

Bus Rapid Transit & TOD Overlay Discussion



Plan Commission Update
September 30, 2021

Agenda



- Federal Transit Authority (FTA) Transit-Oriented Development (TOD) Planning Grant
- Plans & Zoning Along East West Bus Rapid Transit (BRT) Route
- Dwelling Units
- TOD Overlay District Framework

Comprehensive Plan Recommendations



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.

BRT Stations

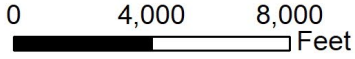
 BRT Station

 East-West BRT

 Potential West Transfer Point Loop

Prepared by the City of Madison Planning Division

Sources: City of Madison, ESRI





Enhanced Readiness for Bus Rapid Transit in Madison, WI: Supporting Inclusive Redevelopment along the East West BRT Corridor

- FTA Goal - Support BRT/Rail ridership through coordinated land use policy and investments
- \$290K TOD Planning Grant (\$100K Local Match)
- Awarded and accepted July 6, 2021 (Legistar [65385](#))

FTA Grant

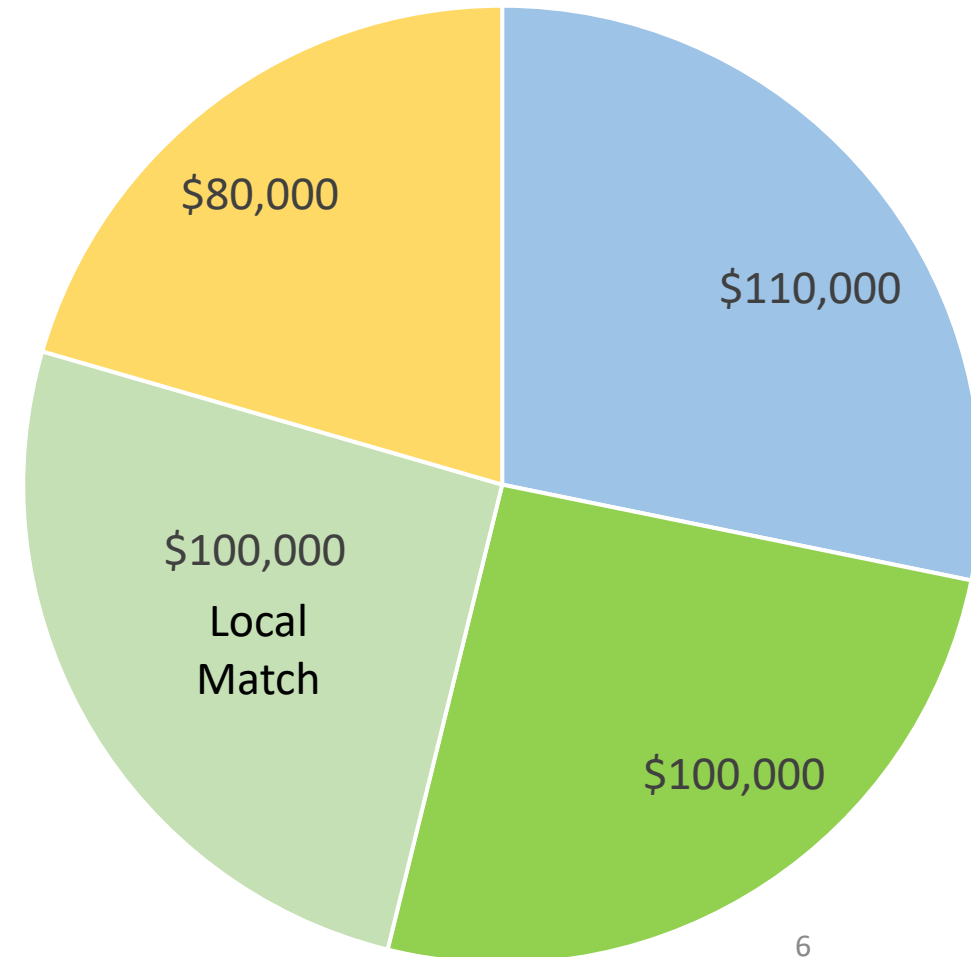


Supports Interagency Efforts, 2021-2023

1. TOD Land Use Planning and Zoning
Planning Division Lead

2. Coordinate Investment to Support
Inclusive Redevelopment
Economic Dev. Division Lead

3. Prioritize Bike/Ped Infrastructure
Investment
Dept. of Transportation Lead





Planning Division Tasks

1. TOD Land Use Planning and Zoning
 - a) Compile & Analyze Plan Recommendations Near Stations
Q3 2021 - Q4 2022
 - b) Develop TOD-Overlay Ordinance
Q4 2021 - Q4 2022
 - c) Hypothetical Development Concepts
Q3- Q4 2022

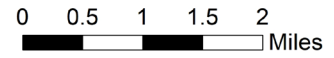


Plans & Zoning Along E-W BRT Corridor

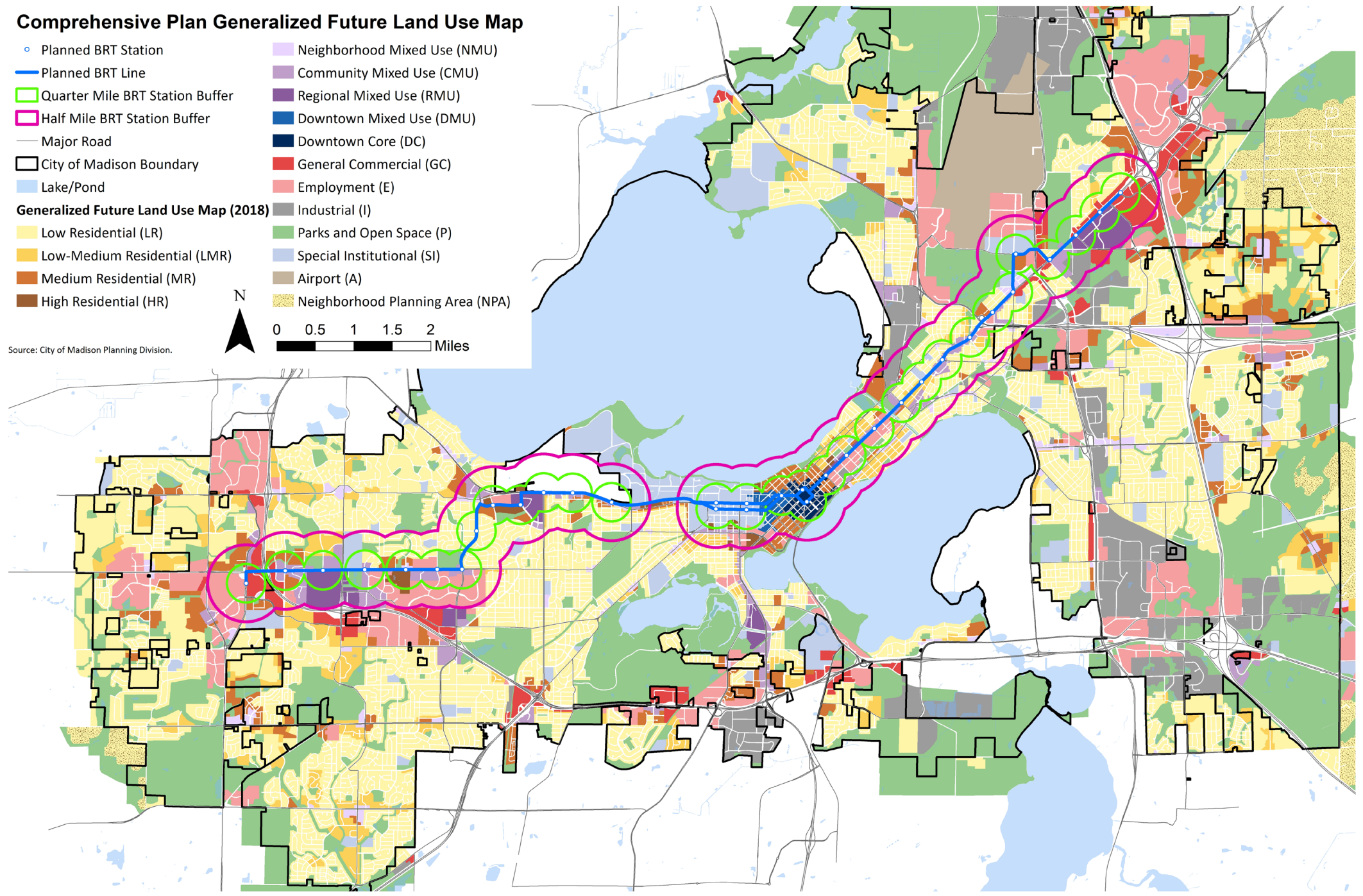
- 2018 Comprehensive Plan – Generalized Future Land Uses
- Sub-Area Plans
- Zoning
- Population & Dwelling Units

