



**CITY OF MADISON
ZONING BOARD OF APPEALS
VARIANCE APPLICATION**

\$500 Filing Fee

Type or legibly print using blue or black ink.

Address of Subject Property: 4000 International Lane Madison, WI 53715

Name of Owner: Ryan Falch - Dane County Regional Airport

Address of Owner (if different than above): 4000 International Lane Madison, WI 53715

Daytime Phone: (608) 246-3393 Evening Phone: _____

Email Address: falch.ryan@msnairport.com

Name of Applicant (Owner's Representative): Jeff Manzetti - Architect - Mead & Hunt

Address of Applicant: 2440 Deming Way Middleton, WI 53562

Daytime Phone: (608) 443-0500 Evening Phone: (608) 217-9611

Email Address: jeff.manzetti@meadhunt.com

Description of Requested Variance:

The Airport is seeking a variance to the City of Madison's EV Parking requirements found in zoning section 28.141(8)(e)3.

Where parking is being provided for certain uses where people park vehicles in excess of six hours, as specified in this paragraph, the following standards must be met:

2026-2030: EV Ready Spaces 20% EV Installed Spaces 2% -- 1766 Stalls

2026-2030: Non Residential = EV-Ready (20%) = 354 stalls

See reverse side for more instructions.

FOR OFFICE USE ONLY

Amount Paid: \$500

Hearing Date: 6/18/2026

Receipt: _____

Published Date: 6/11/2026

Filing Date: 4/2026

Appeal Number: LNDVAR-2026-00005

Received By: Staff

GQ: _____

Parcel Number: 081030100929, 081030101993, and
081030101026

Code Section(s): 28.141 (8)(e)

Zoning District: AP

Alder District: 6

Standards for Variance

The Zoning Board of Appeals will only grant a variance if it finds that your proposal meets the following standards. Please explain how your variance request meets these standards.

1. There are conditions unique to the property of the applicant that do not apply generally to other properties in the district.

Please refer to the attached letter

2. The variance is not contrary to the spirit, purpose, and intent of the regulations in the zoning district and is not contrary to the public interest.

Please refer to the attached letter

3. For an area (setbacks, etc.) variance, compliance with the strict letter of the ordinance would unreasonably prevent use of the property for a permitted purpose or would render compliance with the ordinance unnecessarily burdensome.

Please refer to the attached letter

4. The alleged difficulty or hardship is created by the terms of the ordinance rather than by a person who has a present interest in the property.

Please refer to the attached letter

5. The proposed variance shall not create substantial detriment to adjacent property.

Please refer to the attached letter

6. The proposed variance shall be compatible with the character of the immediate neighborhood.

Please refer to the attached letter

Application Requirements

The Zoning Board of Appeals may refer or deny applicants with incomplete applications. Note, the maximum printed size for drawings is 11” x 17.” Please provide the following information:

<input checked="" type="checkbox"/>	<p>Pre-application meeting with staff. Before you submit this application, meet with the Zoning Administrator. Together, you will discuss your proposed project and submission material. Contact Zoning at least one week prior to the application submission deadline to schedule the meeting. Your application will not be accepted unless a pre-application meeting has been held.</p>
<input checked="" type="checkbox"/>	<p>Site plan, drawn to scale. We recommend a registered survey, but it is not required. On the plan, show the following: EV Site Plan and Airport Plat of Survey are included.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Lot lines. <input type="checkbox"/> Existing and proposed structures. Include dimensions and setback distances to all property lines. <input type="checkbox"/> Approximate location of structures on properties next to variance. <input type="checkbox"/> Major landscape elements, fencing, retaining walls or other relevant site features. <input type="checkbox"/> Scale (1” = 20’ or 1’ = 30’ preferred). <input type="checkbox"/> North arrow.
<input type="checkbox"/> N/A	<p>Elevations from all directions showing existing and proposed. Show the existing structure and proposed addition(s).</p>
<input type="checkbox"/> N/A	<p>Interior floor plan of existing and proposed structure, if required. Most additions and expansions will require floor plans.</p>
<input type="checkbox"/> N/A	<p>Front yard variance requests. Show the front yard setback of all other properties on the same block face.</p>
<input type="checkbox"/> N/A	<p>Lakefront setback variance requests. Provide a survey prepared by a registered land surveyor. The survey must show existing setbacks of buildings on adjacent lots.</p>
<input type="checkbox"/> N/A	<p>Variance requests involving slope, grade, or trees. Show:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Approximate location and amount of slope. <input type="checkbox"/> Direction of drainage. <input type="checkbox"/> Location, species and size of trees.
<input checked="" type="checkbox"/>	<p>Email digital copies of all plans and drawings to: zoning@cityofmadison.com.</p>
<input checked="" type="checkbox"/>	<p>Pay \$500 filing fee on or before submission deadline. Payment may be made in person by appointment at the Zoning counter, by mail to City of Madison Building Inspection, P. O. Box 2984, Madison WI 53701-2984, or placed in the drop box at the Doty Street entrance to the Madison Municipal Building 215 Martin Luther King Jr. Blvd. When mailing or using the drop box, please include a note that payment is for a variance application, state the subject property address and provide your contact information.</p>
<input checked="" type="checkbox"/>	<p>CHECK HERE. I understand that as part of my variance request, City of Madison staff will need access to my property. Staff will take photographs and do a pre-hearing inspection of the property. I give City Staff permission to enter my property, inspect the property, and take photographs.</p>
<input checked="" type="checkbox"/>	<p>CHECK HERE. I acknowledge that any statements implied as fact require evidence.</p>

CHECK HERE. City of Madison staff has given me a copy of the standards that the Zoning Board of Appeals will use to review variance applications. **I assume these are included in this application form.**

Owner's Signature: _____ **Date:** _____

------(For Office Use Only)-----

DECISION

The Board, in accordance with its findings of fact, hereby determines that the requested variance for _____ **(does) (does not)** meet all the standards for a variance. Further findings of fact are stated in the minutes of this public hearing.

The Zoning Board of Appeals: **Approved** **Denied** **Conditionally Approved**

Zoning Board of Appeals Chair: _____ **Date:** _____



Thursday, April 23, 2026

City of Madison Building Inspection Division / City of Madison – Zoning
215 Martin Luther King, Jr. Blvd., Suite 017
Madison, WI 53701-2984

Subject: EV Parking Stalls

To Whom it may concern,

Please accept this letter in support of the attached Variance Application.

The Dane County Regional Airport [DCRA/MSN/"Airport"] respectfully requests a variance from the City of Madison ["City"] requirements of Section 28.141(8)(e)(3) related EV-Ready spaces for this project. The Airport also requests a variance from Section 28.141(8)(e)(3)/(a)/(v), which applies these requirements to private and public parking facilities, because this project is being reviewed as an accessory parking lot for Airport use (permitted use).

The Airport supports the purpose and intent of the City's EV parking requirements and has already incorporated EV charging into its broader parking system. Existing EV stalls are located in areas that best serve airport users, including near the terminal in the long-term parking ramp, in the hourly parking ramp, and in the cell phone/employee lot. The Airport also plans to add additional fast-charging stalls this year, working directly with Madison Gas & Electric (MG&E). EV stall usage is monitored regularly, and future installations are evaluated based on actual demand, operational needs, and coordination with MG&E.

Granting this variance would not create a path for others to use because there is only one airport in the City. The Airport is committed to working with city leadership and staff to update zoning codes to reflect the unique nature of the airport property at a later date, but a variance is needed for this project in order to go out to bid now and keep the full parking addition changes needed by the growing airport customer base on track.

The variance is also not a permanent change resulting in no additional EV parking in the future because it is limited to a specific phase of the Airport's parking expansion program. This phase is an enabling project intended to address immediate parking shortages caused by record passenger activity and ongoing growth. This project expands a parking lot with parking furthest

from the terminal and is primarily used for long-term parking. Vehicles are often parked there for extended periods; it is not a practical or efficient location for additional EV charging infrastructure.

Applying the ordinance requirements to this long-term parking lot would produce an impractical and disproportionate outcome for airport users because the electrical infrastructure required to comply makes it unlikely this additional lot will be built to accommodate airport users during construction of a new parking ramp. This lot is being built in advance of the new ramp construction in order to ensure airport customers still have affordable parking available during construction of the new ramp. .

