

TOD OVERLAY ZONE CONSIDERATIONS

Prepared for City of Madison

TPPB Meeting: 15th July 2020

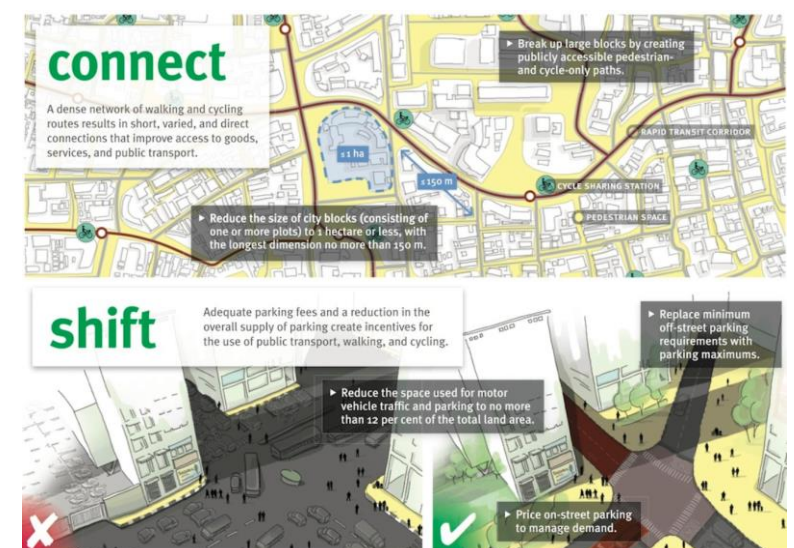
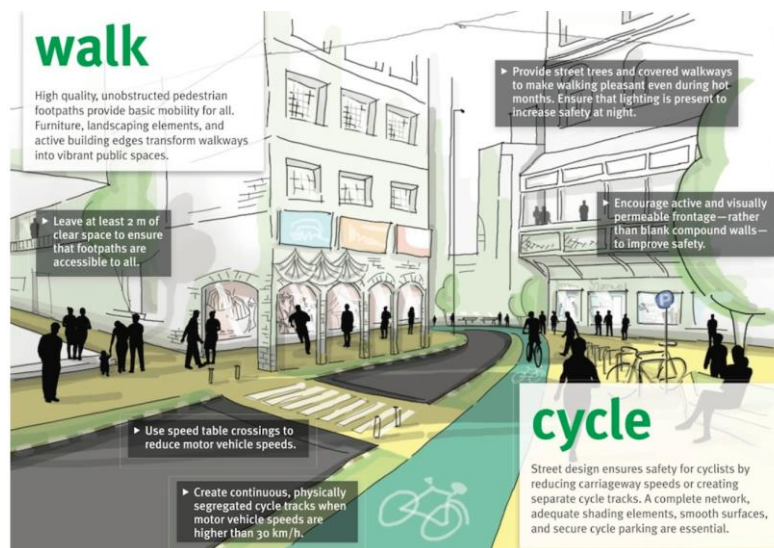
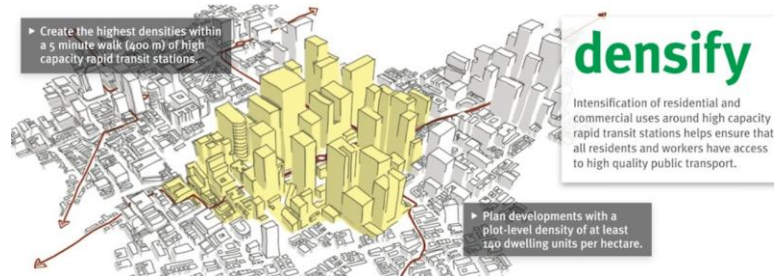
Charuvi Begwani (B-H Summer Fellow)

