

Revisions from August 25 Workshop feedback:

24.02.030 LOT AND BUILDING REGULATIONS

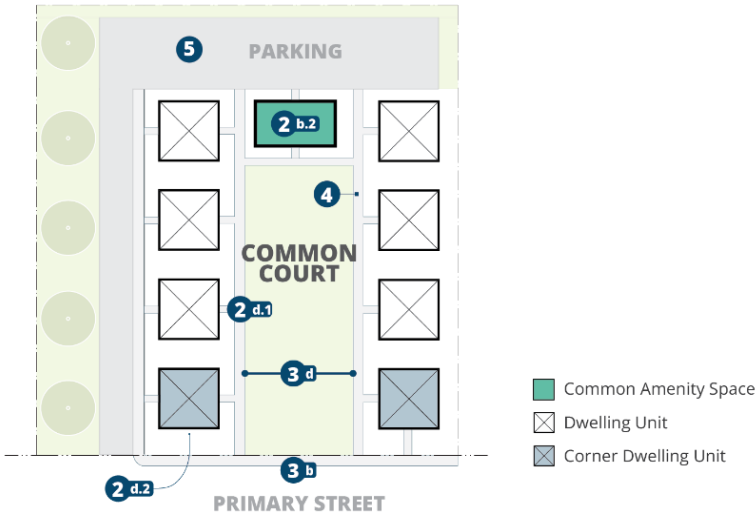
A. Basic Standards. The lot and building standards of the following table apply to all principal and accessory uses allowed in R districts, except as otherwise expressly stated. General exceptions to these standards and rules for measuring compliance can be found in Section 24.18.030.

Lot and Building Standards	DISTRICTS					
	<u>R1-15GR</u>	<u>R1-9SR</u>	<u>R1-6NR</u>	<u>R2MR</u>	<u>R4LDM</u>	<u>R8MDM</u>
Minimum Setbacks						
Front (feet)	<u>3035[21]</u>	<u>3035[21]</u>	<u>2530[21]</u>	<u>2025[21]</u>	<u>2025[21]</u>	<u>2025[21]</u>

24.09.020D Cottage Courts

D. Cottage Court.

- 1. Number of Cottage Courts. A maximum of one cottage court shall be allowed per development site.
- 2. Standards for Cottage Court Units on Individual Lots. If the cottage court buildings are located on individual lots, the minimum size of a cottage court lot shall be 1,500 square feet.
- 3. Size of Dwelling Units.
 - a. A cottage court building utilized as a dwelling shall have a maximum floor area of 1,800 square feet.
 - b. A cottage court building utilized as a common amenity space shall have a maximum floor area of 4,000 square feet.



4. Number of Dwelling Units.
 - a. A maximum of one dwelling unit shall be allowed per building in a cottage court.
 - b. A cottage court development site shall have a minimum of four and a maximum of 16 buildings per site.
 - c. One of the allowed cottage court buildings may be utilized for common amenity space.
5. Building Orientation and Design.
 - a. Buildings shall be oriented with their main entrance facing the shared common court open space, except for corner buildings.
 - b. Corner buildings shall be oriented with their main entrance facing either the shared common court open space or the public right of way.
 - c. Buildings shall have a front porch meeting the following standards:
 - 1) Width. Eight feet minimum
 - 2) Depth. Six feet minimum
 - 3) Height. Eight feet minimum
6. Permanent Foundation Required. Individual cottage home court buildings shall be affixed to the ground with a permanent foundation.
7. Common Court Open Space.
 - a. Buildings in a cottage court shall be arranged around a common court.
 - b. The common court shall be open to and visible from the public right of way.
 - c. The common court shall have a minimum area of 2,500 square feet.
 - d. The common court shall have a minimum width of 30 feet as measured from the interior of the pedestrian walkway.
 - e. Required building setbacks do not count as common court open space.
 - f. A maximum of 30 percent of a common court open space may be used for stormwater management if designed as a rain garden or bioswale.
8. Pedestrian Access.
 - a. A pedestrian walkway with a minimum width of five feet shall connect all buildings to the public right of way, common court open space, and parking areas.
 - b. The pedestrian walkway shall be setback a minimum of six feet from building entrances.
9. Vehicle Access and Parking.
 - a. Parking and driveways shall be located to the rear of the buildings in a dwelling-cottage/tiny home court.
 - b. Parking shall be accessed by an alley if an alley exists.
 - c. If no alley exists, parking shall be accessed by a single driveway.
 - d. The driveway shall be located either:
 - e. From the secondary street for a corner development site, or
 - f. To the interior side of the buildings on the development site.
- 4.10. Universal Design. A minimum of 5% of units, and no fewer than 2 units per cottage court shall be designed with accessible no-step entries.