The Airport is a special district and operates parking facilities at a scale unlike other uses in the City. For this project alone, compliance would require approximately 354 EV-Ready stalls. This would include substantial new electrical infrastructure, including additional service capacity from MG&E. This service would need to be studied to determine if this amount of power can even be provided to this location. That magnitude of installation has not been done anywhere in the City and is not well matched to the operational function of this long-term parking lot and would not represent the most effective deployment of EV infrastructure for airport users.

The Airport is actively working with City staff to keep its programs aligned with City goals while also accounting for the distinct regulatory and operational needs that apply to airport facilities, including federal requirements (FAA) and grant assurances. As part of the Airport's broader planning efforts, including its upcoming master planning work, the Airport expects to initiate and discuss potential zoning code updates that would better reflect airport operations while remaining consistent with the spirit and intent of the zoning code. Part of that is to include the airport district within Section 28.141(8)(e)(3)/(b). Listing airport as new roman numeral "vi: airport [airport district]".

For example: 28.141(8)(e)(3)/(b). The requirements of this paragraph shall not apply to the following uses:

- i. Manufacturing;
- ii. Restaurants;
- iii. Retail;
- iv. Service Business; or,
- v. Warehousing and Storage. or
- vi. **Airport [Airport District]**

Importantly, this variance request is not a rejection of EV infrastructure. Rather, it reflects the Airport's position that EV charging should be planned comprehensively, aligned with the Dane County sustainably initiative, and located where it will provide the greatest public and employee benefit. The

upcoming planning effort will offer a more appropriate opportunity to expand EV parking and passenger amenities as part of a coordinated design effort.

For these reasons, the Airport respectfully requests approval of the variance.

The following are the reasons for the request to waive the EV requirement and the submission of variance request:

Standards for Variance Form

- 1) *There are conditions unique to the property of the applicant that do not apply generally to other properties in the district.*

This request arises from conditions unique to this property and use no other airport is located in the City. The subject site is part of the Airport's economy parking lot expansion, which serves a specialized long-term parking function directly tied to airport operations. Unlike typical commercial or accessory parking lots, vehicles in the economy lot are routinely parked for multi-day and multi-week durations while travelers are away. Airport data since 2020 shows average parking stays exceeding five days, and economy lot stays commonly extend significantly longer. This long-duration parking pattern is inherent to airport use and is not generally characteristic of other parking facilities in the district.

The site is also physically separated from the terminal area and the Airport's primary electrical service by approximately one-third of a mile. Existing EV charging infrastructure is already provided in other airport parking areas, including the east parking garage and the cell phone lot, where those facilities can more directly serve users and are better supported by existing infrastructure. The combination of the lot's remote location, long-term storage function, and limited proximity to existing electrical infrastructure creates conditions unique to this property that do not generally apply to other properties in the district.

- 2) *The variance is not contrary to the spirit, purpose, and intent of the regulations in the zoning district and is not contrary to the public interest.*

The requested variance is non contrary with the spirit, purpose, and intent of the City's EV-ready parking regulations and is not contrary to the public interest. The Airport supports the City's goal of expanding access to EV charging and is not seeking to avoid EV infrastructure entirely. Rather, the requested relief would allow EV parking and charging improvements to be prioritized in locations where they can be most effectively used and most efficiently supported, including existing airport parking areas such

as the east parking garage and cell phone lot, and other parking areas closer to terminal-area infrastructure.

That approach better aligns with the practical purpose of the ordinance. The economy lot functions primarily as long-term storage parking for airline passengers, where vehicles are parked and left unattended for multi-day and multi-week periods and are not typically moved during their stay. This use pattern differs materially from more typical parking facilities contemplated by the ordinance. Applying the same EV-ready stall requirements to this remote long-term lot would not advance the ordinance's purpose in a proportionate or efficient manner, particularly where existing EV charging is already available elsewhere on airport property in locations better suited to active use and future expansion.

