

It is expected that a Quorum of the Board of Public Works, Park Board, Administration Committee, and/or Common Council may attend this meeting: (although it is not expected that any official action of any of those bodies will be taken)

**CITY OF MENASHA  
PLAN COMMISSION  
Council Chambers  
140 Main Street, Menasha**

**February 2, 2010  
3:30 PM**

**AGENDA**

- A. CALL TO ORDER
- B. ROLL CALL/EXCUSED ABSENCES
- C. MINUTES TO APPROVE
  - 1. [Minutes of the January 19, 2010 Plan Commission Meeting](#)
- D. PUBLIC COMMENT ON ANY ITEM OF CONCERN ON THIS AGENDA  
Five (5) minute time limit for each person
- E. DISCUSSION
  - 1. [Complete Streets Policy](#)
  - 2. [Mixed Use Zoning Districts and Form-Based Codes](#)
  - 3. Comprehensive Plan Review – Prioritization of Issues
  - 4. [Abby Street Substation](#)
  - 5. [Natures Way Easement](#)
  - 6. [Dedication of Access Easements as Public Streets – Midway Crossings Development – Bob Drifka](#)
- F. ACTION ITEMS
  - 1. None
- G. ADJOURNMENT

**CITY OF MENASHA**  
**Plan Commission**  
**Council Chambers, City Hall – 140 Main Street**  
**January 19, 2010**  
**DRAFT MINUTES**

**A. Call to Order**

The meeting was called was called to order at 3:35 p.m. by Mayor Donald Merkes.

**B. ROLL CALL/EXCUSED ABSENCES**

PLAN COMMISSION MEMBERS PRESENT: Mayor Merkes, DPW Radtke and Commissioners Schmidt, Cruickshank, Homan and Sturm.

PLAN COMMISSION MEMBERS EXCUSED: Ald. Benner

OTHERS PRESENT: CDD Keil, Robert Stanke, Joe Seffker, Atty. Steve Frassetto

**C. MINTUES TO APPROVE**

1. **Minutes of the January 5, 2010 Plan Commission Meeting**

Moved by Comm. Homan, seconded by Comm. Schmidt to approve the January 5, 2010 Plan Commission meeting minutes.

The motion carried.

**D. PUBLIC COMMENT ON ANY ITEM OF CONCERN ON THIS AGENDA**

1. Robert Stanke, 1000 Mosshaven Court and Joe Seffker, 1005 Mosshaven Court spoke in support of releasing the driveway easement along Natures Way.

**E. DISCUSSION**

1. **Mixed Use Zoning Districts and Form-Based Codes**

CDD Keil explained that the concept behind form-based codes is to focus on the relationship of various elements of the urban environment – structures, parking, sidewalks, green space, etc. to one another to achieve a harmonious mix that creates a desirable area to live/work/shops. This is in contrast to traditional zoning that is more concerned with the type of land use and establishing proscriptive standards for those uses.

Commissioners discussed how such a code might be perceived by developers and how it might fit with an area such as the downtown or the Gilbert site.

Mayor Merkes and Comm. Homan are to explore the extent to which form-based codes are being considered or are in effect in other Wisconsin Communities

2. **Comprehensive Plan Review – Issues, Identification and Comments**

Commissioners reviewed the issues/opportunities that have been identified to date and discussed the resource materials they had received regarding form-based codes.

The consensus was that staff should prioritize the issues/opportunities for consideration by the Commission at its next meeting.

3. **Abby Street Substation**

CDD Keil reported that he had made contact with a representative of WE Energies concerning the prospects for WE Energies to donate the site. They will consider the request and contact the city with regard to their determination.

Comm. Sturm reported on the discussion that occurred at the Park Board concerning the site, including the site's potential for a dog park, possibilities for expansion into the NMSC site, coordination of park planning with the City of Neenah and engaging other non-government partners in development and operation of the site.

Plan Commissioner's discussed concerns about environmental conditions within the site, the relationship of the site to other parks in the vicinity and the functions that this location might serve

with respect to recreational needs of the neighborhood/community and the potential demand on city resources the development of this site into a park might impose.

Consensus was to place this item on the next Plan Commission agenda for further consideration as more information becomes available.

4. **Natures Way Easement**

CDD Keil reported that he had contacted Outagamie County to request the easement release and to discuss alternative access into the conservancy area. There has been no further feedback from the owner of 2008 Natures Way who originated the request to release the easement.

This item is to return on the next Plan Commission Agenda.

5. **Dedication of Access as Public Streets – Midway Crossings Development – Bob Drifka**

CDD Keil reported that he had not received a response from either the DOT or Calumet County regarding permitting the conversion of private driveway access to public streets. This item will be carried forward to the next agenda pending additional information to be received.

**G. ACTION ITEMS**

1. **Certified Survey Map – Midway Road**

Steve Frassetto, representing the site owner, Capital Credit Union, stated that the credit union was requesting the lot split to retain the lot at the intersection of Midway Road and Midway Place as a future site for the credit union, and to enable development of the adjoining lot into commercial/retail uses. The Credit Union also owns the parcel to the north of the proposed CSM. They have been approached by a developer who has an interest in the site.

Commissioners discussed the notation on the CSM concerning the proposed driveway easement and discussed future access to the site.

Motion by Mayor Merkes, seconded by DPW Radtke to approve the CSM, subject to the City Attorney's review of the notation on the CSM relative to the driveway easement.

The motion carried.

**H. ADJOURNMENT**

Motion by DPW Radtke, seconded by Comm. Sturm to adjourn at 4:43 PM.

The motion carried.

*Minutes respectfully submitted by Greg Keil, Community Development Director*

## What are Complete Streets?

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street.

## What do Complete Streets policies do?

Complete Streets policies direct transportation planners and engineers to consistently design with all users in mind including drivers, public transportation vehicles and riders, pedestrians, and bicyclists as well as older people, children, and people with disabilities.

## What do Complete Streets look like?

While there is no prescription for a complete street, common features include:



John LaPlante



Nevada Bicycle Coalition



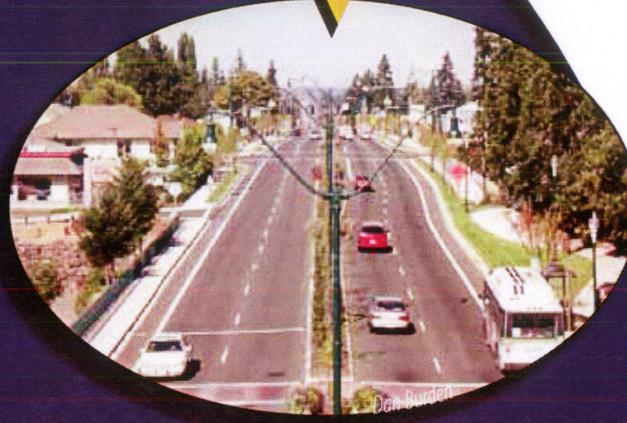
safety.nvta.dot.gov

- SIDEWALKS
- BIKE LANES
- WIDE SHOULDERS
- PLENTY OF CROSSING OPPORTUNITIES
- REFUGE MEDIANS
- BUS SHELTERS & CROSSINGS
- SPECIAL BUS LANES
- RAISED CROSSWALKS
- AUDIBLE PEDESTRIAN SIGNALS
- SIDEWALK BULB-OUTS

## Why do we need Complete Streets policies?

### Complete Streets improve safety.

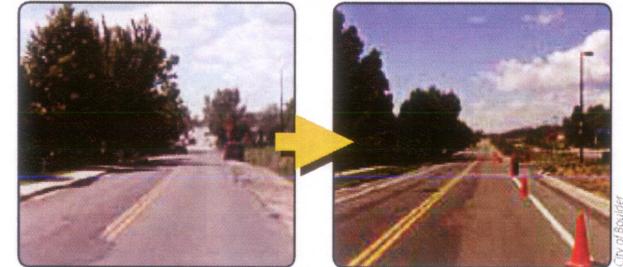
A Federal Highways Administration safety review found that streets designed with sidewalks, raised medians, better bus stop placement, traffic-calming measures, and treatments for disabled travelers improve pedestrian safety. Some features, such as medians, improve safety for all users: they enable pedestrians to cross busy roads in two stages, reduce left-turning motorist crashes to zero, and improve bicycle safety.



Dan Burden

## Complete Streets encourage walking and bicycling for health.

The National Institutes of Medicine recommends fighting childhood obesity by establishing ordinances to encourage construction of sidewalks, bikeways, and other places for physical activity. A recent study funded by the National Institutes of Health found those who lived in walkable neighborhoods got 30 to 45 minutes more exercise each week than those living in low-walkable areas. Residents of walkable communities were also less likely to be overweight or obese.



City of Boulder

## Complete Streets address climate change and oil dependence.

The potential to reduce carbon emissions by shifting trips to lower-carbon modes is undeniable. The 2001 National Household Transportation Survey found 50% of all trips in metropolitan areas are three miles or less and 28% of all metropolitan trips are one mile or less – distances easy to walk, bike, or hop a bus or train. Yet 65% of the shortest trips are now made by automobile, in part because of incomplete streets that make it dangerous or unpleasant for other modes of travel. Complete streets would help convert many of these short automobile trips to multi-modal travel. Simply increasing bicycling from 1% to 1.5% of all trips in the U.S. would save 462 million gallons of gasoline each year. Using transit has already helped the United States save 1.5 billion gallons of fuel each year since the early 1990s, which is nearly 36 million barrels of oil.

## Complete Streets foster strong communities.

Complete streets play an important role in livable communities, where all people – regardless of age, ability or mode of transportation – feel safe and welcome on the roadways. A safe walking and bicycling environment is an essential part of improving public transportation and creating friendly, walkable communities.

## What do others have to say about Complete Streets?

"Now, finally, there's an organized nationwide movement to fight the good fight for safer streets. It's a coalition mounting a nationwide campaign for city and town roadways that include safe, quality space for pedestrians and cyclists and public transit users, accommodating their wishes just as seriously as those of car and truck drivers. It's called, fittingly, the Complete Streets movement."

—Columnist Neal Pierce

"We have very real challenges facing our country, and they are all interwoven. We now know that we must change our environmental and energy policy, and reduce our impact on the planet. By opening up our roadways to pedestrians and cyclists, we can help ease the congestion on our nation's roads."

—Congresswoman Doris Matsui (CA-5)

### Schedule a workshop!

*To help communities successfully adopt complete streets policies, the National Complete Streets Coalition offers interactive, full-day workshops led by national experts on policy development and policy implementation. Visit our website for more information about scheduling a workshop.*

Dozens of states, counties, and cities have been adopting policies at an accelerating pace, including the States of California and Illinois, and cities like Seattle and Iowa City. Keep track by *signing up for our newsletter!*

## How can I get involved with Complete Streets?

A broad coalition of advocates and transportation professionals are working to enact complete streets policies across the country.

