

Transit-Oriented Development Overlay Zoning



Landmarks Commission Discussion
December 12, 2022

Transit-Oriented Development Overlay Zoning

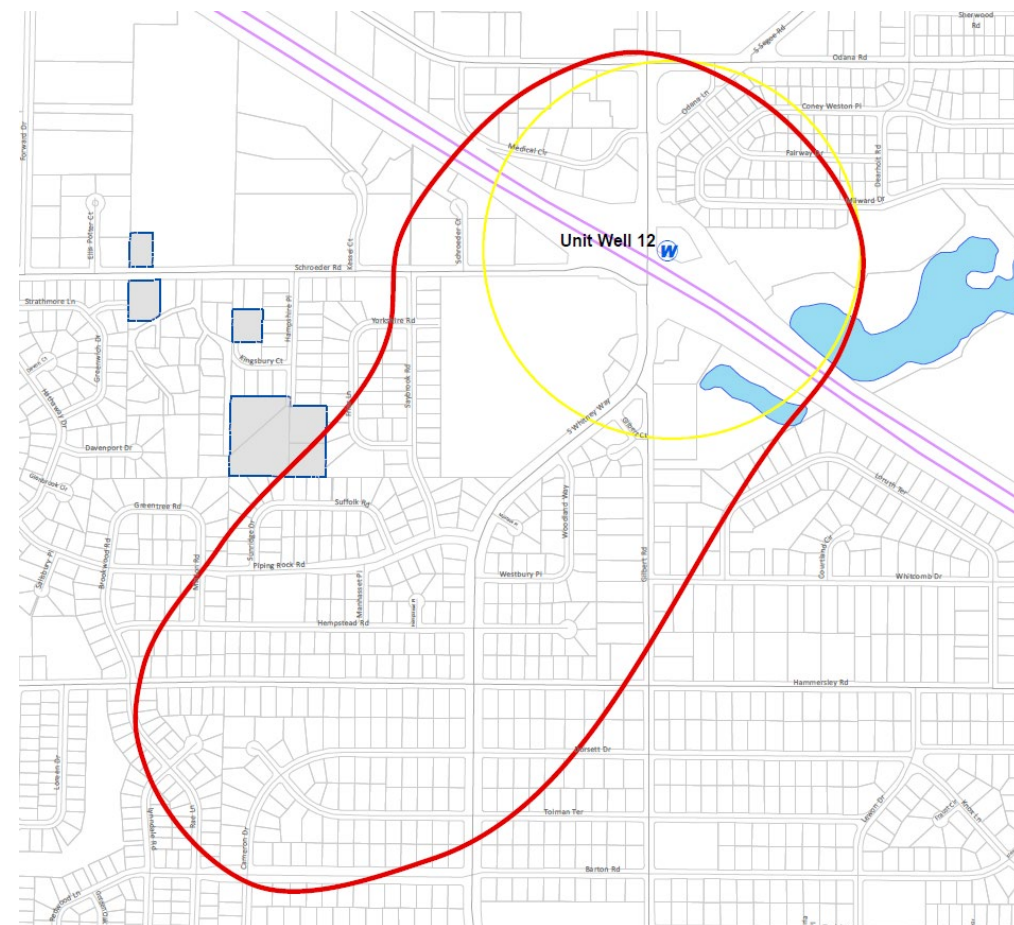


- What is TOD? What is overlay zoning?
- TOD in the Comprehensive Plan
- Why TOD?
- Proposed TOD overlay zoning area
- TOD overlay zoning components
 1. Residential dwelling unit bonuses
 2. Building height bonuses
 3. Site standards for buildings
 4. Site standards for automobile infrastructure
 5. Parking and loading standards

What is ?



- TOD = pedestrian-oriented, compact, mixed-use development that is centered on quality public transit.
- Zoning = city ordinance that regulates allowed land uses, building heights, building setbacks from property lines, and density.
- Overlay zoning = added to base zoning district to modify underlying zoning regulations. Example: wellhead protection overlay limits uses that could contaminate city wells.



