



PREPARED FOR THE PLAN COMMISSION

**Proposal:** Zoning Text Amendments

**Legistar File ID #:** 32807, 32825, and 32826

**Prepared By:** Planning and Zoning Staff

The following is a staff summary of the proposed zoning text amendments for Plan Commission consideration.

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**32807 – Allowing for an Exception to the Sidewall Offset Requirement for Two-Family Homes**

The sidewall offset is designed to require architectural breaks and features on walls that are greater than 40’ deep and placed at the minimum side yard setback. The current rule requires side wall offset for a two-family dwelling, generating an increase to the side setback of the wall when the wall is longer than 40’, which in effect forces articulation to the wall via a “step.” The result is often an unusual interior space, where the required “step” affects inside the building in regard to the design and flow of the interior space, in some cases fairly dramatically. Since most two-family homes built currently include attached garages, the side walls are typically 50’-60’ in depth, resulting in a fairly significant side wall offset requirement (2” added for every foot over 40’ in depth). The proposed amendment includes two family dwellings to the existing exemption for single family dwellings, when the longer side wall is articulated by doors, windows and other architectural features. Staff supports this amendment.

**32825 – Allowing Sales of Heavy-Traffic Vehicles in the IL (Industrial-Limited) and IG (Industrial-General) Districts**

The proposed amendment allows for the sales and rental of automobiles in the industrial districts, but creates a supplemental regulation to limit sales to heavy-traffic vehicles. Currently, the zoning code does not allow for automobile sales in the industrial districts with the intent of maintaining these areas for industrial and employment uses. Staff believes that the limited sale of automobiles, particularly of heavy-traffic vehicles, would be appropriate in the industrial areas. The customer traffic and potential land consumption associated with sales of these vehicles is likely much less than unlimited automobile sales would be. Staff does not believe that the use will be detrimental to areas where industrial uses are desired. Further, the appearance of heavy-vehicle sales sites may actually be a better fit in industrial districts, rather than in mixed-use and commercial districts. Staff supports this amendment.

**32826 – Allowing Mission Houses and Daytime Shelters as Conditional Uses**

*First, please see attached memorandum dated January 13, 2014, and Map 1: Zoning Districts Where Mission Houses and Daytime Shelters are Recommended as Conditional Uses*

On January 13, some Plan Commission members requested staff feedback regarding whether or not Mission Houses and Daytime Shelters should also be allowable as conditional, principal uses of property in the TR-V1 and

TR-V2 (Traditional Residential – Varied 1 and Traditional Residential – Varied 2 Districts), which tend to be located in lower-density residential neighborhoods than the other districts recommended by staff for these uses (see attached Map 2).

Staff notes that Mission Houses are already allowable as *accessory* uses in the TR-V1 and TR-V2 districts, as well as other residential districts. Staff believes that this is appropriate, but allowing them as a stand-alone principal use in these areas may not be appropriate, especially for larger shelters and foodservice establishments. However, if the Plan Commission recommends to the Common Council that the TR-V1 and TR-V2 Districts be included among areas where Mission Houses are allowable as a principal conditional use, staff recommends that a supplemental regulation be added to limit Mission Houses in these districts to overnight shelters with a maximum capacity of 8 persons.

Staff believes that Daytime Shelters may be less compatible with lower-density residential uses. These function as commercial or general assembly uses, and staff does not recommend allowing them in the TR-V1 or TR-V2 Districts.