OUTLINE

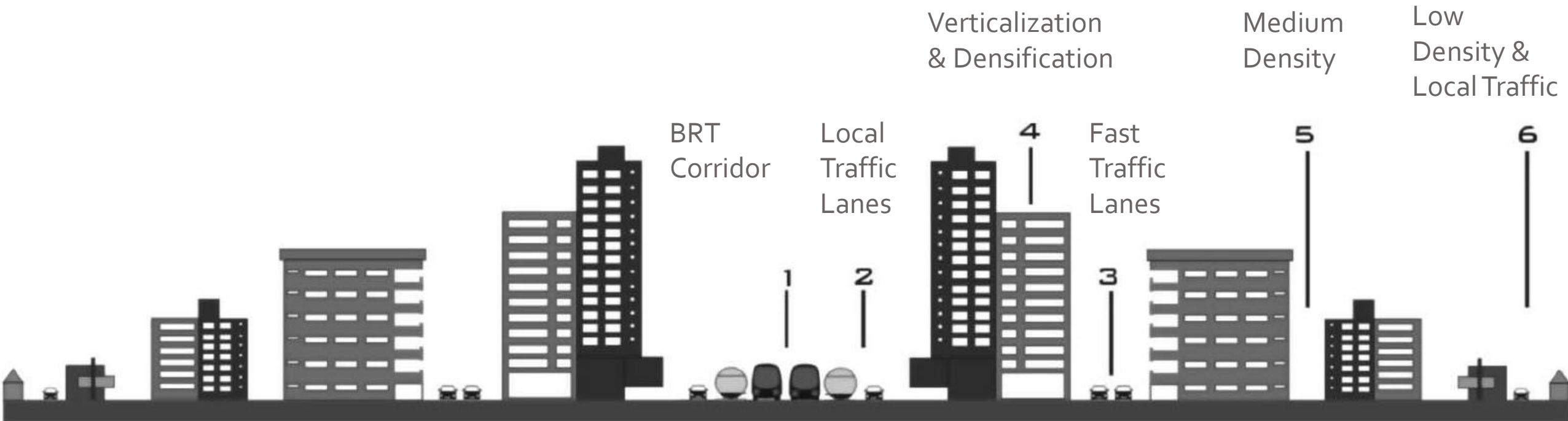
- Introduction - TOD Overlay Zone
- Existing TOD Overlay Zoning Ordinance
- Peer City examples
- Spatial delineation of the TOD Overlay Zone
- Potential revisions in the Zoning Ordinance
- Discussion: Delineation of TOD zone
- Discussion: Parking revisions

Transit Oriented Development Principles:

- Transit
- Densification
- Compact
- Mixed use
- Street connectivity
- Shared spaces (multimodality)
- Shift to Active modes



BRT TOD MODEL – CURITIBA, BRAZIL



WHAT IS A TOD OVERLAY ZONE?

Overlay Zone:

A regulatory tool that creates a zoning district with special provisions in addition to (or in-lieu of) those in the underlying base zone. Regulations or incentives are attached to the overlay district to encourage particular types of development in specific areas.

TOD Overlay zone:

Typically established within an accessible radius of an existing or planned transit station or along a transit corridor – to allow for different uses, higher development intensity, and modified standards, sometimes combined with various bonuses and incentives.

EXISTING TOD OVERLAY ORDINANCE

- Not applied anywhere
- Commuter rail based TOD

1. Purpose & Applicability

Intended to support investment in and use of public transit and bicycle connections – Foster development that intensifies land use and economic value around transit stations and by promoting a mix of uses to enhance the livability of station areas.

2. Land Uses

Mix of uses in sites over 5 acres- residential, office, retail/ commercial, manufacturing, civic and institutional.

Prohibits auto-oriented uses:

- Auto body shop.
- Auto service station, convenience market.
- Auto repair station.
- Auto sales or rental.
- Car wash
- Storage facility, personal indoor storage.
- Vehicle access sales and service windows.

3. Development Regulations

Min. height: 2 stories

Min. FAR for mixed use and non-residential: 1.0

Min. residential density: 15 units/acre

Min 50% ground floor frontage along primary streets designed for retail use

4. Parking Regulations

All parking structures shall be lined with other allowed uses at ground floor level along a minimum of 75% of the primary street frontage

No min. off-street auto and bicycle parking required, except where specified in a station area plan.

Parking maximums established in Subchapter 28J applicable.