### JOIN US BY BECOMING A MEMBER OR PARTNER!

Becoming a member or partner is easy. We simply ask that you endorse the Coalition's mission by returning the sign-up form available on our web site; collaborate with leading national and regional organizations to advance complete streets and make an annual contribution at the appropriate level.

While donations are not a requirement, they are central to our ability to spread the word, coordinate action, and help organizations nationwide get it right.

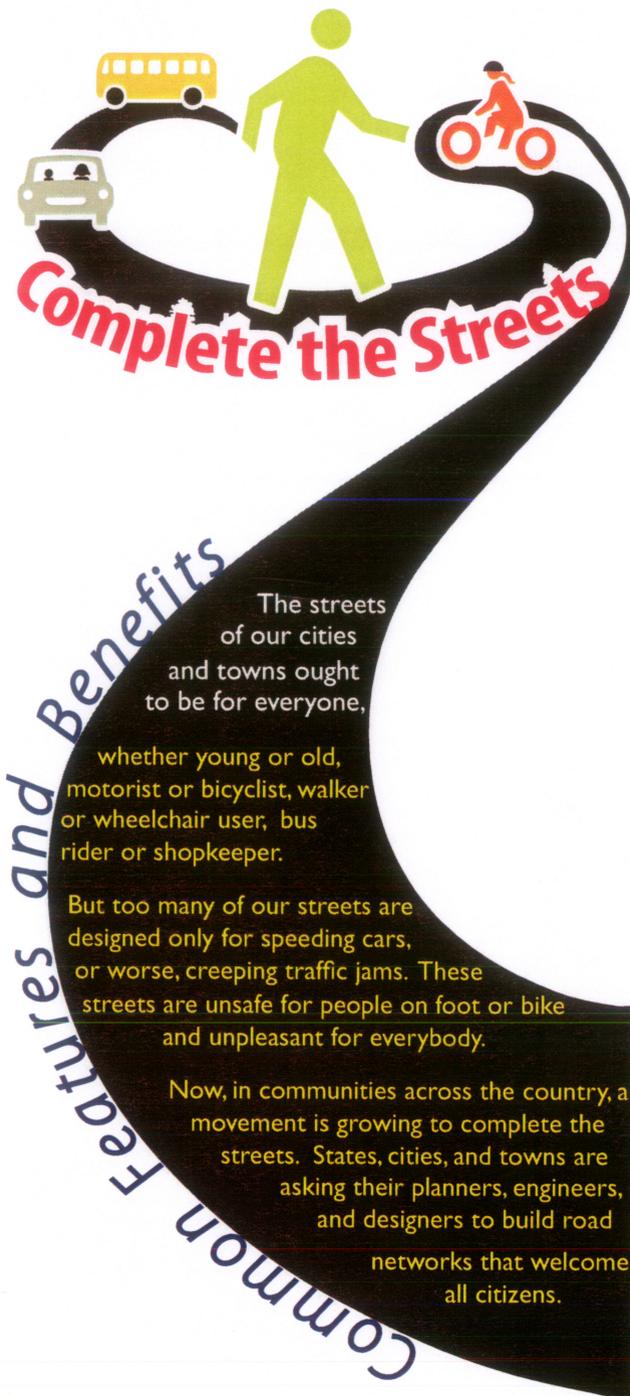
#### The National Complete Streets Coalition Steering Committee:

AARP  
Active Living by Design  
Alliance for Biking and Walking  
America Bikes  
America Walks  
American Council of the Blind  
American Planning Association  
American Public Transportation Association  
American Society of Landscape Architects  
Association of Pedestrian and Bicycle Professionals  
City of Boulder  
Institute of Transportation of Engineers  
Kimley-Horn and Associates  
League of American Bicyclists  
McCann Consulting  
National Center for Bicycling and Walking  
Safe Route to School National Partnership  
Smart Growth America

#### National Complete Streets Coalition

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[www.completestreets.org](http://www.completestreets.org)

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### Definition of a Form-Based Code

Draft Date: February 17, 2009

Form-based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. These codes are adopted into city or county law as regulations, not mere guidelines. Form-based codes are an alternative to conventional zoning.

Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in Form-based codes, presented in both diagrams and words, are keyed to a *regulating plan* that designates the appropriate form and scale (and therefore, character) of development rather than only distinctions in land-use types. This is in contrast to conventional zoning's focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic LOS) to the neglect of an integrated built form. Not to be confused with design guidelines or general statements of policy, Form-based codes are regulatory, not advisory.

Form-based codes are drafted to achieve a community vision based on time-tested forms of urbanism. Ultimately, a Form-based code is a tool; the quality of development outcomes is dependent on the quality and objectives of the community plan that a code implements.

Form-based codes commonly include the following elements:

- *Regulating Plan.* A plan or map of the regulated area designating the locations where different building form standards apply, based on clear community intentions regarding the physical character of the area being code.
- *Public Space Standards.* Specifications for the elements within the public realm (e.g., sidewalks, travel lanes, on-street parking, street trees, street furniture, etc.).
- *Building Form Standards.* Regulations controlling the configuration, features, and functions of buildings that define and shape the public realm.
- *Administration.* A clearly defined application and project review process.
- *Definitions.* A glossary to ensure the precise use of technical terms.

Form-based codes also sometimes include:

- *Architectural Standards.* Regulations controlling external architectural materials and quality.
- *Landscaping Standards.* Regulations controlling landscape design and plant materials on private property as they impact public spaces (e.g. regulations about parking lot screening and shading, maintaining sight lines, insuring unobstructed pedestrian movements, etc.).
- *Signage Standards.* Regulations controlling allowable signage sizes, materials, illumination, and placement.
- *Environmental Resource Standards.* Regulations controlling issues such as storm water drainage and infiltration, development on slopes, tree protection, solar access, etc.
- *Annotation.* Text and illustrations explaining the intentions of specific code provisions.

### Related Resources:

- [Checklist for Identifying and Evaluating Form-Based Codes](#)
- [Eight Advantages to Form-Based Codes](#)
- [More...](#)

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Web Site by [Opticos Design, Inc.](#)

# FBCI

Form-Based Codes Institute

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## Eight Advantages to Form-Based Codes

1. Because they are prescriptive (they state what you want), rather than proscriptive (what you don't want), form-based codes (FBCs) can achieve a more predictable physical result. The elements controlled by FBCs are those that are most important to the shaping of a high quality built environment.
2. FBCs encourage public participation because they allow citizens to see what will happen where—leading to a higher comfort level about greater density, for instance.
3. Because they can regulate development at the scale of an individual building or lot, FBCs encourage independent development by multiple property owners. This obviates the need for large land assemblies and the megaprojects that are frequently proposed for such parcels.
4. The built results of FBCs often reflect a diversity of architecture, materials, uses, and ownership that can only come from the actions of many independent players operating within a communally agreed-upon vision and legal framework.
5. FBCs work well in established communities because they effectively define and codify a neighborhood's existing "DNA." Vernacular building types can be easily replicated, promoting infill that is compatible with surrounding structures.
6. Non-professionals find FBCs easier to use than conventional zoning documents because they are much shorter, more concise, and organized for visual access and readability. This feature makes it easier for nonplanners to determine whether compliance has been achieved.
7. FBCs obviate the need for design guidelines, which are difficult to apply consistently, offer too much room for subjective interpretation, and can be difficult to enforce. They also require less oversight by discretionary review bodies, fostering a less politicized planning process that could deliver huge savings in time and money and reduce the risk of takings challenges.
8. FBCs may prove to be more enforceable than design guidelines. The stated purpose of FBCs is the shaping of a high quality public realm, a presumed public good that promotes healthy civic interaction. For that reason compliance with the codes can be enforced, not on the basis of aesthetics but because a failure to comply would diminish the good that is sought. While enforceability of development regulations has not been a problem in new growth areas controlled by private covenants, such matters can be problematic in already-urbanized areas due to legal conflicts with first amendment rights.

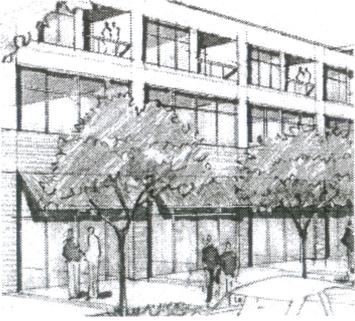
~ Peter Katz, President, Form-Based Codes Institute

### Related Resources:

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## ## Commercial and Mixed Use Districts

## Introduction

The new zoning code will be structured so that each group of districts is organized in a separate chapter. Each of these chapters will include a common list of uses, other common standards, and a series of districts, each with its own dimensional standards. This draft also contains related elements that will end up in other sections, such as new definitions and standards for various uses.

Please note that:

- Material in italics (like this introduction) is not part of the Code text; these are annotations.
- Sidebars are also used for longer comments.
- Highlights in the text or sidebars indicate changes or questions.
- Illustrations depict minimum or typical dimensional standards but if there is a conflict with the text, the text governs. Some illustrations are regulatory, where others are “illustrative.”

Please also note that the format of this chapter is not the final format of the Code. All sections will be numbered and titled in a consistent manner, with input from the City Attorney. Also be aware that this is a first draft, and many additions and changes are likely following Committee review and public input.

## General Provisions for Mixed Use and Commercial Districts

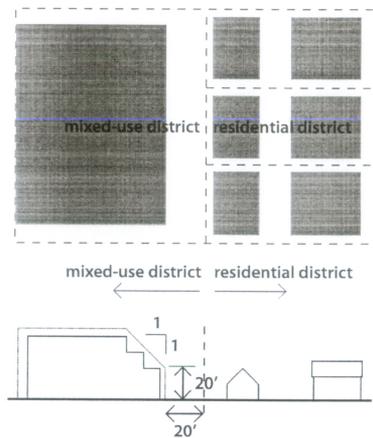
Yard encroachments and accessory building placement will likely be very similar to those established for residential districts, and are therefore not included in this draft. [Are there specific accessory uses that are specific to this group of districts?]

- A. Rear yard height transitions to adjacent residential districts. Where mixed use and commercial districts abut residential districts at the rear lot line, building height at the rear yard setback line shall not exceed 2 stories/25 feet. From this point, building height may increase at a ratio of 1 foot of rise to 1 foot of horizontal distance away from the property line, (a 45° angle) up to the maximum allowed height.

## Design Standards

The following standards seem to be broadly applicable to most if not all the zoning districts within this category, although sometimes standards of this type are associated with “pedestrian-oriented districts.” We could use a matrix to show which standards apply where.

