM	2	0	7	21	30
	9	0	20	66	95

Peak Hour Factor
 from North East South West
 PM Peak 0.75 #DIV/0! 0.71 0.79

N/S Park
 E/W Haywood
 Control: Stop Sign on Haywood
 Haywood Dr & Park St 1024

PM Peak Start Time	Park				Octopus Car Wash				Park				Haywood				Intersxn Total	
	from North (Southbound)	from East (Westbound)	from South (Northbound)	from West (Eastbound)	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM	0	0	2	2	0	0	0	0	7	0	0	7	5	0	13	18	27	121
4:15 PM	0	0	3	3	0	0	0	0	8	0	0	8	2	0	20	22	33	121
4:30 PM	0	0	4	4	0	0	0	0	6	0	0	6	1	1	12	14	24	121
4:45 PM	0	0	4	4	0	1	0	1	9	0	0	9	5	0	18	23	37	121
5:00 PM	0	0	1	1	0	0	0	0	8	0	0	8	1	1	11	13	22	116
5:15 PM	0	0	1	1	0	0	0	0	5	0	0	5	0	0	0	0	6	94
5:30 PM	0	0	3	3	0	0	0	0	4	0	0	4	4	0	18	22	29	94
5:45 PM	0	0	3	3	0	0	0	0	11	0	0	11	0	2	16	18	32	89

Peak Hour	from N (Sbound)				from E (Wbound)				from S(Nbound)				W (Ebound)				Intersxn Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
4:00-5:00	0	0	13	13	0	1	0	1	30	0	0	30	13	1	63	77	121

from North	East	South	West	Total Approach	
PM Peak sb	wb	nb	eb		
4:00 PM	2	0	7	18	27
4:15 PM	3	0	6	22	33
4:30 PM	4	0	6	14	24
4:45 PM	4	1	9	23	37
	13	1	30	77	121

Peak Hour Factor
 from North East South West
 PM Peak 0.81 0.25 0.83 0.84