REVISED TOD ORDINANCE

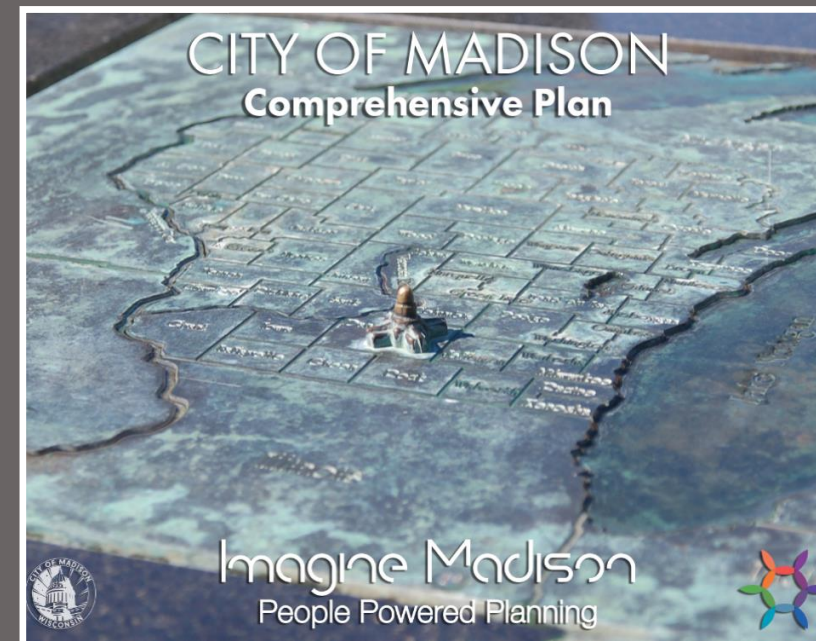
Need for a revised TOD ordinance to

- Establish a TOD Overlay Zoning District along the proposed East-West BRT Corridor
- Lay out special provisions over and above the base zoning district to allow for modified standards and uses and higher development intensity (density, height, setback modifications).

ALIGNED WITH COMPREHENSIVE PLAN

Strategy 5 Actions:

- a) Implement **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.
- b) Ensure that **redevelopment** is well-integrated into adjacent **low density** residential areas.
- c) Facilitate the **creation of TMAs** and implementation of **TDM strategies** to serve high-intensity development at Activity Centers and along **major transit corridors**.
- d) Prepare plans to transition auto-oriented commercial areas into **mixed-use Activity Centers**



PEER CITY EXAMPLES

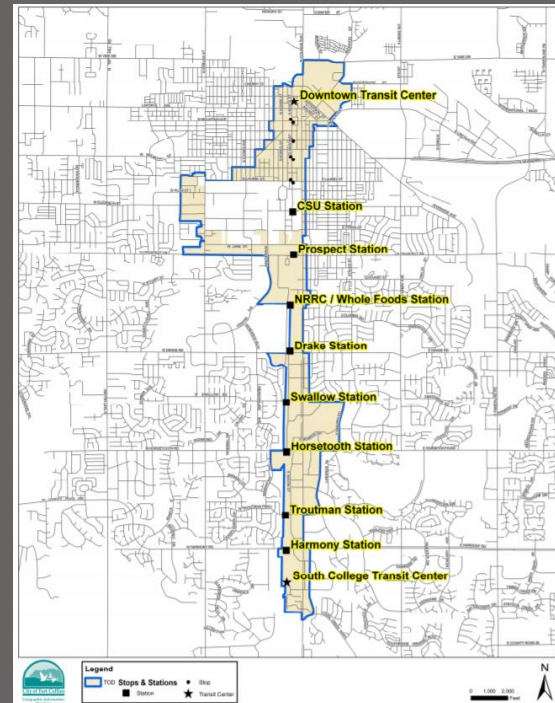
Arlington, VA:

Transit Villages around 11 Metrorail stations with medium-to-high density mix uses within 0.5 miles of the station and surrounded by low-to-moderate density neighborhoods.