Chapter 24.11 Parking and Loading

24.11.010 GENERAL

A. Purpose.

1. The regulations of this chapter are intended to ensure ~~provision that residential developments provide adequate~~ of off-street motor vehicle parking in proportion to their typical demand, while establishing design and access standards for required and provided parking, and loading facilities, bicycle parking areas, and other transportation access facilities. ~~These regulations are intended to in rough proportion to the generalized parking and~~

~~transportation demands of different land uses. By requiring such facilities, it is the intent of this chapter to help avoid the~~ reduce the negative impacts associated with spillover parking into adjacent areas ~~and, while at the same time~~ avoiding the negative environmental and visual impacts that can result from excessively large parking lots and other vehicular use areas.

2. The provisions of this chapter are also intended to help protect the public health, safety and general welfare by:
 - a. helping avoid and mitigate traffic congestion;
 - b. encouraging multi-modal transportation options and enhanced pedestrian and cyclist safety;
 - c. providing methods to reduce the amount of impervious surfaces associated with parking areas and to help ensure that sufficient and effective stormwater management measures are incorporated into the parking lot design in order to reduce the environmental impacts of impervious surfaces and stormwater runoff;
 - d. providing flexible methods of responding to the transportation and access demands of various land uses in different areas of the city.

B. Applicability.

1. General. Unless otherwise expressly stated, the regulations of this chapter apply to all districts and uses.
2. New Uses and Development. Unless otherwise expressly stated, the regulations of this chapter apply to all new buildings constructed and all new uses established in all zoning districts.
3. Enlargements and Expansions.
 - a. Unless otherwise expressly stated, the regulations of this chapter apply whenever an existing building or use is enlarged or expanded to include additional dwelling units, floor area, ~~seating capacity, employees~~ or other units of measurement used for establishing off-street parking and loading requirements.
 - b. In the case of enlargements or expansions of residential uses triggering requirements for additional parking or loading, additional spaces are required only to serve the enlarged or expanded area, not the entire building or use. In other words, there is no requirement to address lawfully existing parking and loading space deficits.
 - c. When an enlargement or/and expansion of a residential use requires a conditional use approval, exceptions to the minimum parking ratios may also be considered. In considering the request, review and decision-making bodies must weigh projected parking and access needs in relation to projected mode split (i.e., auto, transit, pedestrian, bicycle), availability of on-street and nearby parking and other relevant factors that may justify the issuance of the conditional use permit. Review and decision-making bodies may consider, among other factors, the positive impacts that reduced parking ratios may have on economic development, building reuse and neighborhood preservation goals.
4. Change of Use.
 - a. ~~When a nonresidential use is converted to a residential use, the new residential use must provide the minimum off-street parking spaces required by Section 24.11.020. an existing or previous use fails to provide the number of off-street parking or loading spaces required under this ordinance and a new use is proposed the existing parking and loading (deficit) may be continued. When the number of parking or loading spaces required for the new use exceeds the number of spaces required for the use that most recently occupied the property, additional spaces are required only to make up the difference between the number of spaces required for the previous use and the number of spaces required for the new use, based on the regulations of this zoning ordinance.~~
 - b. ~~When a change of use is proposed within an existing building and the proposed use does not comply with the minimum off-street parking ratios of Section 24.11.020, t~~The land owner may apply request a reduction in or waiver of minimum required parking ratios through the conditional use process. for conditional use approval to allow the use without complying with minimum parking ratios. In considering the request, review and

decision-making bodies must weigh projected parking and access needs in relation to projected mode split (i.e., auto, transit, pedestrian, bicycle), on-street and nearby availability of parking and other relevant factors that may justify the issuance of the conditional use permit. Review and decision-making bodies may consider, among other factors, the positive impacts that reduced parking ratios may have on [housing](#), economic development, building reuse, and neighborhood preservation goals.

C. Exceptions. The board of public works is authorized to grant exceptions to the parking and loading regulations of this chapter.

