



AGENDA OF THE GREEN BAY PLAN COMMISSION

**MONDAY, AUGUST 12, 2019, 6:00 PM
CITY HALL, ROOM 604 - THE HARRY MAIER ROOM**

A. Roll Call.

- I. Members: Timothy Gilbert - Chair, Sidney Bremer - Vice Chair, Ald. Veronica Corpus-Dax, Lisa Hanson, Jacob Miller, Randall Petrouske and Jerry Wiezbiskie

B. Approval of the Agenda.

- I. Approval of the agenda for the August 12, 2019, meeting of the Green Bay Plan Commission.

C. Approval of Minutes.

- I. Approval of the minutes from the July 8, 2019, meeting of the Green Bay Plan Commission.

D. Public Hearings.

- I. (CPA 19-03) A request to amend the City's Comprehensive Plan for the property located at 2607 Nicolet Drive from Commercial (C1) to Low Density Residential (R1) (Figure 22-6), submitted by Robert Mach, on behalf of Shekinah Glory, LLC, property owner (Ald. B. Dorff, District 1).
2. (CPA 19-04) A request to amend the City's Comprehensive Plan for various parcels located in the Shipyard Neighborhood, submitted by the Department of Community and Economic Development (Ald. B. Johnson, District 9).

E. Regular Business.

- I. (CPA 19-03) Consideration with possible action on the request to amend the City's Comprehensive Plan for the property located at 2607 Nicolet Drive from Commercial (C1) to Low Density Residential (R1) (Figure 22-6), submitted by Robert Mach, on behalf of Shekinah Glory, LLC, property owner (Ald. B. Dorff, District 1).

2. (CPA 19-04) Consideration with possible action on the request to amend the City's Comprehensive Plan for various parcels located in the Shipyard Neighborhood, submitted by the Department of Community and Economic Development (Ald. B. Johnson, District 9)
3. (ZP 19-17) Consideration with possible action on the request to rezone 2607 Nicolet Drive from General Commercial (C1) to Low Density Residential (R1), submitted by Robert Mach, on behalf of Shekinah Glory, LLC, property owner (Ald. B. Dorff, District 1).
4. (ZP 19-15) Consideration with possible action on the request to rezone various parcels located in the Shipyard Neighborhood, submitted by the Department of Community and Economic Development (Ald. B. Johnson, District 9).
5. (ZP 19-16) Consideration with possible action on the request to authorize a Conditional Use Permit (CUP) to allow for a plant expansion to exceed the maximum height limitation within the General Industrial (GI) district at 1919 South Broadway, submitted by Tim Ellsworth, Georgia Pacific Corp., property owner (Ald. B. Johnson, District 9).
6. (TA 19-04) Consideration with possible action on the request to Repeal and Recreate Green Bay Municipal Code Chapter 13-1700 Off-Street Parking, Drives and Loading, submitted by the Department of Community and Economic Development.

F. Informational.

1. Director's Report.
2. Date of next meeting: Monday, September 9, 2019.

G. Adjournment.

- 1) THIS MEETING IS RECORDED: THE VIDEO OF THIS MEETING AND MINUTES ARE AVAILABLE ONLINE AT www.greenbaywi.gov
- 2) ACCESSIBILITY: Any person wishing to attend who requires special accommodation because of a disability, should contact the City Safety Manager at 920-448-3125 at least 48 hours before the scheduled meeting time so that arrangements can be made.
- 3) QUORUM: Please take notice that a majority or quorum of the Common Council will attend this Plan Commission meeting and will constitute a meeting of the Common Council for purposes of discussion and information gathering relative to this agenda.
- 4) REPRESENTATION: The party requesting the communication, or their representative, should be present at this meeting.



MINUTES OF THE GREEN BAY PLAN COMMISSION

**MONDAY, JULY 8, 2019, 6:00 PM
CITY HALL, ROOM 604 - THE HARRY MAIER ROOM**

A. ROLL CALL.

I. Members: Timothy Gilbert - Chair, Sidney Bremer - Vice Chair, Ald. Veronica Corpus-Dax, Lisa Hanson, Jacob Miller, Randall Petrouske and Jerry Wiezbiskie

Members present: Lisa Hanson, Timothy Gilbert, Jacob Miller, Randall Petrouske, Veronica Corpus-Dax, Sidney Bremer, Jerry Wiezbiskie, Excused:

B. APPROVAL OF THE AGENDA.

I. Approval of the agenda for the July 8, 2019, meeting of the Green Bay Plan Commission.

Moved by Sidney Bremer, seconded by Lisa Hanson to approve the agenda. Motion carried.
Yes- Jacob Miller, Lisa Hanson, Randall Petrouske, Sidney Bremer, Timothy Gilbert, Veronica Corpus-Dax, No- None, Abstain- None

C. APPROVAL OF MINUTES.

I. Approval of the minutes from the June 24, 2019, special workshop meeting of the Green Bay Plan Commission.

Moved by Lisa Hanson, seconded by Sidney Bremer to approve the minutes. Motion carried.
Yes- Jacob Miller, Lisa Hanson, Randall Petrouske, Sidney Bremer, Timothy Gilbert, Veronica Corpus-Dax, No- None, Abstain- None

D. REGULAR BUSINESS.

I. (ZP 19-13) Consideration with possible action on the request to amend a Conditional Use Permit (CUP) for the emergency shelter use at 411 St. John Street, submitted by Alexia Wood, St. John the Evangelist Homeless Shelter (Ald. R. Scannell, District 7).

Moved by Lisa Hanson, seconded by Ald. Veronica Corpus-Dax to open the floor for discussion. Motion carried.

Yes- Jacob Miller, Jerry Wiezbiskie, Lisa Hanson, Randall Petrouske, Sidney Bremer, Timothy Gilbert, Veronica Corpus-Dax, No- None, Abstain- None

Moved by Lisa Hanson, seconded by Jerry Wiezbiskie to close the floor for discussion. Motion carried.

Yes- Jacob Miller, Jerry Wiezbiskie, Lisa Hanson, Randall Petrouske, Sidney Bremer, Timothy Gilbert, Veronica Corpus-Dax, No- None, Abstain- None

Moved by Randall Petrouske, seconded by Jerry Wiezbiskie to amend the Conditional Use Permit (CUP) for the emergency shelter use at 411 St. John Street, subject to the amended language being added to the CUP. Motion carried.