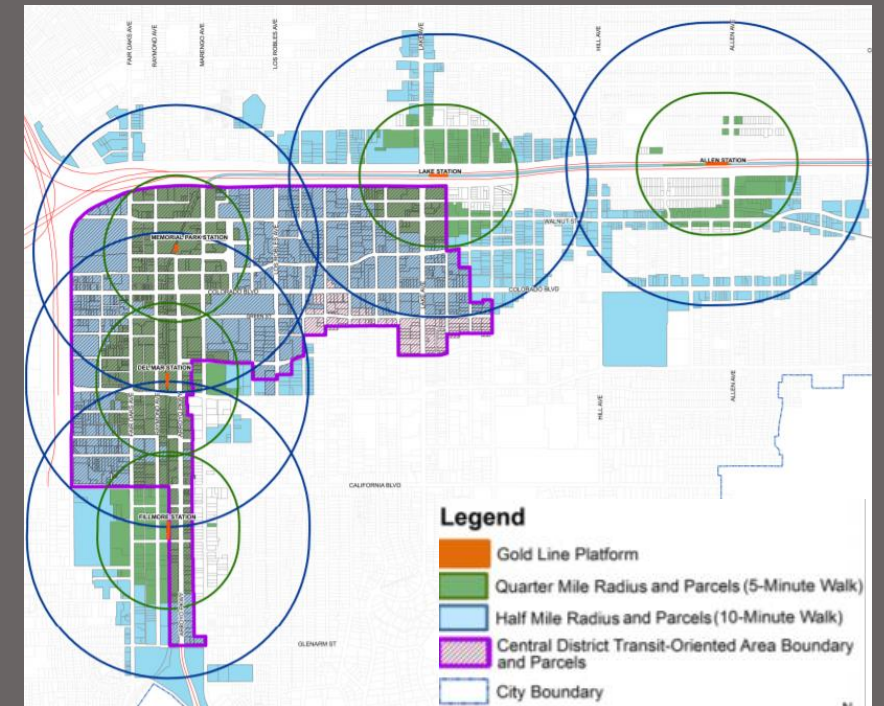
Fort Collins, CO:

Corridor-level TOD Overlay Zone created around BRT to encourage land uses, densities and design to enhance & support transit stations along commercial corridor, Downtown and Univ. Campus area.



Pasadena, CA:

TOD regulations applicable for new projects located within a designated TOD area of a radius of a ¼ mile from a LRT station. Projects located between ¼ and ½ mile of LRT station may voluntarily use TOD standards.



REVISIONS REQUIRED IN TOD ORDINANCE

1. Purpose & Applicability

Establishing the Overlay zone along the proposed East West BRT corridor;
Delineating geographical boundary