- A. **Compatibility with Traditional Buildings** (see figure): New development shall relate to the design of identified traditional or historic buildings adjacent to the site, where present, in scale and character. This can be achieved by maintaining similar setbacks, facade divisions, roof lines, rhythm and proportions of openings, building materials and colors. Historic architectural styles need not be replicated.
- B. **Building Placement** (see figure): Buildings shall be placed at or close to the sidewalk to the extent practical. At intersections, buildings shall “hold the corner,” that is, have front and side facades aligned at or near the sidewalks of both streets.



Rear Yard Height Transitions



A. Compatibility with Traditional Buildings



B. Building Placement

1. Front yard setback areas, where provided, should be designed to provide amenities such as outdoor seating and landscaping that will enhance the visual and pedestrian character of the street.
2. Buildings shall be aligned with facades parallel with the street to create a well-defined street edge.
3. Additions to existing buildings should bring the building closer to the street, to the extent practical.



C. Entrance Orientation

**C. Entrance Orientation** (*see figure*). Primary building entrances on all new buildings shall be oriented to the primary abutting public street. Additional secondary entrances may be oriented to a secondary street or parking area. Entries shall be clearly visible and identifiable from the street, and delineated with elements such as roof overhangs, recessed entries, landscaping, or similar design features.

**D. Façade articulation.**

1. Consistent with most traditional storefront buildings, a building width of 40 feet or less is encouraged. New buildings of more than 40 feet in width shall be divided into smaller increments, between 20 and 40 feet in width, through articulation of the facade. This can be achieved through combinations of the following techniques, and others that may meet the intent of this section.
  - a. Façade modulation (*see figure*) - stepping back or extending forward a portion of the facade.
  - b. Vertical divisions using different textures or materials (although materials should be drawn from a common palette).
  - c. Division into storefronts, with separate display windows and entrances.
  - d. Variation in roof lines by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval (*see figure*).
  - e. Arcades, awnings, window bays, arched windows and balconies at intervals equal to the articulation interval.
2. No blank walls shall be permitted to face the public street, sidewalks, or other public spaces such as plazas. Elements such as windows, doors, columns, changes in material, and similar details should be used to add visual interest.
3. Buildings shall be designed with a base, a middle and a top, created by variations in detailing, color and materials.
  - a. Articulated tops shall be considered in the design of all new buildings. This articulation might consist of pitched roofs, dormers, gable ends, cornice detailing, etc.
  - b. The base of the building shall include elements that relate to



D1a. Façade modulation



D1d. Variation in roof lines



D3. Base, middle, top

the human scale. These should include doors and windows, texture, projections, awnings and canopies, ornament, etc.

- E. **Door and window openings.** Windows and doors or openings shall comprise at least fifty (50) percent of the length and at least thirty (30) percent of the area of the ground floor of the primary street facade. Window openings shall be located between two and 8 feet from ground level.

A minimum of 20% of the ground level of side and rear facades not fronting a public street shall consist of windows and door openings. On upper stories, window or balcony openings shall occupy a minimum of 20% of the upper-story wall area.

1. Windows shall be designed with punched and recessed openings, in order to create a strong rhythm of light and shadow.
2. Glass on windows and doors shall be clear or slightly tinted, allowing views into and out of the interior.
3. Window shape, size and patterns shall emphasize the intended organization of the facade and the definition of the building.

- F. **Ground-floor residential uses.** Ground-floor residential uses fronting a public street or walkway, where present, shall generally be separated from the street by landscaping, steps, porches, grade changes, and low ornamental fences or walls in order to create a private yard area between the sidewalk and the front door.

- G. **Equipment and service area screening.** If an outdoor storage, service or loading area is visible from adjacent residential uses or a public street or walkway, it shall be screened by a decorative fence, wall or screen of plant material at least six (6) feet in height. Fences and walls shall be architecturally compatible with the primary structure.

- H. **Screening of rooftop equipment.** All rooftop equipment shall be screened from view from adjacent streets, public rights-of-way and adjacent properties. Rooftop equipment shall be screened by the building parapet, or shall be located out of view from the ground. If this is infeasible, the equipment shall be grouped within a single enclosure. This structure shall be set back a distance of one and one-half (1½) times its height from any primary facade fronting a public street. Screens shall be of durable, permanent materials (not including wood) that are compatible with the primary building materials. Exterior mechanical equipment such as ductwork shall not be located on primary building facades.

- I. **Materials** [optional standard]. Nonresidential or mixed use buildings shall be constructed of high-quality materials such as brick, stone, textured cast stone, or tinted masonry units. The following materials are generally not acceptable:

1. Unadorned plain or painted concrete block;
2. Tilt-up concrete panels;
3. Pre-fabricated steel or sheet metal panels;



F. Ground floor residential uses

4. Reflective glass; and
5. Aluminum, vinyl, fiberglass, asphalt or fiberboard siding.

All building facades visible from a public street or walkway shall employ materials and design features similar to or complementary to those of the front facade.

K. **Parking structure design.** The ground floor of any parking structure abutting a public street or walkway shall be designed and architecturally detailed in a manner consistent with new commercial or mixed-use buildings.

1. Upper floors shall be designed so that sloped floors typical of parking structures do not dominate the appearance of the façade.
2. Windows or openings shall be provided that echo those of surrounding buildings.
3. Entrance drives to structured or underground parking shall be located and designed to minimize interference with pedestrian movement. Entrances should be on secondary streets where feasible.

*[Standards for landscaping of surface parking will be included in "General Regulations"]*



K. Parking Structure

## Mixed Use and Commercial District Uses

Table \_\_.1 lists all permitted and conditional uses in the residential districts.

- A. Uses marked as “P” are permitted in the districts where designated.
- B. Uses marked with a “C” are allowed as conditional uses in the districts where designated, in compliance with all applicable standards.
- C. Uses indicated as “P/C” may be permitted or conditional, depending on their size and scale, as specified.
- D. A “Y” in the “Standards” column means that specific standards must be complied with, whether the use is permitted or conditional. Standards are included in Subchapter \_\_, Supplemental Regulations.

Mixed Use and Commercial Districts					
	NMX	TSS	MXC	CC-T	CC
<b>Offices</b>					
Artist, photographer studio, etc.	P	P	P	P	P
Insurance office, real estate office, sales office	P	P	P	P	P
Professional office	P	P	P	P	P
<b>Medical Facilities</b>					
Clinic, medical, dental or optical	P	P	P	P	P
Hospital			C	C	C
Medical laboratory			P	C	C
Physical, occupational or massage therapy	P	P	P	P	P
Veterinary clinic	P	P	P	P	P
<b>Retail Sales and Services</b>					
General retail <sup>a</sup>	P	P	P	P	P
Auction rooms		P	P	P	P
Bank, financial institution	P	P	P	P	P
Business sales and services	P	P	P	P	P
Drive-through sales and services, primary and accessory			C	C	C
Dry cleaning, commercial laundry				P	P
Farmers' market	C	P	P	P	P
Food and related goods sales <sup>b</sup>	P	P	P	P	P
Furniture and household goods sales	C	P	P	P	P
Garden center, outdoor				P	P
Greenhouse, nursery			P	P	P
Laundromat, self-service	P	P	P	P	P
Liquor store	P	P	P	P	P
Mortuary, funeral home	C	P	P	P	P
Outdoor uses, commercial				C	C
Package delivery service				P	P
Pawn shop??				C	C
Payday loan business				C	C
Photocopying	P	P	P	P	P
Post office	P	P	P	P	P
Service business <sup>c</sup>	P	P	P	P	P
Service business with showroom or workshop		C	C	P	P
Small appliance repair	C	C	P	P	P
Small engine repair, automotive bench work	C	C			
Sporting goods store, bait shop		C	P	C	P
Tattoo shop				P	P

Mixed Use and Commercial Districts					
	NMX	TSS	MXC	CC-T	CC
Tobacco shop		P	P	P	P
<b>Food and Beverages</b>					
Catering		P	P	P	P
Coffee shop, tea house	P	P	P	P	P
Restaurant (include restaurant-taverns with liquor sales <50% gross receipts)	P	P	P	P	P
Restaurant, carry-out, deli	P	P	P	P	P
Restaurant, outdoor eating areas	C	C	P	P	
Tavern (liquor sales >50% gross receipts), brewpub		P	P	P	P
<b>Commercial Recreation, Entertainment and Lodging</b>					
Bed and breakfast establishment	P	P	P	P	P
Golf course?					
Health/sports club	P	P	P	P	P
Hotel, inn, motel	C	P	P	P	P
Indoor recreation	C	C	C	P	P
Lodge, private club, reception hall	P	P	P	P	P
Outdoor recreation (i.e., mini-golf, driving range, etc.)				C	C
Theater, assembly hall, concert hall		P	P	P	P
<b>Adult Entertainment</b>					
Adult entertainment tavern				C	
Adult use					
<b>Automobile Services</b>					
Auto body shop	C	C	C	C	C
Auto convenience market	C	C	C	C	C
Auto service station	C	C	C	C	C
Auto repair station	C	C	C	C	C
Auto sales, indoor?????			P	P	P
Auto sales and rental, outdoor				C	C
Car wash	C	C	C	C	C
<b>Parking Facilities</b>					
Parking facility, public	P	P	P	P	P
Parking facility, commercial	C	C	C	C	C
<b>Transportation</b>					
Bus or railroad passenger depot		C	P	P	P
Railroad right-of-way	P	P	P	P	P
Transit stop or station	P	P	P	P	P

Mixed Use and Commercial Districts					
	NMX	TSS	MXC	CC-T	CC
<b>Limited Production, Processing and Storage</b>					
Bakery, wholesale				C	C
Limited production and processing <sup>d</sup>				C	C
Mail order house				C	C
Printing and publishing	C	P	P	P	P
Warehousing and storage					C
Wholesale establishment			C	C	C
<b>Residential - Family Living</b>					
Single-family detached dwellings <sup>e</sup>	P	P		P	
Two-family dwelling – two-flat <sup>e</sup>	P	P		P	
Two-family dwelling - twin <sup>e</sup>	P	P		P	
Three-family dwelling	C	P		P	
Single-family attached dwelling (3-8 dwelling units)	C	P	P	P	C
Single-family attached dwelling (> 8 dwelling units)	C	C	P	P	C
Multi-family dwelling (3-4 dwelling units)	P	P	P	P	C
Multi-family dwelling (3-8 dwelling units)	C	P	P	P	C
Multi-family dwelling (> 8 dwelling units)		C	C	C	C
Multi-family building complex				C	C
Accessory dwelling unit, attached or detached	To be determined				
<b>Residential - Group Living</b>					
Adult family home meeting separation requirements	P	P		P	
Adult family home not meeting separation requirements	C	C		C	
Cohousing community	To be determined				
Community living arrangement (up to 8 residents)	P	P		P	
Community living arrangement (> 8 residents)	C	C		C	
Co-operative housing	To be determined				
Dormitory				C	
Lodging house, fraternity or sorority				C	
Elderly housing: assisted living, congregate care			C	C	C
Hostel			C	C	
Religious community	P	P		P	