24.11.020 MINIMUM PARKING RATIOS

~~A. C1, Neighborhood/Village Trade. The following minimum off-street motor vehicle parking requirements are applicable in the C1 district:~~

Use	Minimum Motor Vehicle Parking Requirement
Eating & Drinking Establishments	1 space per 500 square feet
Theaters/Places of Assembly	1 space per 200 square feet
Groceries	1 space per 200 square feet
All Other Office and Commercial Uses	1 space per 500 square feet
All Other Uses	As required in Section 24.11.020B.

~~A. All Other Districts. Except as otherwise expressly stated, off-street motor vehicle parking spaces must be provided in accordance with the following table:~~

~~1. Nonresidential Uses. There are no minimum off-street motor vehicle parking requirements for nonresidential uses. Any parking that is provided must comply with all other applicable standards of this chapter.~~

~~1.2. Residential Uses. Minimum parking ratios for residential uses are as follows:~~

USE CATEGORY	Minimum Motor Vehicle Off-Street Parking Ratio
Use Subcategory -Specific Use Type	
RESIDENTIAL	
Household Living	
-Detached House	2 1.0 spaces per dwelling unit
-Semi-detached House	1.02-0 spaces per dwelling unit
-Two-unit Building	1.02-0 spaces per dwelling unit
<u>- Three-Unit/Four-Unit House</u>	<u>1.0 space per dwelling unit</u>
<u>- Cottage Court</u>	<u>1.0 space per dwelling unit</u>
-Attached House	2 1.0 spaces per dwelling unit

-Multi-unit Building	- <u>1.0 space per dwelling unit</u>
—Studio	<u>1.0 space per dwelling unit</u>
—One Bedroom	<u>1.0 space per dwelling unit</u>
—Two Bedroom	<u>1.5 spaces per dwelling unit</u>
—Three or More Bedroom	<u>2.0 spaces per dwelling unit</u>
—Elderly (One or More Bedroom)	<u>1.00.5 space per dwelling unit</u>
-Mixed-use Building, Vertical <u>and Horizontal [1]</u>	Same as Multi-unit Building, <u>parking is only required for the residential portion</u>
<u>Live-Work Unit</u>	<u>1.0 space per dwelling unit, parking is only required for the residential portion</u>
Group Living	As determined by zoning administrator (See Section 24.11.030G)
<u>PUBLIC/CIVIC</u>	
College/University	As determined by zoning administrator (See Section 24.11.030G)
Day Care	<u>2 spaces plus 1 space per nonresident employee</u>
Detention & Correctional Facilities	As determined by zoning administrator (See Section 24.11.030G)
Fraternal, Labor, Membership Organization	As determined by zoning administrator (See Section 24.11.030G)
Hospital	As determined by zoning administrator (See Section 24.11.030G)
Library/Cultural Facility	<u>3 spaces per 1,000 square feet</u>
Park/Recreation/Open Space (except as identified below)	As determined by zoning administrator (See Section 24.11.030G)
Religious Assembly	<u>1 space per 8 seats</u>
Safety Services	As determined by zoning administrator (See Section 24.11.030G)
School	-
-Elementary	<u>1 space per employee</u>
-Junior and Senior High School	<u>1.5 spaces per employee</u>
Utilities & Services	-
-Minor, Basic	None
-Major	<u>2 spaces plus 1 space per nonresident employee</u>
<u>COMMERCIAL</u>	

Animal Services	-
Sales & Grooming	2.5 spaces per 1,000 square feet
Shelter or Boarding Kennel	2 spaces per 1,000 square feet
Veterinary Clinic	4 spaces per 1,000 square feet
Artist Work or Sales Space	2.5 spaces per 1,000 square feet
Building Maintenance Service	1 space per employee
Business Equipment Sales & Service	2.5 spaces per 1,000 square feet
Business Support Service	2.5 spaces per 1,000 square feet
Communication Service Establishments	2.5 spaces per 1,000 square feet
Construction Sales & Service	2 spaces per 1,000 square feet
Drive-in or Drive-through Uses	Spaces required for principal use plus vehicle stacking spaces as required by Section 24.11.100
Eating & Drinking Establishments	-
Carry-out Only	2.5 spaces per 1,000 square feet
Drive-in or Drive-through	8 spaces per 1,000 square feet plus vehicle stacking spaces as required by Section 24.11.100
All Other	8 spaces per 1,000 square feet
Entertainment & Spectator Sports	1 space per 6 seats
Financial Services	4 spaces per 1,000 square feet
Food & Beverage Retail Sales	4 spaces per 1,000 square feet
Funeral & Interment Services	1 space per 6 seats in chapel, plus one per vehicle used as part of operation
Lodging	1 space per guest room plus spaces for ancillary uses (e.g., restaurant)
Office, Admin., Professional	3 spaces per 1,000 square feet
Office or Clinic, Medical	6.67 spaces per 1,000 square feet
Parking, Non-Accessory	None
Personal Improvement Service	4 spaces per 1,000 square feet
Repair or Laundry Service, Consumer	4 spaces per 1,000 square feet
Research Service	3 spaces per 1,000 square feet

