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Planning Division

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To: Plan Commission

From: Rick Roll, AICP

Subject: **Legistar #15932 Adopting and confirmed amendments to the MGOs to revise the City's Zoning Ordinance—*Long Range Transportation Planning Committee Recommendations***

On January 21, 2010 the LRTPC met to discuss and adopted recommendations that would be sent to the Plan Commission regarding Legistar #15932 adopting and confirmed amendments to the MGOs to revise the City's Zoning Ordinance. The recommendations are listed below:

Transit-Oriented Development (TOD) Overlay District

1. Drive-through windows should be a prohibited use in this district, given that this type of use is, by nature, not "transit-oriented".
2. "Bicycle connections" be added to the TOD Statement of Purpose, on p. 101[1(b)]. In general, references to parking should make it clear when referring to auto parking, as opposed to bicycle parking.
3. On page 102 [5(d)], building entrances should be encouraged to be located along a primary street.
4. On p. 101[5(b)], the language regarding floor-area ratio (FAR) is not clear and should be reworded. In any event, the pre-existing FAR should be maintained or increased (rather than allow for a decreased to a floor of 1.0) for alterations, additions or expansion of buildings.

Mixed-Use and Commercial Districts

5. Throughout this sub-section (including in the general discussion at the beginning of the section), guideline language should note that parking should be located at the side or rear of buildings. The status of auto vs. bicycle parking in regard to building placement and other requirements should be clarified.
6. Recommend single row loading of parking should be allowed in the front of certain commercial buildings to be reviewed as a Conditional Use.
7. On page 56 [3(b)], language should be added to note that it is desirable to orient buildings to "multi-use paths", in addition to the facilities noted.

8. The text should be clear to not allow building entrances that prohibit wheelchair access. Strong statements of encouragement in support of accessibility, and modifications to the graphics in the code, so they graphics depict an accessible entrance should be included.

Parking and Loading Standards

9. Recommend support of the concept and continue to look at lowering maximums where possible in most non-residential districts.

10. On p. 136, the dormitory, fraternity or sorority minimum parking requirement may be too high, and that a maximum might even be considered.

11. Table 28J-3 (starting on p. 135) should include the word “minimum” after Bicycle in the far right column, and the maximum column should have the word “Auto” added before it.

12. When bicycle parking is required, the parking minimums should be increased to something greater than 2, where appropriate.

13. On page 137, bicycles parking should be added to the column on drive-through uses, bicycle parking should not be “n/a”. The Committee suggested to add “as determined by the Zoning Administrator”, and be sure that there are no blank boxes in the “bicycle minimum” column.

14. Change the term “drive-through windows” to “vehicle access/service windows.” Code should ensure that when lobby/internal spaces are open, pedestrians should be served. Provide clarification in regard to definitions; ensure consistency with State Statute definition for “vehicle.”

15. On page 138, under Transportation Uses (bus/railroad passenger depot...), develop standard that relates to users and employees of facilities, or as determined by Z.A.

16. Revise the “bicycle parking reduction” discussion on page 140 and also the section on page 146 (bicycle parking design and location) to reflect comments on bicycle-related changes document (found below, starting on page 3).

17. 3-unit dwellings should have a bicycle parking requirement of one per dwelling unit.

18. Comment relative to parking maximums for parks and playgrounds (p. 136). Add “as determined by the Zoning Administrator” in that blank box, to account for unique park/playground circumstances.

19. Parking for medical facilities (clinic, dental, etc.) could be addressed by using a percentage of employees, rather than square feet (and that more bicycle parking could be a result).

20. On page 143(8)(a)1., residential drive grass centers should have a minimum width of 12 inches, and delete reference to 18 inches.

21. On page 143, Sec. (8)(c)5., Section be reviewed to determine if it is necessary for the front and rear yard to have 40% for parking. Front and rear yards may need to be discussed separately.

22. On page 146(11)(b), language be added to ensure that bicycle parking facilities accommodate U-locks.

23. On page 147(13) exploring the use of maximum idling times for loading or staging operations, or for truck loading areas.

Employment Districts

24. Auto and bicycle parking placement and other requirements should be made clear in this sub-section, noting examples on page 74, sections (3) and (4). Location and placement of bicycle parking (in relation to the buildings) be made clear throughout the sub-section.

Special Districts (AP: Airport District)

25. Bus stop locations (for convenient access to Metro service) or access to other multi-modal transit should be made clear in this sub-section.

26. The placement and facilities for bicycle parking at the airport (i.e., long-term bike parking and storage) should be address in this sub-section.