Yes- Jacob Miller, Jerry Wiezbiskie, Lisa Hanson, Randall Petrouske, Sidney Bremer, Timothy Gilbert, Veronica Corpus-Dax, No- None, Abstain- None

2. (ZP 19-14) Consideration with possible action on the request to authorize a Conditional Use Permit (CUP) to allow for a detached garage to exceed both the height and area limitation in Chapter 13-615, Green Bay Zoning Code at 2709 Nicolet Drive, submitted by Michael & Mary Brod, property owners (Ald. B. Dorff, District 1).

Moved by Lisa Hanson, seconded by Jerry Wiezbiskie to authorize the Conditional Use Permit (CUP) to allow for a detached garage to exceed both the height and area limitation in Chapter 13-615, Green Bay Zoning Code at 2709 Nicolet Drive, subject to:

- a. Compliance with all of the regulations of the Green Bay Municipal Code not covered under the Conditional Use Permit, including standard site plan review and approval.
- b. Continuance of similar style of architecture, exterior construction material, and color of the structure.

Motion carried.

Yes- Jacob Miller, Jerry Wiezbiskie, Lisa Hanson, Randall Petrouske, Sidney Bremer, Timothy Gilbert, Veronica Corpus-Dax, No- None, Abstain- None

3. (VR 19-02) Consideration with possible action on the request for a variance from Sections 14-724 and 14-727 of the Subdivision and Platting Ordinance to allow for a land division for a flag-shaped lot and a lot without frontage on a public street at 2350-2390 East Mason Street, submitted by Aaron Ballast (Ald. A. Nicholson, District 3).

Moved by Lisa Hanson, seconded by Ald. Veronica Corpus-Dax to approve a variance from Sections 14-724 and 14-727 of the Subdivision and Platting Ordinance to allow for a land division for a flag-shaped lot and a lot without frontage on a public street at 2350-2390 East Mason Street, subject to the following conditions:

1. Approval of CSM 19-08 is required for this Variance Request to be valid.
2. A 36 ft. ingress/egress easement over the existing roadway area over Proposed Lot 1 shall be recorded as part of CSM 19-08 or through separate document or this variance request is considered void.

Motion carried.

Yes- Jacob Miller, Jerry Wiezbiskie, Lisa Hanson, Randall Petrouske, Sidney Bremer, Timothy Gilbert, Veronica Corpus-Dax, No- None, Abstain- None

E. INFORMATIONAL.

1. Director's Report.

There was no Director's Report given.

2. Date of next meeting: Monday, August 12, 2019.

F. ADJOURNMENT.

Moved by Lisa Hanson, seconded by Sidney Bremer to adjourn. Motion carried.

Yes- Jacob Miller, Jerry Wiezbiskie, Lisa Hanson, Randall Petrouske, Sidney Bremer, Timothy Gilbert, Veronica Corpus-Dax, No- None, Abstain- None



Report to the Green Bay Plan Commission

MEETING DATE

August 12, 2019

PREPARED BY

Paul Neumeyer, Staff

AGENDA ITEM # D.1.

(CPA 19-03) A request to amend the City's Comprehensive Plan for the property located at 2607 Nicolet Drive from Commercial (CI) to Low Density Residential (RI) (Figure 22-6), submitted by Robert Mach, on behalf of Shekinah Glory, LLC, property owner (Ald. B. Dorff, District 1).

BACKGROUND

Primary Address: 2607 Nicolet Drive

Aldersperson/District: Ald. Barb Dorff/I

Reason for Request: The proposed comprehensive plan amendment and rezoning would permit the construction of a single-family home.

Subject Parcel Zoning and Land Use: CI – General Commercial (CI), vacant.

Surrounding Zoning and Land Uses:

SUBJECT: General Commercial (CI) - Vacant, former restaurant site

NORTH: Low Density Residential (RI) - Single family homes

SOUTH: Low Density Residential (RI) - Single family homes

EAST: Public/Institutional (PI) - UWGB

WEST: Bay of Green Bay

Comprehensive Plan: The 2022 Smart Growth Green Bay Comprehensive Plan recommends Commercial. The applicant is requesting Low Density Residential for the subject parcels.

Analysis: This request is in response to the existing property owner's desire to keep the existing single-family character of the area and limit the possibility for additional commercial development in a predominantly single family area. There is only one affected parcel, 2607 Nicolet Drive. In a previous comprehensive plan amendment in 2017, CPA 17-01, additional parcels were amended to low density residential land uses to better reflect the single-family homes in the area. The subject parcel was excluded at that time as there was a commercial development for a bed and breakfast development that never was constructed.

The Smart Growth 2022 Comprehensive Plan establishes the following review criteria for periodic amendments:

The change is consistent with the goals and objectives or other elements of The Smart Growth 2022 Comprehensive Plan. - Staff feels the proposed amendment is compliant.

The change does not create an adverse impact on public facilities and services that cannot be mitigated. Public facilities and services include roads, sewers, water supply, drainage, schools, police, fire, and parks. - The proposed amendment should have no impact on public facilities and services.

Development resulting from the change does not create an undue impact on surrounding properties. Such development should be consistent with the physical character of the surrounding neighborhood or would upgrade and improve its viability. - The proposed change in land use better represents the surrounding properties and land uses and will be consistent with the surrounding neighborhood.

The change allows a more viable transition to the planned uses on adjacent properties than the current land use. - The proposed amendment will provide a more compatible transition to the adjacent single family uses.

The change does not have a significant adverse impact on the natural environment including trees, slopes, and groundwater, or the impact could be mitigated by improvements on the site or in the same vicinity. - There are no known environmental impacts.

There is a change in City policies or neighborhood characteristics that would justify a change. - Not applicable.

The change corrects an error made in the original plan. - Not applicable.

There is a community or regional need identified in the Comprehensive Plan for the proposed land use or service. - Not applicable.

The change helps the City meet its life-cycle and affordable housing goals. - Not applicable.

The change does not adversely impact any landmarks or other historically significant structures or properties unless mitigated through relocation, commemoration, or dedication. - There are no landmarks or historically significant features that are being modified as part of the request.

The proposed amendment, if approved, would exclude any commercial development and instead would revert the property to a low density residential use compatible with other like uses along the bay front. Based on the proposed request, staff feels the proposed reduction in land use intensity is appropriate. The single-family designation better reflects the current land use and safeguards the integrity of a single-family area along Nicolet Drive.

The Public Participation Plan for Periodic Comprehensive Plan Amendments is being followed for this request and notices have been provided regarding the public hearings for this meeting. Ald. B. Dorff and neighbors within 200 ft. have been noticed of the meeting based on Plan Commission policy. At the time of drafting this report, staff has received no objections to this request.

