

To: All Alders, Common Council
From Bay Creek Neighborhood Association
Date: January 15, 2019
RE: Recommendations for Condition of Approval re Peloton Parking

The Situation

BCNA has significant concerns about the impact of the Peloton development on residential parking in portions of both Bay Creek and Greenbush. Taking into account tenants' cars, their second cars, guests' cars, and the cars of the building's business employees and patrons, there could be some 250 to 300 more cars in the vicinity of West Olin, Emerson, West Lakeside, Lake, Brooks, Midland, etc. daily.

All these cars will be squeezed into two small residential areas immediately east and west of the urban corridor. The community's streets are already filled by the cars from existing apartment dwellers and homeowners (some with more than one car) and their guests, park-and-bike commuters, and nearby business employees and their guests (since there is little parking along Park Street). With the addition of Wingra Point I, the streets west of Fish Hatchery have become increasingly overburdened as tenants opt to park their cars on nearby streets rather than pay Mr. Wall's parking rental fee. Parking in Wingra Point I is not rolled into the lease for tenants.

Requested Action by the Council

To minimize the impact on residential on-street parking, we urge you to reinstate the CoA requiring that the Peloton fold one parking space into the leases of tenants with opt-out option for those without cars. It remains important—more so now, with the possible addition of 16 units.

The CoA should state that a designated 16 Wingra Point I stalls should be expressly dedicated to Peloton residents. It should further state that, should the ownership of either building change, the dedicated use of these parking stalls will be transferred by legal requirement to the new owner of the property, akin to the transfer of an easement. This arrangement should be stipulated within the CoAs to avoid any future confusion about or termination of the arrangement.

What the January 2019 Plan Report Says

The Final Zoning Text for the Peloton, approved December 10, 2018 by City Planning Staff, includes a provision (Item i.), which states: One parking space to be included in the price of rent for each dwelling unit in the project (i.e. no separate rent shall be charged for the first parking space leased by the tenant of a unit), with the ability for a residential tenant to opt-out of this requirement. However, this item was removed from the CoAs.

Justification for Reinstating the parking space provision from 2017

- 1) This zoning provision for parking was part of the 2017 CoAs agreed to by both City and developer.
- 2) Both our past and current alders support the inclusion of the parking in lease arrangement as part of the CoAs.
- 3) The developer has confirmed that he can meet the requirement of the 2017 CoA on parking for his proposed 173 units (this number includes the newly proposed 16 units) by using the stalls in the Peloton plus 16 additional stalls in Wingra Point I.
- 4) This added parking in Wingra Point I is provoked by the addition of the new 16 units desired by the developer. *Nothing else about the building or the neighborhood has changed since 2017. It should therefore be incumbent on the developer to find a parking solution compatible with all 2017 CoAs, the express intent of which was to prevent the neighborhood from bearing the burden of the Peloton's parking needs.*
- 5) The MPD reports that parking violations were the single biggest reason for police calls in Bay Creek in 2018.
- 6) The developer has indicated to our alder and to BCNA that he has parking available at Wingra Point I to rent to Peloton tenants. He has also indicated that he has a similar opt-out arrangement at one of his other buildings.

We want to be clear that we do not believe that this CoA resolves the parking issues that have plagued the conception of the Peloton from the start. We urge that RP3 permits for parking be instituted for surrounding streets, bypassing the usual appeal process to establish RP3 zones, thus saving time for city staff and neighbors and discouraging Peloton tenants from parking second cars on the street. We have been assured by the city already that Madison residents with a Peloton address will not be allowed to purchase RP3 permits. We stand by the other opinions and requests expressed in our 12/27/18 letter to UDC and Plan, which we have attached. Our concerns about a restaurant CUP have been addressed by the Plan Commission.