

**The Avenue**  
**1954 East Washington Avenue**



**Parking Analysis**

The purpose of this analysis is to determine the adequacy of the parking for the proposed redevelopment of The Avenue property. The following is a summary of the existing development, the proposed redevelopment and the associated parking for the project. Currently the development is a mixed-use project with both office and residential uses.

The proposed development will have a total of 76 units on this property and will be providing a total of 92 parking stalls. Surface parking for 56 stalls will be available in two parking lots; 35 stalls along East Washington Avenue and 21 surface stalls available on the Mifflin Street side of the property. In addition, the new building will provide underground parking for 36 cars. This will provide a ratio of 1.21 stalls per unit for this urban property.

| <b>Development and Parking Summary</b> |                           |                               |
|--|---------------------------|-------------------------------|
|  | <b>Existing Condition</b> | <b>Proposed Redevelopment</b> |
| Dwelling Units                         | 40 units                  | 76 units                      |
| Office Space                           | 7,000 sf                  | 1,345 sf                      |
| Surface Parking Stalls                 | 64 stalls                 | 56 stalls                     |
| Underground Parking Stalls             | 0 stalls                  | 36 stalls                     |
| <b>Total Parking</b>                   | <b>64 stalls</b>          | <b>92 stalls</b>              |

One measure of the adequacy of parking is to look at the requirements within the zoning ordinance. The following is a summary of the zoning requirement. Since the existing condition is mixed-use, we are using the shared parking requirements for daytime. The proposed development will be providing over 20% more parking than is required by the zoning ordinance.

| <b>Parking Required per Zoning Ordinance</b> |  |   |
|--|--|---|
| <b>Minimum Requirement</b>                   | <b>Existing Condition</b>                    | <b>Proposed Redevelopment</b>           |
| Dwelling Units                               | 24 stalls<br>(40 units x 1 stall/unit x 60%) | 76 stalls<br>(76 units x 1 stall/unit)  |
| Office Space                                 | 18 stalls<br>(7000 sf x 1/400 sf x 100%)     | 4 stalls<br>(1345 sf x 1/400 sf x 100%) |
| <b>Minimum Parking Required</b>              | <b>42 stalls</b>                             | <b>80 stalls</b>                        |
| <b>Total Parking Provided</b>                | <b>63 Stalls</b>                             | <b>92 Stalls</b>                        |
| <b>Parking Provided per Unit</b>             | <b>1.6 stalls/unit</b>                       | <b>1.2 stalls/unit</b>                  |

To confirm that the parking requirement of 1 stall per dwelling unit is adequate the owner has analyzed the parking needs of the current residents. The existing Avenue housing development provides affordable housing for residents of varying age groups and abilities. Many of the existing residents do not have a vehicle. The existing residents for the 40 units on this property require 28 stalls for the resident's use plus 2 stalls for caregivers' use. In our analysis below we have allocated an additional 5 stalls for visitor use. This results in a current demand for 35 stalls or .9 stalls per dwelling unit which is less than the zoning requirement of 1 stall per unit and the proposed parking of 1.2 stalls/unit.

| <b>Residential Parking Demand</b> |                                 |
|-----------------------------------|---------------------------------|
|                                   | <b>Existing Condition</b>       |
| Resident's Use                    | 28 stalls<br>(Actual demand)    |
| Visitor/ Caregiver Use            | 7 stalls<br>(1 stall / 6 units) |
| Total Parking for Residential     | 35 stalls                       |
| Parking Stalls / Unit             | .9 stalls/unit                  |

This property is also well located for other modes of transportation including Madison Metro and bicycle. This site is located along one of the major traffic corridors running through the City and is well served by transit. There is a bus stop located on this property at the corner of Second Street and East Washington Avenue. Bike lanes are provided on East Washington and Mifflin Street is a bike boulevard, both of which provide convenient access.