

Parking concerns with the new revised Peloton plans

In 2017 the Common Council approved previous plans for the Peloton Residencies that required off street parking to be incorporated into the tenant leases with a clause that allowed tenants to opt out only if they could verify that they did not own a vehicle. That approved plan contained 157 apartment units and 159 off street parking stalls.

Now somehow the Plan Commission has recently approved new revised plans for the Peloton that has 16 more units for a total of 173 units containing 215 bedrooms. Yet, there are still only 159 off street parking spaces available on the property in the basement of the building. Where are all the cars these tenants own going to park? Also, there is no reserved parking on site for any of the customers or employees of the commercial areas proposed on this property. Where will all of these people park their vehicles?

In a mind boggling move, the Plan Commission also removed the requirement previously approved by the Common Council in 2017 that required the off street parking to be incorporated into the tenant leases. The developer says 'no problem' as they have extra parking spaces in the Wingra Point apartment building they own across the street. They say the Peloton tenants can use those spaces for overflow parking.

Any proposal to use spare parking at Wingra Point across the street should be denied. The only reason they have spare parking stalls there is that the off street parking costs extra for the tenants living at Wingra Point. Already enough tenants at Wingra Point are parking on nearby residential streets that owners of other properties nearby are complaining about congested parking and blocked driveways in the vicinity of Wingra Point. I do not see how this immediate neighborhood can absorb the expected additional street parking demands that the Peloton will require. It is difficult already to find on street parking in the immediate vicinity of the Peloton due to the parking demands of existing nearby businesses; apartment buildings; and the St. Mary Hospital complex. The city should already realize the problems caused by excessive demand for on street parking as there are large areas of the city where this is a major concern. It not only becomes more difficult to find a parking spot. It becomes more difficult for the city to pick up trash and recycled items; plow snow in the winter; and to clean the streets of debris that otherwise ends up in our lakes. The ambiance of the affected residential areas changes from having an open streetscape of green front yards with areas of flower gardens to having a walled appearance blocked off by two lines of parked vehicles filling each side of the street with their bumpers nudging the boundaries of every driveway. The area becomes less inviting to pedestrians and bicyclists and the neighborhood suffers for it.

Residents of the Bay Creek neighborhood have spoken out numerous times in the past and said that they don't want the horrendous parking issues that already exist in much of downtown Madison. New redevelopment projects must provide adequate off street parking for residential and commercial space on the property. The city needs to stand by its previous requirements that any proposed new redevelopment project must provide an off street parking ratio of at least one parking space per unit. If this ratio is not possible the property owner MUST be required to rent all units in excess of the 1 to 1

ratio only to tenants who sign a clause on their leases that states that they do not and will not own or rent a vehicle during their lease. Failure to abide by this lease clause would be grounds for termination of the lease.

Furthermore, as we can see by the large number of Wingra Point tenants that choose to park their vehicles on adjacent residential streets, that the Peloton needs to have the rental of its off street parking stalls incorporated into the lease language. Only if a tenant can prove and continue to prove that they will not be parking an owned or rented vehicle anywhere in the vicinity of the Peloton will they be allowed a lease credit for not using an off street parking stall.

A total of 173 apartment units containing a total of 215 bedrooms is too much for this property. The developer simply cannot provide for off street parking for all of the units and all of the tenants and does not care that the end result will be spill over parking on nearby residential streets. The Madison Common Council should care about this issue as they have in the past. Reinstate the requirement for the off street parking to be incorporated into the unit rents unless the tenant can prove that they do not own or rent a vehicle. Otherwise, the proposed revision of the Peloton should be denied by the Common Council.

I believe a better revised plan for the Peloton due to the parking issues would be to remove the entire 5th floor of apartments and place the 6th floor commercial space and rooftop open space on the 5th floor instead. The resulting building would be one floor lower and thus less expensive to build. But even then there would still be a shortage of parking for the commercial customers and employees. The proposed Peloton Residences is just too big for this triangular piece of property. Surrounding nearby properties will suffer from its existence.

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