Comprehensive Plan Generalized Future Land Use Map

- Planned BRT Station
- Planned BRT Line
- Quarter Mile BRT Station Buffer
- Half Mile BRT Station Buffer
- Major Road
- City of Madison Boundary
- Lake/Pond
- Generalized Future Land Use Map (2018)**
- Low Residential (LR)
- Low-Medium Residential (LMR)
- Medium Residential (MR)
- High Residential (HR)
- Neighborhood Mixed Use (NMU)
- Community Mixed Use (CMU)
- Regional Mixed Use (RMU)
- Downtown Mixed Use (DMU)
- Downtown Core (DC)
- General Commercial (GC)
- Employment (E)
- Industrial (I)
- Parks and Open Space (P)
- Special Institutional (SI)
- Airport (A)
- Neighborhood Planning Area (NPA)

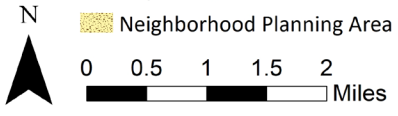


Source: City of Madison Planning Division.

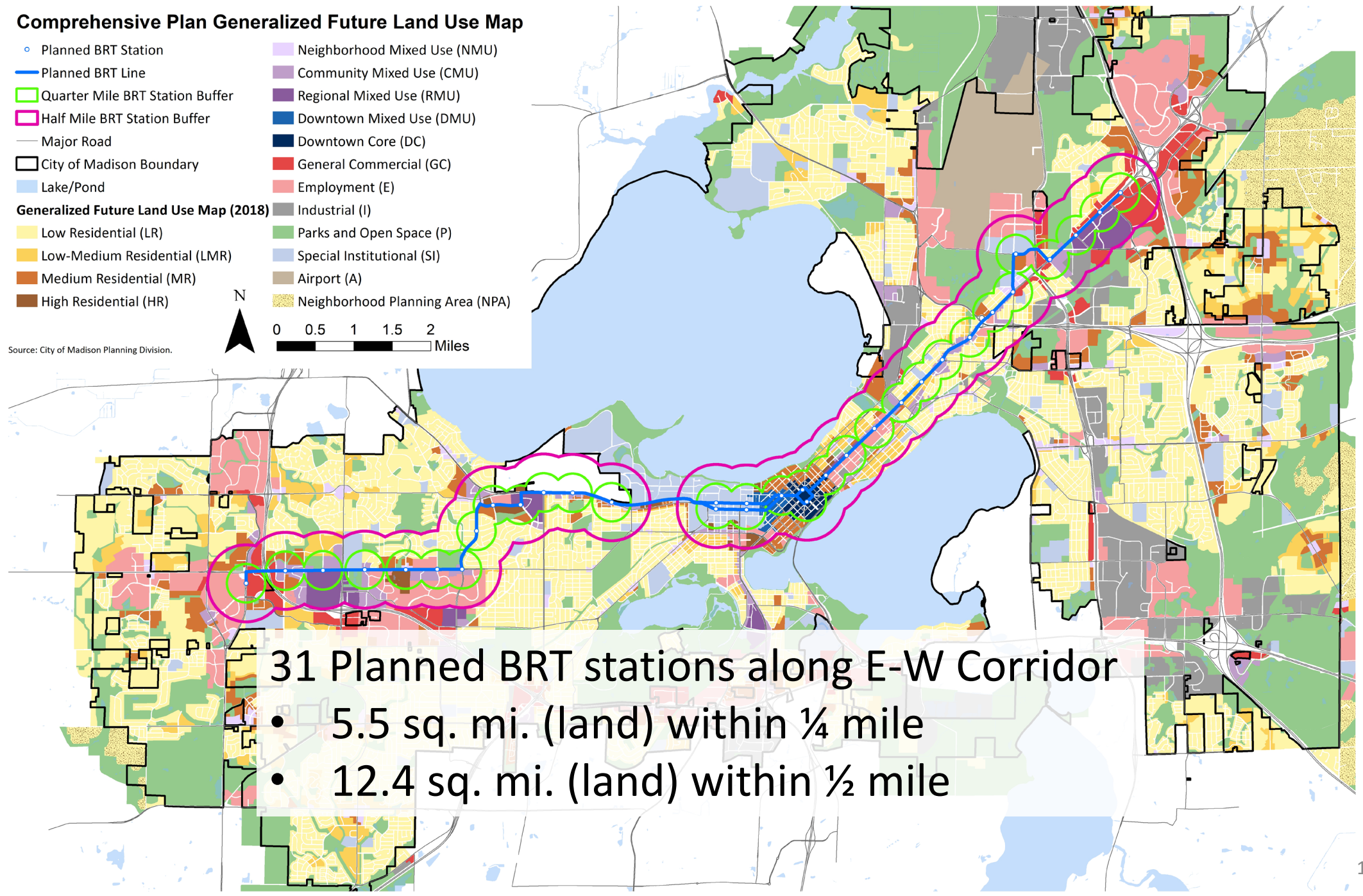


Comprehensive Plan Generalized Future Land Use Map

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Source: City of Madison Planning Division.