Mixed Use and Commercial Districts					
	NMX	TSS	MXC	CC-T	CC
<b>Civic and Institutional</b>					
Cemetery	C	C	C	C	C
Day care center in school or religious inst.	P	P	P	P	P
Day care center, nursery school	P	P	P	P	P
Educational, office and recreational uses in former public school buildings	P	P	P	P	P
Library, museum	P	P	P	P	P
Mission house in conjunction with religious institution	P	P	P	P	P
Parks and playgrounds	P	P	P	P	P
Place of worship	P	P	P	P	P
Public safety facilities (fire, police stations, etc.)	P	P	P	P	P
Schools, public and private	P	P	P	P	P
Schools, music, dance or trade	C	P	P	P	P
<b>Accessory Uses</b>					
Day care home, children or adults	P	P	P	P	
Dwelling units or lodging rooms for persons employed on the premises as night watchmen, etc. (nonresidential uses only)	P	P	P	P	P
Emergency electric generator	P	P	P	P	P
Home occupation	P/C	P/C	P/C	P/C	P/C
Garage, workshop, not exceeding maximum size	P	P	P	P	P
Garage, workshop, exceeding maximum size	C	C	C	C	C
Keeping of up to 4 chickens	P	P	P	P	
Lease of off-street parking space(s)	P	P	P	P	P
Management office for multi-family building or complex	P	P	P	P	P
Outdoor display					
Outdoor storage					
Parking lot accessory to a nonresidential use	P	P	P	P	P
Parking lot exceeding ____% above minimum required parking	C	C	C	C	C
Recreational facilities for multi-family building or complex	P	P	P	P	P
Restaurant within multi-family building	P	P	P	P	P
Limited retail within multi-family building	P	P	P	P	P
Towing and wrecker services for auto service businesses		C	C	C	P
<b>Temporary Uses</b>					
Dependency living arrangements	P	P	P	P	P
Real estate sales office	P	P	P	P	P
Temporary buildings for storage of materials and equipment	P	P	P	P	P
Yard sales (max. 4 per year)	P	P	P	P	P
<b>Public Utility and Public Service Uses</b>					
Electric substations	C	C	C	C	C

Mixed Use and Commercial Districts					
	NMX	TSS	MXC	CC-T	CC
Gas regulator stations, mixing and gate stations	C	C	C	C	C
Telecommunications towers and transmission equipment buildings	C	C	C	C	C
Sewerage system lift stations	C	C	C	C	C
Water pumping stations, water reservoirs	C	C	C	C	C

- a. See list of general retail uses, Section \_\_\_.
- b. See list of food and related goods sales, Section \_\_\_.
- c. See list of service uses, Section \_\_\_.
- d. See list of limited production uses, Section \_\_\_.
- e. Single-family and two-family dwellings existing as of the date of adoption of this ordinance shall be considered as permitted uses.

## Proposal to Incorporate Mixed-use into Residential Districts

- Mixed-use buildings would be a Conditional Use in Residential Districts at certain locations.
- Mixed-use buildings would be Conditional Uses only on corner lots, with any or all of the four lots at the intersection being possible locations. They would not be Permitted Uses anywhere in the residential districts, and would not be Conditional Uses at other locations other than the corner lots. There would be a distance requirement, possibly one-half mile, between these nodes of mixed-use. The distance requirement could sunset after 20 years. The idea is to create limited, well designed nodes of mixed use within residential districts, which would provide amenities for neighborhoods, increase density, and allow people to walk to shops or offices in their neighborhoods. Ideally, these mixed-use nodes would be located at a bus stop.
- As part of the Conditional Use process, Plan Commission could set standards regarding hours of operation and other matters, and would have continuing jurisdiction. As with Conditional Use review presently, Plan Commission could refer the application to the Urban Design Commission.
- There would be very specific bulk and design standards required. Minimum of 2 stories. Limit of 2 stories, with a 1-story bonus to increase building size to 3 stories for underground parking, outstanding design features, or green features. Buildings placed close to sidewalk. Main entrances must be from the sidewalk. A minimum of 65% of the ground floor along the sidewalk would have to be glass. No parking allowed between the building and the sidewalk. Parking located at the rear of the lot. Low or no parking minimum, low parking maximum, and bike parking required. Limit building footprint and size of retail establishments.
- Uses allowed would include retail or office on the ground floor, and residential above. A list of uses would have to be developed. Gas stations and other uses (to be determined) would not be allowed.

## Neighborhood Mixed-Use District

### Statement of Purpose

The NMX District is established to encourage and sustain the viability of small commercial nodes that serve the shopping needs of residents in adjacent neighborhoods. The district is also intended to:

- A. Encourage pedestrian, bicycle and transit use as a means of accessing these commercial areas.
- B. Encourage diversification of uses, including residential and civic uses, in order to enhance the vitality and appeal of these areas.
- C. Facilitate the development or redevelopment goals of adopted neighborhood, corridor or special area plans.

### Relationship to Comprehensive Plan

The NMX District is intended to implement the objectives and policies of the Comprehensive Plan, including, but not limited to, the Objectives and Policies for Mixed-Use, Employment and Commercial Activity Centers: Objectives 59-60, and Objectives and Policies for Land Use/Transportation Linkages: Objective 68.

### Building Standards

The following standards shall apply to new buildings and additions exceeding 50% of original building's floor area.

- A. Maximum size: Buildings shall not exceed 5,000 square feet of gross floor area for an individual establishment or 10,000 square feet gross floor area for a building containing two or more uses. Buildings exceeding this size may be allowed as conditional uses.
- B. Parking shall not be placed between the front façade of a building and the abutting street. Parking shall be located to rear or side of principal building; parking abutting the primary street frontage is limited to 70 feet in width or 50% of lot frontage, whichever is less.
- C. No outdoor storage or display of goods shall be allowed except for outdoor dining accessory to restaurants and coffee shops. Periodic "sidewalk sales" may be allowed as a temporary use.
- D. No drive-through uses are allowed.

### Specific Building Types

The following building types are considered appropriate for the NMX District. Other building types may be acceptable provided that they meet the lot, height, frontage requirements and design standards of this Section.

- Storefront/Commercial Block Building
- Residential – Commercial Conversion
- Live-Work Building
- Single-family Attached Building
- Small Apartment Building

- Courtyard Apartment Building
- Large Apartment Building, Stacked Flats
- Civic or Institutional Building

**Frontage Requirements**

*For areas where frontage types have been defined:*

- A. **Fixed Frontage.** Within the “fixed frontage” areas shown on the zoning map, buildings shall be placed between 0 and 5 feet from the edge of sidewalk (see illustration).
- B. **Flexible Frontage.** Within the “flexible frontage” areas shown on the zoning map, buildings shall be placed between 0 and 25 feet from the edge of sidewalk. In general, nonresidential and mixed use buildings will typically be placed close to the street, while residential buildings will be placed farther back (see illustration).

*For areas where frontage types have not been defined:*

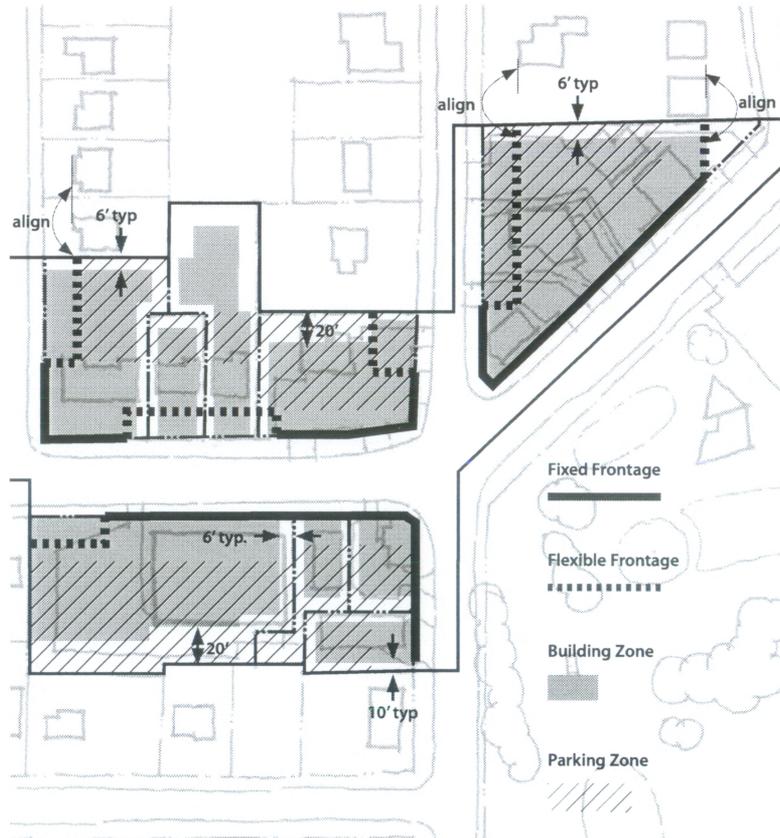
- C. **Frontage Not Defined.** In locations where frontages have not been defined on the zoning map, buildings at corner locations shall be located within 5 feet of the front lot line on either street for a distance of at least 30 feet from the corner. Buildings in other locations on the block shall be placed between 0 and 25 feet from the edge of sidewalk.

**Dimensional Standards**

Neighborhood Mixed Use District	
Side yard setback : Where buildings abut residentially-zoned lots at side lot line.	Minimum side yard required in the adjacent residential district
Side yard setback : Where proposed buildings or abutting buildings have window openings in side wall(s) within 6 feet of lot line	One-story: 5', Two-story: 6', Lot width <40': 10% lot width
Other cases [ <i>i.e., infill between party wall storefront buildings</i> ]	None, unless needed for access
Rear yard setback	20% of lot depth, but no less than 20 feet
Maximum lot coverage	75%
Maximum height	3 stories / 40 feet (see below)
Usable open space – residential only	400 sq. ft./unit

- A. **Structured parking height bonus.** If more than 60% of all off-street parking provided is structured or underground, maximum building height shall be increased to 4 stories/ 45 feet. The fourth story shall be stepped back a minimum of 20 feet behind the plane of the building’s front façade.

