



PREPARED FOR THE PLAN COMMISSION

Proposal: Zoning Text Amendment

Legistar File ID #: [81963](#) (Parking Clarifications)

Prepared By: Planning and Zoning Staff

[81963](#) – This amendment clarifies various zoning code requirements related to parking in the zoning code.

The location of parking is highly regulated in the City’s Zoning Code. Structured parking, including underground and under-building parking, has long been encouraged in Madison. While expensive to construct, *structured* parking allows for a much more efficient use of land than *surface* parking, and generally results in a more walkable and enjoyable urban landscape. A large percentage of Madison’s buildings constructed over the past couple of decades – both in infill areas and on the edges of the City, include structured or underground parking.

We also regulate where surface parking may be located. Depending on the zoning district and the Building Form, these regulations generally do not allow parking between the building and all abutting streets or between the building and the primary street or front. The intent is to pull buildings closer to the street, create a more pedestrian-oriented environment, and improve overall community aesthetics.

This list summarizes the proposed changes to clarify provisions related to parking:

- 1) Clarifies instances in the zoning code where a provision was intended to be specific to surface parking.
- 2) Clarifies instances in the code where a provision was intended to apply to all parking facilities, whether surface parking or structured parking.
- 3) Instead of listing all possible allowable surface parking locations, the code is changed to state where surface parking is not allowed. Adds consistent language in various parts in the code for Building Forms where surface parking is not allowed between the building and any street. Adds consistent language in various part of the code for Building Forms where surface parking is not allowed between the building and one street if there are multiple street frontages.
- 4) Clarifies that in the DR1 and DR2 zoning districts new surface parking may not be located beside or behind the building unless surface parking between the building and the street is eliminated.
- 5) Removes a duplication about how the front lot line is determined. This is already addressed in the definition for front lot line.
- 6) In the CC-T district, adds a reference to existing exceptions in the code related to surface parking.
- 7) Clarifies that in the TOD Overlay, a drive that connects directly from the street to other automobile infrastructure in an allowable location is allowed to be between the building and the street.
- 8) Clarifies that residential parking locations and residential driveway design and locations are specific to one- and two-family dwellings.
- 9) Adds the word “Surface” to the definition of Parking Lot for clarity.
- 10) Adds a definition for “Automobile Infrastructure” to eliminate the need for a repeated list in the TOD Overlay district.

- 11) Clarifies how primary street is determined on lots with multiple street frontages by adding a definition for “Primary Street” based on the frequency of transit service, level of pedestrian activity, building entrance locations, and street classification.

Staff supports this amendment.