2. Land Uses

Prohibited uses
Permitted and conditional uses

3. Development Regulations

Increasing density and maximum height allowance, reduced setbacks

4. Parking Regulations

Reduced Parking minimums and/or maximums

Gives consideration to underlying zoning districts

TRANSIT INFLUENCE AREA STANDARDS

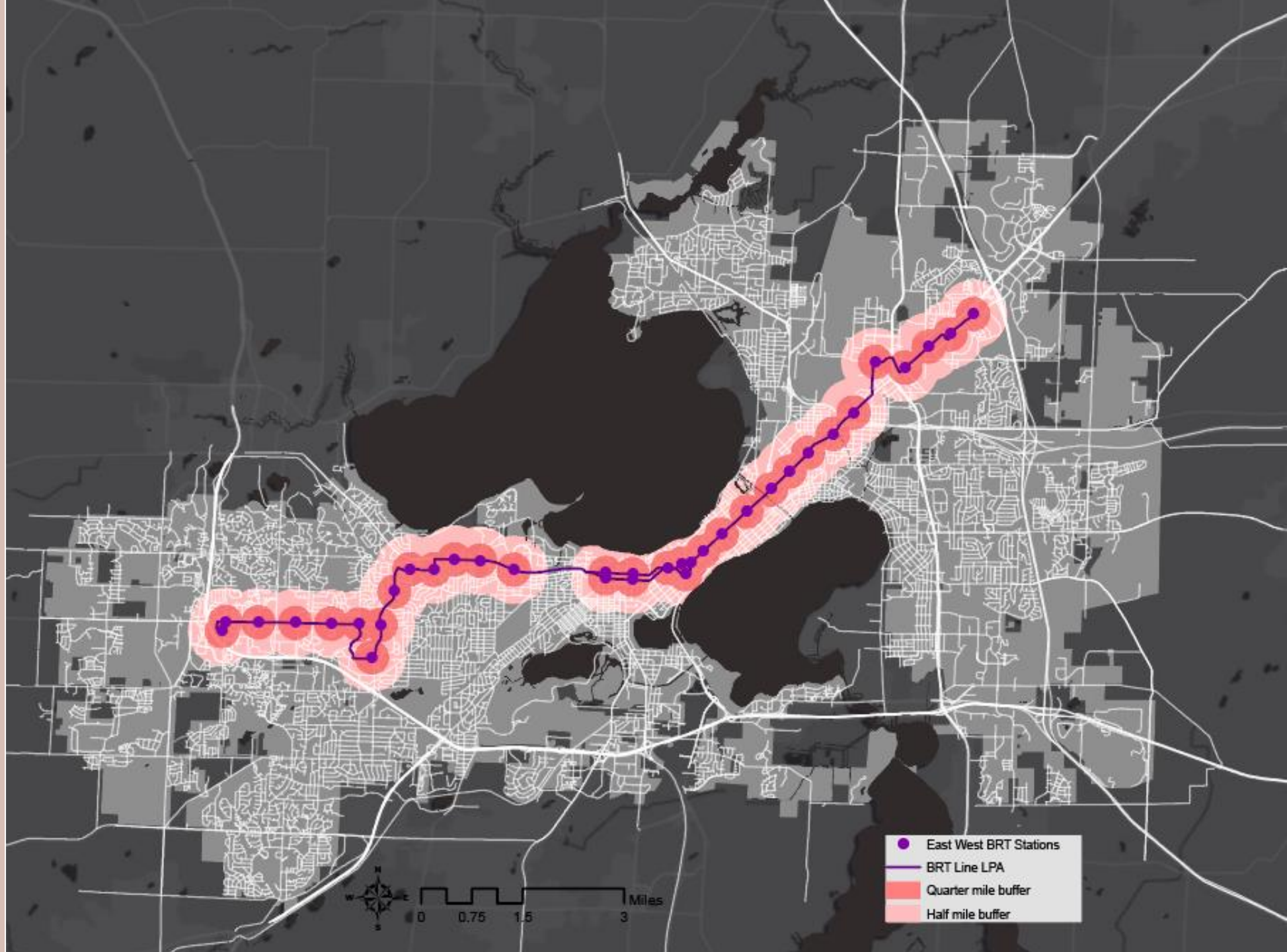
APTA specifications for transit catchment areas

	Local street transit	Rapid street transit	Semi rapid transit	Regional transit	Rapid transit
Core station area	NA	200 m (1/8 mi)	400 m (1/4 mi)	400 m (1/4 mi)	550 m (1/3 mi)
Primary catchment area	200 m (1/8 mi)	400 m (1/4 mi)	800 m (1/2 mi)	800 m (1/2 mi)	1100 m (2/3 mi)
Secondary catchment area	800 m (1/2 mi)	1600 m (1 mi)	3200 m (2 mi)	8000 m (5 mi)	4800 m (3 mi)

Source: American Public Transport Association, 2009

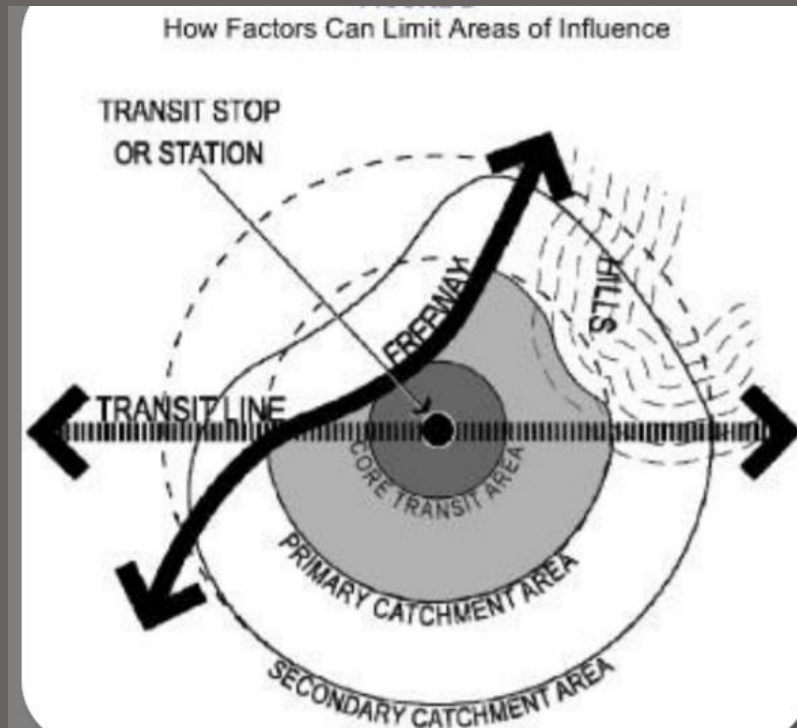
TRANSIT INFLUENCE AREA

Corridor-wide District based on as-the-crow-flies distance around BRT line and station areas