# Zoning Plate: Midvale Speedway Neighborhood Mixed Use



Sample Zoning Map For Typical Neighborhood Mixed Use District

	Non Residential Building Types	Residential Building Types	
<b>FIXED FRONTAGE</b>	<p>storefront</p> <p>0-5'</p>	<p>stoop or common entry</p> <p>0-5'</p>	<p><b>BUILDING ZONE</b> Buildings are placed within shaded areas</p>
<b>FLEXIBLE FRONTAGE</b>	<p>plaza or patio</p> <p>5'-25'</p>	<p>porch</p> <p>5'-25'</p>	



## Traditional Shopping Street District

### Statement of Purpose

The TSS District is established to encourage and sustain the viability of Madison's mixed-use corridors, which sustain many of the City's traditional neighborhoods. The district is also intended to:

- A. Encourage pedestrian, bicycle and transit use as a means of accessing and moving through these corridors.
- B. Encourage diversification of uses, including residential and civic uses, in order to enhance the vitality and appeal of these areas.
- C. Maintain the viability of existing residential buildings located within or adjacent to these corridors.
- D. Encourage appropriate transitions between higher-intensity uses within TSS districts and adjacent lower-density residential districts.
- E. Facilitate the development or redevelopment goals of adopted neighborhood, corridor or special area plans.

### Relationship to Comprehensive Plan

The TSS District is intended to implement the objectives and policies of the Comprehensive Plan, including, but not limited to, the Objectives and Policies for Mixed-Use, Employment and Commercial Activity Centers: Objectives 59-60, and Objectives and Policies for Land Use/Transportation Linkages: Objective 68.

### Building Standards

The following standards are applicable to new buildings and additions exceeding 50% of original building's floor area.

- A. **Maximum size:** Buildings shall not exceed 10,000 square feet gross floor area for an individual establishment or 25,000 square feet gross floor area for a mixed-use or multi-tenant building. Buildings exceeding this size may be allowed as conditional uses, meeting the standards of Section \_\_.
- B. Parking shall not be placed between the front façade of a building and the abutting street. Parking shall be located to rear or side of principal building; parking abutting primary street frontage is limited to 40% of lot frontage.
- C. No outdoor storage or display of goods shall be allowed except for outdoor dining accessory to restaurants and coffee shops. Periodic "sidewalk sales" may be allowed as a temporary use.
- D. No drive-through uses are allowed.
- E. Parking buildings shall be designed with ground-floor retail or office uses fronting primary streets. Upper floors devoted solely to parking shall be stepped back from the principal façade and designed with materials and proportions similar to new commercial or mixed-use buildings.

### **Specific Building Types.**

The following building types are considered appropriate for the TSS District. Other building types may be acceptable provided that they meet the lot, height, frontage requirements and design standards of this Section.

- Storefront/Commercial Block Building
- Parking / Liner Buildings
- Residential – Commercial Conversion
- Live-Work Building
- Single-family Attached Building
- Small Apartment Building
- Courtyard Apartment Building
- Large Apartment Building, Stacked Flats
- Civic or Institutional Building

### **Frontage Requirements**

*For areas where frontage types have been defined:*

- A. Fixed Frontage. Within the “fixed frontage” areas shown on the zoning map, buildings shall be placed within 5 feet of the edge of sidewalk.
- B. Flexible Frontage. Within the “flexible frontage” areas shown on the zoning map, buildings shall be placed between 0 and 25 feet from the edge of sidewalk. In general, nonresidential and mixed use buildings will typically be placed close to the street, while residential buildings will be placed farther back.

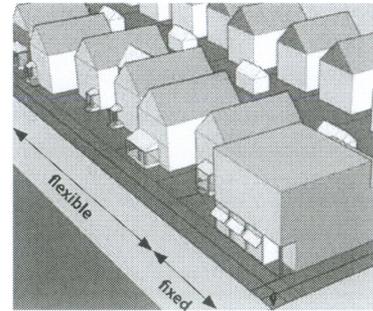
*For areas where frontage types have not been defined:*

- C. Frontage Not Defined. In locations where frontages have not been defined on the zoning map, buildings at corner locations shall be located within 5 feet of the edge of sidewalk for a distance of at least 30 feet from the corner. Buildings in other locations on the block

shall be placed between 0 and 25 feet from the edge of sidewalk.

**Dimensional Standards**

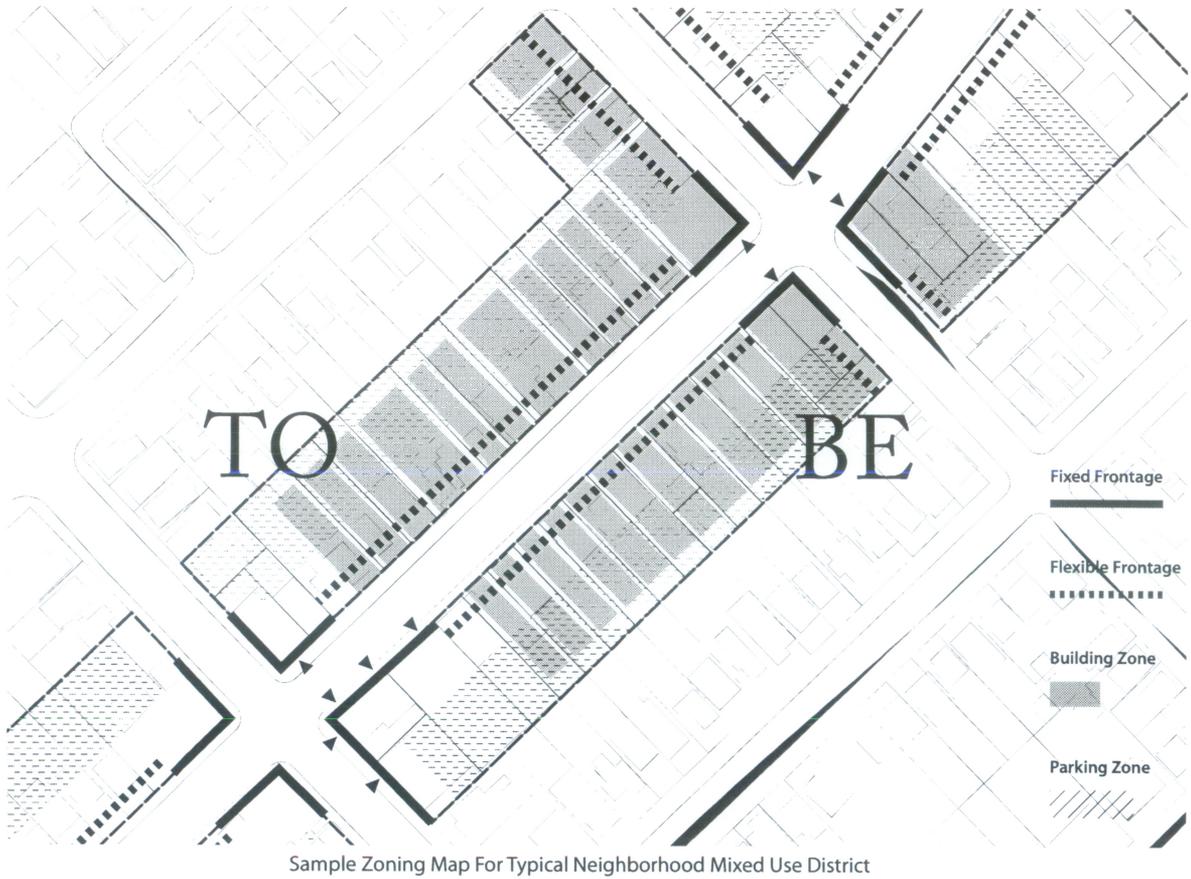
Traditional Shopping Street District	
Side Yard Setback: Where buildings abut residentially-zoned lots at side lot line.	Minimum side yard required in the adjacent residential district
Side Yard Setback : Where proposed buildings or abutting buildings have window openings in side wall(s) within 6 feet of lot line	One-story: 5', Two-story: 6', Lot width <40': 10% lot width
Other cases [i.e., infill between party wall storefront buildings]	None, unless needed for access
Rear yard setback	20% of lot depth, but no less than 20 feet
Maximum lot coverage	85%
Maximum height	3 stories / 40 feet (see below)
Usable open space – residential only	160 sq. ft. per lodging room or 1-bedroom unit, 320 sq. ft. for >1-bedroom units



Example of Fixed and Flexible Frontage

- A. Structured parking height bonus. If more than \_\_% of all off-street parking is structured or underground, maximum building height shall be increased to 4 stories/ 45 feet. The fourth story shall be stepped back a minimum of 20 feet behind the plane of the building’s front façade.
- B. Bonus story. An additional story above the specified height limit, up to a maximum height of 5 stories/54 feet (if combined with the structured parking height), may be allowed as a conditional use if either of the following bonus provisions are met:  
 [affordable housing?]  
 [historic preservation – building within 200 feet?]  
 Stories above 3 shall be stepped back a minimum of 20 feet behind the plane of the building’s front façade.
- C. Rear yard height transitions to adjacent residential districts. Building height at the rear yard setback line shall not exceed 2 stories/25 feet. From this point, building height may increase at a ratio of 1 foot of rise to 1 foot of horizontal distance away from the property line, (a 45° angle) up to the maximum allowed height.

## Zoning Plate: Williamson Street Traditional Shopping Street District



	Non Residential Building Types	Residential Building Types	
<b>FIXED FRONTAGE</b>	<p>storefront 0-5'</p>	<p>stoop or common entry 0-5'</p>	<p><b>BUILDING ZONE</b> Buildings are placed within shaded areas.</p>
<b>FLEXIBLE FRONTAGE</b>	<p>plaza or patio 5'-25'</p>	<p>porch 5'-25'</p>	

## Mixed Use Center District

### Statement of Purpose

The MXC District is established to encourage the development or redevelopment of mixed use centers that combine new or existing retail development with a variety of housing, offices, studios, live-work space, civic buildings, and other complementary uses which combine to create a lively pedestrian-oriented environment. Typically, the MXC District would be established through a rezoning of an existing commercial or industrial area. The district is also intended to:

- A. Encourage pedestrian, bicycle and transit use as a means of accessing and moving through mixed use centers.
- B. Encourage appropriate transitions between higher-intensity uses within mixed use centers and adjacent lower-density residential districts.
- C. Facilitate the development or redevelopment goals of adopted neighborhood, corridor or special area plans.

### Relationship to Comprehensive Plan

The MXC District is intended to implement the objectives and policies of the Comprehensive Plan, including, but not limited to, the Objectives and Policies for Conventional Suburban-Style Commercial Development: Objective 65, and Objectives and Policies for Land Use/Transportation Linkages: Objective 68.

### Required Mix of Uses

On any development site [zoning lot?] larger than one acre, new development must include uses from at least two of the following categories:

- Commercial uses, including retail, service and office uses
- Residential – family and group living categories
- Civic and institutional uses
- Any development site greater than 5 acres in size must also include common open space designed and improved as a plaza, square or green, comprising a minimum of 5 percent of the development site.