General/Concluding Comments

27. Zoning code should establish mechanism for review of transportation connections within and through parks, such as multi-use trails, parking facilities, and other transportation facilities. This issue could be covered in supplemental regulations or with a Conditional Use process.

Summary of suggested Bicycle-Related changes to draft ZO as reviewed by LRTPC,
1-21-10

General comments:

- Two calculators for generating required bicycle parking: *Residential* and *Non-residential*
- Require location of all bicycle parking to be as accessible as the majority of the car parking, bicycle parking should start at location as least as close as the closest non-accessible auto parking stall.
- Residents of buildings shall not be required to pay a fee for access and use of required bicycle parking.
- Do not allow bicycle parking in the right-of-way within some distance to count toward required total. Very problematic:
 - Double counting,
 - Who maintains?
 - Lots of competition,
 - Disincentive to providing your own parking facilities on-site.
- If permission has been granted to locate required bicycle parking in the directly abutting public right-of-way, those spaces may contribute to the minimum requirement. *Note: if rack in the r-o-w is counted, should find a way to track it and indicate it may not be removed or relocated without some process.*
- Up to 25% of bicycle parking may be provided as structured parking, as approved by the Zoning Administrator (*Millennium Park model or valet bike parking*).

- Bicycle parking spaces provided, but not meeting dimensional or access aisle requirements may be installed, but do not count toward minimum bicycle parking requirement. Need this for flexibility
- Where developments are comprised of multiple buildings, bicycle parking shall be provided for each building as part of approval of the planned multi-use site.
- Where minimum is required, increase to greater than 2.
- Parking table:
 - (Table 28J-3, starting on p. 135) should include the word “minimum” after Bicycle in the far right column.
 - Transportation Uses (bus/railroad passenger depot....), there should be much more bicycle parking required.
 - 3-unit dwellings should have a bicycle parking requirement of one per dwelling unit.
 - Any space in chart with a blank should be filled in.
 - Bicycle minimums could be enhanced for many of the listed uses.
- Stronger or direct reference to “bicycle connections” in *Statement of Purpose* subsections (parking, TOD).
- Define traffic to include motor vehicles and bicycles. Check state statute.
- The placement and facilities for bicycle parking at the airport (i.e., long-term bike parking and storage) should be address in this sub-section.
- Fact: Ordinance does not address long-wheelbase bicycles, tricycle recumbent, cargo bikes, trailers, or associated storage needs.

Rack design

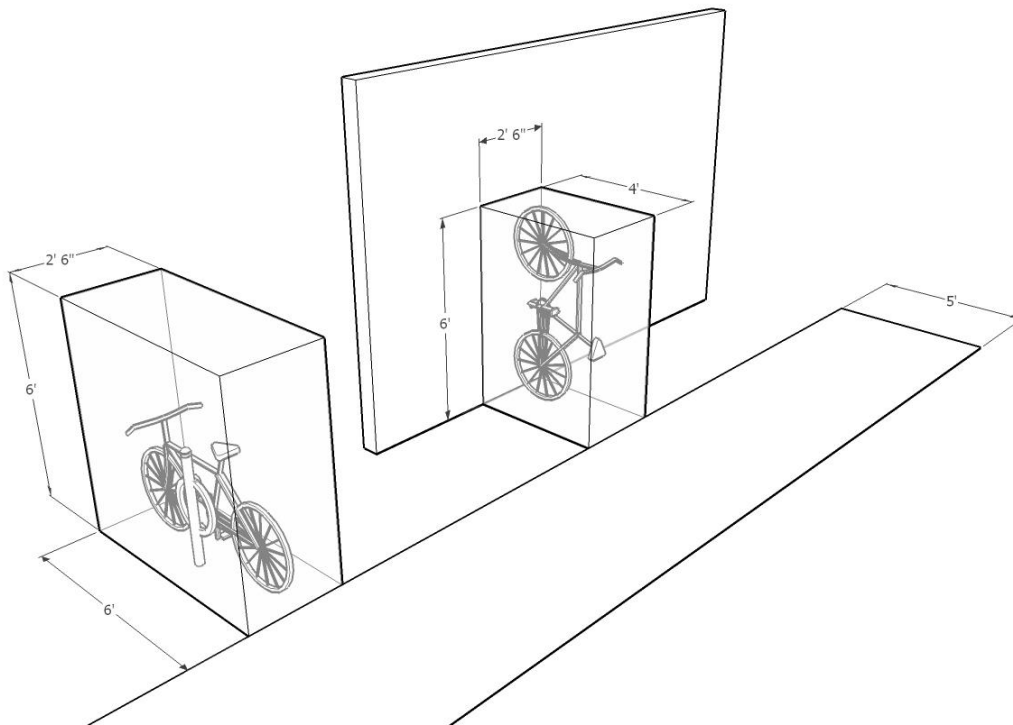
Ground mount (non-vertical) rack & spacing