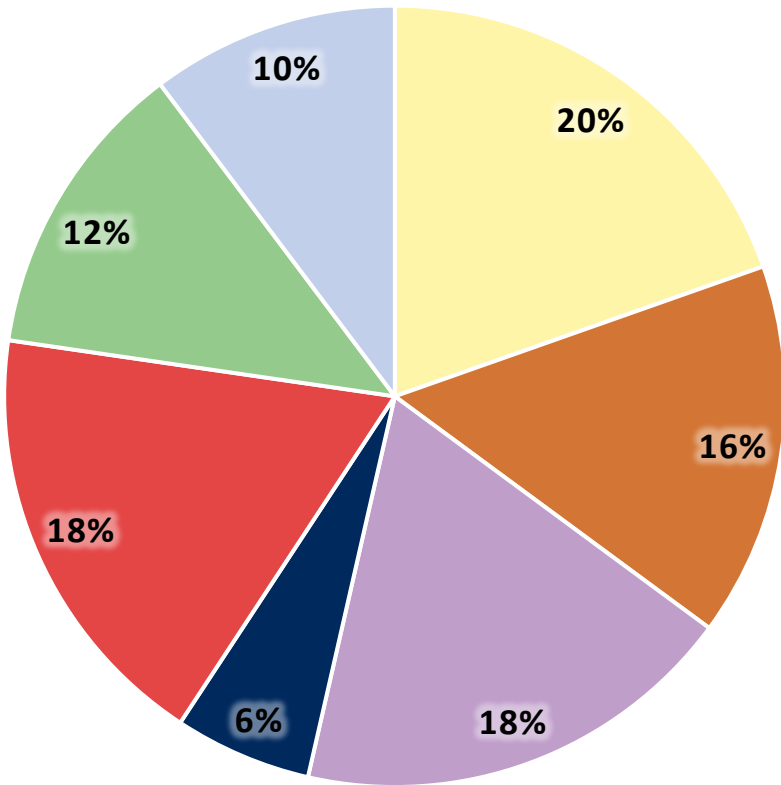
31 Planned BRT stations along E-W Corridor

- 5.5 sq. mi. (land) within ¼ mile
- 12.4 sq. mi. (land) within ½ mile

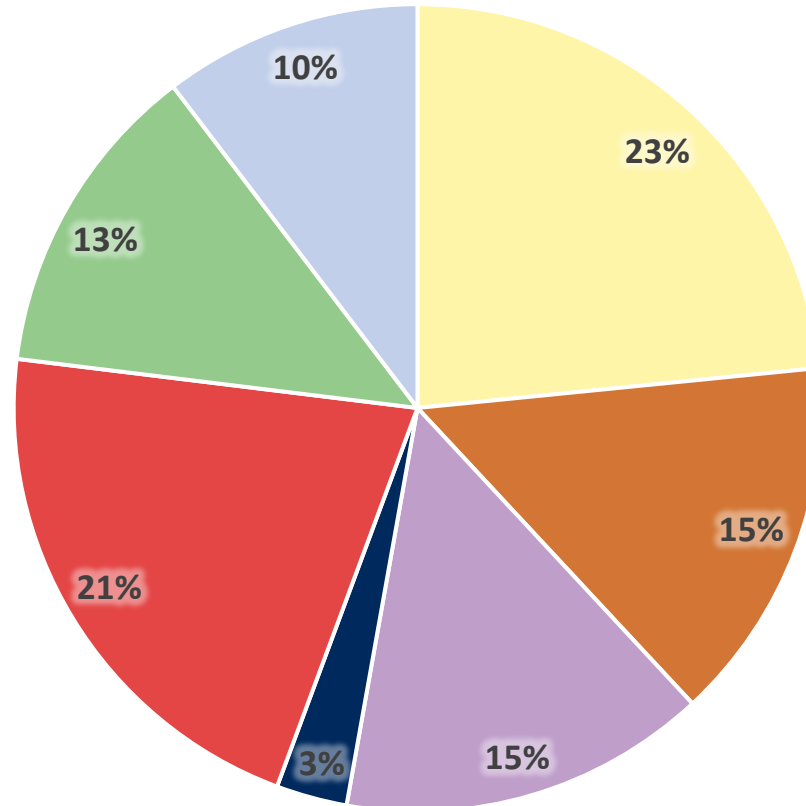
Comprehensive Plan Generalized Future Land Uses



