



## Department of Transportation

Thomas Lynch, PE, PTOE, PTP, AICP, Director of Transportation

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Re: Village on Park – Legistar 64975

Date: May 14, 2021

### Village on Park Parking Occupancy

Currently, the Community Development Authority (CDA) and Access Community Health parcels have 433 parking spaces within the main parking areas. Due to the pandemic and the closure of offices, it is not possible to determine average occupancy for this parcel in 2020 or 2021. However, there is aerial imagery available for the Village on Park for Sunday September 10, 2017 and Wednesday October 3, 2018 that appears to have been taken mid-day. We performed a visual occupancy survey of these images and compared them to Madison Parking Garages for mid-day on the same dates. The following table presents the comparison.

	Village on Park	Capitol Square North	Govt. East	Overture Center	State Capitol	State Campus
Sunday 9/10/2017	79%	56%	87%	22%	39%	39%
Wed 10/3/2018	74%	79%	79%	93%	47%	64%

### Ratio of Parking Provided (or Proposed) to Minimum Parking Requirements in Zoning Code

The City is considering implementing a Transportation Demand Management TDM program that would seek to reduce single occupancy motor vehicle trips by providing transportation alternatives for developments. The TDM program would be points-based, with the number of required points determined based on the ratio of proposed parking stalls to the minimum number of parking stalls required. Planning staff estimated this ratio for the existing condition of Village on Park, the future condition of Village on Park (without Access Community Health), and compared them with other recent developments, shown in the table below.

<u>Development</u>	<u>Ratio Pkg/Min Pkg</u>
Village on Park (only) existing	1.06 <sup>1</sup>
Village on Park (only) proposed	1.10 <sup>1</sup>
1402 S Park St.	0.76
1224 S Park St.	1.42
2305 Crossroad Dr.	0.85
5023 Biltmore Ln.	1.63
5402 Mineral Point Rd.	2.52
302 S Gammon Rd.	1.25
8150 Excelsior Dr.	1.35

<sup>1</sup> It should be noted that for libraries Madison has chosen not to set a minimum parking requirement, meaning the minimum parking for the library is 0. This has the effect of increasing the ratio of Parking to Minimum Parking for the overall development. If the library were treated as an office space, the ratio of Parking to Minimum Parking would be 0.98 and 1.04 respectively.

The ratio of provided parking to minimum parking rises very slightly from 1.06 to 1.10, and is comparable to other recent and similar-sized developments.

### **Proposed Transportation Demand Management Policy**

If the parking structure is constructed and the Transportation Demand Management ordinance is in place, the CDA would provide a Transportation Demand Management plan through the approval process for the proposed land uses. The program assigns a required mitigation point value to the development, and developers satisfy the mitigation points by implementing measures that encourage alternate modes of transportation. Example measures include B-Cycle stations, bike repair stations, subsidized bus passes, and 30 other potential measures. The details of incremental improvements for large parcels have yet to be finalized. The CDA would be responsible for the development of a TDM plan that addresses these requirements, and they may pass some requirements onto those leasing the facilities.

### **Bus Rapid Transit**

The proposed East-West Bus Rapid Transit (BRT) will have a service plan that increases frequency from 30 minutes to 15 minutes to the South Transfer Point. The South Transfer Point does not have a Park n Ride. The increased transit service is planned to be converted to a North-South Bus Rapid Transit line - which could occur as soon as 2027. It is early in the planning stage and currently there are no plans for a Park n Ride.

Sincerely,

A handwritten signature in brown ink, appearing to read 'Tom Lynch', written in a cursive style.

Thomas W. Lynch, PE, PTOE, PTP, AICP  
Director of Transportation  
City of Madison