### Building Standards

The following standards are applicable to new buildings and additions exceeding 50% of original building's floor area.

- A. Maximum size: Buildings shall not exceed 25,000 square feet gross floor area for an individual establishment or 40,000 square feet gross floor area for a mixed-use or multi-tenant building. Buildings exceeding this size may be allowed as conditional uses, meeting the standards of Section \_\_\_\_.
- B. Buildings shall be oriented to the primary abutting street or to an internal street, court, walkway or plaza.

- C. All building facades visible from a public street or walkway shall employ materials and design features similar to or complementary to those of the front facade.
- D. Structured parking is encouraged. Surface parking shall not be placed between the front or side façade of a building and the primary abutting street.
- E. Surface parking shall be divided into separate modules no greater in size than 100 spaces; modules shall be separated by buildings, landscaped open space areas, internal streets or landscaped pedestrian pathways at least 20 feet in width.
- F. Parking abutting the primary street frontage shall be limited to 40% of the total lot frontage.
- G. Parking buildings shall be designed with ground-floor retail or office uses fronting primary streets. Upper floors devoted solely to parking shall be stepped back from the principal façade and designed with materials and proportions similar to new commercial or mixed-use buildings
- H. No outdoor storage or display of goods shall be allowed except for outdoor dining accessory to restaurants and coffee shops. Periodic “sidewalk sales” may be allowed as a temporary use.
- I. Drive-through uses may be allowed as conditional uses meeting the standards in Section \_\_.

### **Internal Streets and Blocks**

An internal system of streets, walkways, lanes and blocks is strongly encouraged on large sites, and may be required as a condition of approval for conditional uses. Street standards should be consistent with those of the Traditional Neighborhood Development District. *[to be determined]*

### **Specific Building Types**

The following building types are considered appropriate for the MXC District. Other building types may be acceptable provided that they meet the lot, height, frontage requirements and design standards of this Section.

- Storefront/Commercial Block Building
- Parking / Liner Buildings
- Residential – Commercial Conversion
- Live-Work Building
- Single-family Attached Building
- Small Apartment Building
- Courtyard Apartment Building
- Large Apartment Building, Stacked Flats
- Podium Building
- Flex Building
- Civic or Institutional Building

## Frontage Requirements

Frontage areas shall include both existing perimeter streets and new or existing internal streets.

- A. Perimeter streets. A minimum of 50% of the lot frontage on the primary abutting street shall be occupied by buildings placed within 30 feet of the street right-of-way and with front or side facades oriented to the street.
- B. Internal streets. A minimum of 50% of the lot frontage on internal streets shall be occupied by buildings placed within 25 feet of the street right-of-way or sidewalk edge, and with front or side facades oriented to the street.

## Dimensional Standards

Mixed Use Center District	
Front yard setback	See above (0 to 25 or 30 feet)
Side yard setback: Where buildings abut residentially-zoned lots at side lot line.	Minimum side yard required in the adjacent residential district
Side yard setback : Where proposed buildings or abutting buildings have window openings in side wall(s) within 6 feet of lot line	One-story: 5', Two-story: 6', Lot width <40': 10% lot width
Other cases [ <i>i.e., infill between party wall storefront buildings</i> ]	None, unless needed for access
Rear yard setback	20% of lot depth, but no less than 20 feet
Maximum lot coverage	85%
Maximum height	4 stories / 45 feet (see below)
Usable open space – residential only	160 sq. ft. per lodging room or 1-bedroom unit, 320 sq. ft. for >1-bedroom units

- A. Structured parking height bonus. If more than 60% of all off-street parking is structured or underground, maximum building height shall be increased to 5 stories/ 54 feet.
- B. Rear yard height transitions to adjacent residential districts. Where the MXC District abuts a residential district, building height at the rear yard setback line shall not exceed 2 stories/25 feet. From this point, building height may increase at a ratio of 1 foot of rise to 1 foot of horizontal distance away from the property line, (a 45° angle) up to the maximum allowed height.

## Commercial Corridor - Transitional District

### Statement of Purpose

The CC-T District is established to recognize the many commercial corridors within the City that remain largely auto-oriented, and to encourage their transformation into mixed use corridors that are equally conducive to pedestrian, bicycle, transit and motor vehicle activity. The district is also intended to:

- A. Improve the quality of landscaping, site design and urban design along these corridors.
- B. Maintain the viability of existing residential uses located along predominantly commercial corridors.
- C. Encourage appropriate transitions between higher-intensity uses along commercial corridors and adjacent lower-density residential districts.
- D. Facilitate the development or redevelopment goals of adopted neighborhood, corridor or special area plans.

### Relationship to Comprehensive Plan

The CC-T District is intended to implement the objectives and policies of the Comprehensive Plan, including, but not limited to, the Objectives and Policies for Conventional Suburban-Style Commercial Development: Objective 65, and Objectives and Policies for Land Use/Transportation Linkages: Objective 68.

### Building Standards

The following standards are applicable to new buildings and additions exceeding 50% of original building's floor area.

- A. Maximum size: Buildings shall not exceed 25,000 square feet gross floor area for an individual establishment or 40,000 square feet gross floor area for a multi-tenant building. Buildings exceeding this size may be allowed as conditional uses, meeting the standards of Section —.
- B. Buildings shall be oriented to the primary abutting street or to an internal street, court, walkway or plaza.
- C. All building facades visible from a public street or walkway shall employ materials and design features similar to or complementary to those of the front facade.
- D. Structured parking is encouraged. Surface parking shall not be placed between the front or side façade of a building and the primary abutting street.
- E. Surface parking shall be divided into separate modules no greater in size than 100 spaces; modules shall be separated by buildings, landscaped open space areas, internal streets or landscaped pedestrian pathways at least 20 feet in width.

- F. Parking abutting the primary street frontage shall be limited to 50% of the total lot frontage.

### **Specific Building Types**

The following building types are considered appropriate for the CC-T District. Other building types may be acceptable provided that they meet the lot, height, frontage requirements and design standards of this Section.

- Storefront/Commercial Block Building
- Parking / Liner Buildings
- Residential – Commercial Conversion
- Live-Work Building
- Podium Building
- Flex Building
- Single-family Attached Building
- Small Apartment Building
- Courtyard Apartment Building
- Large Apartment Building, Stacked Flats
- Civic or Institutional Building

### **Frontage Requirements**

A minimum of 50% of the lot frontage on the primary abutting street shall be occupied by buildings placed within 25 feet of the street right-of-way and with front or side facades oriented to the street.

- A. Fixed Frontage. Within the “fixed frontage” areas shown on the zoning map, buildings shall be placed within 5 feet of the edge of sidewalk.
- B. Flexible Frontage. Within the “flexible frontage” areas shown on the zoning map, a minimum of 50% of the lot frontage on the primary abutting street shall be occupied by buildings placed within 30 feet of the street right-of-way and with front or side facades oriented to the street. In general, nonresidential and mixed use buildings will typically be placed close to the street, while residential buildings will be placed farther back.
- C. Frontage Not Defined. In locations where frontages have not been defined on the zoning map, buildings at corner locations shall be located within 5 feet of the edge of sidewalk for a distance of at least 30 feet from the corner. Buildings in other locations on the block shall meet the “Flexible Frontage” standard of item B above.

## Dimensional Standards

Commercial Corridor - Transitional District	
Side yard setback: Where buildings abut residentially-zoned lots at side lot line.	Minimum side yard required in the adjacent residential district
Side yard setback: Where proposed buildings or abutting buildings have window openings in side wall(s) within 6 feet of lot line	One-story: 5', Two-story: 6', Lot width <40': 10% lot width
Other cases [ <i>i.e., infill between party wall storefront buildings</i> ]	None, unless needed for access
Rear yard setback	20% of lot depth, but no less than 20 feet
Maximum lot coverage	85%
Maximum height	3 stories / 35 feet (see below)
Usable open space – residential only	160 sq. ft. per lodging room or 1-bedroom unit, 320 sq. ft. for >1-bedroom units

- A. Structured parking height bonus. If more than 60% of all off-street parking provided for a building or group of buildings is structured or underground, maximum building height shall be increased to 4 stories/ 45 feet.
- B. Rear yard height transitions to adjacent residential districts. Where the CC-T District abuts a residential district, building height at the rear yard setback line shall not exceed 2 stories/25 feet. From this point, building height may increase at a ratio of 1 foot of rise to 1 foot of horizontal distance away from the property line, (a 45° angle) up to the maximum allowed height.

## Commercial Center District

### Statement of Purpose

The CC District is established to recognize the existing large-format retail and office sites within the City that remain largely auto-oriented, and to encourage their transformation into mixed use centers that are equally conducive to pedestrian, bicycle, transit and motor vehicle activity. The district is also intended to:

- A. Improve the quality of landscaping, site design and urban design within commercial centers.
- B. Encourage diversification of land use in commercial centers.
- C. Encourage appropriate transitions between higher-intensity uses and adjacent lower-density residential districts.
- D. Facilitate the development or redevelopment goals of adopted neighborhood, corridor or special area plans.

### Relationship to Comprehensive Plan

The CC District is intended to implement the objectives and policies of the Comprehensive Plan, including, but not limited to, the Objectives and Policies for Conventional Suburban-Style Commercial Development: Objective 65, and Objectives and Policies for Land Use/Transportation Linkages: Objective 68.

### Building Standards

The following standards are applicable to new buildings and additions exceeding 50% of original building's floor area.

- A. Maximum size: Buildings shall not exceed 25,000 square feet gross floor area for an individual establishment or 40,000 square feet gross floor area for a multi-tenant building. Buildings exceeding this size may be allowed as conditional uses, meeting the standards of Section —.
- B. Buildings shall be oriented to the primary abutting street or to an internal street, court, walkway or plaza.
- C. All building facades visible from a public street or walkway shall employ materials and design features similar to or complementary to those of the front facade.
- D. Surface parking shall be divided into separate modules no greater in size than 100 spaces; modules shall be separated by buildings, landscaped open space areas, internal streets or landscaped pedestrian pathways at least 20 feet in width.

### Specific Building Types

The following building types are considered appropriate for the CC District. Other building types may be acceptable provided that they meet the lot,

height, frontage requirements and design standards of this Section.

- Storefront/Commercial Block Building
- Parking / Liner Buildings
- Live-Work Building
- Podium Building
- Flex Building
- Single-family Attached Building
- Small Apartment Building
- Courtyard Apartment Building
- Large Apartment Building, Stacked Flats
- Civic or Institutional Building

**Frontage Requirements**

Buildings are encouraged to be located with a direct relationship to primary abutting streets or to new internal streets. New buildings shall be placed with front or side facades oriented to and within 30 feet of an external or internal street.