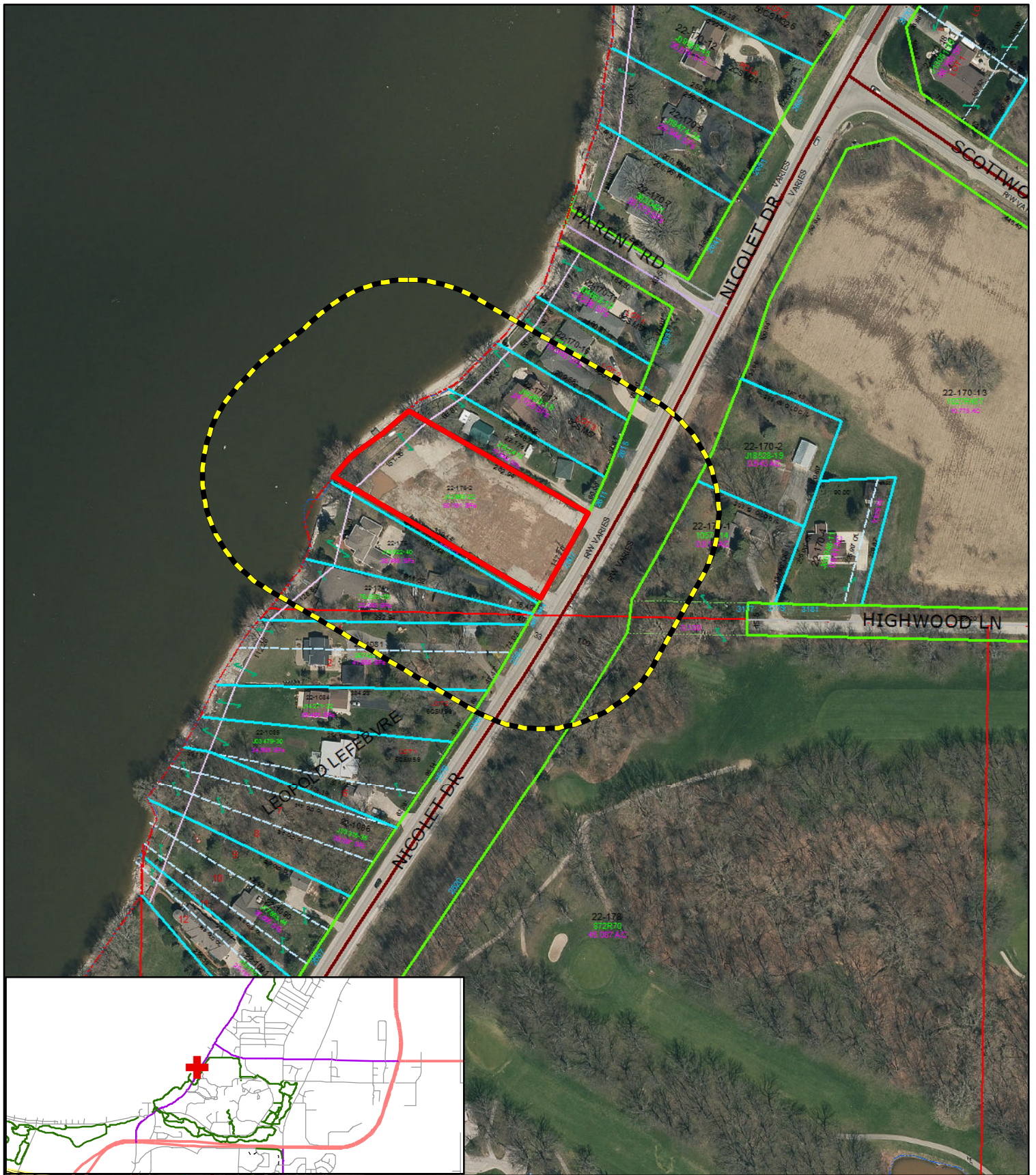
RECOMMENDATION

Approval of the request to amend the City's Comprehensive Plan for the property located at 2607 Nicolet Drive from Commercial (CI) to Low Density Residential (RI).

FISCAL IMPACT

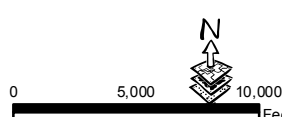
ATTACHMENTS

- I. CPA 19-03_ZP 19-17 letter



**Comprehensive Plan Amendment (CPA 19-03)/
Zoning Petition (ZP 19-17) Proposed Rezoning
2607 Nicolet Drive**

- Parcel Boundary
- 200' Property Owner Notice



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Map prepared by PN



Report to the Green Bay Plan Commission

MEETING DATE

August 12, 2019

PREPARED BY

Stephanie Hummel, Staff

AGENDA ITEM # D.2.

(CPA 19-04) A request to amend the City's Comprehensive Plan for various parcels located in the Shipyard Neighborhood, submitted by the Department of Community and Economic Development (Ald. B. Johnson, District 9).

BACKGROUND

(CPA 19-04) Consideration with possible action on a request to amend the City's Comprehensive Plan for various parcels located in the Shipyard Neighborhood, submitted by the Department of Community and Economic Development.

Primary Address: Various; see attached in action item

Aldersperson/District: Ald. Brian Johnson/9

Reason for Request: The proposed comprehensive plan amendment and rezoning would clean-up various compliance issues and reflect the Shipyard Investment Strategy, as well as various plans for this area.

Subject Parcel Zoning and Land Use: Various; see attached in action item

Comprehensive Plan: See attached for recommendations from the 2022 Smart Growth Green Bay Comprehensive Plan.

Analysis: This area, known as the Shipyard Investment Neighborhood, is a neighborhood the City has targeted as in investment area. With the development of the new Shipyard project, located at 100 W. Mason Street, we wanted to pay special attention to the existing neighborhood. With that, an investment strategy, new programs, direct investment from various funding sources have been implemented. The investment strategy is an internal document, meant to help staff allocate funds and staff time appropriately. This document called for an update to the 2022 Smart Growth Comprehensive Plan, as well as some large-scale rezoning effort. The proposed changes to the comprehensive plan reflect the changes in this neighborhood to represent a mixed-density housing and commercial area. These proposed changes allow for the proposed rezonings detailed in ZP 19-15.

The Smart Growth 2022 Comprehensive Plan establishes the following review criteria for periodic amendments:

1. The change is consistent with the goals and objectives or other elements of The Smart Growth 2022 Comprehensive Plan.

o Staff feels the proposed amendment is compliant.

2. The change does not create an adverse impact on public facilities and services that cannot be mitigated. Public facilities and services include roads, sewers, water supply, drainage, schools, police, fire, and parks.

o The proposed amendment should have no impact on public facilities and services.