TOD in the Comprehensive Plan



City projected to add over 100,000 residents between 2020-2050

2018 Comprehensive Plan, Land Use & Transportation Strategy #5:

“Concentrate the highest intensity development along transit corridors, downtown, and at Activity Centers.”

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.”



Why TOD?



- Implement various City plan recommendations
- 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?

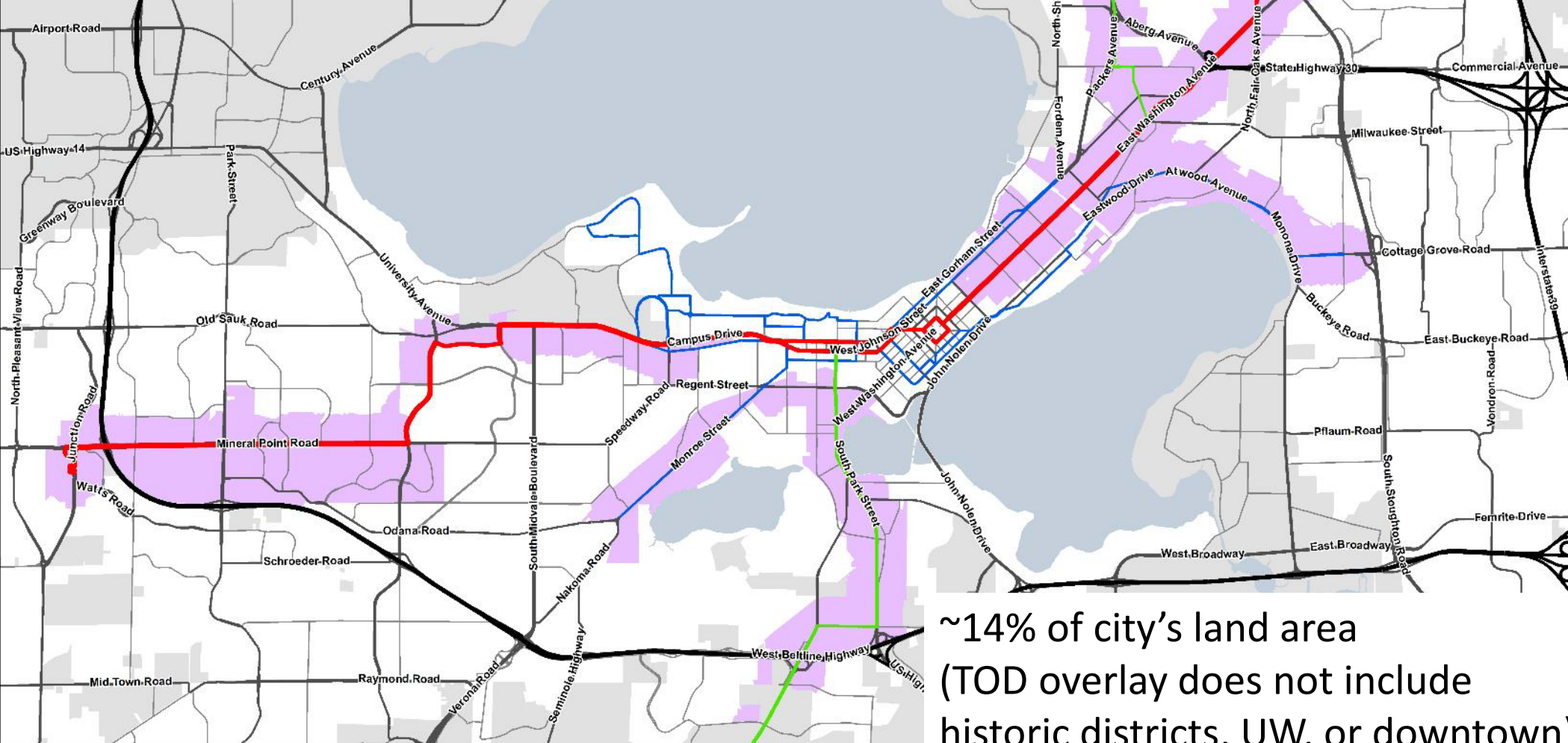


- Reduce household expenses
- More efficient use of land
 - Less development on the edge of the City
 - Less need to extend utilities/infrastructure
 - Less land for parking, more land for people
- Slow the increase in traffic
- Reduce emissions and driving's negative impact on the environment



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

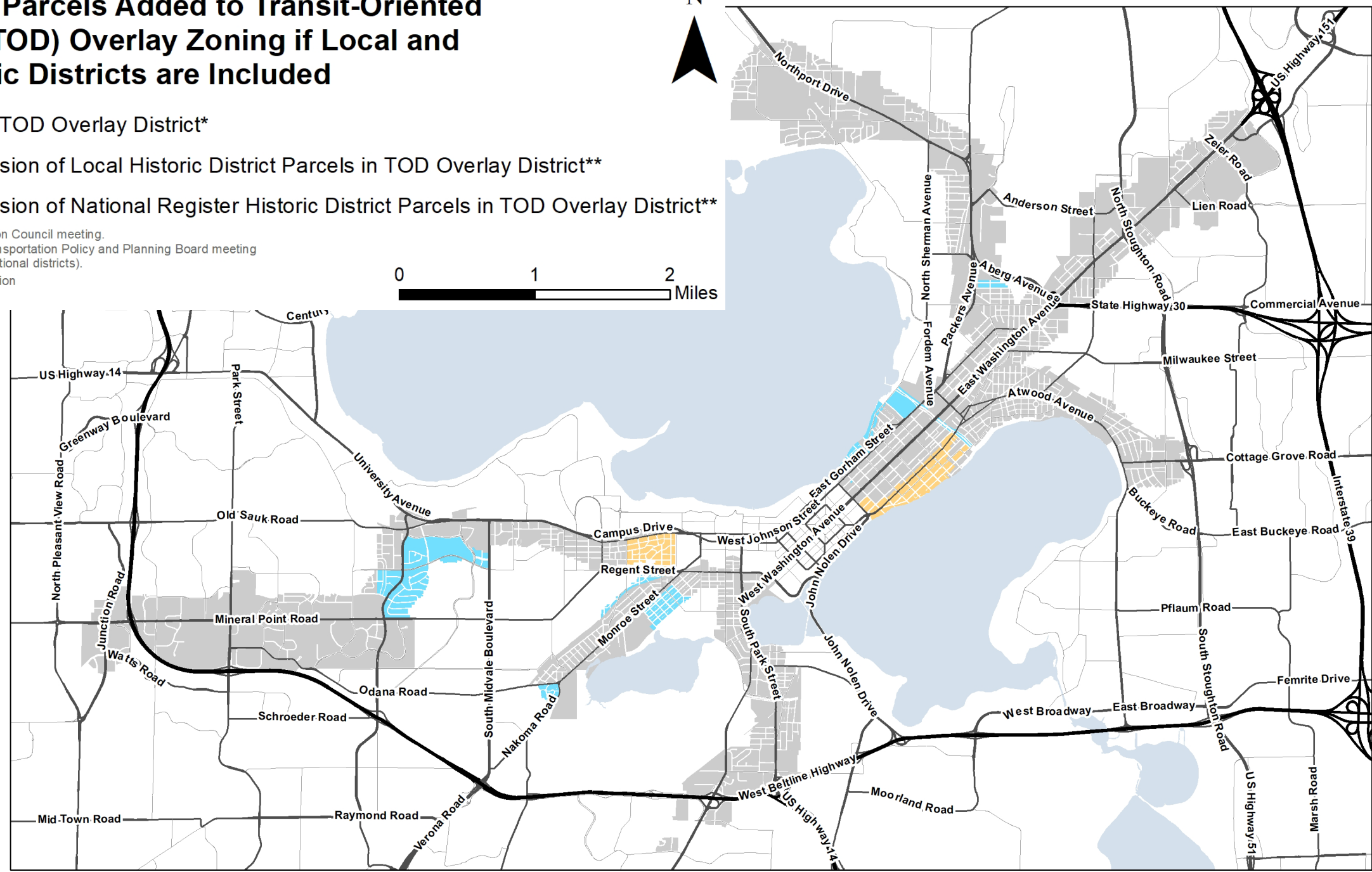
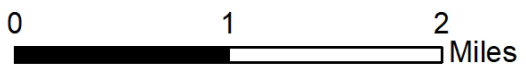


