

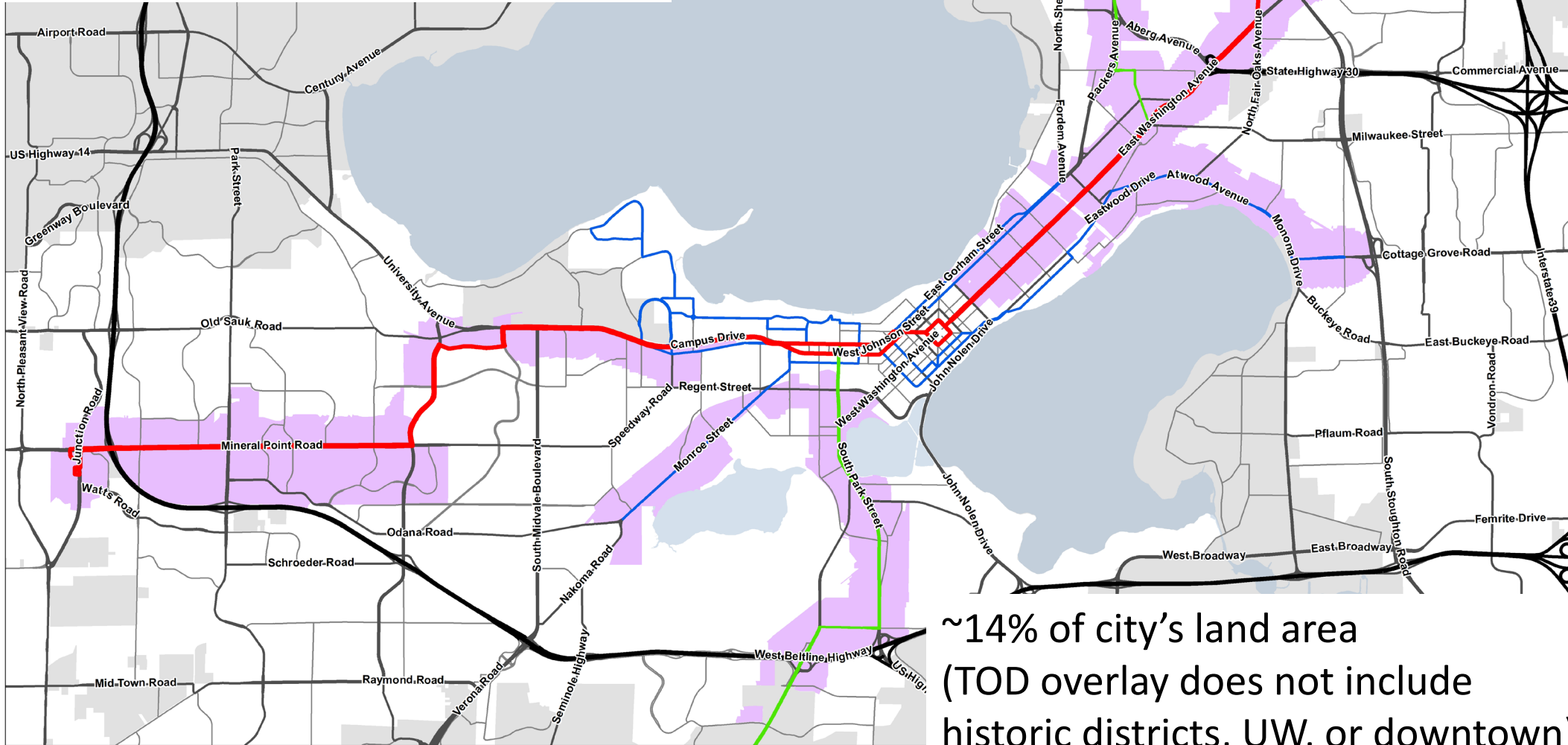
# Transit-Oriented Development Overlay Zoning



Plan Commission  
December 12, 2022

# Transit-Oriented Development Overlay Zoning

- Approved High-Frequency Local Bus (15 min. headway)
- Approved East-West Bus Rapid Transit Line
- Planned North-South Bus Rapid Transit Line
- TOD Overlay Boundary

