



## **Traffic Engineering and Parking Divisions**

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**REPORT OF THE CITY TRAFFIC ENGINEER  
REQUEST FOR ENVIRONMENTAL IMPACT STATEMENT RE: LEGISLATIVE FILE ID 03300  
NEW LICENSE FOR THE FAMILY BUSINESS, LLC dba CANDESSENCE  
1821 SOUTH PARK STREET**

The site addresses are 1817 to 1822 South Park Street and 1812 & 1814 Beld Street. The attached memo is a parking reduction made in June 8, 2001 and approved by the Zoning Board of Appeals. The site as approved provides 23 parking spaces/required 38 parking spaces in 2001. In checking the Complaints and Requests in the location files maintained by Traffic Engineering, there have been no concerns or issues related to parking in this area that can be found.

Crash Study on Record: 1800 Mid Block South Park Street  
2002 – 3 crashes  
2003 – 3 crashes  
2004 – 2 crashes  
2005 – 2 crashes

In conclusion, Traffic Engineering staff have reviewed mid-block crashes and can report finding no parking concerns and issues in the area.

DCD:gep

City of Madison  
**INTER-DEPARTMENTAL**  
Correspondence

**Date:** June 8, 2001

**To:** George C. Carran, Zoning Administrator  
**From:** David Dryer, P.E., City Traffic Engineer  
**Subject:** 1817 South Park Street - Zoning Board of Appeals – Sixteen (16) Stall Parking Variance - (97 seat capacity) Restaurant requires 29 Parking Stalls - Recording Studio requires 6 Parking Stalls - Laundry requires 6 Parking Stalls - 38 Total Parking Stalls required

**Comments.** Based on information provided and reviewed for this application, Traffic Engineering staff does have some concerns with the subject variance. The approved parking site plan has been modified. Site plan submitted to the Zoning Board of Appeal may require modification to comply with M.G.O.

In reviewing the parking variance, Traffic Engineering staff considered such variables as:

- the type of subject and surrounding land use and vehicles/patrons to be served (automobiles, delivery vehicles, and walk-in),
- type of street (South Park Street is a arterial street and Beld Street is a collector),
- area zoning district(s) (C2 adjacent to an R4A and R5 areas),

The residential surrounding system and conditions may be able to absorb additional parking. With this land use and variance, we do expect some increased parking demand as well as additional traffic activity in the area. While this calculated 16-stall variance may appear to be relatively small in relation to the overall district, staff believes that individual and incremental decisions do have a cumulative net effect.

There are, however, some factors in favor of granting this variance. The proposed land use as a sit-down restaurant is generally an off-peak generator. It is likely to have a considerable amount of walk-in clientele, off-peak traffic activity and parking demands.

The Zoning Board of Appeals is challenged with finding a reasonable balance regarding issues and overall beneficial development in an area. Oftentimes the applicant estimates that they do not need the required parking. However, a land use addition may impact the adjacent residential area or with a future land use change.

DCD: JEL: jl