Residential Convenience/Support	None
Retail Sales (including regional malls regardless of use mix)	4 spaces per 1,000 square feet
Sports & Recreation, Participant	As determined by zoning administrator (See Section 24.11.030G)
Vehicle Sales & Service	-
-Auto Fueling Station	1 space per gas pump (at the pump) plus 1 space per service bay
-Auto Wash/Cleaning Service	Vehicle stacking spaces as required by Section 24.11.100
-Heavy Equipment Sales/Rentals	1 space per employee plus 2 spaces per service stall/bay
-Light Equipment Sales/Rentals	1 space per employee plus 2 spaces per service stall/bay
-Motor Vehicle Repair	2 spaces per service bay/stall
-Vehicle Storage & Towing	4 spaces plus 1 space per employee
INDUSTRIAL	
Manufacturing, Production & Industrial Services	1 space per employee
Recycling Service	1 space per employee
Residential Storage Warehouse	1 space per 10 storage units plus 1 space per employee
Warehousing, Wholesaling & Freight Movement	1 space per employee
Waste-Related Use	1 space per employee
AGRICULTURAL	
Community Garden	None
Farmer's Market	None
Nurseries & Greenhouses	2.5 spaces per 1,000 square feet of customer accessible sales area
OTHER	
Wireless Communication Facilities	None

[1] A 25% reduction in the minimum off-street parking requirements for residential uses in Section 24.11.020A may apply to mixed-use developments located in the C1, C2, MID-TRN, CO, and MID-MIX districts.

B. Parking Exemptions near Connect BRT Stations. The minimum off-street parking requirements for residential uses as detailed in Section 24.11.020B shall not apply to new development located within ¼ mile of a Connect BRT station in the /MAY overlay district, or the CO, C2, SP-MED, or SP-RP districts.

24.11.030 CALCULATIONS

The following rules apply when calculating the required number of off-street parking and loading spaces required for residential uses under this zoning ordinance.

A. Multiple Uses. Unless otherwise expressly stated, lots occupied by more than one residential use must provide parking and loading in an amount equal to the total of the requirements for all uses that occupy the lot.

A.B. Mixed-Uses. Unless otherwise expressly stated, mixed-use developments must provide parking for the residential portion of the site.

B.C. Fractions. When measurements of the number of required spaces result in a fractional number, any fraction of less than ½ is rounded down to the next lower whole number, and any fraction of ½ or more is rounded up to the next higher whole number.

C. Area Measurements. All area-based (square footage) requirements must be computed on the basis of the total gross floor area devoted to such use. This includes accessory storage areas located within selling or working space such as counters, racks, interior wall thicknesses, or closets and any basement floor area devoted to retailing activities, to the production or processing of goods, or to business or professional offices. However, floor area, for the purpose of determining off-street parking spaces does not include floor area devoted primarily to storage purposes except as otherwise expressly stated, nor floor area for parking and loading, including ramps and maneuvering space.

D. Seating or Occupancy. A seat is the space intended for a single individual; in places where patrons or spectators occupy benches, pews, or other similar seating arrangements, each 20 linear inches of such seating is counted as one seat. In places without fixed seating, each 8 square feet of seating floor area is counted as one seat.

E. Employees. Requirements based on employees must be based on the average number of persons working on any single shift.

F.D. Unlisted Uses. Upon receiving a development application for a use not specifically listed in an off-street parking schedule, the zoning administrator is authorized to apply the off-street parking ratio specified for the listed use that is deemed most similar to the proposed use or establish a minimum off-street parking ratio for the proposed use in accordance with Section 24.11.030DG.