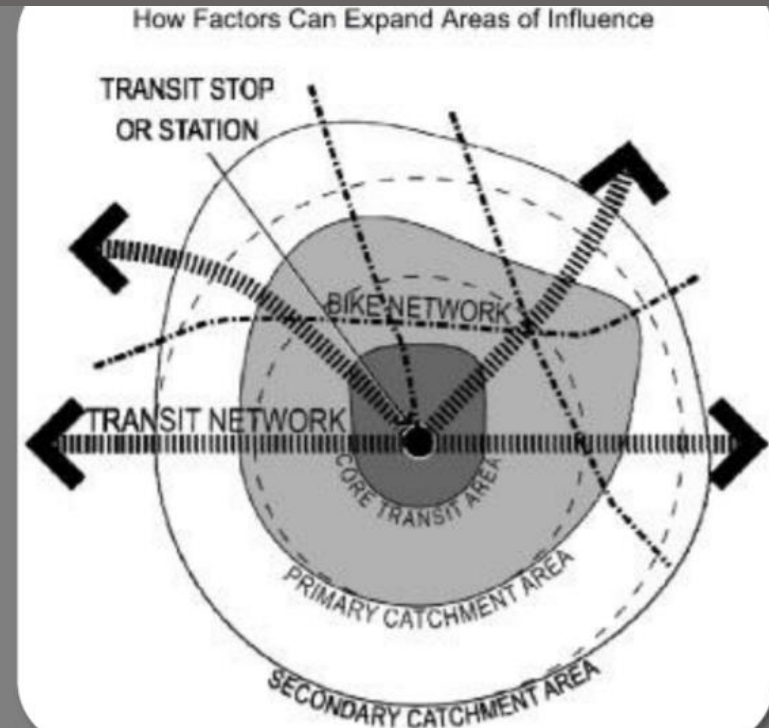


TRANSIT INFLUENCE AREA

LIMIT



EXPAND



(CTOD, APTA modules)

TRANSIT INFLUENCE AREA

Corridor-wide District
based on street network
around stations along
East-West BRT line.

- 0.25 mile network
distance from stations:
Total area – 3.23 sq mi.
- 0.50 mile network
distance from stations:
Total area – 8.46 sq mi.