3. Development resulting from the change does not create an undue impact on surrounding properties. Such development should be consistent with the physical character of the surrounding neighborhood or would upgrade and improve its viability.

- o The proposed change in land use better represents the surrounding properties and land uses and will be consistent with the surrounding neighborhood.

4. The change allows a more viable transition to the planned uses on adjacent properties than the current land use.

- o The proposed amendment will provide a more compatible transition to the adjacent uses.

5. The change does not have a significant adverse impact on the natural environment including trees, slopes, and groundwater, or the impact could be mitigated by improvements on the site or in the same vicinity.

- o There are no known environmental impacts.

6. There is a change in City policies or neighborhood characteristics that would justify a change.

- o The upcoming Shipyard project may change the characteristics of the neighborhood. The changes proposed within the application will retain the residential character while allowing for property redevelopment where appropriate.

7. The change corrects an error made in the original plan.

- o Not applicable.

8. There is a community or regional need identified in the Comprehensive Plan for the proposed land use or service.

- o Not applicable.

9. The change helps the City meet its life-cycle and affordable housing goals.

- o Not applicable.

10. The change does not adversely impact any landmarks or other historically significant structures or properties unless mitigated through relocation, commemoration, or dedication.

- o There are no landmarks or historically significant features that are being modified as part of the request.

With the proposed changes, the land use intensity throughout this neighborhood will be appropriate for existing uses, as well as what has been proposed in various plans. The comprehensive plan will reflect a mixed-density, mixed-use neighborhood, with an appropriate concentration of single- and two-family homes near a commercial corridor.

The Public Participation Plan for Periodic Comprehensive Plan Amendments is being followed for this request and notices have been provided regarding the public hearings for this meeting. Ald. B. Johnson and neighbors within 400 ft. have been noticed of the meeting based on Plan Commission policy. At the time of drafting this report, staff has received no objections to this request.

RECOMMENDATION

Approval of the request to amend the City's Comprehensive Plan for various parcels located in the Shipyard Neighborhood.

FISCAL IMPACT

ATTACHMENTS

None



Report to the Green Bay Plan Commission

MEETING DATE

August 12, 2019

PREPARED BY

Paul Neumeyer, Staff

AGENDA ITEM # E.1.

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- o Not applicable.

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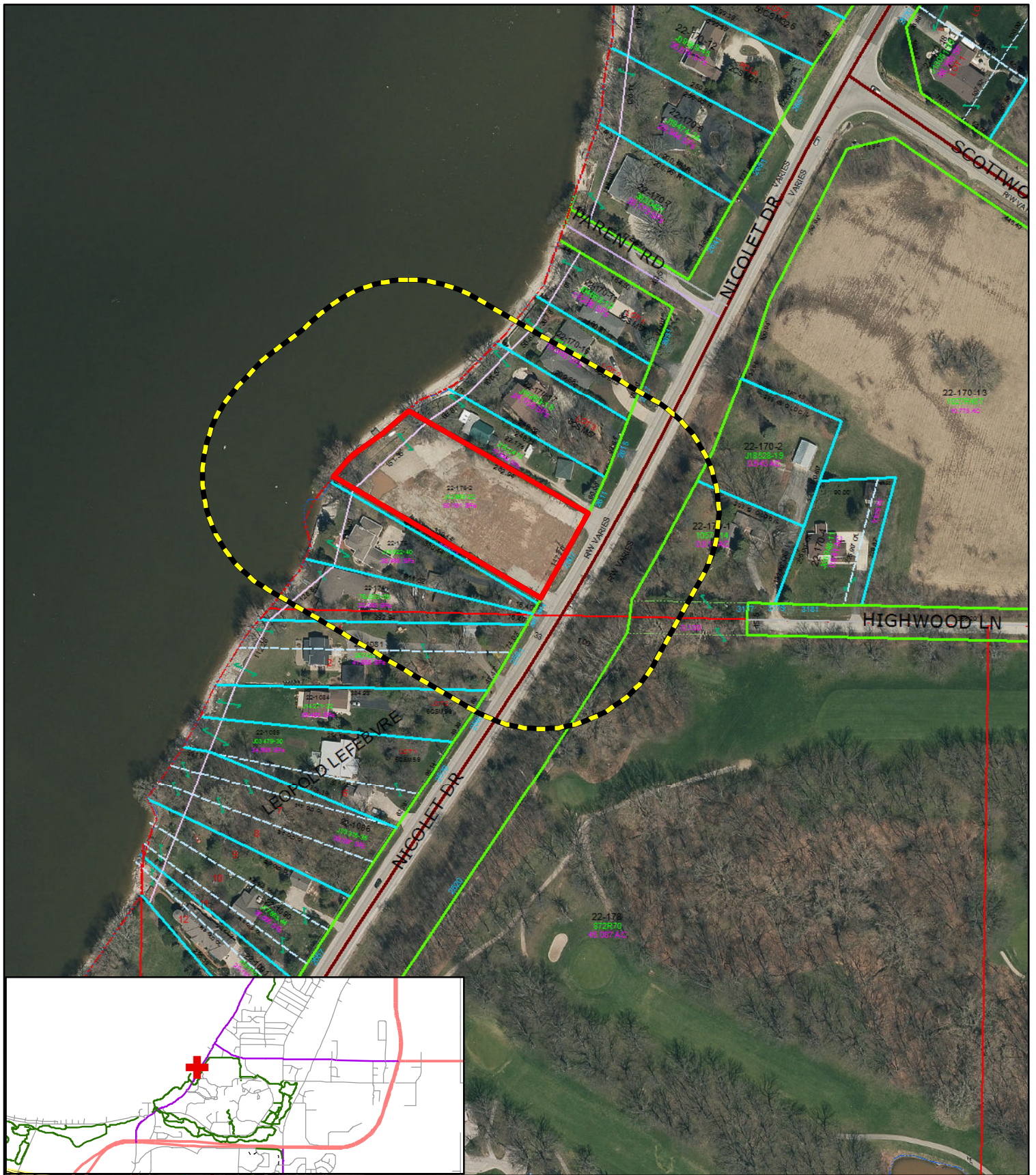
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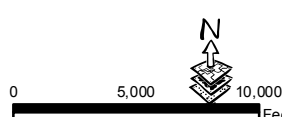
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MEETING DATE