G.E. Establishment of Other Parking Ratios. The zoning administrator is authorized to establish required minimum off-street parking ratios for unlisted uses and in those instances where authority to establish a requirement is expressly granted. Such ratios may be established on the basis of a similar use/parking determination (as described in Section 24.11.030CF), on parking data provided by the applicant or information otherwise available to the zoning administrator. Parking data and studies provided by applicants must include estimates of parking demand based on reliable data collected from comparable uses or on external data from credible research organizations. Comparability will be determined by density, scale, bulk, area, type of activity and location.

24.11.050 SHARED PARKING

A. Description. Shared parking represents an arrangement in which 2 or more nonresidential uses with different peak parking periods (hours of operation) use the same off-street parking spaces, to meet their minimum off-street parking requirements.

B. Authorization and Criteria.

1. The zoning administrator is authorized to approve shared parking arrangements for:

a. ~~Nonresidential~~ uses with different hours of operation; and

a.b. Mixed-use developments where residential and nonresidential uses have offset peak parking demands.

2. The zoning administrator may permit parking required for one use to be supplied by the off-street parking spaces provided for another use if the zoning administrator determines that the uses or activities will have peak parking demands at different periods of the day or week.

3.2. In order to approve an alternative compliance parking plan for shared parking, the zoning administrator must find, based on competent evidence provided by the applicant, that there is no substantial conflict in the principal operating hours or peak parking demand of the uses for which the sharing of parking is proposed.

3. A request for approval of a shared parking arrangement must be accompanied by such information determined by the zoning administrator to be necessary to evaluate the peak parking demand characteristics or difference in hours and/or days of operation, including, but not limited to, a description of the uses

and their operational characteristics, ~~a site plan and a parking study that justifies the reduction in parking requested, as prepared by a licensed professional traffic engineer or other qualified professional.~~

4. Residential uses may have shared parking with approval by the Zoning Administrator. In considering the request, the Zoning Administrator shall weigh projected parking and access needs in relation to projected mode split (i.e., auto, transit, pedestrian, bicycle), on-street and nearby availability of parking and other relevant factors that may justify the approval. The Zoning Administrator may consider, among other factors, the positive impacts that reduced parking ratios may have on housing goals, economic development, building reuse, and neighborhood preservation.

~~C. Location of Shared Parking. Shared parking arrangements are subject to the location standards of Section 24.11.060.~~

~~D.C.~~ Shared Parking Agreement.

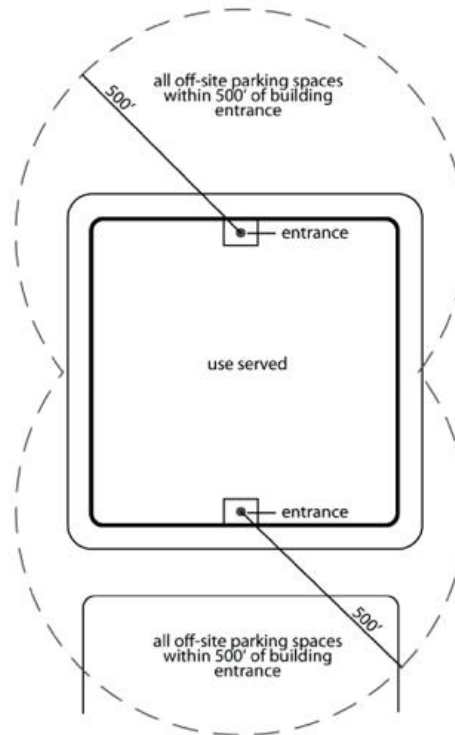
1. An agreement providing for the shared use of parking areas, executed by the parties involved, must be filed with the zoning administrator in a form approved by the city attorney and recorded with the register of deeds.
2. Shared parking agreements are binding upon applicants, their successors and assigns. Amendments to parking agreements require zoning administrator approval, based on whether the proposed amendment complies with all applicable zoning ordinance provisions.
3. Shared parking privileges remain in effect only as long as the agreement, binding on all parties, remains in force. If a shared parking agreement lapses or is no longer valid, then parking must be provided as otherwise required by this chapter.