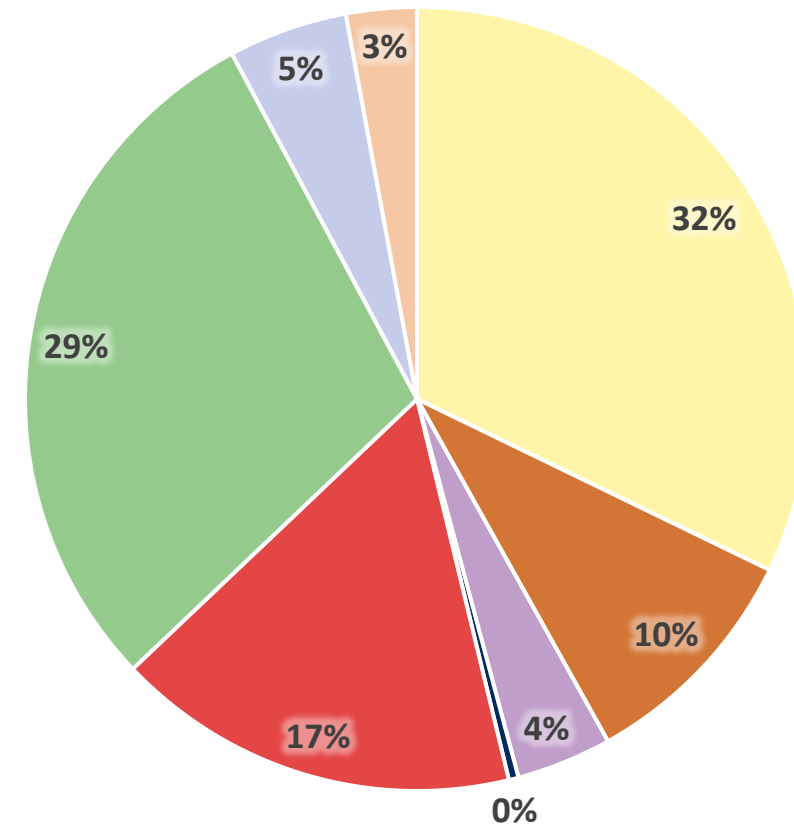
Within ¼ mile of planned BRT stations



Within ½ mile of planned BRT stations



City of Madison

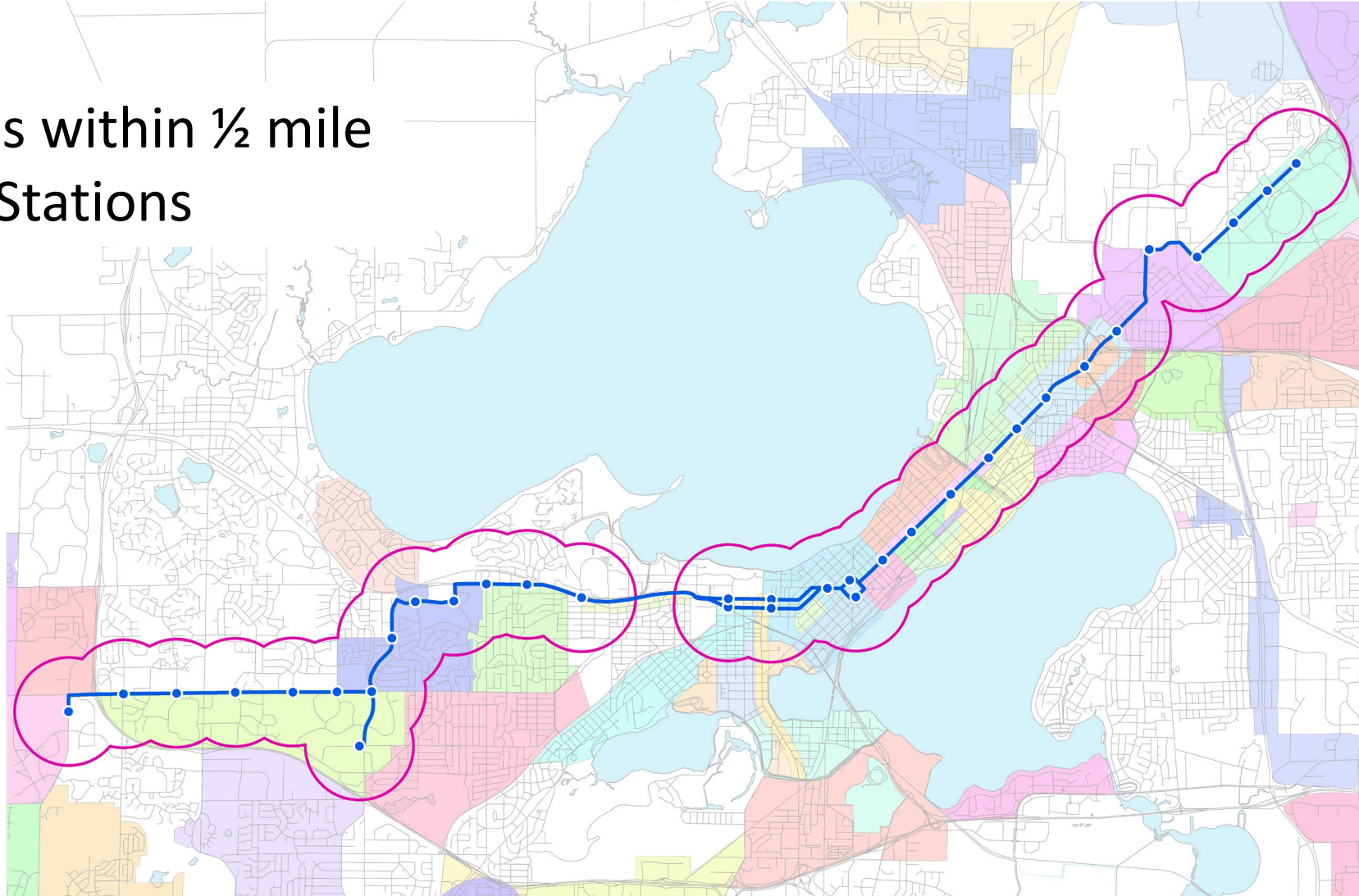


■ LR
 ■ LMR, MR, HR
 ■ NMU, CMU, RMU
 ■ DMU, DC
 ■ GC, E, I
 ■ P
 ■ SI
 ■ NPA, A

Sub-Area Plans

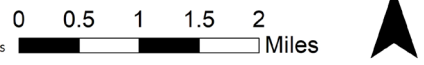


37 Plans within ½ mile
of BRT Stations

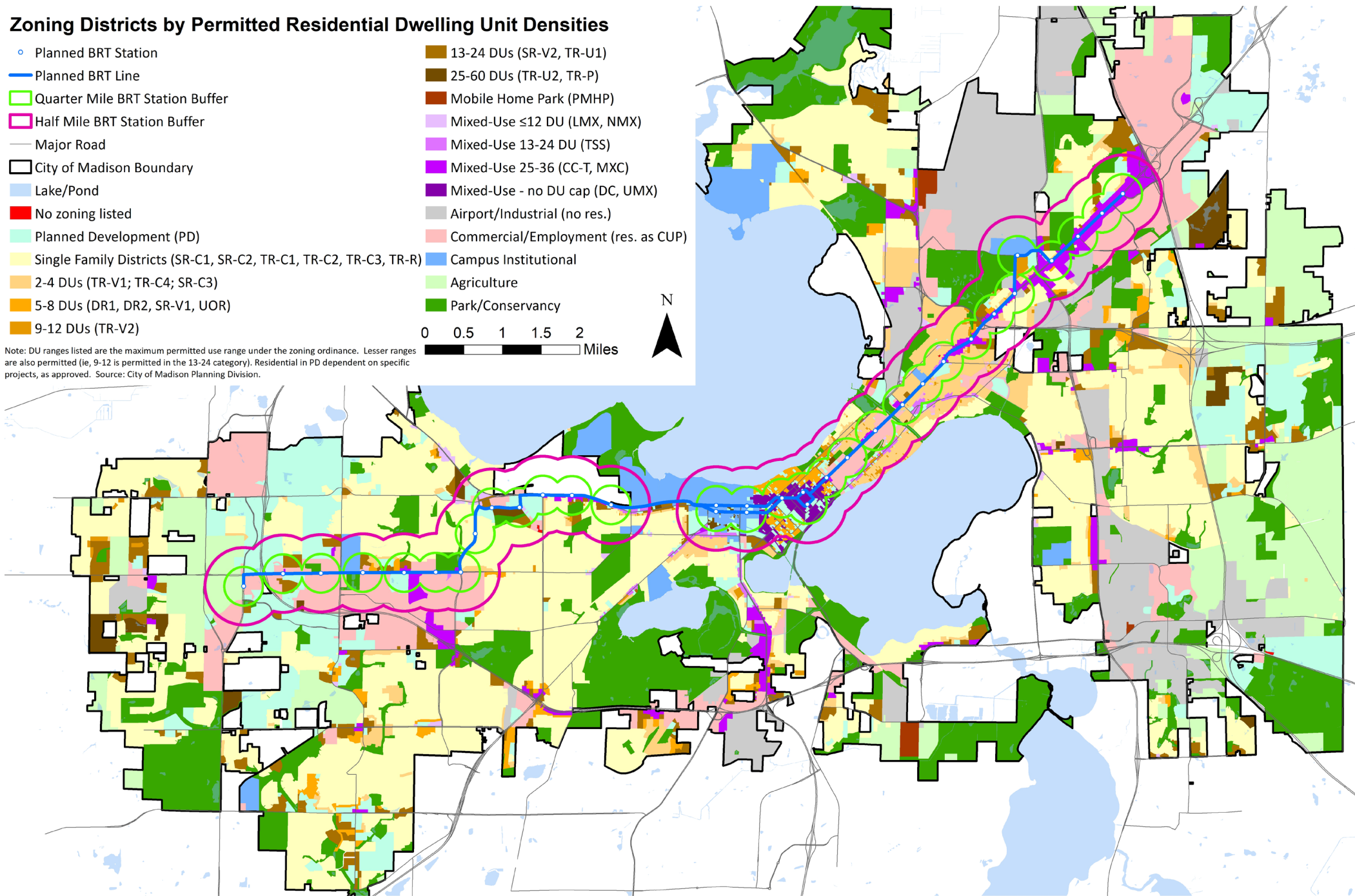


Zoning Districts by Permitted Residential Dwelling Unit Densities

- Planned BRT Station
- Planned BRT Line
- Quarter Mile BRT Station Buffer
- Half Mile BRT Station Buffer
- Major Road
- City of Madison Boundary
- Lake/Pond
- No zoning listed
- Planned Development (PD)
- Single Family Districts (SR-C1, SR-C2, TR-C1, TR-C2, TR-C3, TR-R)
- 2-4 DUs (TR-V1; TR-C4; SR-C3)
- 5-8 DUs (DR1, DR2, SR-V1, UOR)
- 9-12 DUs (TR-V2)
- 13-24 DUs (SR-V2, TR-U1)
- 25-60 DUs (TR-U2, TR-P)
- Mobile Home Park (PMHP)
- Mixed-Use ≤12 DU (LMX, NMX)
- Mixed-Use 13-24 DU (TSS)
- Mixed-Use 25-36 (CC-T, MXC)
- Mixed-Use - no DU cap (DC, UMX)
- Airport/Industrial (no res.)
- Commercial/Employment (res. as CUP)
- Campus Institutional
- Agriculture
- Park/Conservancy