~14% of city's land area
(TOD overlay does not include historic districts, UW, or downtown)

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**

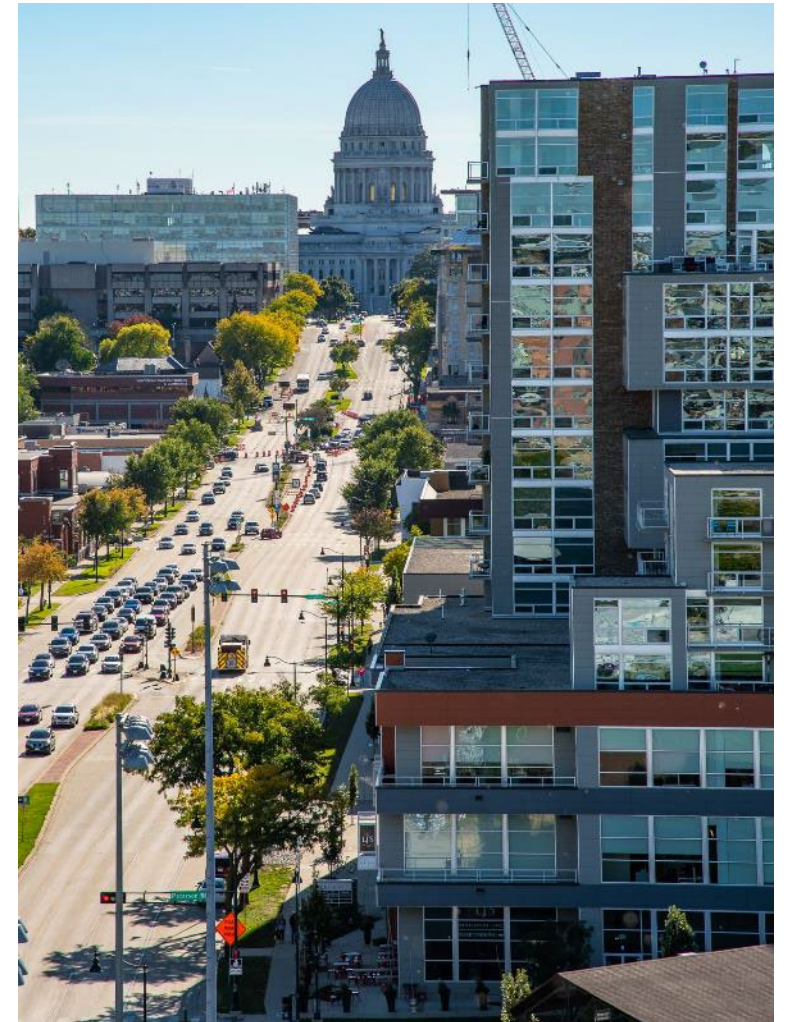
* As introduced at the 11/22/22 Common Council meeting.
 ** As recommended at the 12/5/22 Transportation Policy and Planning Board meeting (note that local districts overlap with national districts).
 Source: City of Madison Planning Division
 Date: 12/8/2022



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





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 (in multifamily, mixed-use, commercial, employment districts; 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



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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