Granting the variance would therefore preserve the ordinance's underlying objective while allowing implementation in a manner that is practical, efficient, and responsible from both an operational and public-resource standpoint. The variance is not contrary to the public interest because it supports continued public access to airport parking, allows EV infrastructure to be deployed where it will provide greater functional benefit, and avoids imposing disproportionate infrastructure requirements on a uniquely situated long-term parking facility.

- 3) *For an area variance, compliance with the strict letter of the ordinance would unreasonably prevent use of the property for a permitted purpose or would render compliance with the ordinance unnecessarily burdensome.*

Strict compliance with the ordinance would be unnecessarily burdensome as applied to this property because it would require a disproportionate expansion of electrical infrastructure to serve a remote long-term parking lot in a manner not typical of other parking facilities. The airport team consulted MG&E to see what would be required to comply with the ordinance and discovered the scale of EV-ready stalls required for this lot would necessitate power infrastructure equal to twice what the entire airport terminal uses including multiple new high-capacity electrical services, extensive distribution equipment, and significant conduit and circuit installations for a site located approximately one-third of a mile from the Airport's primary electrical service. **To provide a comparison and put into perspective– the whole Airport Terminal Building has a combined service of 7,000 amps, which is utilized at 50% due to sustainable building design methods.** This is an extraordinary infrastructure demand driven by the ordinance's stall-based requirements as applied to a uniquely large and remote airport parking facility.

The burden is not simply a matter of project cost. Rather, it results from the mismatch between the ordinance's generalized EV-ready parking framework and the Airport's specific site conditions, operational layout, and long-term parking function. The economy lot is intended to provide affordable long-term parking for travelers, not high-turnover parking where vehicles are parked for the purpose of charging during a shorter visit. Requiring this level of electrical infrastructure in this location would impose a substantial and unnecessary burden on the property's use for a permitted airport parking purpose and would undermine the intended operational role of the economy lot within the Airport's public parking system. Neither the City nor Madison Gas & Electric (MG&E) has previously implemented any project approaching this scale of circuitry or power requirement. **Given the size, scope and use of the airport parking lots, compliance with this ordinance would pose unreasonable barriers to utilization.**

The Airport is not seeking to avoid EV infrastructure altogether. Instead, it seeks relief from applying the ordinance in a manner that requires disproportionate infrastructure investment at this particular site, while allowing EV accommodations to remain concentrated and expandable in locations where they are more practical, more accessible to users, and better supported by existing electrical infrastructure.

- 4) *The alleged difficulty or hardship is created by the terms of the ordinance rather than by a person who has present interest in the property*

The difficulty is created by the ordinance as applied to this property and use, not by any action of the Airport or another person having a present interest in the property. The Airport has been part of the city for decades and did not create the economy lot's long-term parking function or remote location. Airport customers expect to have access to a lower-cost parking option available and the location of the economy lots is dictated by the Airport's campus layout and parking system, which is designed to provide a range of parking options for the traveling public.

The hardship results from applying the ordinance's generalized, stall-based EV-Ready requirements to a uniquely large, remote, and long-term airport parking facility. That application triggers substantial utility service and electrical distribution requirements that would not otherwise be necessary for the permitted use of the property. The resulting difficulty therefore arises from the terms of the ordinance as applied to this particular site and use, rather than from any self-created condition or action by the current property owner.

- 5) *The proposed variance shall not create substantial detriment to adjacent property.*

Granting the variance will not create substantial detriment to adjacent property because it is entirely contained on airport property in an area already expected to have parking lots. The requested relief concerns the amount and location of EV-Ready parking infrastructure within an airport economy lot expansion; it does not authorize a new land use, increase the intensity of use beyond what is otherwise permitted, or create additional noise, lighting, stormwater, or visual impacts on neighboring properties. The property will continue to function as airport parking, consistent with the existing use and operational character of the surrounding area.

The variance also would not interfere with neighboring property rights or materially impair the use, value, or enjoyment of adjacent property. To the contrary, the request would avoid unnecessary expansion of utility infrastructure in this remote area while preserving the established parking use of the site. Because the variance does not alter the essential character or operational impact of the property, it will not create substantial detriment to adjacent property.