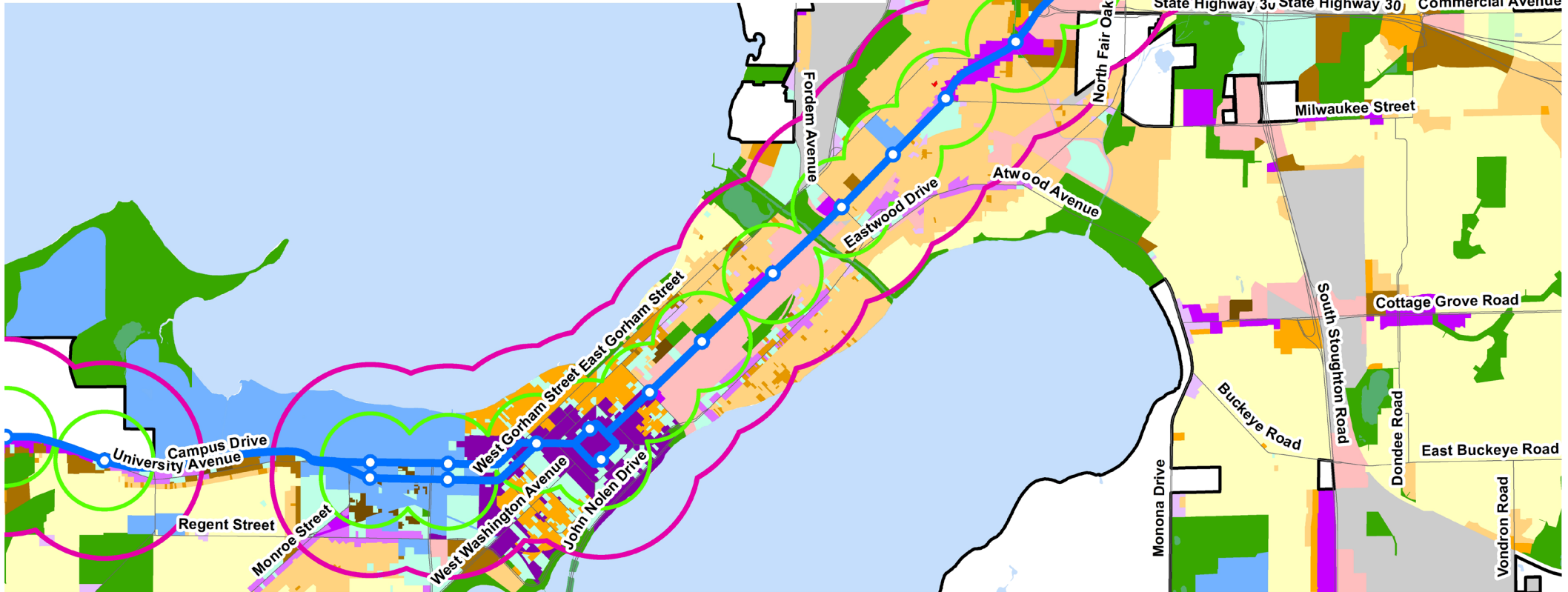
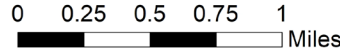
Note: DU ranges listed are the maximum permitted use range under the zoning ordinance. Lesser ranges are also permitted (ie, 9-12 is permitted in the 13-24 category). Residential in PD dependent on specific projects, as approved. Source: City of Madison Planning Division.



Zoning Districts by Permitted Residential Dwelling Unit Densities - Isthmus & East

- Planned BRT Station
- Planned BRT Line
- Quarter Mile BRT Station Buffer
- Half Mile BRT Station Buffer
- Major Road
- City of Madison Boundary
- Lake/Pond
- No zoning listed
- Planned Development (PD)
- Single Family Districts (SR-C1, SR-C2, TR-C1, TR-C2, TR-C3, TR-R)
- 2-4 DUs (TR-V1; TR-C4; SR-C3)
- 5-8 DUs (DR1, DR2, SR-V1, UOR)
- 9-12 DUs (TR-V2)
- 13-24 DUs (SR-V2, TR-U1)
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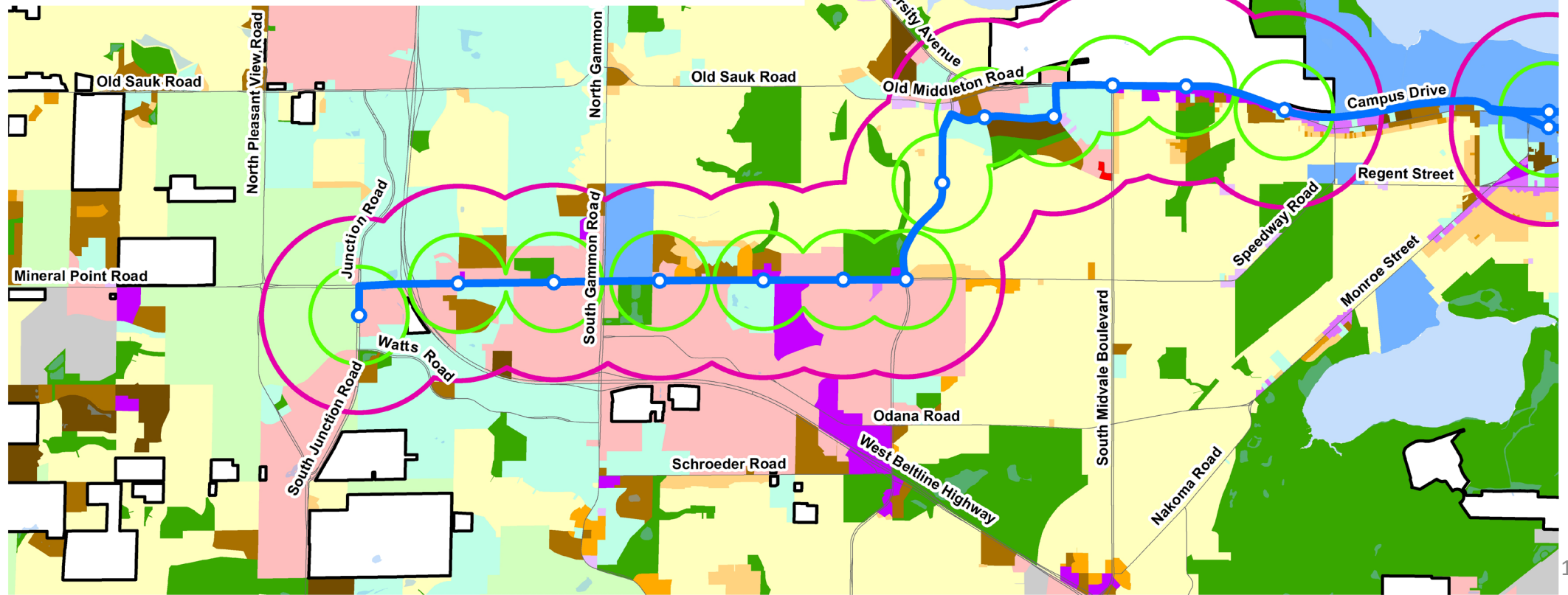
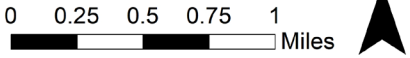
Note: DU ranges listed are the maximum permitted use range under the zoning ordinance. Lesser ranges are also permitted (ie, 9-12 is permitted in the 13-24 category). Residential in PD dependent on specific projects, as approved. Source: City of Madison Planning Division.