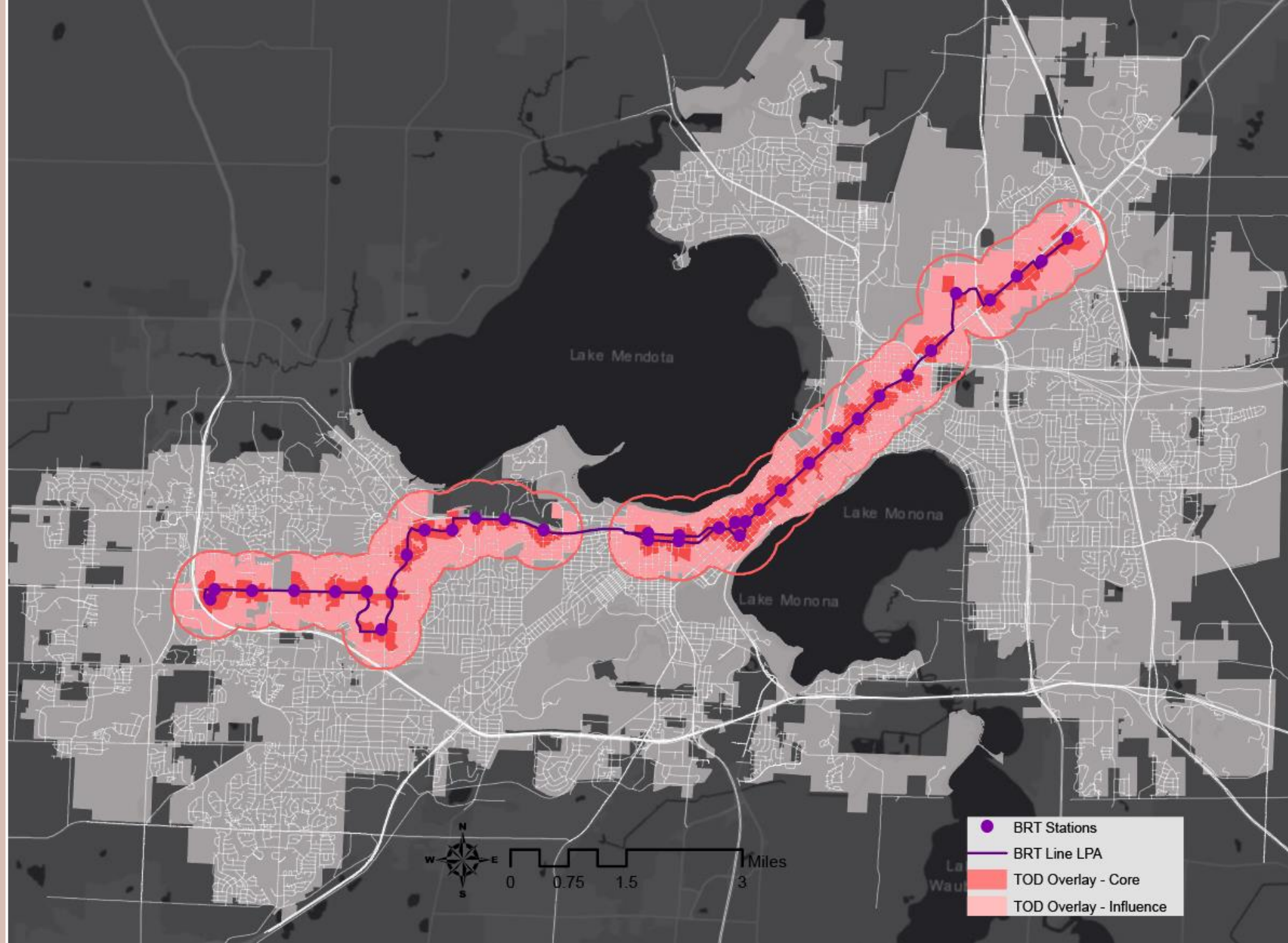
PROPOSED TOD OVERLAY ZONE

Primary Region:

- Parcels completely within $\frac{1}{4}$ mile radius (~4,800)
- mandatory to comply with the TOD Overlay Zone regulations

Influence Region:

- Parcels partly within $\frac{1}{4}$ and those within $\frac{1}{4}$ - $\frac{1}{2}$ mile radius (~13,000)
- may opt-in to follow the TOD Overlay regulations



REVISIONS REQUIRED IN TOD ORDINANCE

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Gives consideration to underlying zoning districts

REVISIONS REQUIRED – LAND USES

- Prohibit auto-related uses (already in place – revise list)
- Encourage mixed use

Other potential uses to prohibit:

- Drive-through establishments
- Bulk retail and Wholesale usage
- Distribution and storage, warehouse
- Junk Yards
- Standalone large retail
- Large surface parking lots

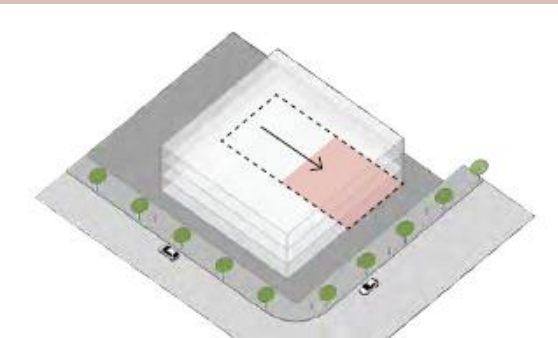
Mixed-Use and Commercial Districts							
	LMX	NMX	TSS	MXC	CC-T	CC	Supplemental Regulations
Auto body shop		C	C	C	C	C	Y
Auto repair station		C	C	C	C	C	Y
Auto sales and rental					P	P	Y
Auto service station, convenience store		C	C	C	C	C	Y
Car wash			C	C	C	C	Y
Heavy traffic vehicle sales					P	P	
Motorcycle and moped sales					P	P	
Parking, Storage and Display Facilities							
Parking facility, private		C	C	C	C	C	
Parking facility, public		P	P	P	P	P	