24.11.060 LOCATION OF OFF-STREET PARKING

- A. General. Except as expressly allowed by the off-site parking regulations of Section 24.11.060D, ~~R~~required or provided off-street parking spaces must be located on the same lot as the building or use they are required to serve.
- B. Residential Districts. The following regulations apply in all residential zoning districts:
 1. Off-street parking spaces accessory to residential uses may be located in any setback except required front and street side setbacks. A two-unit residential building with attached garages is allowed to have 2 of the 4 required parking spaces located on paved areas in front and/or street side setbacks.
 2. No motor vehicles may be parked on property occupied by residential uses unless they are within a garage, upon a paved parking slab, or upon a paved driveway leading directly from the street to the garage or paved parking slab.
- C. Parking of Commercial Vehicles in Residential Districts.
 1. It is the declared purpose of this section in exercising the general police powers of the city and pursuant to the authority of the city to regulate land use, to preserve and maintain the esthetic attractiveness of residential neighborhoods, and toward this end it is the considered determination of the governing body of the City of Wauwatosa that vehicles that have the appearance of being used for commercial purposes if parked on residential properties outside of a garage has a general effect of detracting from the residential character of the neighborhood. It is recognized that the use of trucks and other vehicles that in the past have been traditionally used primarily for commercial purposes have in recent years gained popularity and widespread acceptance as both recreation and passenger vehicles. Therefore, the purpose of this section is not to restrict the use or parking of all trucks, but rather to prohibit the parking of commercial trucks or vehicles outside of a garage within a residential zoning district.
 2. To provide guidelines in determining whether a specific vehicle is a commercial vehicle for purposes of this section, the following characteristics must be considered although no one of such characteristics will be considered conclusive in determining whether such vehicle constitutes a commercial vehicle.
 - a. If the vehicle carries a commercial or truck registration;
 - b. If the vehicle has a commercial sign affixed, attached or painted thereof, the commercial character of the sign will be given considerable weight;
 - c. If the vehicle is ordinarily used for commercial purposes and if such use is discernible from the exterior of the vehicle;
 - d. If the gross weight of the vehicle exceeds 5,000 pounds.
 3. No person, firm or corporation may park a commercial vehicle in any residential district.
 4. This section is not intended to prohibit the temporary parking of commercial vehicles while they are being used to perform a service or make deliveries at the location where parked.
 5. This section is not intended to prohibit the parking of vehicles within a garage within a residential district.

D. Off-Site Parking.

1. General. All or a portion of ~~required~~ provided off-street parking for nonresidential uses may be provided off-site, in accordance with the provisions of this section. Required accessible parking spaces for persons with disabilities may not be located off site. Required parking for residential uses must be located on the same lot as the residential use to be served by the parking.
2. Location. Off-site parking areas must be located within a 500-foot radius of the use served by such parking, measured between the entrance of the use to be served and any portion of a parking space within the off-site parking lot. The off-site parking must be located in a zoning district that allows non-accessory parking or that allows the principal use that will be served by the parking. The 500-foot radius restriction does not apply to the MPMC campus. See Section 24.060.060B, footnote 2 for definition of MPMC campus.
3. Control of Off-Site Parking Area.
 - a. The property to be occupied by the off-site parking facilities must be under the same ownership as the lot containing the use to be served by the parking. The off-site parking area may be under separate ownership only if a legal agreement is provided to the zoning administrator guaranteeing the long-term availability of the parking. The agreement must be in a form approved by the city attorney and recorded with the register of deeds.
 - b. Off-site parking agreements are binding upon applicants, their successors and assigns. Amendments to off-site parking agreements require zoning administrator approval, based on whether the proposed amendment complies with all applicable zoning ordinance provisions.



- c. Off-site parking privileges remain in effect only as long as the agreement, binding on all parties, remains in force. If an off-site parking agreement lapses or is no longer valid, then parking must be provided as otherwise required by this chapter.

E. Special Rules Applicable to SP-MED District.

- ~~1. The rules in this section apply solely to the MRMC Campus portion of the SP MED district (see Section 24.06.060B, footnote 2 for definition of MRMC Campus).~~
- ~~2. In determining compliance with required parking ratios for uses within the MRMC Campus, the zoning administrator shall take into account all existing and contemplated on-site and off-site parking facilities located within the MRMC Campus. Sec. 24.11.060D.3 shall not apply to off-site parking facilities in the MRMC Campus; all off-site parking facilities shall be deemed to be shared parking facilities unless expressly restricted to a single principal use as evidenced by a written instrument provided to the zoning administrator by the owner(s) of such parking facilities. The 500-foot radius restriction referenced in Sec. 24.11.060D.2 shall not apply to shared parking facilities within the MRMC Campus.~~