Zoning Districts by Permitted Residential Dwelling Unit Densities - West

- Planned BRT Station
- Planned BRT Line
- Quarter Mile BRT Station Buffer
- Half Mile BRT Station Buffer
- Major Road
- City of Madison Boundary
- Lake/Pond
- No zoning listed
- Planned Development (PD)
- Single Family Districts (SR-C1, SR-C2, TR-C1, TR-C2, TR-C3, TR-R)
- 2-4 DUs (TR-V1; TR-C4; SR-C3)
- 5-8 DUs (DR1, DR2, SR-V1, UOR)
- 9-12 DUs (TR-V2)
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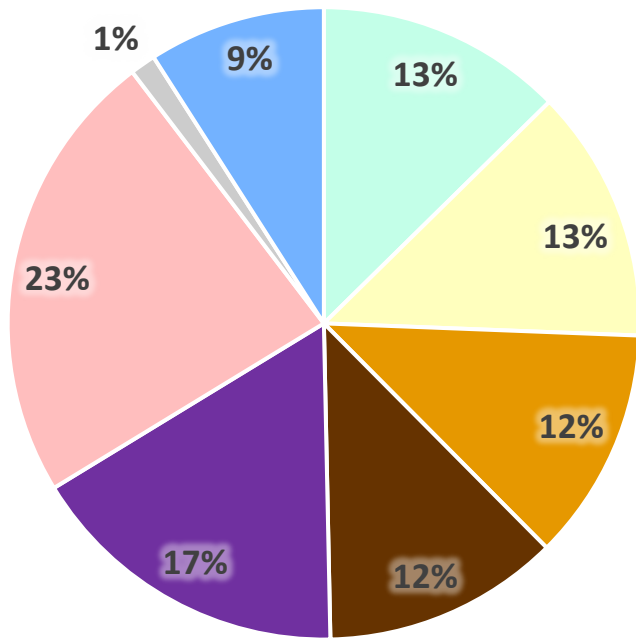
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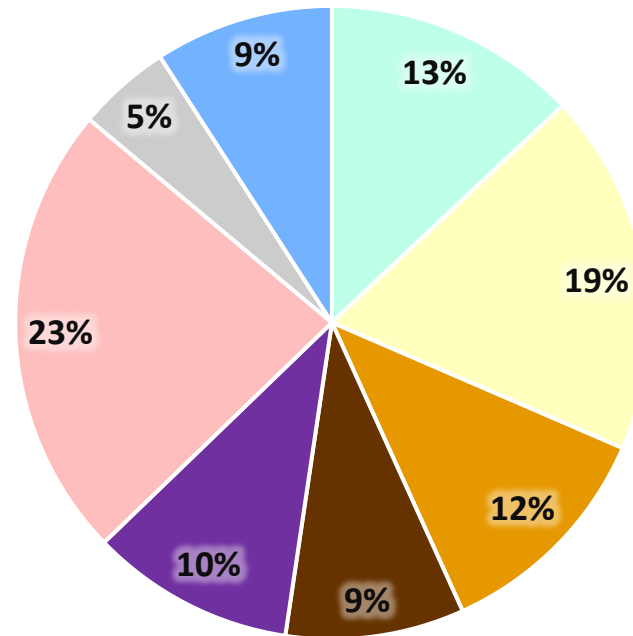


Zoning Districts: BRT Station Areas

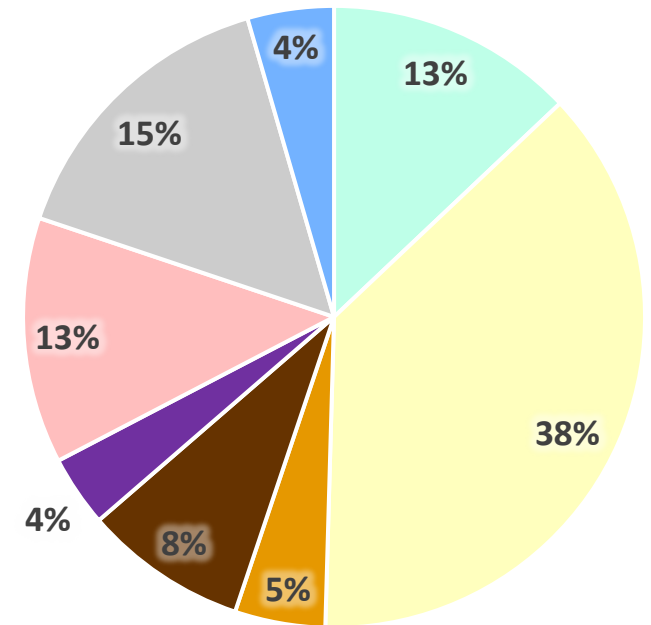
Zoning of Parcels Within ¼ Mile of Planned BRT Stations



Zoning of Parcels Within ½ Mile of Planned BRT Stations



Zoning of Parcels Citywide



Planned Development

Single-Family Districts

Residential 2-4 DUs

Residential 5-60 DUs

Mixed-Use

Employment (res. as CUP)

Industrial/Airport (no residential)

Campus Institutional

Note: does not include parcels zoned for parks, conservancy, 16 or agriculture

Dwelling Units & Population

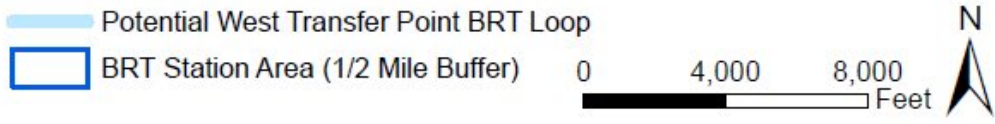


	Population	Dwelling Units
Within ¼ Mile of BRT*	54,275	26,294
Within ½ Mile of BRT*	93,781	45,610
Total (City of Madison)	269,840	126,116

