

From: Chris McCahill <ctmccahill@gmail.com>
Sent: Sunday, May 10, 2020 5:35 PM
To: Planning <planning@cityofmadison.com>
Cc: tmatkom@gormanusa.com
Subject: Plan Commission - May 11, Item 4

Dear Plan Commission -

I live on Anzinger Court. Our backyard is across from the Nexus entrance on Winnebago Street. I strongly support the project, but I wanted to bring a few considerations to your attention.

1. East side of Winnebago Street. The 2014 General Development Plan (shown below) and plans from Madison Engineering (not shown) call for sidewalks on the east side of Winnebago Street. If sidewalks are built at some point, trees should be maintained to screen houses from traffic entering and exiting the development (also shown below). The proposed configuration could potentially eliminate existing trees.

Excerpt from Union Corners General Development Plan



Current conditions on Winnebago Street, facing south



2. Bike parking. There doesn't appear to be convenient bike parking near the western corner of the development. This is already a problem for customers of the existing Union Corners Brewery.

3. Surface parking. The large surface parking lot was a major concern at neighborhood meetings. The developers have been accommodating—especially while increasing the number of apartments and trying to balance the interests of investors—but I believe there will be unused parking or the parking will encourage car use.

I understand the project includes 191 parking spaces for 105 apartments and 13,700 square feet of commercial space. I led a study in 2017 looking at residential parking throughout Madison, which suggests evening demand at this site will be less than one space per unit, assuming it costs \$100 per month (or closer to 1.0 if it is free) [<https://doi.org/10.3141/2651-08>]. The City typically only requires one space per unit. That could leave at least 85 spaces, or more than 6 per 1,000 square feet of commercial space, which is much higher than the typical City standards (2 to 5). In addition, the residential and commercial parking demand will peak at different times of day, and this is a major transit corridor with proposed bus rapid transit service.

Thanks,
Chris McCahill
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