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PREPARED BY

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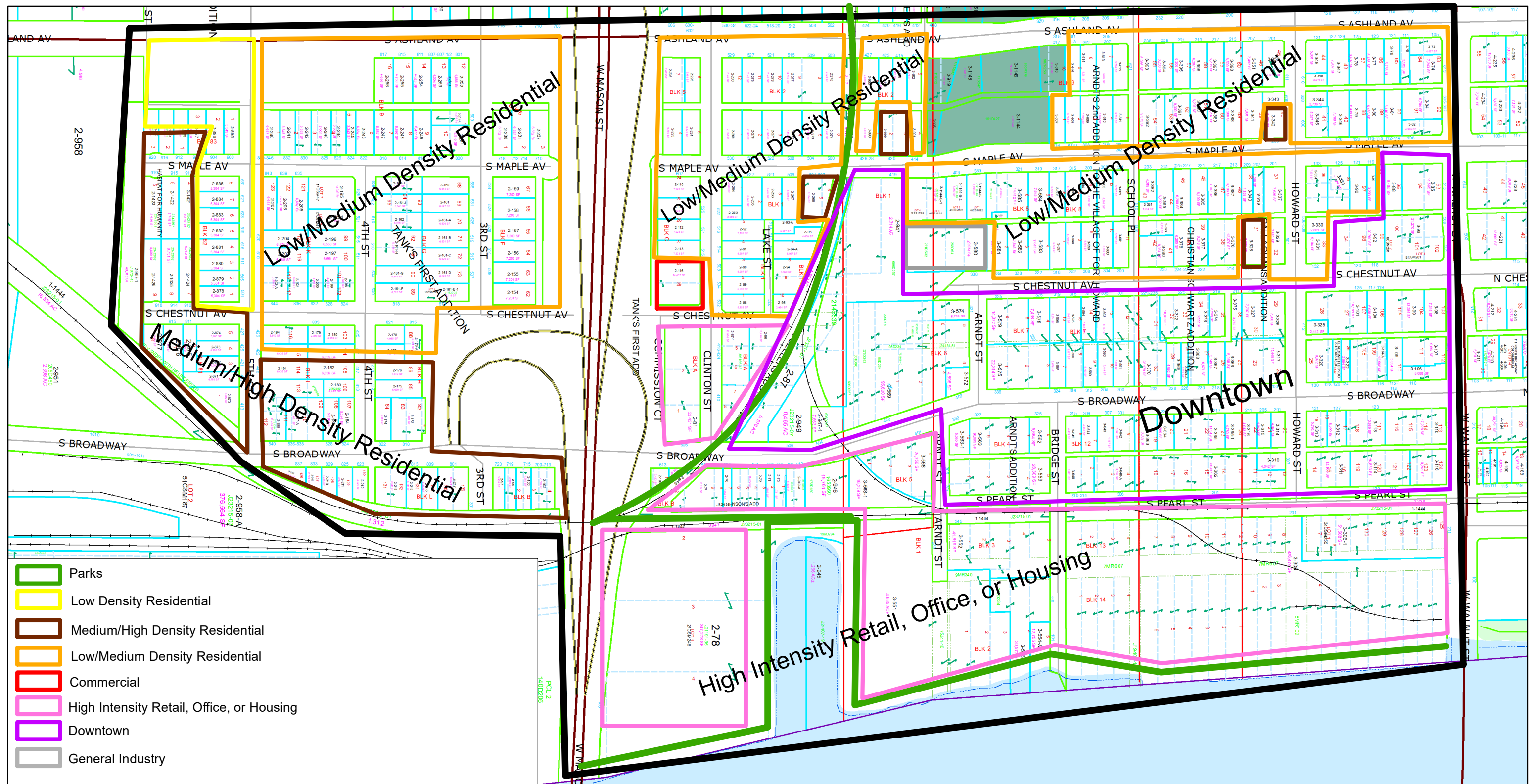
RECOMMENDATION

Approval of the request to amend the City's Comprehensive Plan for various parcels located in the Shipyard Neighborhood.

FISCAL IMPACT

ATTACHMENTS

1. Shipyard Existing FLU
2. Shipyard Proposed FLU
3. Shipyard Existing Zoning
4. Shipyard Proposed Zoning
5. ZP 19-15 Property List