- Support a wheel and frame in the center of the bicycle parking stall (no overlap), keeps wheel and frame in a single plane and prevents rotation of the bicycle when placed in the rack,
- Separate rack designs to apply to short term and long term parking,
- Who approved the rack?
 - Ordinance defines rack, Zoning Administrator approves, with consideration/guidance from TE. (allows for creativity).
 - Approval of racks should include # of bike parking spaces the specific rack is designed to accommodate from manufacturer.
- Need 6' vertical clearance requirement,
- Does 3% slope work to provide stable surface for rack mounting?
- Surfacing: must be paved with materials approved by asphaltic or concrete surface approved by DPW, and may use pervious paving (no gravel, landscape stone, woodchips,)
- Provide examples of acceptable racks in supporting document,
- Accommodate U-lock (including removal of front wheel and locking it to the rear fork and frame) and cable lock,
- Eliminate 2.5' width if information from rack manufacturers reflects rack side is not modular standard or being manufactured (keep current 2' width).

Vertical rack & spacing

- Allow up to 25% of required long-term parking may be installed as wall mount, where 5' access aisle is provided,
- Allow small (25%?) percentage of total required bicycle parking to be vertical,
- Need a diagram showing how vertical parking may be designed:
 - Define as a cube, free of 5' access aisle, use storage locker door for dimensions,
 - 4.5' projection from wall suggested as acceptable.
- Acceptable racks/design (see rack selection/approval above),
- Allow vertical allowance substitute to bicycle-car substitute,

Diagram



Short-term vs long-term parking

- Need to define short-term vs long-term bicycle parking, and develop requirements accordingly:
 - Short-term = daily, intermittent use, directly accessible to street or public way
 - Long-term = multiple day or more storage oriented, not as directly accessible as short-term
- In bicycle parking design and location (pp. 146) add the following in **bold**
(11) Bicycle Parking Design and Location.
 - (a) *Parking designation. Bicycle parking requirements are as shown in Table 28J-3 and shall be designated as long-term or short-term parking.*
 1. *For all residential uses, including those in combination with other uses, at least ninety percent (90%) of resident bicycle parking shall be designed as long-term parking. Any guest parking shall be designed as short-term parking.*
 2. *For all other uses, at least **ninety** percent (90%) of all bicycle parking shall be designed as short-term parking.*
 - (b) *Required short-term bicycle parking spaces shall be located in a convenient and visible area within **one hundred (100)** feet of a principal entrance*
 - (c) *Required long-term bicycle parking spaces shall be located in enclosed and secured or supervised areas providing protection from theft, vandalism and weather and shall be accessible to intended users. Required long-term bicycle parking for residential uses shall not be located within dwelling units or within deck or patio areas **or private storage areas** accessory to dwelling units. With permission of the zoning administrator, long-term bicycle parking spaces for non-residential uses may be located off-site within three hundred (300) feet of the site. No fee shall be charged for long-term resident bicycle parking.*

Bicycle parking reduction (pp. 140)

- Create reduction request similar to car parking. Example:
A bicycle parking reduction request must be initiated by the owner, who must submit information to support the argument for reducing the required number of spaces. Factors to be considered include but are not limited to: availability, proximity, and use characteristics of on-street bicycle parking within 300' of the subject property; existing or potential shared parking agreements; proximity to transit routes and/or multi-use paths and provision of automobile parking; the characteristics of the use, including hours of operation and peak parking demand times; design and maintenance of off-street parking that will be provided; and whether the proposed use is new or a small addition to an existing use.
- If reductions are being requested, guidelines for consideration should be created that effectively “raise the bar” from the status quo (similar to current automobile parking reduction)
 - # #4 distance should be less than 300'
- No reduction shall be approved if the existing site plan is proposed to be changed. Eligible to ask for a reduction if site plan is not proposed for changing.
- Add statement to #1: *...provided areas on-site for the entire amount of bicycle parking are reserved, and the Zoning Administrator determines the proposed bicycle parking provisions to be adequate.*
- Note: variance alternative exists.