

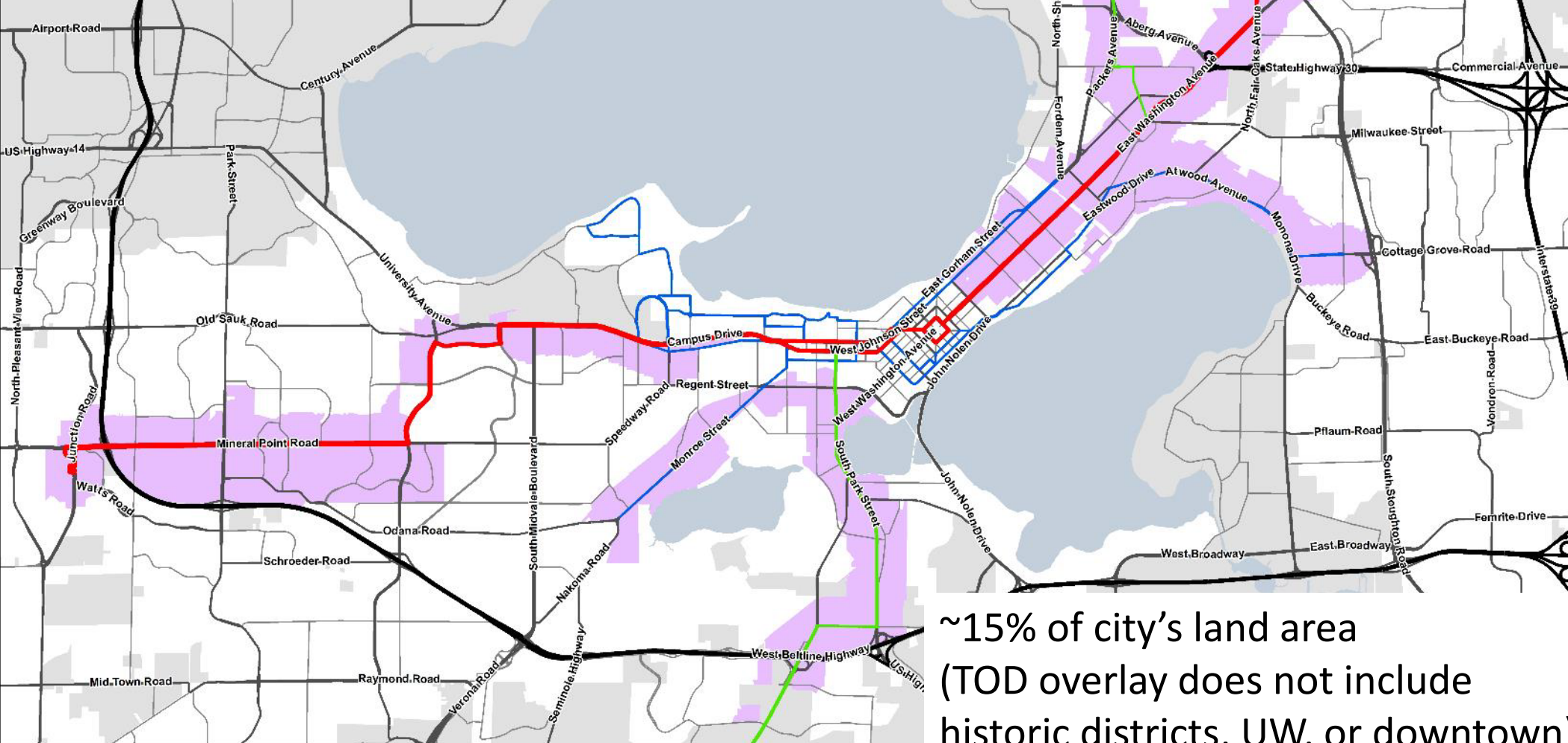
Transit-Oriented Development Overlay Zoning



Transportation Policy & Planning Board
December 5, 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

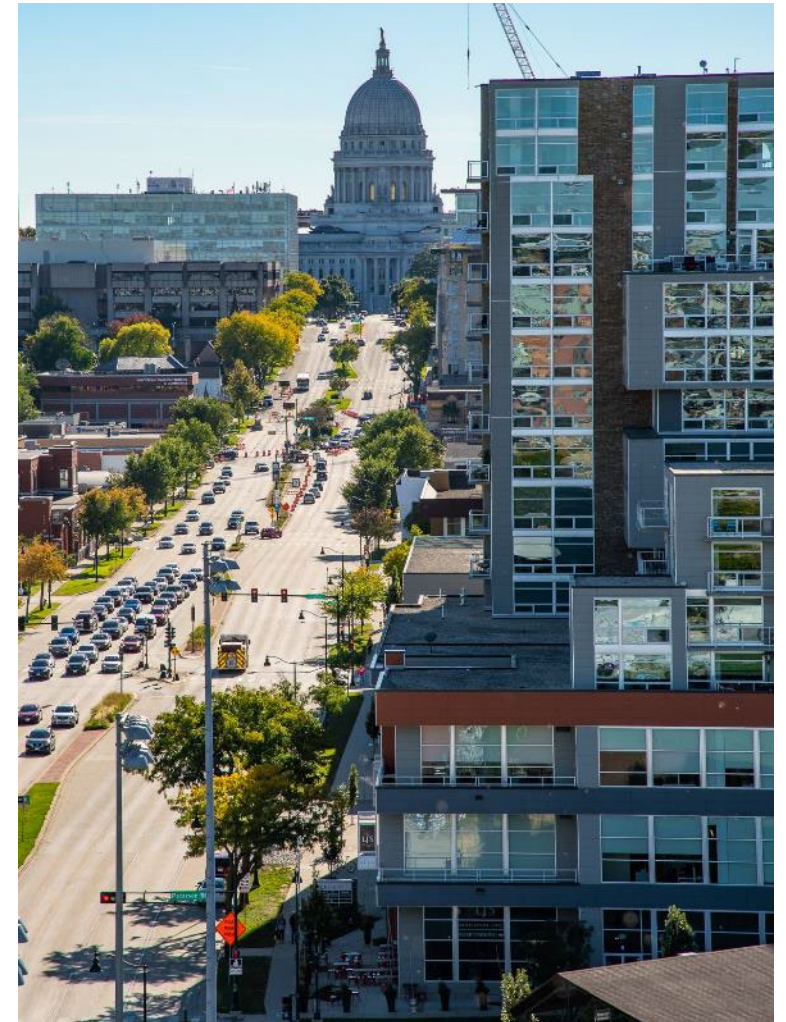


~15% of city's land area
(TOD overlay does not include historic districts, UW, or downtown)

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





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





3. Site Standards for Buildings

- Maximum setbacks for principal buildings
- Building entrance orientation
- Minimum height of two stories (limited exceptions)



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





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



Why TOD?



- Implement various City plan recommendations
 - Comprehensive Plan, Strategy 5, Action A:
Implement Transit-Oriented Development (TOD) overlay zoning along BRT and other existing and planned high-frequency transit service corridors to create development intensity minimums, reduce parking requirements, and support transit use.
- Zoning code should support development called for in adopted plans
- Better match zoning with City investments in transit
- Increase mobility of residents without needing to get in a car



Why TOD?



- Reduce household expenses
- More efficient use of land
 - Less development on the edge of the City
 - Less need to extend utilities/infrastructure
 - Less land for parking, more land for people
- Slow the increase in traffic
- Reduce emissions and driving's negative impact on the environment



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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