

September 22, 2014

Landmark Commission, Plan Commission, City Council, Mayor and all others with the City of Madison,

While generally in support of a development by ULI on the Anchor Bank land parcels, I am writing to object to the current proposed **design** put forth by ULI now under consideration by the City of Madison.

In the absence of independent information derived from a traffic or some other type of study, I object to the placement / location of the proposed parking entrance and exit ramp, and that this is the sole ramp opening for a 500+ car garage. These are my concerns related to this placement:

- 1) The proposed parking entrance and exit seems too close to the Hamilton, Doty, Fairchild intersection from a traffic and safety perspective when it comes to **"sight lines"**. The "sight line" for drivers who are coming down Fairchild turning the corner onto Doty may not be a safe distance to avoid rear-end collisions with slowed or stopped vehicles turning into the ramp or slowly exiting the ramp. The sight line also may be too short for drivers coming down Hamilton to make the sharp left turn onto Doty into slowed or stopped cars turning into or exiting the ramp.
- 2) The proposed parking entrance and exit seems too close to the Hamilton, Doty, Fairchild intersection from a traffic and safety perspective when it comes to **"gaps"** for exiting drivers to get onto Doty. The volume of traffic traveling through this intersection and onto Doty may not provide adequate gaps for the number of vehicles exiting the proposed ramp, especially during evening rush hour or during downtown event periods.
- 3) The proposed parking entrance and exit seems too close to the Hamilton, Doty, Fairchild intersection from a traffic and safety perspective when it comes to **pedestrian and bicycle safety**. This is already a difficult intersection for pedestrians to cross with cars often stopped in the intersection or blocking the crosswalk due to the volume of traffic in the morning and evening rush hour and during downtown event periods. The proposed ramp may compound the volume at this juncture, making it even harder for pedestrians and bicyclists to safely transition.
- 4) The proposed parking entrance and exit is the **sole egress for 500+ vehicles**. This seems to present a safety issue for those using the ramp should there need to be an emergency evacuation.
- 5) The proposed parking entrance and exit abuts the historic Baskerville building, thus posing a **quality of life issue** for condominium residents and a high risk for damage both during and after construction. A re-design of the development would preserve the face of the Baskerville building, as well as the quality of life for residents in terms of sunlight to windows on the alley side and noise for all.

From meetings with ULI, I am aware that their proposed design includes stacking of 9 vehicles inside the garage. This is helpful but I am concerned that it does not solve the problems I outline above.

ULI has made the argument that the proposed parking entrance and exit is near the existing one for the Anchor Bank garage. However, I have measured it to be **a difference of 49 feet**. In other words, the proposed parking entrance and exit for the new ULI development will move 49 feet closer to the Hamilton, Doty, Fairchild intersection. This seems significant enough to cause traffic disruptions. Also, the existing Anchor Bank garage capacity is only 261 vehicles, and to my understanding is used almost solely by Anchor Bank employees. The proposed new underground garage has a capacity of over 500 vehicles and will be used 24/7 – with about 100 or so spots for residents of the apartments and some amount for general public. This means that entering and exiting the proposed ramp will be **more difficult during downtown event periods** compared to a smaller garage that is nearly all Monday – Friday daytime use.

It may very well be from a geometrical perspective that the proposed location of the parking entrance and exit is the only location that will work with the current overall design. ULI may be exactly right about that. However, **the proposed location may pose traffic and safety issues – and now is the time to examine this**. It seems that additional, INDEPENDENT, information about traffic and safety impacts is needed. I would like to request that the City require ULI to order up an **independent study**, or that the City undertake a study to examine these potential issues. Perhaps the City can **grant ULI conditional approval if said study finds that traffic and safety standards can be met with the proposed design**.

Thank you very much for your time,

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