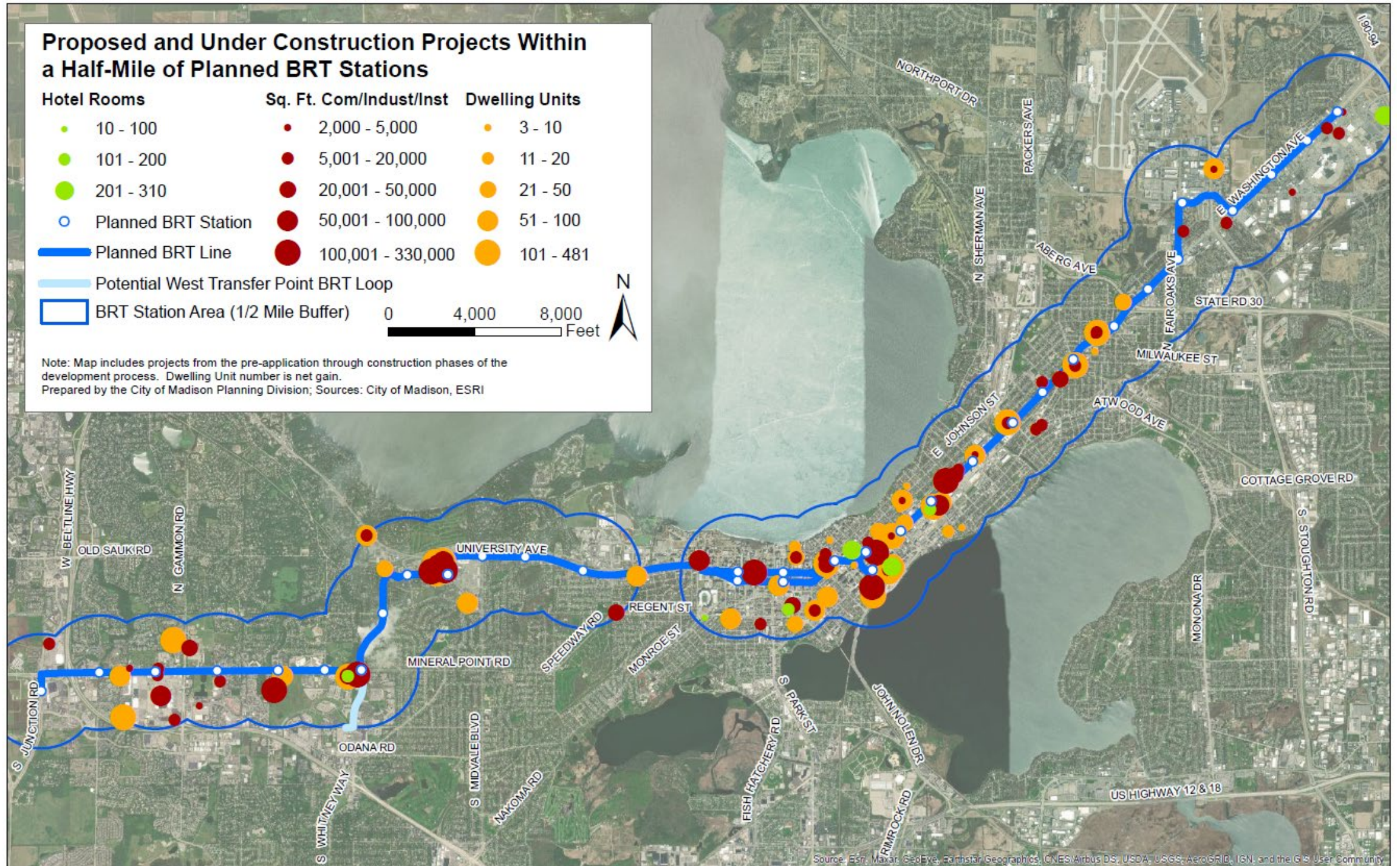
* Includes non-City areas (Shorewood Hills, Blooming Grove)

Proposed and Under Construction Projects Within a Half-Mile of Planned BRT Stations

Hotel Rooms	Sq. Ft. Com/Indust/Inst	Dwelling Units
● 10 - 100	● 2,000 - 5,000	● 3 - 10
● 101 - 200	● 5,001 - 20,000	● 11 - 20
● 201 - 310	● 20,001 - 50,000	● 21 - 50
○ Planned BRT Station	● 50,001 - 100,000	● 51 - 100
— Planned BRT Line	● 100,001 - 330,000	● 101 - 481



Note: Map includes projects from the pre-application through construction phases of the development process. Dwelling Unit number is net gain.
 Prepared by the City of Madison Planning Division; Sources: City of Madison, ESRI





TOD Overlay District Framework

Current Zoning Code Language (*MGO 28.104*)

Statement of Purpose:

- *The TOD District is intended to support investment in and use of public transit and bicycle connections. It does this by fostering development that intensifies land use and economic value around transit stations and by promoting a mix of uses that will enhance the livability of station areas*

Applicability:

- *The TOD District is an overlay district that may be applied around an identified transit stop or station, as determined by a station area plan. Boundaries shall be as shown on the zoning map. Station area plan shall be prepared by planning staff, and approved by the Plan Commission and Common Council. The plan shall establish the standards for the overlay district.*



TOD Overlay District Framework

Current Zoning Code Language (*MGO 28.104*)

- Prohibits certain auto-oriented uses
- Sets Minimum levels of intensity/residential density
- Requires “active” storefronts on primary streets
- Removes any minimum parking requirements

TOD Overlay District Framework



Possible Changes to Consider

- Replace expected “Station Area Plans” with modifications to base zoning districts
- Revise applicability to specify distance from BRT Station
- Exemption for historic districts



TOD Overlay District Framework

Possible Changes to Consider – TOD Modifications by Zoning District

- Replace expectation for “station area plans” with TOD-related modifications (“carrots” & “sticks”) for each zoning district, within a given distance of BRT stations.

TOD Overlay
Modifications

- Increase allowable # units, density, height
- Remove auto-parking minimums, reduce parking maximums
- Prohibiting certain auto-oriented uses