- 6) *The proposed variance shall be compatible with the character of the immediate neighborhood.*

The proposed variance is compatible with the character of the immediate neighborhood. The surrounding area is defined by airport-related land uses, including airport parking, rental car operations, transportation facilities, and other airport-supporting development. The Airport District is a distinct operational environment with specialized public-serving facilities that differ from conventional commercial or mixed-use areas.

The requested variance does not change the appearance, use, or function of the site in a manner that would be out of character with the surrounding area. The property will continue to operate as a long-term airport parking facility, which is fully consistent with the established airport setting. Because the request relates only to EV-Ready parking infrastructure requirements and does not alter the site's basic use or character, it is compatible with the immediate neighborhood.

For these reasons, providing a variance for this project is needed to maintain affordable parking options for airport customers during the future ramp project. The Airport remains committed to working with the City to add additional EV charging options in other areas of airport parking as we work through the Airport Master Plan process starting later this year. We

respectfully request the local agency's variance approval for the EV-Ready parking requirement for this project

Thank you for your time,

Sincerely,



Ryan Falch, P.E. (WI)
Director of Planning and Development
Dane County Regional Airport

Enclosures

- Zoning variance Application
- Proposed Site Plan with EV-Ready Stalls / Meeting City Ordinance



Department of Planning and Community and Economic Development
Building Inspection Division

Website: www.cityofmadison.com

215 Martin Luther King Jr Blvd, Suite 017
P.O. Box 2984
Madison, Wisconsin 53701-2984
Phone 608 266 4551
TDD 608 266 4747

Dear Applicant:

Zoning laws govern how you can develop your property. Variances are exceptions to those laws. The Zoning Board of Appeals (ZBA) hears variance requests at its monthly meetings. Before you submit your variance application, please contact the Zoning Administrator, kbannon@cityofmadison.com, at least one week prior to the application submission deadline to schedule a pre-application meeting. At the meeting, we will discuss your project and the variance process.

In this packet, you will find the variance application and the six standards which the ZBA uses to approve or deny a variance request. To apply for a variance, you must:

1. Complete the application.
2. Submit all required materials.
3. Specifically outline how the project meets all six variance standards.

You can improve your odds of approval with a quality submission.

The ZBA consists of seven volunteer members. The Mayor appoints members, and the City Council approves them. At ZBA hearings, there are typically five members present. It takes a majority of votes to approve a variance. During the hearing, City staff will explain the details of your case to the Board. We will also show photographs taken by staff at an outside inspection of your property. The Board will then invite you to present information. You will explain how your request meets the six standards for the approval of a variance. We will send notice of your application to owners and occupants of properties within 200 feet. Any interested party will be able to speak on your variance request.

IMPORTANT –

The ZBA reviews requests using the six standards adopted by the City Council and outlined by law. You can find the variance standards on the following page of this packet. We require evidence for facts you provide in the application and in ZBA hearings.

Sincerely,

Katie Bannon, AICP
Zoning Administrator
kbannon@cityofmadison.com

Jenny Kirchgatter
Assistant Zoning Administrator
(608) 266-4429

Jacob Moskowitz
Assistant Zoning Administrator
(608) 266-4560

Standards for Variances:

The Zoning Board of Appeals shall not grant a variance unless you show, and the Board finds, that your proposed variance meets all the following standards:

1. There are conditions unique to the property of the applicant that do not apply generally to other properties in the district.
2. The variance is not contrary to the spirit, purpose, and intent of the regulations in the zoning district and is not contrary to the public interest.
3. For an area variance, compliance with the strict letter of the ordinance would unreasonably prevent use of the property for a permitted purpose or would render compliance with the ordinance unnecessarily burdensome.
4. The alleged difficulty or hardship is created by the terms of the ordinance rather than by a person who has a present interest in the property.
5. The proposed variance shall not create substantial detriment to adjacent property.
6. The proposed variance shall be compatible with the character of the immediate neighborhood.

Notice of Public Hearing Signs

The City of Madison zoning ordinance requires applicants to post signs for public hearings of the Board of Zoning Appeals (ZBA) on the properties requesting a variance or appeal.

