

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
April 4, 2005

RE: Zoning Text Amendment I.D. #00579 and #00582

1. Requested Actions: Consideration of two revisions to the Zoning Ordinance as follows:

#00579: Creating Section 28.10(3)(c)13 of the Madison General Ordinances to add certain contractor's shops and offices as a permitted use in the SM district, and;

#00582: Creating Section 28.11(2)(c), repealing 28.11(2)(f), renumbering Sections 28.11(2) (g) and (h) to Sections 28.11(2)(f) and (g), respectively, and amending 28.11(3) (d) of the Madison General Ordinances to change the threshold for a conditional use for parking reduction and to clarify the concept of shared parking.
2. Applicable Regulations: Section 28.12 (10) provides the process for zoning text amendments.
3. Report Drafted By: Timothy M. Parks, Planner

DISCUSSION

I.D. #00579, SM zoning amendment

The first Zoning Ordinance amendment before the Plan Commission would add the following to the Permitted Use category in SM (Specific Manufacturing District):

“Contractor's shop and office for a business that installs products produced, in part, on the same zoning lot and provided that all equipment and supplies used for the business are stored inside.”

The text amendment is sponsored by Ald. Paul Skidmore, District 9 for the purposes of allowing manufacturers located on an SM zoned parcel to provide installation services as part of or related to their primary function as manufacturers. The text amendment is being pursued at the behest of a roofing supplies manufacturer who wishes to develop a production operation in the Silicon Prairie business park generally located at the southwest corner of Mineral Point Road and South Point Road. The subject manufacturer produces sheet metal roofing elements (gutters, flashing, standing-seam metal roofs, etc.) and also operates a related roofing installation contracting business. The roofing contractor component will be installing materials produced by the manufacturer in most of their jobs, although some of the roofing materials used by the contractor will be manufactured elsewhere. Currently, the SM zoning district allows iron, steel and other metal fabrication as permitted uses. The Zoning Administrator has determined that the roofing materials manufacturer falls within this description, but that contractor's shops or offices are currently not permitted in the SM district.

Contractor shops and offices for activities like roofing, plumbing, insulation, etc. are permitted outright in M1 (Limited Manufacturing District) zoning. By allowing similar contractor activities to be permitted in SM zoning only when aligned with a related manufacturing function on the same parcel, the Planning Unit believes that the proposed amendment fosters development of SM zoned parcels while preserving the intent of the SM zoning district, which permits light manufacturing while prohibiting commercial uses like those found in the M1 zone. The provision requiring the storage of equipment and supplies in a building reinforces the statement of purpose for SM zoning that stipulates that material storage (with the exception of loading and unloading) occur with "substantially constructed buildings."

The Planning Unit supports this text amendment, which will accommodate an existing business and provide greater flexibility in the SM zoning district, and recommends that the Commission recommend approval of the text amendment to the Common Council.

I.D. #00582, Parking reductions and shared parking zoning amendment

The second amendment under consideration by the Commission is sponsored by Ald. Ken Golden, District 10, and Ald. Steve Holtzman, District 19 to provide greater flexibility in the Zoning Ordinance to encourage shared parking and in considering parking reductions that can be handled administratively.

Presently, the Zoning Ordinance allows three gradations of parking reductions. Property owners requiring relief from the required number of off-street parking stalls may proceed to the Zoning Administrator to request a reduction not exceeding nine stalls. For reduction requests between ten and nineteen stalls, a property owner may request a reduction from the Director of the Planning and Development Department. All reduction requests for twenty stalls or more are subject to review and approval by the Plan Commission as conditional uses. Parking reductions are generally based on a number of factors, including the availability and accessibility of alternative parking; impact on adjacent residential neighborhoods; existing or potential shared parking agreements; proximity to transit routes and/or bicycle paths; and the characteristics of the use, including hours of operation and peak parking demand times. For reductions in excess of five parking spaces, a recommendation from the Parking Utility Manager and the Traffic Engineer is required.

The proposed amendment will allow greater flexibility in considering approvals of parking reductions. As proposed, an applicant would be able to request a reduction in excess of twenty spaces from the Director of Planning and Development when the requested reduction is 25% or less of the parking required, thereby effectively raising the threshold before Plan Commission review of parking reductions would be required. While the current system for reductions has

been largely successful for requests located in the center of Madison, the system does not adequately accommodate newer developments on the edges of the City where a particular business may not need to provide all of the ordinance required parking at the time development occurs, even if the land is available onsite to provide it.

For example, an office building constructed on the edge of the City is required under zoning to provide 1,000 parking spaces for employees and visitors. The developer of the building wishes to provide only 900 spaces, indicating that the nature of their business has far fewer employees per 1,000 square feet of office space and fewer visitors than the typical office tenant and that they are building a somewhat larger building than they need to accommodate future growth. The deviation in 100 spaces would automatically require Commission review as a conditional use now. However, under the proposed amendment, the reduction could be considered administratively as the reduction represents ten percent of the required parking.

The second facet of this text amendment is a clarification of the provisions for shared parking facilities. The ordinance changes the term "Collective Provision" to "Shared Parking" and provides the requirements to approve shared parking facilities on the same or separate zoning lots subject to recording of an agreement among the interested parties. The amendment will delete a section on "Control of Off-Street Parking Facilities," which is no longer needed given the above amendments.

The Planning Unit supports this text amendment, which will provide greater flexibility in granting parking reductions throughout the City and encourage shared parking to serve development, and recommends that the Commission recommend approval of the text amendment to the Common Council.