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**Subject:** Reject airport appeal & add path connection (93069)  
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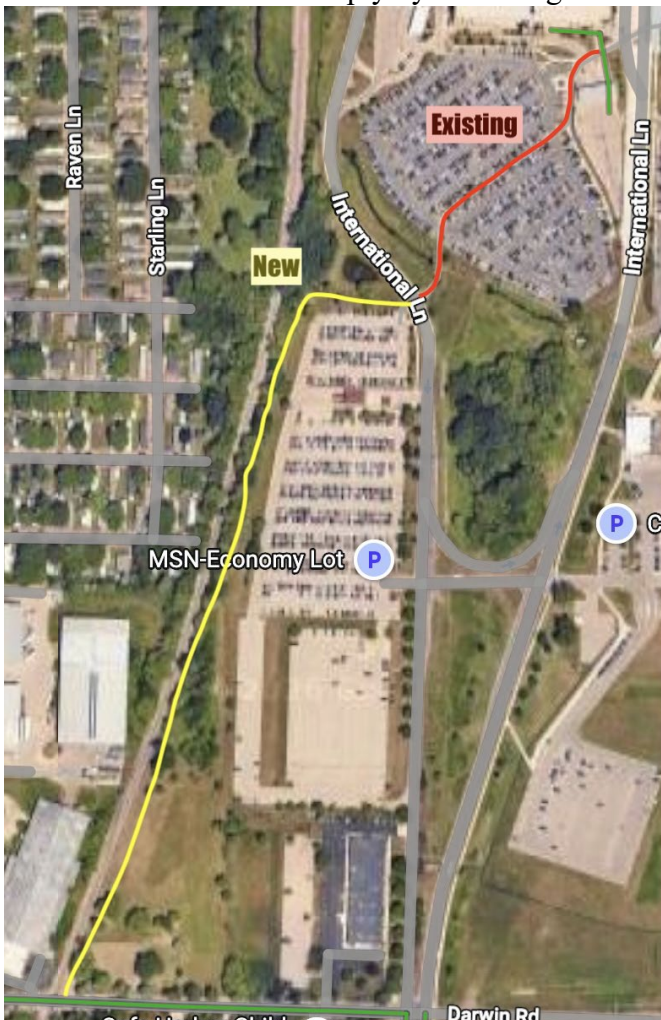
Dear Zoning Board of Appeals,

In its current form, the proposed additional parking at MSN does not meet the standards of approval for a variance. This application can be found not to meet standards 2, 5, and 6.

Here are the issues I see with the current plans:

### **Automotive-only connectivity**

With the parking connecting all the way through to Darwin Rd, this represents another entrance/egress to the airport property for cars, without adding connectivity for other modes. This could be rectified simply by extending the existing segment of multi-use path as shown:



This would have only a marginal impact on the overall airport parking capacity, which would

still be net-increasing (which is contrary to Dane County's climate goals of reducing overall VMT).

While the project will address a sidewalk network gap on Darwin Rd, there will still be a sidewalk gap to the east, to reach the Darwin & International intersection. That's partly why it's so important to provide a pedestrian route through this parcel as well.

### **Increased need for Transportation Demand Management**

Under Madison ordinance, this increase in parking capacity is supposed to trigger a reevaluation of the airport's TDM score and compensatory measures.

Those compensatory measures could include providing a walking/biking connection as described above. This could also include funding increased transit service, and transit passes for airport employees (unless this is covered already).

Another item worth a high amount of TDM points would be to include a Bicycle station at the airport. With the excess acreage to be allocated, airport leadership cannot claim that there's no space for a Bicycle station. In my communications with them, Bicycle have expressed interest in a station at the airport, if a location could be allocated for it.

### **Failed standards of approval**

In summary, this project as shown does a lot more automotive parking capacity at the airport, while doing almost nothing for any other modes of travel.

Because of that, it can be found to not meet standard 2, which requires that the variance be "not contrary to the public interest".

The surrounding neighborhood is also increasingly green and multi-modal, making this exclusively auto-centric proposal *not* "compatible with the character of the immediate neighborhood", failing standard 6.

This lot will bring increased automobile traffic to this parcel without providing viable alternatives, and the lack of a bike/ped through-route will lead to people cutting across adjacent properties. Therefore it does not meet standard 5, which requires that it "shall not create substantial detriment to adjacent property".

This parcel is also within a quarter mile of Madison route B, which places it within the Transit Oriented Development area. Stand-alone surface parking lots are not allowed in the TOD area.

Thank you,

Nick Davies  
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