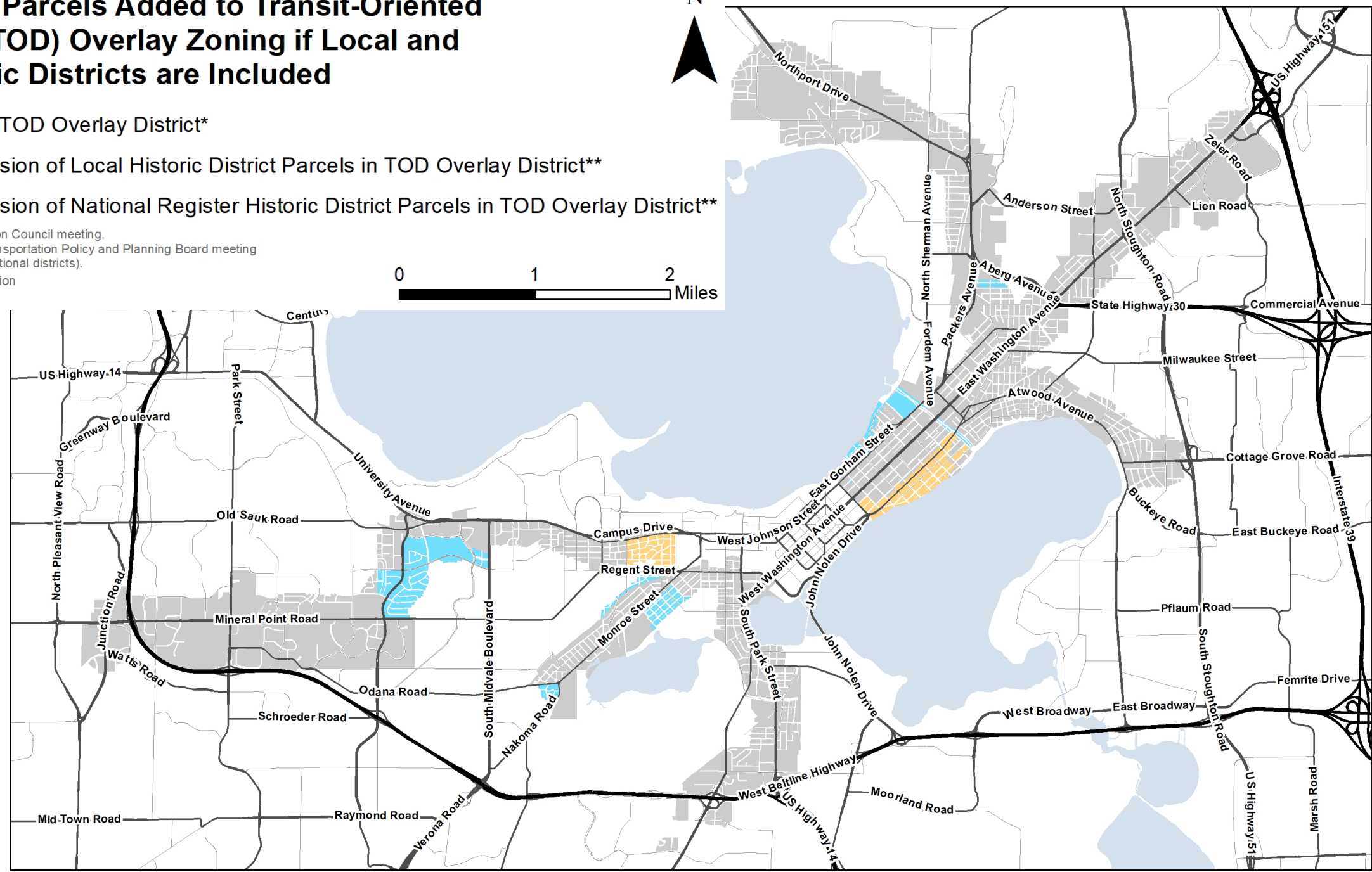
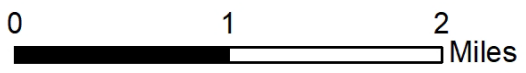


~14% of city's land area  
(TOD overlay does not include  
historic districts, UW, or downtown)

# Overview Map: Parcels Added to Transit-Oriented Development (TOD) Overlay Zoning if Local and National Historic Districts are Included

- Parcels Within TOD Overlay District\*
- Proposed Inclusion of Local Historic District Parcels in TOD Overlay District\*\*
- Proposed Inclusion of National Register Historic District Parcels in TOD Overlay District\*\*

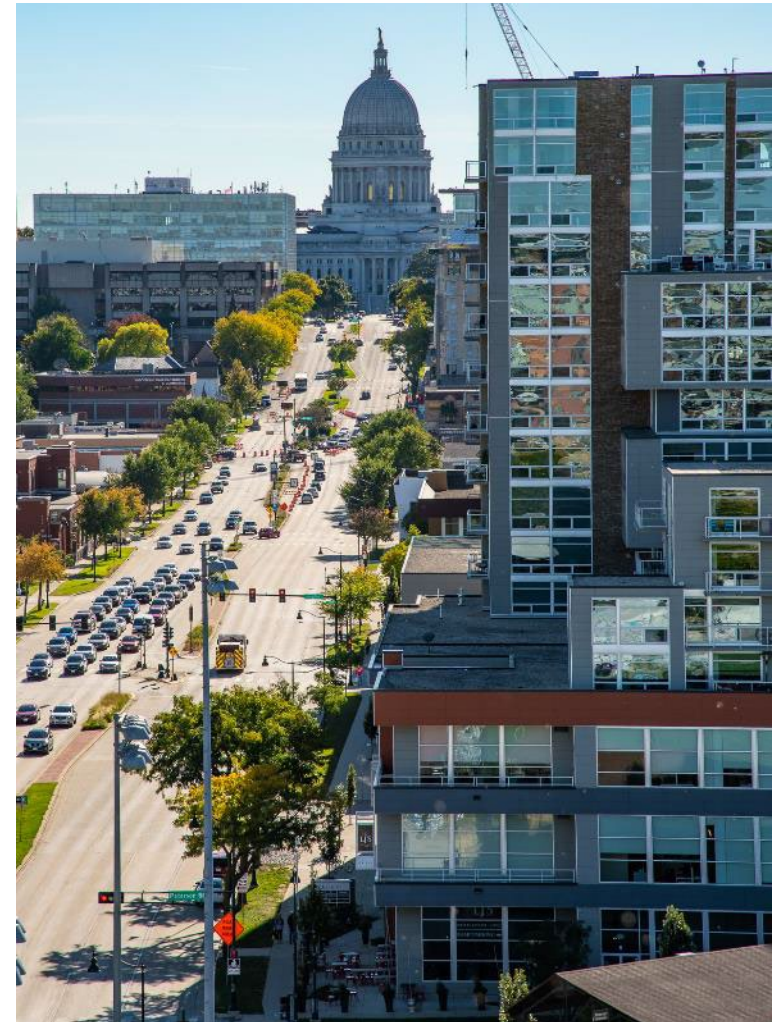
\* As introduced at the 11/22/22 Common Council meeting.  
 \*\* As recommended at the 12/5/22 Transportation Policy and Planning Board meeting (note that local districts overlap with national districts).  
 Source: City of Madison Planning Division  
 Date: 12/8/2022



