

General Information for Small Vehicle Parking Ordinance Revision

The City of Madison continues to look for ways to improve policies regarding economic development and public interests. Traffic Engineering has seen an increase in requests for small/compact vehicle parking stalls in order to meet the needs of development and parking demand, especially in the Downtown Central Business District. The Zoning code requires a certain number of off street parking stalls depending on building capacity, while the size and design of parking stalls is reviewed and approved by Traffic Engineering. This ordinance change would allow more flexibility and responsiveness where hardship or special cases arise, and only after the review and approval from the City Traffic Engineer. The reasons for revising the ordinance are as follows:

1. There are more requests for compact car spaces due to bigger buildings on smaller lot areas, especially in the downtown area, and an increased need for off-street parking. New developments in the City, commercial and residential, are required to provide off street parking as part of the review process. As the buildings in the area grow, the increase in capacity requires more parking. Flexibility to work with developers to create usable off street parking may be necessary in order to allow future projects to proceed.
2. Most cities that enforce a limit on compact car stalls have around a 25-30% limit, so it would make sense to keep that number as our standard. The changing market for motor vehicles (i.e. hybrid cars, smart cars, rising gas prices, etc.) may allow that standard to be exceeded when other parking lot design options are exhausted.
3. Examples of cities with compact car parking ordinances
 - a. San Jose, CA
 - i. Up to 40% of total parking spaces can be compact car
 - b. Marlborough, MA
 - i. Up to 33% of total parking spaces can be compact car
 - c. West Hollywood, CA
 - i. Non-residential projects may use up to 40% compact car spaces
 - ii. Residential projects with ten or more required parking spaces may use up to 50% compact car spaces
 - d. Darrington, WA
 - i. Up to 30% of total parking spaces can be compact car
 - e. Pueblo, CO
 - i. Up to 30% of total parking spaces can be compact car
 - f. Alexandria, VA
 - i. Non-retail uses requiring ten or more parking stalls may provide up to 75% as compact car
 - ii. Retail use may provide up to 30% as compact car
 - g. Needham, MA
 - i. Up to 50% of total parking spaces can be compact car
 - h. Fairfield, CA

- i. Industrial and Office use – Designated employee parking lots with 30 or more spaces may include compact car spaces of up to 35%
 - ii. All other uses with 30 or more spaces may include compact car spaces for up to 25%
- i. Burlington, VT
 - i. Up to 25% of total parking spaces can be compact car
- j. Shasta, CA
 - i. 1 to 10 stalls - None
 - ii. 11 to 30 spaces - 10 percent of all spaces
 - iii. 31 to 100 spaces - 30 percent of all spaces
 - iv. 101 or more spaces - 30 spaces plus 40 percent of all spaces in excess of 100