



**STAFF REPORT
WEST ALLIS PLAN COMMISSION
Wednesday, March 22, 2023
6:00 PM**

Watch: <https://www.youtube.com/user/westalliscitychannel>

10. Ordinance to amend Chapter 19 zoning ordinance for house cleaning edits.

Overview

Since adopting the new zoning code May 6, 2022, Planning and Zoning staff have identified various items that require revisions to allow for better implementation to align with the goals of the overall zoning code.

Minor Textual Changes:

- **19.44:** Tweak language from “open to the public” to “not including warehousing/storage” or “floor area devoted to retail space/customer service.”
- **19.5:** Update all mentions of “PDD” (Planned Development District) to “PUD” (Planned Unit Development)

Car Wash

Background: One of the major goals of the Design Review Guidelines is to mitigate impacts that detract from the experience of the public realm. Planning and Zoning Staff have identified the Car Wash use as a use that may detract from these experiences.

Staff recommends removing the Car Wash use as a permitted use in the C-3 District. The Car Wash use will remain a permitted use in the C-4 District where it aligns better to the existing uses and character of that commercial district.

Proposed changes:

- **19.32:** Remove Car Wash Service as an allowed use in C-3.

Increased Number Threshold for Instruction/Training as a Conditional Use:

Background: Currently, Instruction/Training(16 or more persons at one time) use requires a Conditional Use Permit. Staff have identified this number to be rather limiting for certain uses. The proposed change would allow for a less burdensome public process for business owners. Additionally, this may encourage the attraction of future businesses. Occupancy numbers would be properly maintained and regulated through the required building codes.

Proposed Changes:

- **19.32:** Increase the number threshold for Instruction/Training as a Conditional Use
 - Instruction/Training (30 or fewer persons at one time) = Permitted Use
 - Instruction/Training (31 or more persons at one time) = Conditional Use

Food Production:

Background: One goal of the May 6 update was to provide the ability for smaller restaurants, below 2,000 square feet, to be approved without going through the Conditional Use Permit process. Similar to the creation of the Restaurant (limited) use, staff identified a change that would improve how food production uses are regulated.

Currently, Food Production (limited) is a conditional use in every Commercial District and is a permitted use in both Industrial Districts. Smaller food production uses may be appropriate and desirable additions to commercial areas in the City. These may include but are not limited to small scale canning, pickling, ice cream making, and other similar food production operations. To better promote this use, staff recommends adding criteria for smaller scale food production as a limited use in Commercial Districts and a Permitted Use in Industrial Districts.

Proposed changes:

- **19.32:** Change name of Food Production (limited) to just Food Production
- **19.32:** Add new use category “Food Production (limited)” as a Limited Use in Commercial Districts and a Permitted Use in Industrial Districts. Limited Use criteria to match those of Restaurant (limited)

Electrical Vehicle Charging Stations:

Background: The use of electric vehicles has been growing over the past years and is expected to grow further. Staff have identified updates to the Zoning Code to better regulate and accommodate for the growth of the electric vehicle market.

Proposed Changes:

- **19.35 & 19.36:** Add Electric Vehicle Charging Stations as an Accessory Use. Add criteria to “adhere to the accessible guidelines per ICC A117.1-2009”

Accessory Dwelling Units:

Background: One goal of the May 6 update was to allow for more housing density and a greater mix of residential housing types. This change would allow for benefits including more taxable value, increased population potential, etc. As a result, accessory dwelling units were created as a limited accessory use.

Currently, accessory dwelling units have a maximum building coverage of 50% of the principal building, not to exceed 700 square feet. Planning and Zoning staff are proposing for the maximum to be set to 800 square feet. The proposed maximum square footage will potentially encourage future construction of accessory dwelling units while having minimal neighborhood effect.

Proposed Changes:

- **19.42:** Adjust maximum ADU building coverage from 700 to 800 sq. Ft.

Bicycle Parking Design Standards:

Background: The May 6 update created bicycle parking minimums in the Zoning Code. The adoption of this regulation promotes multimodal transportation options for residents. Currently, there are not design standards for bicycle parking.

Staff have identified a need to implement design guidelines for bicycle parking as a measure to further increase the promotion of multimodal transportation options. The regulation seeks to ensure quality design and support the use of bicycle racks in the City. Additionally, adopting this regulation will strengthen West Allis as a Bike Friendly Community.

Proposed Changes:

- **19.44:** Add bike parking structure design standards to meet [APBP standards](#).
 - Dimensions. A bicycle parking space provided to comply with the requirements of this section shall be a minimum 2 ft in width and 6 ft in length.
 - Outdoor
 - Location. All required outdoor bicycle parking spaces shall be located within 50 ft of the main entrance of the occupancy served. Contiguous bicycle parking may extend beyond 50 ft and be counted towards the requirement. City-owned bicycle parking installed on the public right-of-way may count towards the requirement.
 - Surface. The space shall be hard-surfaced, well-drained, and illuminated.
 - Security. The bicycle rack shall be designed such that there are 2 or more contact points between a bicycle and the rack. A bicycle rack which only allows securing of a wheel, such as a low-profile rack, grid rack or comb rack, may not be used to meet the requirements of this section. The bicycle rack shall be designed to accommodate locking mechanisms, such as chain and U-shaped locking devices.
 - Design. A bicycle rack used to comply with the requirements of this section shall be a stationary device of steel tubing or stock which provides bicycle-locking points between 1 and 3 feet off the ground and a gap near the bottom for pedal clearance, such that a person can lock a bicycle frame and one bicycle wheel to the tubing with a standard, 4-inch-by-8-inch or larger, U-shaped bicycle lock. A bicycle rack shall be securely anchored to the ground or adjacent structure. A properly positioned inverted U-shaped rack shall be considered 2 bicycle parking spaces.
 - Indoor
 - Location. Indoor bicycle parking spaces may be provided in a bicycle storage room, integral structured parking area, or other dedicated area located to provide direct access to an entrance a bicyclist may use. If the spaces are on a floor other than the ground floor, an elevator that is sufficiently large to accommodate bicycles shall be provided to access the bicycle parking area.
 - Charging. At least 1 bicycle parking space shall be within 2 ft of an electrical charging port.

Restaurant Parking Standards:

Background: The May 6 update created parking maximums as the standard for parking regulations. Currently, the Restaurant use has a maximum parking regulation of 40% of the building capacity. This standard has been an issue for staff to identify parking maximums early in the planning process.

Staff is proposing for the parking maximum regulation for the Restaurant use to be based on the square footage of the building itself rather than occupancy. This will help to streamline site design processes in early planning stages.

Proposed Changes:

- **19.44:** New standards for restaurants: maximum of 1 per 150 sf