REVISIONS REQUIRED – DEV. REGULATIONS

Gives consideration to underlying zoning districts

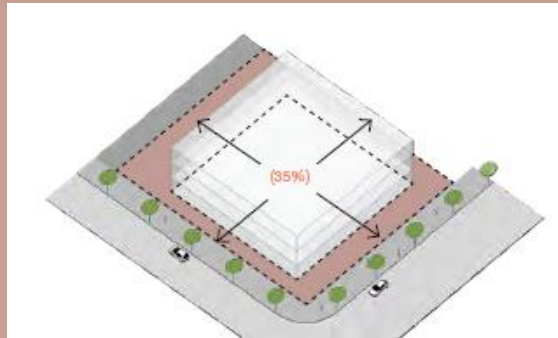
1. Density

Incremental Allowance of higher density use in the base zoning districts



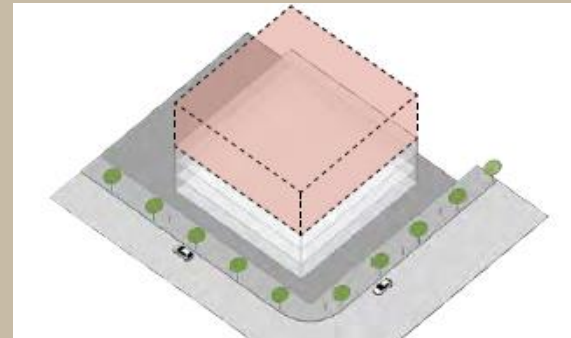
2. Setbacks & Bulk Reqrmts.

Setback standards – reduced
Dwelling unit area standards – reduced
Open space requirements



3. Height

Increase permitted and/or conditional maximum height



4. Others

Zoning incentives:
density bonuses

Urban Design:
Parking location & orientation-
Encourage street frontage, move parking behind

REVISIONS REQUIRED – PARKING

- Reduced Parking Minimums or complete elimination – revisions

<p>Neighborhood Mixed-Use (NMX)</p>	<p>No minimum</p>	<p>1. Buildings, uses, or additions exceeding ten thousand (10,000) square feet floor area. 2. Restaurants, restaurant-taverns, taverns, restaurant-nightclub, nightclub, and brewpubs if located within three hundred (300) feet of another restaurant, restaurant-tavern, tavern, or brewpub.</p>	<p>Traditional Shopping Street (TSS)</p>	<p>No minimums</p> <p>1. Buildings, uses, or additions exceeding ten thousand (10,000) square feet floor area for an individual establishment or twenty-five thousand (25,000) square feet floor area for a mixed-use or multi-tenant building. 2. Restaurants, restaurant-taverns, taverns, restaurant-nightclub, nightclub, and brewpubs if located within three hundred (300) feet of another restaurant, restaurant-tavern, tavern, or brewpub.</p>
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- Reduce Parking maximums
- Transit corridor proximity conditional use- modify distance criteria to ¼ mile:

*Within **600 feet** of a high-frequency transit corridor, a reduction in minimum parking requirements of up to 50% may be approved as a conditional use.*

- Shared off-street parking requirements in large redevelopment mixed use areas, structured parking lots
- Additional: Bicycle Parking requirements, Bikeshare stations, Car-share, etc.

TDM Overlap:

Leveraging the proximity of TOD zone properties to transit in promoting more aggressive use of the TDM program here

VS

TDM relaxation to impose fewer burdens and encourage development here since the overlay zone would anyway reduce parking minimums and/or maximums



DISCUSSION: TOD ZONE DELINEATION

TOD Corridor Delineation

Is the TOD corridor overlay along the East-West BRT an appropriate approach for the city to move forward?
(Primary region: mandatory; Influence region: opt-in)

DISCUSSION: TOD ORDINANCE REVISIONS

TOD
Ordinance
Revisions

Revising Parking standards:
lowering parking minimum and maximums; revising
use thresholds

NEXT STEPS

- TOD Ordinance development timeline
- Discussion + Workshop with the Planning Commission (September) for land use zoning regulations
- TDM & Parking (RP3) program to complement the TOD Overlay Zone
- Consulting TPPB again on parking maximum and minimum revisions