



Parking Division

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To: Transportation Commission & Plan Commission Members
From: Trent Schultz, Transportation Demand Management Coordinator
Subject: Transportation Demand Management Ordinance Amendments

Proposed Transportation Demand Management (TDM) Ordinance amendments, to be reviewed by Plan Commission on 9/23 and Transportation Commission on 10/16, focus on the following:

- Modifying parking ratio calculations for commercial and institutional uses
- Removing several use exemptions

Modifying Parking Ratio Calculations

The TDM Ordinance evaluates development projects through TDM Plans. TDM Plans establish required TDM points for a project based on proposed and existing site uses, and other factors such as location, development scale, and amount of on-site parking. Projects are assigned specific uses within four broader use categories: residential, commercial, employment, and institutional. Required TDM points depend on the specific parking ratio calculation for a given use. Parking ratio calculations for the use categories within the TDM Ordinance are as follows:

- Residential – parking stalls per dwelling unit
- Employment – parking stalls per 500 sq. ft. of gross floor area
- Commercial – parking stalls per use-specific base parking
- Institutional – parking stalls per use-specific base parking

The proposed amendments would modify parking ratio calculations within commercial and institutional use categories. Changes to residential and employment use categories are not included in the proposed

amendments, as their parking ratio calculations are much simpler and more use-friendly. TDM Plan reviews for projects within commercial and institutional uses have been difficult for staff to administer, and use-specific base parking has been challenging for development teams to determine.

Use-specific base parking is derived from parking minimums established in the Zoning Code (MGO 28.141) and noted in the TDM Program (pg. 36), which supplements the TDM Ordinance. Per Table 28I-2 within the Zoning Code, parking minimums do not apply within several zoning districts, the Central Area, and the Transit-Oriented Development (TOD) Overlay District. Using use-specific base parking to determine required TDM points requires Parking staff to assign base parking to projects in circumstances where Zoning staff are not required to determine a parking minimum through the Zoning Code.

For example, a hypothetical “Indoor recreation” use (such as an axe throwing business) proposed for a site within the TOD Overlay district would not have a parking minimum. However, the base parking within the TDM Plan for this use would be “Determined by Zoning Administrator”. A base parking that is “Determined by Zoning Administrator” would require Parking staff to ask Zoning staff to determine a parking minimum for a situation where the Zoning Code does not have a required parking minimum. To address this flaw in parking ratios within commercial and institutional uses, ratios can be standardized.

The proposed parking ratio for commercial and institutional uses would be consistent with the current parking ratio for employment uses – parking stalls per 500 sq. ft. of floor area. Using parking stalls per 500 sq. ft. of floor area would make filling out TDM Plans more straightforward for development teams and address administrative issues staff have experienced.

The impact of using parking stalls per 500 sq. ft. of floor area instead of parking stalls per use-specific base parking was analyzed by staff by reviewing approved TDM Plans within commercial and institutional use categories. This analysis showed that using parking stalls per 500 sq. ft. of floor area instead of parking stalls per use-specific base parking would not result in a notable increase or decrease in required TDM points.

Removing Use Exemptions

In November 2023, only one use exemption modification was considered by Plan Commission and

Transportation Commission. The previously proposed change would have modified the public safety facilities exemption to instead exempt “wholly City-owned property”. Based on feedback from Plan Commission and Transportation Commission members, the wholly City-owned property exemption was not approved, and no other changes to use exemptions were considered.

Based on feedback at previous Plan Commission and Transportation Commission meetings concerning use exemptions, review of peer cities with TDM Ordinances, and an analysis of potential impacts, removing the following uses from the list of use exemptions in MGO 16.03(4) is proposed:

- Day care centers
- Nursery schools
- Animal daycare facilities
- Elementary schools
- Middle schools
- Places of worship
- Public safety facilities

If removing the above use-specific exemptions advances, the only remaining use-specific exemption would be for institutions with campus master plans. Removing the exemption for institutions with campus master plans was not included in the proposed amendments, due to lack of expected impact. However, further clarification on how the exemption applies and if it should be removed could be considered in the future.

Staff analyzed the potential impact of removing use exemptions by reviewing recently approved projects within the uses specified above. Staff expect that removing use exemptions would not result in a TDM Plan required for every project proposal within the above uses. Impacts on future projects potentially subject to the TDM Ordinance are difficult to assess, as they depend on site characteristics such as tenant space square footage, on-site parking, and location. Further, concerns about a project encountering issues with meeting required TDM points can be addressed by the reduction of up to five TDM points at staff discretion (per MGO 16.03(9)). Removing the above use exemptions would improve the consistency of the TDM Ordinance, by having related uses such as animal daycare facilities (currently exempt) and

animal boarding facilities (currently applicable) subject to TDM Plan approval. Additionally, removing exemptions will require more sites to consider implementing TDM strategies.

Recommendation

Staff recommend approving the proposed TDM Ordinance amendments.