Existing Future Land Use Map Shipyard Investment Area

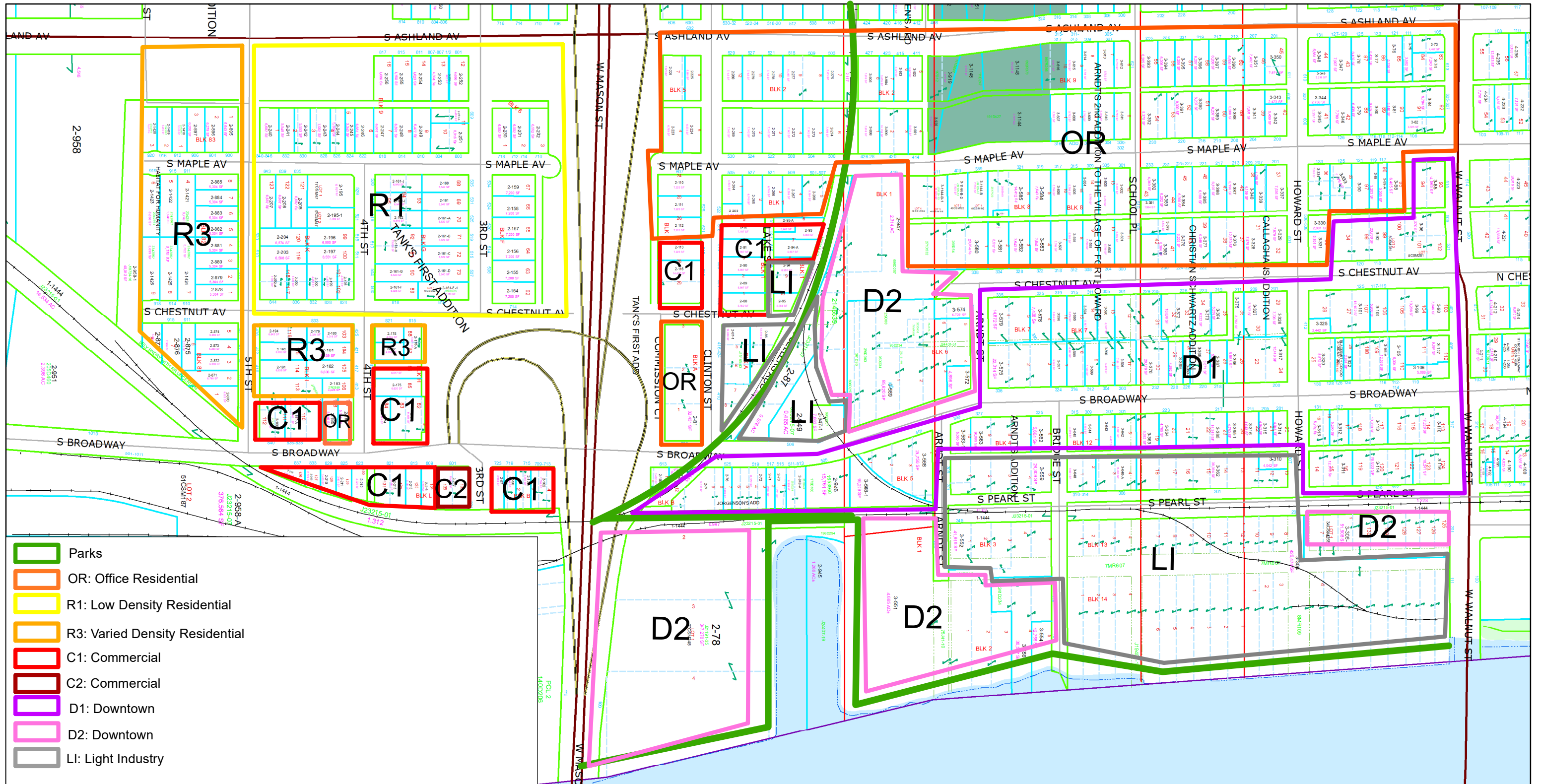
0 75 150 300 Feet



Shipyard Investment Area Boundary



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Existing Zoning Shipyard Investment Area

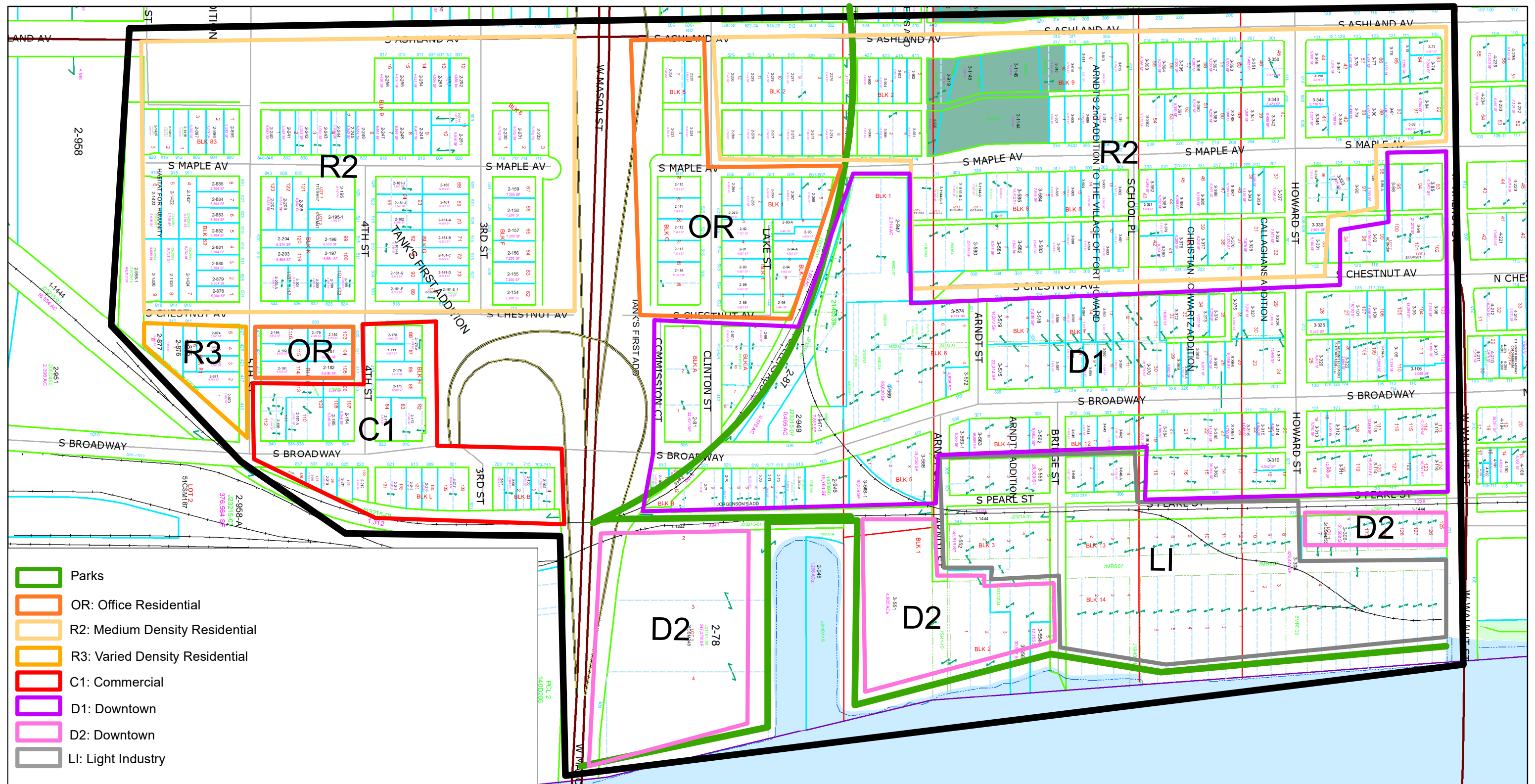
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 Shipyard Investment Area Boundary



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Proposed Zoning Shipyard Investment Area