24.16.050 Planned Unit Developments

D. Final Development Plans.

1. Application Filing. Final development plan applications must be filed with the zoning administrator before the lapse of a preliminary development plan.
2. Design Review Board's Recommendation. PUD final development plans must be referred to the design review board. The design review board must review the final development plan and vote to recommend that the final development plan be approved, approved with modifications, or denied. The design review board's recommendation must be transmitted to the common council zoning administrator.
3. Common Council Zoning Administrator Decision. Following receipt of recommendations from the design review board, the common council zoning administrator may act to approve, approve with conditions or deny the final development plan. If the design review board has received all the required items of information in the final development plan, but has not forwarded a recommendation to the common council zoning administrator within 60 days of referral of the final development plan to the design review board, the common council zoning administrator may take action without receipt of the recommendation. ~~Final action on a PUD final development plan by the common council requires a simple majority vote of those members present and voting.~~
4. Review Criteria. In reviewing PUD final development plans, ~~review and decision-making bodies~~ the zoning administrator must determine confirm if the submitted final development complies conforms with the approved preliminary development plan, any conditions imposed on that plan or any applicable regulations of this zoning ordinance. If the zoning administrator determines that the PUD final development plan does not comply conform with the approved preliminary development plan, any conditions imposed on that plan or any applicable regulations of this zoning ordinance, the PUD final development plan shall be referred to plan commission for approval, approval with conditions, or denial.

E. Amendments.

1. Amendment Determination. The zoning administrator is authorized to determine whether a proposed PUD amendment constitutes a minor or major amendment.
2. Major Amendments. Major amendments may be approved only through the procedure required for approval of the PUD in Section 24.16.050C. A major amendment is one that constitutes a material change to the approved final development plan that is likely to create more significant adverse impacts on surrounding property owners or the community as a whole, such as:
 - a. increases in the number of dwelling units or ~~the amount of nonresidential~~ floor area over 10%;
 - b. reductions in the amount of land area set aside as open space, recreation area or natural resource conservation area; or
 - c. failure to provide public amenities or public benefit features approved as part of the PUD.
3. Minor Amendments. The zoning administrator is authorized to approve minor PUD amendments through the approval of an amended final development plan, in accordance with the procedures of Section 24.16.050D. A minor amendment is a change that constitutes a minor modification to the approved Final Development Plan, will not result in adverse impacts to surrounding property owners or the broader community; and maintains the spirit and intent of the original Final Development Plan, such as:
 - a. Increases or decreases in floor area of 10% or less;

- b. Increases in the number of residential dwelling units of 10% or less;
- c. Modifications to approved signage that do not increase allowable sign square footage as approved per the Final PUD;
- d. Land use changes where the new land use is permitted under the base zone and/or obtains all required permits under the base zone (i.e. Conditional Use permit, etc.).

4.—Amendments that do not meet the above criteria shall be considered Major Amendments and are subject to the review criteria in Section 24.16.050.E.2.

NEW proposed revisions since August workshop:

24.07.030 Use Table

The following table identifies principal uses allowed in residential, commercial and industrial zoning districts. See Section 24.07.020 for information about how to interpret the use table.

USE CATEGORY	DISTRICTS																					
PUBLIC/CIVIL	R1-15G <u>R</u>	R1-9SR	R1-6NR	R2M <u>R</u>	R4L <u>DM</u>	R8M <u>DM</u>	CO[5]	C1[5]	C2[5]	M1[5]	M2	SP-CON	SP-POS	SP-PUB	SP-INS	SP-MED	SP-RP[1]	SP-PKG	MID-RES	MID-TRN	MID-MIX	USE REGULATIONS
<u>Government or</u> Safety Services	C	C	C	C	C	C	C	C	C	<u>CP</u>	<u>CP</u>	-	-	P	C	C		-	C	C	C	

CHAPTER 24.08 USE CLASSIFICATIONS

24.08.030 Public And Civic Use Category

- I. Government or Safety Services. Public safety services that provide fire, police, ~~or~~ life protection, or public works operations, together with ~~the incidental~~ customary storage of supplies (indoor and outdoor) and maintenance of necessary vehicles. Typical uses include fire stations, police stations, public works facilities and ambulance services.

24.18.020 DEFINITIONS

“Educational Facility Housing.” A residential building or group of buildings owned or managed by a college, university, or other institution of higher education, or by a private entity under agreement with the institution.