Sign Pickup

- Signs must be picked up at the Building Inspection Zoning Counter, which is open by appointment only. Schedule an appointment at: <https://www.cityofmadison.com/dpced/bi/schedule-a-counter-appointment/3423/>. The Zoning Counter is located in the Madison Municipal Building at 215 Martin Luther King, Jr. Blvd., Ste. 017, Madison, WI 53701.
- Signs will include a short description of the request, the address of the property subject to the hearing, applicant name, phone number, and email, and the date and time of the ZBA hearing. You may receive phone calls or emails regarding your request from people who see the signs.

Sign Posting

- Signs must be posted at least 21 days prior to the ZBA meeting date.
- Signs must be on the property which is the subject of the public hearing.
- If the property has frontage on more than street, a sign shall be placed facing each street.
- Signs must be posted on private property. Signs may not be in the City right-of-way, public terrace, on a public tree or on a street sign. It is recommended that the signs be placed not more than five feet behind the property line.
- Signs and the information on the signs must face the street so that they are visible to pedestrians and vehicles from the street and the public walkway.
- When there is no front yard to post signs, you may post signs on the outside of the building, in a ground floor window or glass door. Signs should not be displayed more than six feet above the ground or sidewalk. The intent is for signs to be visible to the public.
- Signs shall not be posted in a location that would obstruct the views of any traffic or entrances or exits to the property.
- Signs must be removed no more than seven days after the hearing.

If you have any questions, please call our office at 608-266-4551.



ISSUED

NOT FOR CONSTRUCTION

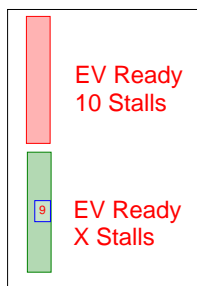
SCA NO:
M&H NO:
DATE:
DESIGNED BY:
DRAWN BY:
CHECKED BY:
DO NOT SCALE DRAWINGS

SHEET CONTENTS
EV CHARGING
EV-CHARGING

SHEET NO.

DWG-1

LEGEND

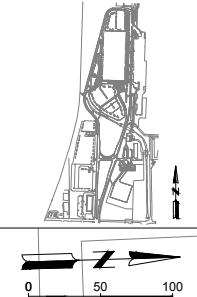


CALCULATION

1766 Stalls
2026-2030 - Non Residential =
EV-Ready (20%) = 354 stalls

Where parking is being provided for certain uses where people park vehicles in excess of six hours, as specified in this paragraph, the following standards must be met:
EV ready = 20%

