



ID#06573

July 12, 2007

Mr Paul Skidmore  
Alderson, District 9  
City of Madison  
210 Martin Luther King, Jr. Blvd., Rm 417  
Madison, WI 53703

**RE: 8210 HIGHVIEW DRIVE – STAFF COMMENT MODIFICATION**

Dear Paul,

The All Saints Assisted Living project located at 8210 Highview Drive recently received approval from the Plan Commission on 7/9/07. Upon review of the planning division report issued 7/6/07, Horizon generally agrees with the staff comments with the exception of one item issued by the traffic engineering division. Horizon is respectfully requesting that the plans be approved by Common Council on 7/17/07 excluding one comment from the planning division report.

Specifically, the comment in question calls for the relocation of the two driveway approaches on Highview Drive to align with the proposed residential driveway approaches across the street. The explanation offered by traffic engineering is that this change will help accommodate vehicle headlights and traffic conflict with the duplex units across the street.

While we understand the intent of this comment, we feel that the current design takes this comment into close consideration and already provides for safe and efficient traffic operation. Please consider the following ideas in support.

1. **Highview Drive Traffic** – Highview Drive is a short piece of roadway that does not support through traffic. The cars that utilize this road are mainly residents of the All Saints Neighborhood. Therefore, traffic volume in this area is very low and is not expected to increase significantly upon opening the assisted living building (residents are not able to drive).
2. **Drive Aisle Traffic** – The proposed drive aisle would only be used for emergency vehicles and routine drop off and pick ups for the upper level (40 units) of the building. All employee parking, visitor parking, parcel deliveries, service calls, and other longer term parking (for entire 58 units) would be directed to the main, off-street parking lot as shown on the site plan. Therefore, traffic volume utilizing this drop off will be limited.
3. **Drive Aisle Traffic Direction** – The proposed drive aisle is a one-way drive. Vehicles will be directed to enter the drive aisle at the easternmost approach, drop off a resident, and then exit safely using the westernmost approach. The system as designed will allow

traffic to re-enter Highview Drive only at the westernmost approach. Horizon believes that having vehicles re-enter Highview Drive “nose first” will afford drivers the needed awareness of all vehicular and pedestrian traffic to ensure safety for all.

4. **8201 Highview Driveway Configuration** – As part of the recorded GDP-SIP for the Cottages at All Saints (8201 Highview Drive), Horizon implemented custom driveway designs to allow for more efficient traffic operation. Each driveway along the south side of Highview Drive was designed to include turnaround space. This allows each condo owner to turn around in their driveway and enter Highview Drive “nose first” in an attentive manner instead of backing out and potentially creating conflict. This, combined with the “nose first” design discussed in #3 above, will help to minimize potential traffic conflicts
5. **Headlight Conflict** – Horizon appreciates the comment from traffic engineering regarding headlight conflict with units across the street. Horizon is confident, however, that this issue has been resolved. Our design team has discussed this issue at length with the owner of the duplex buildings across the street and also with the broker selling the units. All parties agreed on the current design and concluded that headlights would not be an issue. Furthermore, any potential headlight conflict would occur with garages instead of living rooms and bedrooms based on the current design
6. **Urban Design Commission (UDC)** – The project received initial approval from the UDC on 6/6/07. The drive aisle was discussed during our meetings with this group and the UDC supports the current design.
7. **Other Design Considerations** – Aligning the drive approaches with the curb cuts across the street would require that the drive aisle become significantly shorter at the exit approach. This modification would not allow compliance with City of Madison maximum grade requirements and would create too tight of a turn for emergency vehicles and other traffic.

We are confident that the Common Council will agree with our reasoning and support our motion to remove this specific comment from the traffic engineering report. Please note that this comment would require significant re-design work and would adversely impact the project budget and schedule. In addition, our project design team had very little time (3 days) to consider this comment prior to the Plan Commission meeting.

Please let me know if I may provide any other information regarding this issue. Thank you again for your assistance.

Sincerely,

**HORIZON DEVELOPMENT GROUP, INC.**



Scott J. Kwiecinski  
Development Manager

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