0 75 150 300 Feet



Shipyard Investment Area Boundary



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PARCEL	LOCATION	EXISTING ZONING	PROPOSED ZONING	CHANGE
2-113	515 CLINTON ST	C1	OR	CUP to CUP
2-181	421 FOURTH ST	R3	OR	CUP to CUP
2-194	426 FIFTH ST	R3	OR	CUP to CUP
2-87-1	416-424 CLINTON ST	LI	D1	CUP to CUP
3-392	230 S MAPLE AV	OR	R2	CUP to CUP
3-574	421 ARNDT ST	D2	D1	CUP to CUP
2-178	821 S CHESTNUT AV	R3	C1	CUP to NP
2-185	828 S BROADWAY	OR	C1	CUP to NP
2-1418	912 S MAPLE AV	R3	R2	CUP to PERMITTED
2-1419	916 S MAPLE AV	R3	R2	CUP to PERMITTED
2-1420	920 S MAPLE AV	R3	R2	CUP to PERMITTED
2-1421	911 S MAPLE AV	R3	R2	CUP to PERMITTED
2-1422	915 S MAPLE AV	R3	R2	CUP to PERMITTED
2-1423	919 S MAPLE AV	R3	R2	CUP to PERMITTED
2-1424	910 S CHESTNUT AV	R3	R2	CUP to PERMITTED
2-1425	914 S CHESTNUT AV	R3	R2	CUP to PERMITTED
2-1426	918 S CHESTNUT AV	R3	R2	CUP to PERMITTED
2-154	714 S CHESTNUT AV	R1	R2	CUP to PERMITTED
2-156	514 THIRD ST	R1	R2	CUP to PERMITTED
2-159	534 THIRD ST	R1	R2	CUP to PERMITTED
2-161-E-1	810 S CHESTNUT AV	R1	R2	CUP to PERMITTED
2-161-I	522 FOURTH ST	OR	R2	CUP to PERMITTED
2-200	832 S CHESTNUT AV	R1	R2	CUP to PERMITTED
2-202	836 S CHESTNUT AV	R1	R2	CUP to PERMITTED
2-202-A	844 S CHESTNUT AV	R1	R2	CUP to PERMITTED
2-204	520 FIFTH ST	R1	R2	CUP to PERMITTED
2-207	843 S MAPLE AV	R1	R2	CUP to PERMITTED
2-195	529 FOURTH ST	R1	R2	CUP to PERMITTED
2-231	712-714 S MAPLE AV	R1	R2	CUP to PERMITTED
2-241	832 S MAPLE AV	R1	R2	CUP to PERMITTED
2-246	822 S MAPLE AV	R1	R2	CUP to PERMITTED
2-253	807-807 1/2 S ASHLAND AV	R1	R2	CUP to PERMITTED
2-254	811 S ASHLAND AV	R1	R2	CUP to PERMITTED
2-270	524 S MAPLE AV	OR	R2	CUP to PERMITTED
2-271	522 S MAPLE AV	OR	R2	CUP to PERMITTED
2-272	508 S MAPLE AV	OR	R2	CUP to PERMITTED
2-273	504 S MAPLE AV	OR	R2	CUP to PERMITTED
2-274	500 S MAPLE AV	OR	R2	CUP to PERMITTED
2-275	503 S ASHLAND AV	OR	R2	CUP to PERMITTED
2-277	515 S ASHLAND AV	OR	R2	CUP to PERMITTED
2-278	521 S ASHLAND AV	OR	R2	CUP to PERMITTED
2-279	527 S ASHLAND AV	OR	R2	CUP to PERMITTED
2-280	529 S ASHLAND AV	OR	R2	CUP to PERMITTED
2-81	606 S BROADWAY	OR	D1	CUP to PERMITTED
2-878	501 FIFTH ST	R3	R2	CUP to PERMITTED
2-879	505 FIFTH ST	R3	R2	CUP to PERMITTED
2-880	511 FIFTH ST	R3	R2	CUP to PERMITTED

2-881	515 FIFTH ST	R3	R2	CUP to PERMITTED
2-882	519 FIFTH ST	R3	R2	CUP to PERMITTED
2-883	523 FIFTH ST	R3	R2	CUP to PERMITTED
2-895	900 S MAPLE AV	R3	R2	CUP to PERMITTED
2-896	904 S MAPLE AV	R3	R2	CUP to PERMITTED
2-897	906 S MAPLE AV	R3	R2	CUP to PERMITTED
3-1144-B	339 S MAPLE AV	OR	R2	CUP to PERMITTED
3-1144-B-1	411 S MAPLE AV	OR	R2	CUP to PERMITTED
3-1144-B-2	403 S MAPLE AV	OR	R2	CUP to PERMITTED
3-329	501 HOWARD ST	OR	R2	CUP to PERMITTED
3-330	506-508 HOWARD ST	OR	R2	CUP to PERMITTED
3-331	132 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-333	125 S MAPLE AV	OR	R2	CUP to PERMITTED
3-334	133 S MAPLE AV	OR	R2	CUP to PERMITTED
3-337	201 S MAPLE AV	OR	R2	CUP to PERMITTED
3-339	207 S MAPLE AV	OR	R2	CUP to PERMITTED
3-340	209 S MAPLE AV	OR	R2	CUP to PERMITTED
3-341	204 S MAPLE AV	OR	R2	CUP to PERMITTED
3-343	609 HOWARD ST	OR	R2	CUP to PERMITTED
3-344	608 HOWARD ST	OR	R2	CUP to PERMITTED
3-345	600 HOWARD ST	OR	R2	CUP to PERMITTED
3-346	126 S MAPLE AV	OR	R2	CUP to PERMITTED
3-347	127-129 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-348	131 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-349	610 HOWARD ST	OR	R2	CUP to PERMITTED
3-350	611 HOWARD ST	OR	R2	CUP to PERMITTED
3-351	207 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-376	214 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-377	222 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-378	224 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-379	508 SCHOOL PL	OR	R2	CUP to PERMITTED
3-380	230 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-381	510 SCHOOL PL	OR	R2	CUP to PERMITTED
3-382	233 S MAPLE AV	OR	R2	CUP to PERMITTED
3-383	231 S MAPLE AV	OR	R2	CUP to PERMITTED
3-384	225-227 S MAPLE AV	OR	R2	CUP to PERMITTED
3-385	221 S MAPLE AV	OR	R2	CUP to PERMITTED
3-386	217 S MAPLE AV	OR	R2	CUP to PERMITTED
3-387	213 S MAPLE AV	OR	R2	CUP to PERMITTED
3-388	208 S MAPLE AV	OR	R2	CUP to PERMITTED
3-390	216 S MAPLE AV	OR	R2	CUP to PERMITTED
3-391	220 S MAPLE AV	OR	R2	CUP to PERMITTED
3-393	235 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-394	225 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-395	221 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-396	219 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-397	217 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-398	213 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-582	328 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-583	322 S CHESTNUT AV	OR	R2	CUP to PERMITTED