Base Zoning
Districts

Single-family
Residential
Districts

Multi-family
Residential
Districts

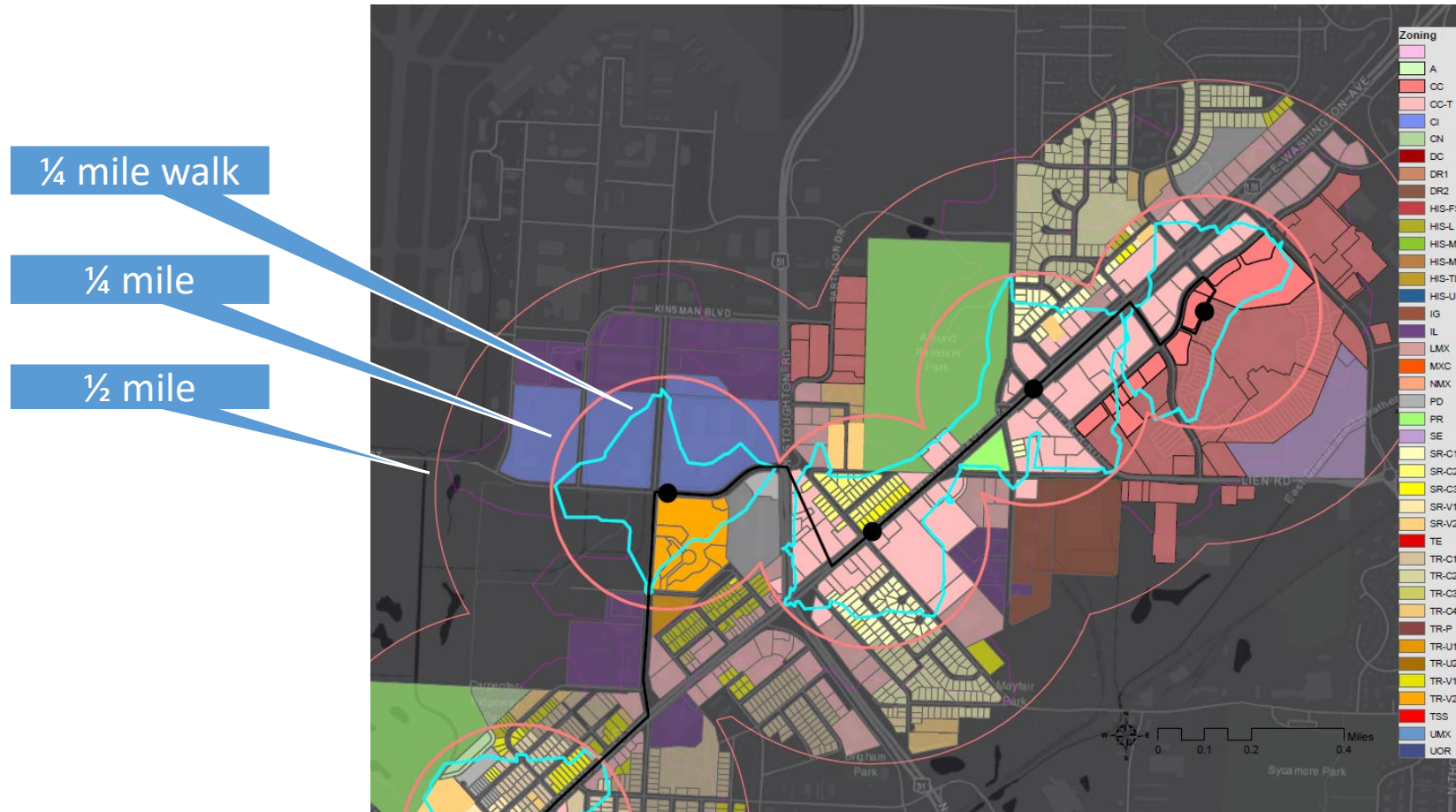
Mixed-Use
Districts

Employment &
Commercial
Districts

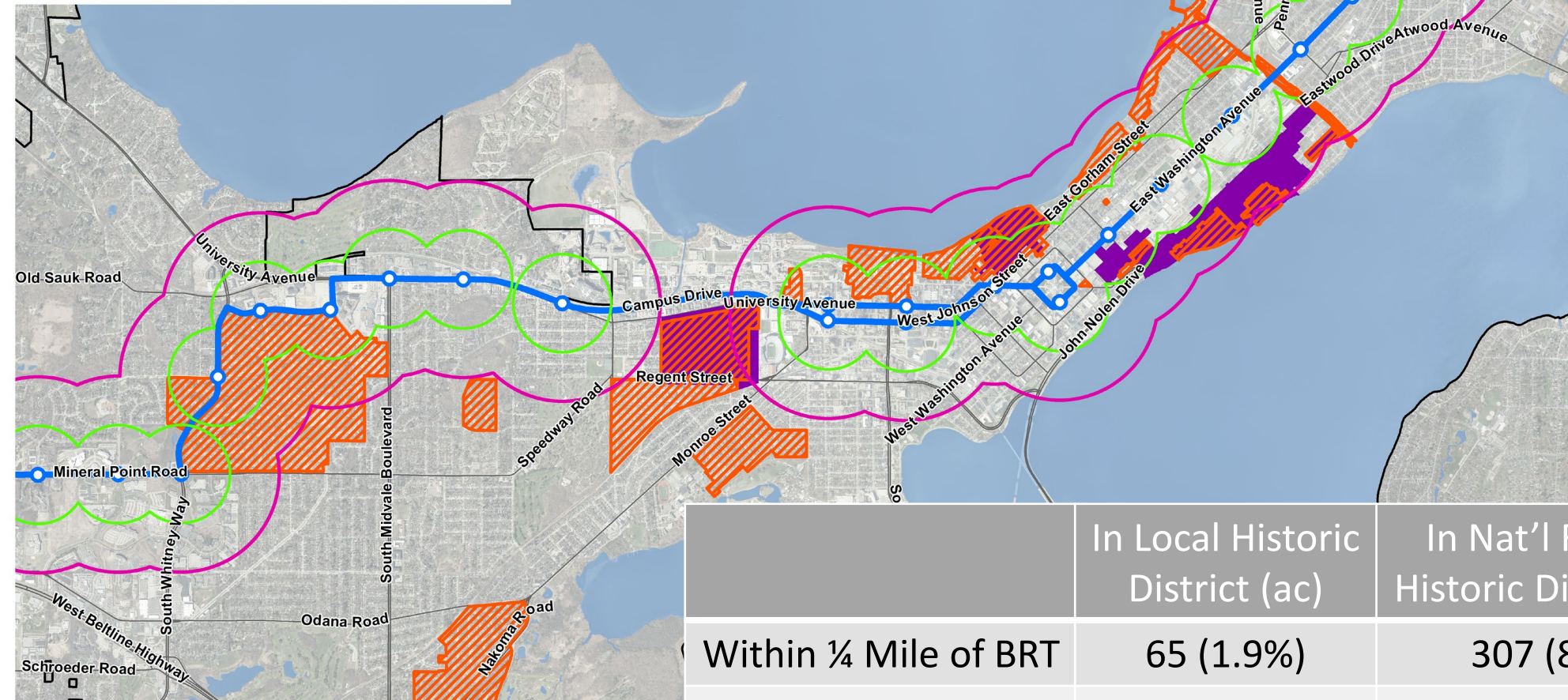
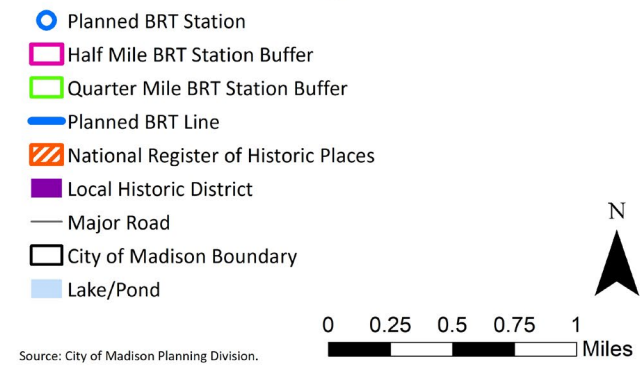
TOD Overlay District Framework



Possible Changes to Consider – Specified Distance from BRT Station



Local and National Register Historic Districts



	In Local Historic District (ac)	In Nat'l Register Historic District (ac)	In City (ac)
Within ¼ Mile of BRT	65 (1.9%)	307 (8.8%)	3,495
Within ½ Mile of BRT	253 (3.2%)	690 (8.7%)	7,911
Total (Citywide)	353 (0.7%)	1,271 (2.4%)	52,852

Bus Rapid Transit & TOD Overlay Discussion



Questions & Discussion