# TOD Overlay Zoning Summary



1. Residential dwelling unit bonuses
2. Building height bonuses
3. Site standards for buildings
4. Site standards for automobile infrastructure
5. Parking and loading standards





# 1. Residential Dwelling Unit Bonuses

- The next increment in residential intensity is allowed as a permitted use in residential and mixed-use zoning districts:
  - Duplex allowed as a permitted use in single-family districts
  - Maximum number of DUs as a permitted use in SR-V2 zoning increases from 24 to 36
  - Maximum number of DUs as a permitted use in TSS zoning increases from 48 to 60
- Employment districts:
  - Up to 24 dwelling units in mixed-use buildings allowed as a permitted use in TE zoning





# 1. Residential Dwelling Unit Bonuses

- Changes from previous PC meetings:
  - Dwelling units in mixed-use buildings allowed as a permitted use in TE zoning reduced from 36 to 24 to align with existing threshold
  - Dwelling units in mixed-use buildings allowed as a permitted use in NMX zoning increased from 36 to 48 to align with existing threshold
  - Requirement for meeting minimum lot area to add additional unit in single-family districts and in TR-C4 district eliminated



## 2. Building Height Bonuses

- SR-V2, TR-V2, NMX, TSS:  
3→4 story maximum height as a permitted use
- TR-U2:  
4→5 story maximum height as a permitted use
- CC:  
5→6 story maximum height as a permitted use
- RMX:  
5→8 story maximum height as a permitted use
- Brings zoning closer into compliance with plans adopted over the past ~15 years





## 2. Building Height Bonuses

- Changes from previous PC meetings:
  - Height bonus for SE zoning eliminated, as most relevant property is recommended for 5-story maximum in recently adopted plans.





# 3. Site Standards for Buildings

- Maximum setbacks for principal buildings
- Building entrance orientation
- Minimum height of two stories (in multifamily, mixed-use, commercial, employment districts; limited exceptions)





# 3. Site Standards for Buildings

- Changes from previous PC meetings:
  - Setback requirement – previously maximum setback of 20’; now 30% of façade must be within 20’). Looking at case studies, more flexibility was needed (incentive will be to more than 30% if possible, as no automobile infrastructure can be between the building and the street).
  - Exceptions to two-story building height minimum: greenhouse/ nursery, place of worship, public safety or service facilities, recreation/ community/ neighborhood centers, transit station/ transfer point.
  - Usable open space (UOS) – previously could be met as 100% structured; now requirements eliminated.

# 3. Site Standards for Buildings



- Why no UOS in TOD?
  - Doesn't accomplish what tends to be envisioned – parking lot islands often used to meet requirement
  - Would need to accept ground-level UOS if we accepted structured UOS
  - Often a density-killer in infill areas
  - Somewhat suburban approach to require each parcel to meet UOS, rather than have quality public space for all (Madison park system is among the top in the country)



622 S. Park St.

# 4. Site Standards for Automobile Infrastructure



- Auto-oriented uses subject to design-based regulations to limit impacts
  - Parking, loading, drive aisles, gas pumps, etc. cannot be located between building and street
  - Drive-throughs must be located “under building,” covered by upper floor(s)
  - Parking structures must be lined with active ground floor uses
- No substantial changes from previous overviews





# 5. Parking and Loading Standards

- Decreased automobile parking maximums
- No minimum automobile parking standards
- Adequacy of the amount of automobile parking no longer a standard for conditional uses when no minimum parking is required





# 5. Parking and Loading Standards

- Changes from previous PC meetings:
  - Minor tweaks to previous TOD maximum parking requirements.
  - No conditional use to exceed maximum.

# TOD Overlay Zoning Approval Process



- November 22: Common Council Introduction
- December 5: Transportation Policy & Planning Board
- December 12: Plan Commission
- January 3: Common Council (consider adoption)





# Questions?



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