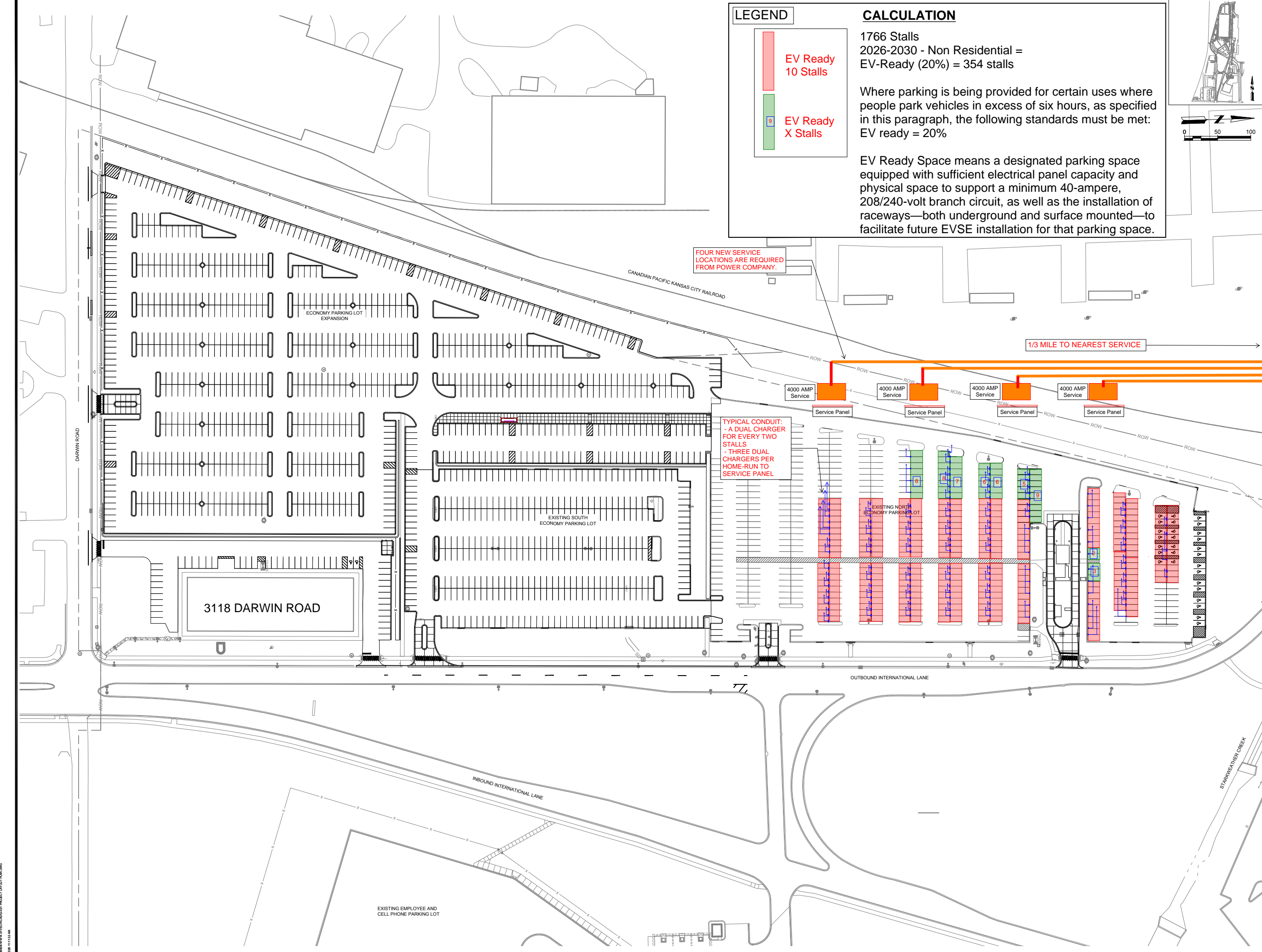
EV Ready Space means a designated parking space equipped with sufficient electrical panel capacity and physical space to support a minimum 40-ampere, 208/240-volt branch circuit, as well as the installation of raceways—both underground and surface mounted—to facilitate future EVSE installation for that parking space.



FOUR NEW SERVICE LOCATIONS ARE REQUIRED FROM POWER COMPANY.

1/3 MILE TO NEAREST SERVICE

TYPICAL CONDUIT:
- A DUAL CHARGER FOR EVERY TWO STALLS
- THREE DUAL CHARGERS PER HOME-RUN TO SERVICE PANEL



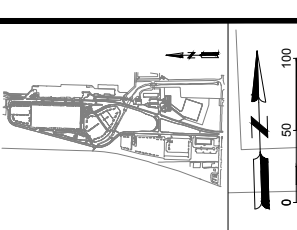
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4/25/25 11:13:24 AM

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**DANE COUNTY REGIONAL AIRPORT
 PARKING EXPANSION PROGRAM - PHASE 1
 CONTRACT #1**
 MADISON, WI 53704



NOT FOR CONSTRUCTION
 DATE PLOTTED: 11/13/24
 DRAWING NO.: 24-0000-0000-0000
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SHEET CONTENTS:
 EV CHARGING
 EV-CHARGING
 SHEET NO.



CALCULATION

1766 Stalls
 2026-2030 - Non Residential =
 EV-Ready (20%) = 354 stalls
 Where parking is being provided for certain uses where people park vehicles in excess of six hours, as specified in this paragraph, the following standards must be met:
 EV ready = 20%

EV Ready Space means a designated parking space equipped with sufficient electrical panel capacity and physical space to support a minimum 40-ampere, 208/240-volt branch circuit, as well as the installation of raceways—both underground and surface mounted—to facilitate future EVSE installation for that parking space.

LEGEND