**Dimensional Standards**

Commercial Center District	
Side yard setback Where buildings abut residentially-zoned lots at side lot line.	Minimum side yard required in the adjacent residential district
Side yard setback : Other cases	One-story: 5' Two-story: 6'
Rear yard setback	20% of lot depth, but no less than 20 feet
Maximum lot coverage	85%
Maximum height	3 stories / 35 feet (see below)
Usable open space – residential only	160 sq. ft. per lodging room or 1-bedroom unit, 320 sq. ft. for >1-bedroom units

- A. Structured parking height bonus. If more than 60% of all off-street parking provided for a building or group of buildings is structured or underground, maximum building height shall be increased to 4 stories/ 45 feet.
- B. Rear yard height transitions to adjacent residential districts. Where the CC District abuts a residential district, building height at the rear yard setback line shall not exceed 2 stories/25 feet. From this point, building height may increase at a ratio of 1 foot of rise to 1 foot of horizontal distance away from the property line, (a 45° angle) up to the maximum allowed height.



SUBSTATION  
SITE

ABBY AVE

MATHEWSON ST.

Mr. Greg Keil  
Community Development Director  
City of Menasha  
140 Main Street  
Menasha, WI 54952

December 10, 2009

RE: Old 66' Road Easement

To: City of Menasha,

I am hereby requesting that the City of Menasha releases its interest in the old 66' private road easement now occupied by Natures Way and continuing east of there as shown on Certified Survey Map No. 1815 and on the recorded plat of Southfield West.

Thank you,



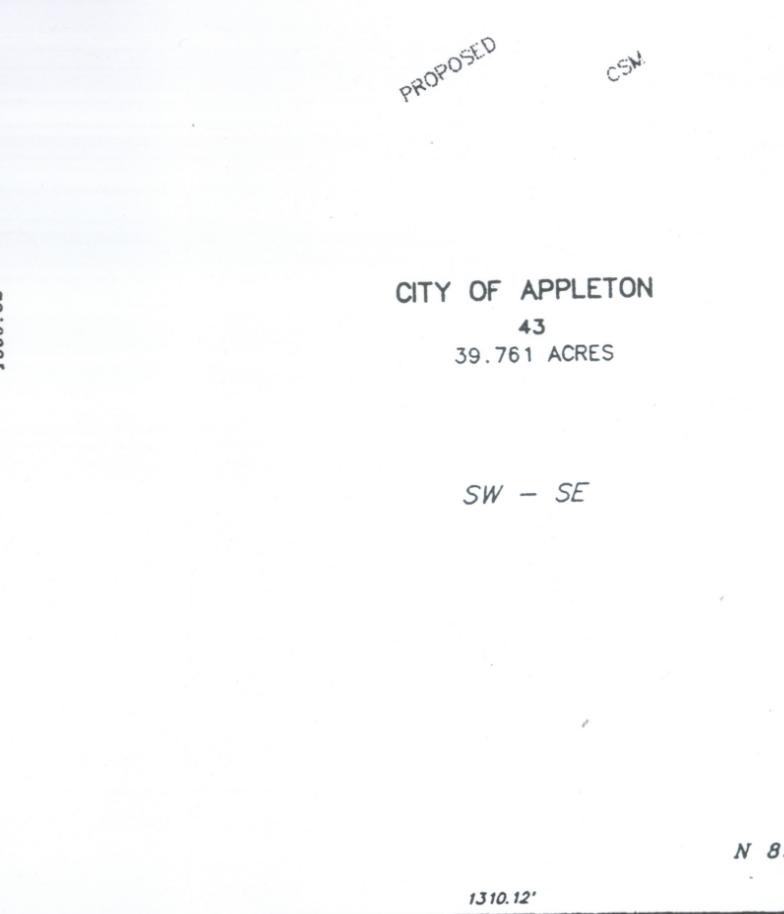
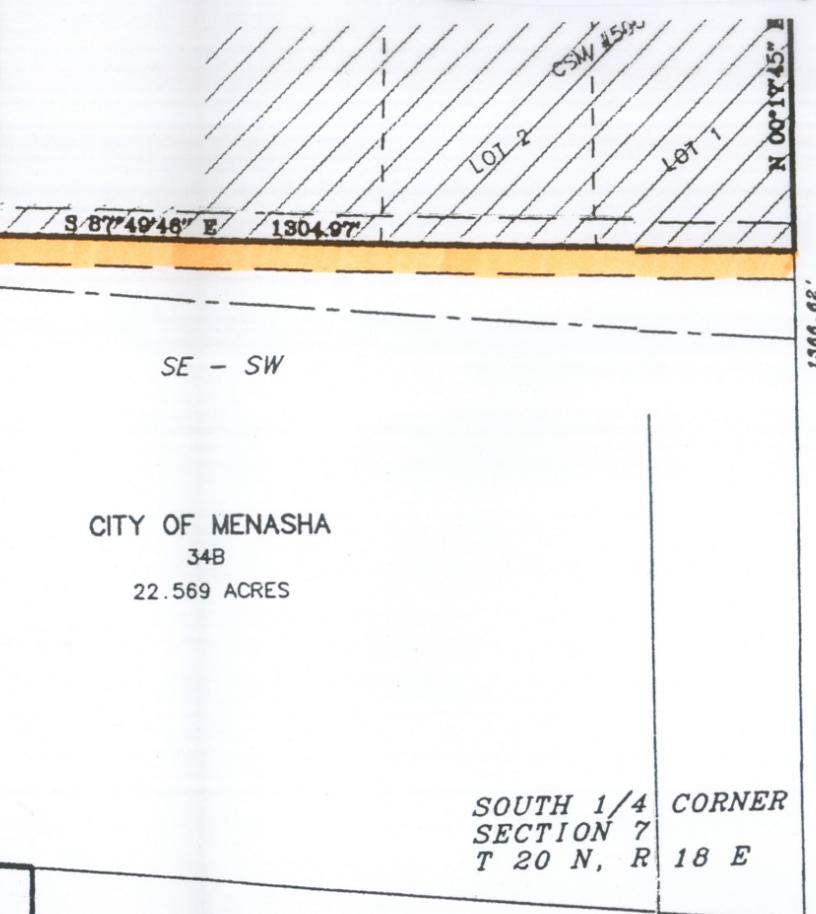
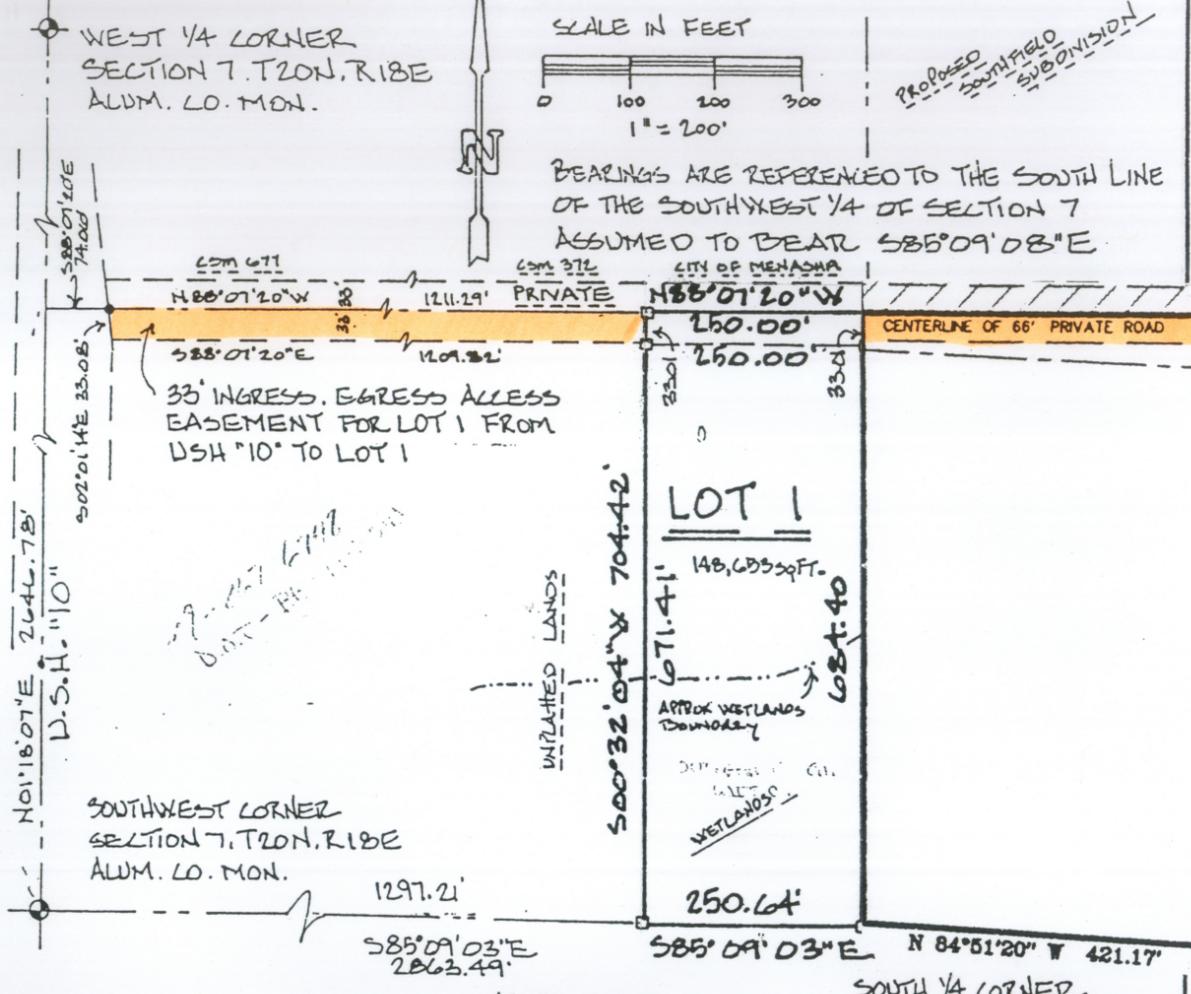
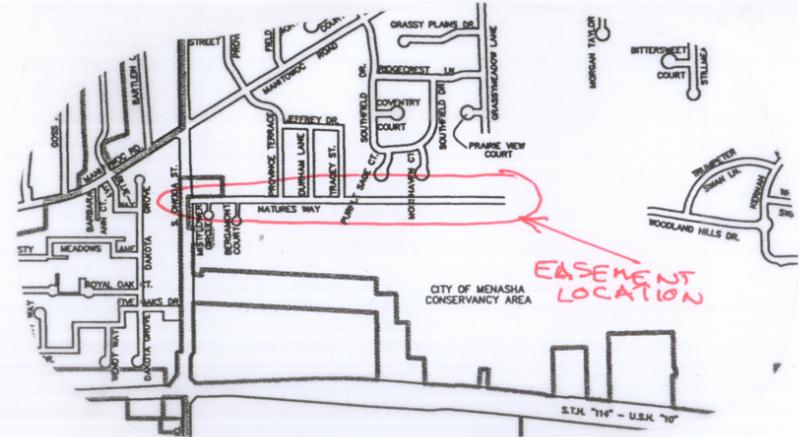
Doug Gunderson  
920-450-4624

Doc. # 221918  
 Rec. July 30 1992  
 10:20 A.M.

