

October 17, 2012

BRAD: Thanks for your time today. A few notes below to summarize key points regarding 306 W. Main St. (Alexander Co.) apartment project truck parking issues.

1. Developer ignored Bassett Steering Committee's call for semi-trailer parking during Phase I of Cap West roughly 7 years ago. "We can take care of it in a later phase, so don't worry about", the neighbors were told.
2. Current steering committee (2012) was told that the problem could be handled on site, and this assertion was reiterated in formal letter dated Oct. 11th to you.
3. Capitol Lakes Retirement Community (333 W. Main) has a higher than normal incidence of emergency responder calls, and any traffic delays have consequences.
4. Parking big rigs on W. Main creates a one-lane "bottleneck" that will stack traffic.
5. Once in place, the large vans will need 1-4 hours to on/off load.
6. W. Main St. is a considerable distance from Alexander's freight elevator, thus slowing the process of move-in/move-out, and exposing the loads to the elements.
7. Parked cars on W. Main will be kept hostage (4-5 slots) until the van moves away.
8. W. Main is also a newly designated City Bike Corridor, thus increasing congestion.
9. Capitol Lakes routinely has had its large van deliveries parking in the traffic lane outside 333 W. Main, further impacting traffic flow.
10. In a fire emergency, MFD needs to be able to respond and position the right amount of large equipment quickly, without having half the street blocked.
11. Marketing of condo's and apartments is directed at young professionals and well-to-do residents who come (and depart Madison) for other states, requiring interstate hauling often done by 18-wheelers. Corporate relocations are also done this way.
12. Developer objections to increased project costs and/or delays are not the fault of the City or the neighbors. Any cost impacts or delays are a direct result of poor professional judgements by Alexander officials. Alexander has had almost an entire city block to shape to its will. Alexander requested a PUD and has had freedom to craft traffic flow, parking, and building siting to meet its long term goals. Any redesign burdens could have been avoided through greater transparency, listening, and cooperation with reviewers and neighborhood stakeholders.

**SUMMARY:** the public thoroughfare should never be the designated staging area for tractor-trailer rigs serving Capitol West for the next 75-100 years. Deliberately blocking the W. Main Street passage to one lane for multiple hours directly in front of an established highrise retirement complex and skilled nursing facility is irresponsible, unsafe, and shows a clear lack of civic responsibility. Alexander must use its resources to provide on-site solutions to the impacts its huge development has created.

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