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Cc: [Finance Committee](#)
Subject: comment letter attached for today's meeting
Date: Monday, March 16, 2026 12:09:50 PM
Attachments: [Legistar 92294, Bakers Place parking.pdf](#)

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Finance Committee
Meeting of March 16, 2026
Agenda #11, Legistar #92294

History

When Bakers Place received conditional use approval for a parking reduction, one parking stall was required for each unit - 226 residential units were planned, as well as 142 parking stalls. Staff stated that the TDMP strategies should adequately off-set the parking reduction if implemented to the fullest extent. (Parking for the non-residential uses was fully eliminated due to the closeness of the Livingston garage.)

Since that conditional use approval:

- The TOD ordinance, which eliminates car parking minimums, was adopted in January 2023.
- In 2022, Bakers Place requested a reduction in parking spaces (number not specified), which was approved in March 2023.
<https://crystal.cityofmadison.com/WebReports/adaptor/XReport.aspx?env=Webaccess&export=true&exporttype=5&reportName=/Webaccess/SitePlanVerificationCombo.rpt&AltID=LNDMAC-2022-00149&Revision%20Number=0>
- Neutral's 2025 investment overview claims Bakers Place has 110 parking stalls and 206 housing units.
<https://wozumwkytltoehxggvzc.supabase.co/storage/v1/object/public/project-documents/BakersPlace/Bakers%20Place%20-%20Investment%20Deck.pdf>

Bakers Place was already approved for 20 parking stalls in June 2022 (Legistar 71614).

- 20 monthly parking stalls (guaranteed spaces) for use on weekdays overnight, weekends, and holidays.
- Monthly rate of \$95.73 in 2022.
- Ability to request another 20 stalls, up to a total of 40 stalls
- Term is 20 years, with two 5-year renewals.

Proposed Agreement

The Legistar record does not include the agreement. This leaves questions unanswered.

- Are these parking stalls for the same use as the as the contract signed in 2022 (i.e., not including weekday use)?
- What are the parking rates?
- What is the term of the contract?
- Are there automatic renewal terms?
- Will specific stalls be assigned, or will there just be guaranteed access (as in the 2022 contract) to a stall somewhere in the structure?
- What entity? The 2022 contract was with Bakers Place Project, LLC, purportedly the manager. Hines is currently the property manager. The owner is Bakers Place SPE LLC, a foreign corporation domiciled in Delaware. With the owner's financial difficulties, including \$5.5M in construction liens, the City may wish to consider the contracting entity.

Fairness

There may well be more isthmus residents looking for a place to park (whether buildings coming online in the future, or existing buildings without enough parking). Is it fair that Bakers Place should have the right to 90 stalls out of the 635 total parking stalls? Bakers Place made a business decision to ask for a parking reduction and then to seek a further parking reduction. It already has 20-40 stalls in the Livingstone garage, unless this contract cancels the other contract. It is certainly more economical for a multi-family building to seek spaces in a City owned garage than to build its own parking. Especially when that multi-family building could well charge more to its residents for a City parking stall than the cost which it is paying to the City (parking rates go up to \$250/month at Bakers Place).

While Bakers Place residents may be taken care of by this contract and provided all needed parking, other local residents may not be so favored.

The City already has garages where residents can purchase a monthly parking permit. It would be more fair, to all residents, to open up a specified number of stalls in the Livingston garage to monthly parking for residents.

Conclusion

This contract should not be approved without having the actual contract to review and without knowing whether the 2022 contract remains in effect (the property manager has a right to assign the 2022 contract with approval from the City).

The contract should be for a much shorter time period than the 2022 contract – like 5 years instead of 20 years. A shorter time period provides the City an opportunity to react to a change in demand.

One might also ask Bakers Place what aspects of their TDMP have been implemented, which have not been implemented, and what else they plan to do to reduce the parking demand for single occupancy vehicles.

City owned garages are comparable to public streets. Homeowners do not have a right to park in front of their home, or even in the same block. Similarly, City owned parking stalls should not be devoted to the exclusive use of residents of one particular multi-family building.

Respectfully Submitted,
Linda Lehnertz