Vol. 11 Pg. 11

**CERTIFIED SURVEY MAP NO. 1573**

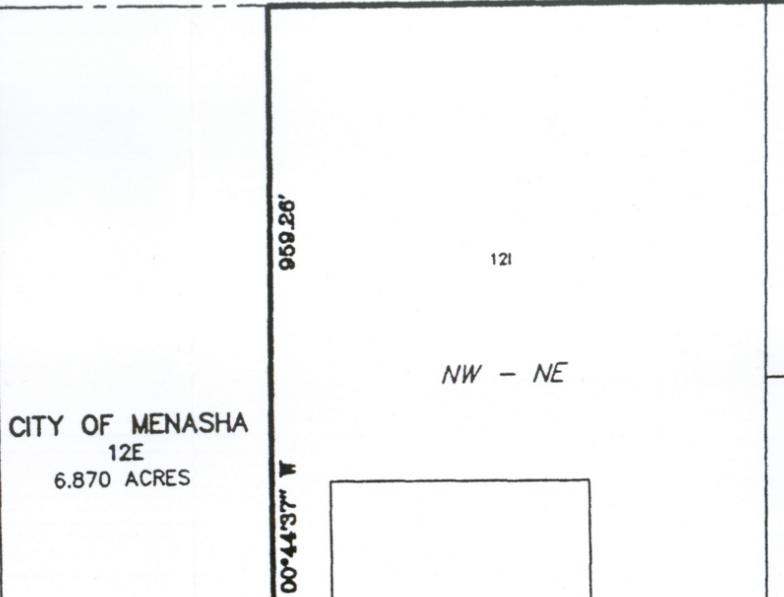
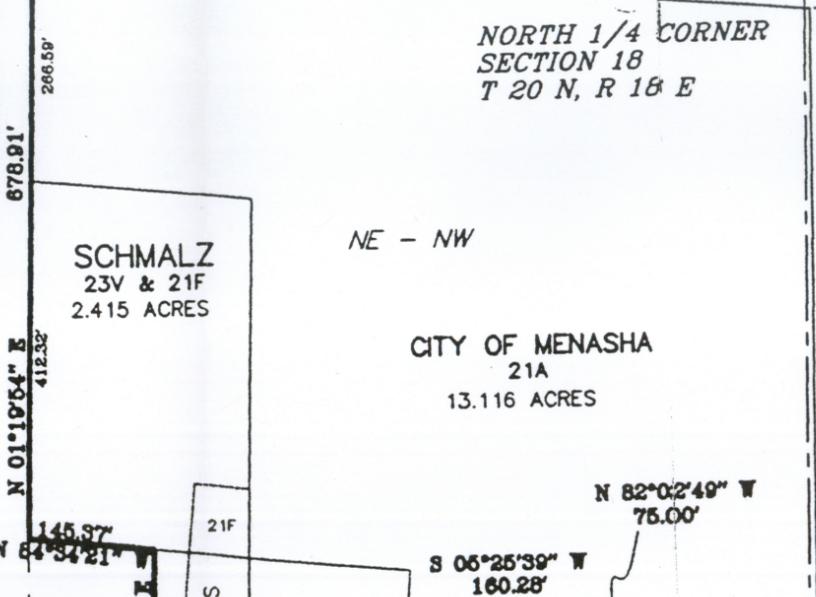
PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 SECTION 7, T20N, R18E, TOWN OF HARRISON, CALUMET COUNTY, WISCONSIN.



PREPARED FOR:  
 BUREAU OF AERONAUTICS  
 MADISON, WI.

NOTE: ANY CHANGE OF USE OF LOT 1 FROM A NAVIGATION AIDS FACILITY MUST BE APPROVED BY CALUMET COUNTY UNLESS PRIVATE ROAD BECOMES PUBLIC

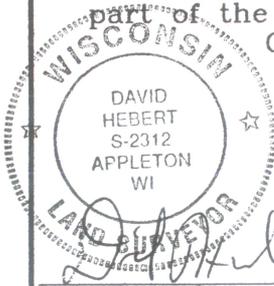
- LEGEND
- 3/4" STEEL REINFORCING BAR SET, 24" LONG WEIGHING 1.502 LBS. PER LIN. FOOT
  - 1" IRON PIPE SET, 24" LONG WEIGHING 1.130 LBS. PER LIN. FOOT
  - △ 1-1/4" STEEL REINFORCING BAR SET, 24" LONG WEIGHING 4.303 LBS. PER LIN. FOOT
  - x CHISELED "X" SET
  - 3/4" REBAR FOUND
  - 1" IRON PIPE FOUND
  - 1-1/4" REBAR FOUND
  - 2" IRON PIPE FOUND
  - CHISELED "X" FOUND
  - GOVERNMENT PROPERTY



CITY OF MENASHA 12E  
 6.870 ACRES

# Certified Survey Map

All of Lot 2 of Certified Survey Map 1939, part of Lot 1 of Certified Survey Map 1872, all of Lot 1 of Certified Survey Map 1692, all of Lot 1 of Certified Survey Map 486, all of Outlot 1 of Certified Survey Map 1620, part of Lot 1 of Certified Survey Map 1123 and part of the West 1/2 of the Northwest 1/4 of Section 7, T20N, R18E, City of Menasha, Calumet County, Wisconsin



DAVID  
HEBERT  
S-2312  
APPLETON  
WI

Northwest Corner  
Section 7-20-18  
Survey spike

David Hebert RLS

Date

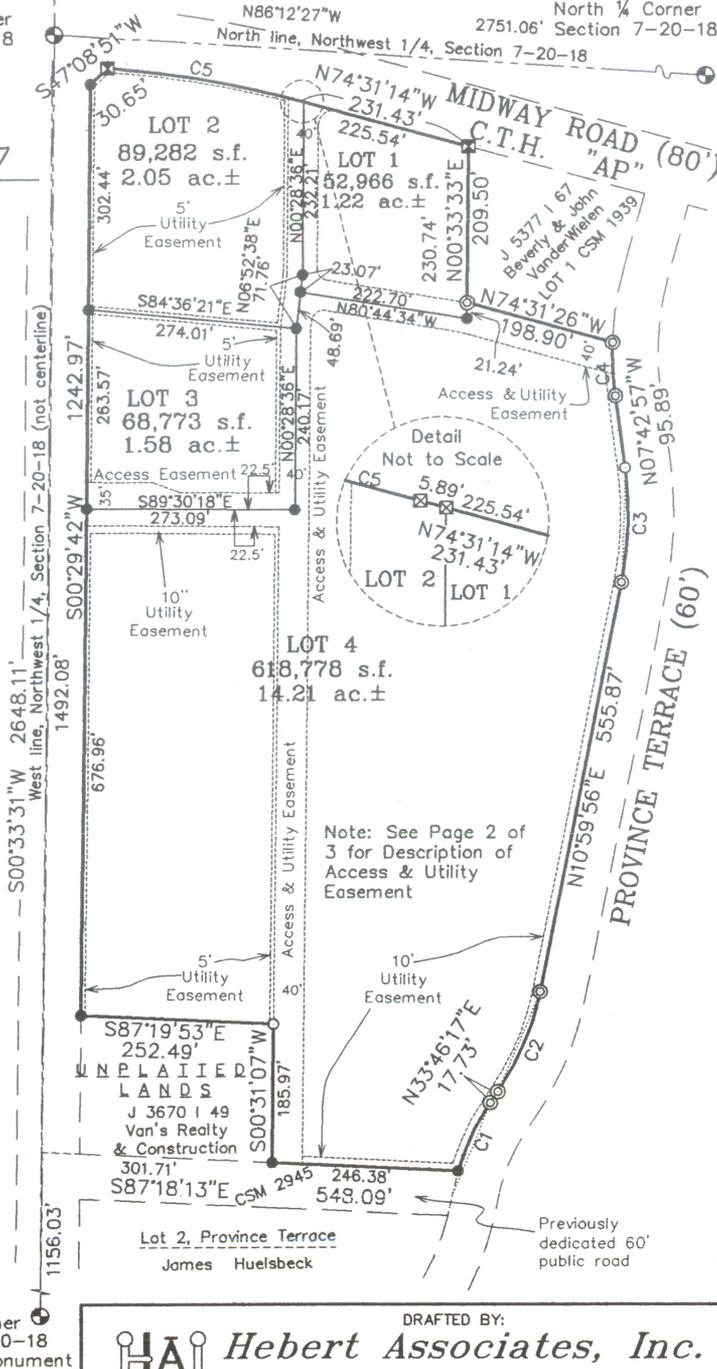
2-21-07

CURVE	RADIUS	ARC LENGTH	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	330.00'	100.79'	17°30'00"	N25°01'17"E	100.40'
C2	370.00'	147.06'	22°46'21"	N22°23'07"E	146.09'
C3	470.00'	153.52'	18°42'53"	N01°38'30"E	152.83'
C4	430.00'	70.65'	09°24'49"	N03°00'30"W	70.57'
C5	1315.01'	256.78'	11°11'17"	N80°06'52"W	256.37'

North is referenced to the West line of the Northwest 1/4, Section 7, T20N, R18E, and is assumed to bear S00°33'31"W



ONEIDA STREET / U.S.H. "10" (width varies)

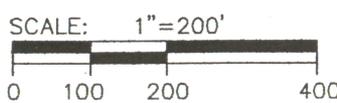


Note: See Page 2 of 3 for Description of Access & Utility Easement

## LEGEND

- ⊙ = Government corner
- = Set 3/4" x 18" iron rebar Wt. = 1.502 lbs/lf
- ⊠ = Set chisel X
- = Found 3/4" iron rod
- ⊙ = Found 1" iron pipe
- ⊠ = Found chisel X

West 1/4 Corner  
Section 7-20-18  
Bertsen monument



DRAFTED BY:  
**HAI Hebert Associates, Inc.**  
Land Surveying • Soil Testing • Engineering Systems

1110 W. Wisconsin Ave. Appleton, WI 54914 920-734-8373 Fax: 920-734-3968

PAGE # 1 of 3 FILE # 06014M06