



Traffic Engineering Division

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**Revised COMMENTS, AFTER MEETING WITH
DEVELOPER REPS. AND city STAFF - 11/21/05**

TO: Plan Commission

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

SUBJECT: **702 South Point Road – Preliminary Plat / Rezoning – 1000 Oaks / Temp A to R2T, R2Y, R2Z, R5, C & PUD (GDP) – 274 Single Family Homes, 9 Duplex Lots, & 4 Multi - Family**

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 plat shall be revised to provide a 15-20 foot wide public ped-bike easement from South Point Rd to the plat's western edge. The easement would run through the greenway/park outlots and connect with future surrounding developments to provide a neighborhood/regional trail. The alignment may need to start at Outlot 2 and head west or start at Outlot 14 and head west, with the alignment dependent upon further review with City staff and coordination with surrounding properties. **As agreed by the developer, parks, te and planning, the easement will run through outlot 14 (park) and outlot 13.**
1. The plat shall be revised to provide new public streets or public ped-bike easements for a pedestrian grid and access to public transit and schools at following locations: (a) Lots 236 /237; (b) Lots 227/228; and (c) possibly Lot 222. **As agreed by the developer and te, ped-bike easements will be provided at two of the three locations above.**
2. The right of way Watts Road shall be revised to 90 feet to provide enough space for the center median and 1 traffic lane, 1 bike lane and 1 parking lane on each side. **AS DISCUSSED WITH THE DEVELOPER, THE RIGHT OF WAY OF WATTS ROAD WILL REMAIN AT 80 FEET TO PROVIDE SPACE FOR THE CENTER MEDIAN, 1 TRAFFIC LANE AND 1 BIKE LANE IN EACH DIRECTION, AND PARKING ON 1 SIDE (SOUTH SIDE). IF LOTS P-1, P-2, P-3 DESIRE ON-STREET PARKING, 6-10 FEET OF ADDITIONAL ROW WILL NEED BE DEDICATED BY THOSE LOTS AT THE TIME OF DEVELOPMENT.**

3. The right of way of "H" Street needs to be widened to 66 feet to provide enough space for park-usage parking on both sides as well as traffic calming islands at select intersections. **THIS ROW WILL ONLY APPLY TO THE PARK FRONTAGE SECTION OF THE STREET, NOT DIRECTLY IN FRONT OF RESIDENTIAL LOTS.**
4. The right of way at just the intersection of "N" Street and "K" may need to be widened for traffic calming islands at this entrance to the park. **AS AN ALTERNATIVE, THE DESIGN OF THE STREET MAY SIMPLY DROP A SMALL PORTION OF PARKING FOR A BUMPOUT AT THIS INTERSECTION.**
5. The right of way for Valley View shall be widened to approximately 90 feet to provide enough space for a center median with left turn lane, and 1 traffic lane and 1 bike lane on each side. This would be similar to the treatment of Felland Road with the Autumn Lake plat. **THIS PLAT'S PORTION OF THE 90 FOOT ROW IS 45 FEET TO CENTERLINE**
6. The sidewalk on South Point Road shall be constructed to 8 feet wide to promote multi-modal and safe walk and bike to school routes. **A SIX (6) FOOT WIDE SIDEWALK WILL SUFFICE.**
7. The applicant shall execute and return the attached declaration of conditions and covenants for streetlights & traffic signals prior to sign off. The applicant will need to provide a deposit for their reasonable and proportionate share of area wide intersection and traffic signal costs prior to plat approval. The deposits may be paid in construction phases.
8. As noted to some extent in the applicant's materials, the plat shall include traffic calming measures, for which the maintenance shall be the developer's responsibility.

GENERAL OR STANDARD REVIEW COMMENTS

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

9. Utility easements shall be provided as follows:

Between Lots	Between Lots	Between Lots
P-21 & P- OL 5	P-121 & P-122	P-196 & P-197
P -22 & P- 23	P-141 & P-142	P-201& P-202
P- 24 & P-25	P-145 & P-146	P-203 & P-OL 19
P-32 & P-33	P-147 & P-OL13	P-211 & P-212
P-48 & P-49	P-150 & P-151	P-216 & P217
P-51 & P-52	P-153 & P-154	P-226 & P-227
P-69 & P-70	P-158 & P-159	P-240 & P-241
P-75 & P-76	P-161 & P-162	P-243 & P- OL 20
P-77 & P-78	P-164 & P-165	P-247 & P-248
P-92 & P-93	P-167 & P-168	P-251 & P-252
P-97 & P-98	P-171 & P-172	P-254 & P-255
P-101 & P-102	P-174 & P-175	P-257 & P-258
P-104 & P-105	P-177 & P-178	P-270 & P-271
P-110 & P-111	P-182 & P-183	P-273 & P-274
P-114 & P-115	P-185 & P186	P-276 & P-277
P-118 & P-OL12	P-189 & P-190	P-285 & P-286
P-119 & P-OL12	P-191 & P-192	

10. The applicant shall show a detail drawing of the 12 ft. utility easement dimensions and lot lines on the face of the plat.
11. The developer will need to demonstrate/provide how private streetlights will be installed and maintained in the public alleys. The plat shall provide the following note on the face of the plat: "The City will not install lighting in the alleys, but the developer or property owners may request the City to approve a private light(s) in the alley right-of-way. Such private light(s) to be operated and maintained by private interests."
12. There will be access restrictions for 1000 Oaks plat for development of this final plat and shall be noted on the face of the plat as follows:
 - a. No Access shall be granted along the westerly right-of-way line of South Point Road.
 - b. No Access shall be granted along the northerly right-of-way line of Valley View Rd.
13. 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 Dan J. McCormick, P.E., City Traffic Engineering at 266-4761 if you have questions regarding the above items.

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