3-584	319 S MAPLE AV	OR	R2	CUP to PERMITTED
3-585	321 S MAPLE AV	OR	R2	CUP to PERMITTED
3-597	318 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-598	312 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-599	308 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-600	304 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-602	301 S MAPLE AV	OR	R2	CUP to PERMITTED
3-603	305 S MAPLE AV	OR	R2	CUP to PERMITTED
3-604	309 S MAPLE AV	OR	R2	CUP to PERMITTED
3-605	315 S MAPLE AV	OR	R2	CUP to PERMITTED
3-606	317 S MAPLE AV	OR	R2	CUP to PERMITTED
3-607	316 S MAPLE AV	OR	R2	CUP to PERMITTED
3-609	308 S MAPLE AV	OR	R2	CUP to PERMITTED
3-610	304 S MAPLE AV	OR	R2	CUP to PERMITTED
3-611	300-302 S MAPLE AV	OR	R2	CUP to PERMITTED
3-612	621 SCHOOL PL	OR	R2	CUP to PERMITTED
3-613	305-307 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-614	309 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-615	311-313 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-73	105 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-74	613 W WALNUT ST	OR	R2	CUP to PERMITTED
3-75	111 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-76	121 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-77	123 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-78	125 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-79	122 S MAPLE AV	OR	R2	CUP to PERMITTED
3-80	116-118 S MAPLE AV	OR	R2	CUP to PERMITTED
3-81	112-114 S MAPLE AV	OR	R2	CUP to PERMITTED
3-82	108 S MAPLE AV	OR	R2	CUP to PERMITTED
3-89	119 S MAPLE AV	OR	R2	CUP to PERMITTED
3-898	426-428 S MAPLE AV	OR	R2	CUP to PERMITTED
3-89-A	117 S MAPLE AV	OR	R2	CUP to PERMITTED
3-90	121 S MAPLE AV	OR	R2	CUP to PERMITTED
3-901	414 S MAPLE AV	OR	R2	CUP to PERMITTED
3-902	411 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-903	415 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-904	423 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-905	427 S ASHLAND AV	OR	R2	CUP to PERMITTED

2-100	715 S BROADWAY	C1	C1	NO CHANGE
2-102	709 S BROADWAY	C1	C1	NO CHANGE
2-110	607 S MAPLE AV	OR	OR	NO CHANGE
2-111	525 CLINTON ST	OR	OR	NO CHANGE
2-112	521 CLINTON ST	OR	OR	NO CHANGE
2-172	818 S BROADWAY	C1	C1	NO CHANGE
2-174	822 S BROADWAY	C1	C1	NO CHANGE
2-175	414 FOURTH ST	C1	C1	NO CHANGE
2-176	418 FOURTH ST	C1	C1	NO CHANGE
2-187-A	836-838 S BROADWAY	C1	C1	NO CHANGE
2-208	837 S BROADWAY	C1	C1	NO CHANGE

2-212	823 S BROADWAY	C1	C1	NO CHANGE
2-213	821 S BROADWAY	C1	C1	NO CHANGE
2-215	813 S BROADWAY	C1	C1	NO CHANGE
2-209	833 S BROADWAY	C1	C1	NO CHANGE
2-210	829 S BROADWAY	C1	C1	NO CHANGE
2-211	825 S BROADWAY	C1	C1	NO CHANGE
2-216	809 S BROADWAY	C1	C1	NO CHANGE
2-268	501-507 S MAPLE AV	OR	OR	NO CHANGE
2-223	604-606 S MAPLE AV	OR	OR	NO CHANGE
2-224	600 S MAPLE AV	OR	OR	NO CHANGE
2-225	601-603 S ASHLAND AV	OR	OR	NO CHANGE
2-226	607 S ASHLAND AV	OR	OR	NO CHANGE
2-263	522 CLINTON ST	OR	OR	NO CHANGE
2-264	535 S MAPLE AV	OR	OR	NO CHANGE
2-265	527 S MAPLE AV	OR	OR	NO CHANGE
2-266	521 S MAPLE AV	OR	OR	NO CHANGE
2-267	509 S MAPLE AV	OR	OR	NO CHANGE
2-72	519 S BROADWAY	D1	D1	NO CHANGE
2-76	525 S BROADWAY	D1	D1	NO CHANGE
2-77	531 S BROADWAY	D1	D1	NO CHANGE
2-98	719 S BROADWAY	C1	C1	NO CHANGE
3-100	117-119 S CHESTNUT AV	D1	D1	NO CHANGE
3-101	125 S CHESTNUT AV	D1	D1	NO CHANGE
3-105	112-114 S BROADWAY	D1	D1	NO CHANGE
2-876	915 S CHESTNUT AV	R3	R3	NO CHANGE
2-870	413 FIFTH ST	R3	R3	NO CHANGE
2-871	417 FIFTH ST	R3	R3	NO CHANGE
2-872	421 FIFTH ST	R3	R3	NO CHANGE
2-873	425 FIFTH ST	R3	R3	NO CHANGE
2-875	911 S CHESTNUT AV	R3	R3	NO CHANGE
2-70	515 S BROADWAY	D1	D1	NO CHANGE
2-71	517 S BROADWAY	D1	D1	NO CHANGE
2-78	100 W MASON ST	D2	D2	NO CHANGE
2-874	427 FIFTH ST	R3	R3	NO CHANGE
2-877	915 S CHESTNUT AV	R3	R3	NO CHANGE
2-946	505 S BROADWAY	D1	D1	NO CHANGE
2-948	S CHESTNUT AV	PI	PI	NO CHANGE
2-948	S CHESTNUT AV	PI	PI	NO CHANGE
2-948	S CHESTNUT AV	PI	PI	NO CHANGE
2-948	S CHESTNUT AV	PI	PI	NO CHANGE
2-948	S CHESTNUT AV	PI	PI	NO CHANGE
2-949-A	511-513 S BROADWAY	D1	D1	NO CHANGE
2-97	723 S BROADWAY	C1	C1	NO CHANGE
3-104-A	116 S BROADWAY	D1	D1	NO CHANGE
3-106	110 S BROADWAY	D1	D1	NO CHANGE
3-107	405 W WALNUT ST	D1	D1	NO CHANGE
3-110	317 W WALNUT ST	D1	D1	NO CHANGE
3-113	123 S BROADWAY	D1	D1	NO CHANGE
3-114	120 S PEARL ST	D1	D1	NO CHANGE
3-1300	126-1 S BROADWAY	D1	D1	NO CHANGE

3-1301	126-2 S BROADWAY	D1	D1	NO CHANGE
3-1144	S ASHLAND AV	PI	PI	NO CHANGE
3-1146	319-323 S ASHLAND AV	PI	PI	NO CHANGE
3-1148	S ASHLAND AV	PI	PI	NO CHANGE
3-116	100 BLOCK S PEARL ST	D1	D1	NO CHANGE
3-306-1	201 W WALNUT ST	D2	D2	NO CHANGE
3-312	127 S BROADWAY	D1	D1	NO CHANGE
3-313	131 S BROADWAY	D1	D1	NO CHANGE
3-314	201 S BROADWAY	D1	D1	NO CHANGE
3-316	211 S BROADWAY	D1	D1	NO CHANGE
3-320	128 S BROADWAY	D1	D1	NO CHANGE
3-322	124 S BROADWAY	D1	D1	NO CHANGE
3-369-A	226 S BROADWAY	D1	D1	NO CHANGE
3-563-1	339 S BROADWAY	D1	D1	NO CHANGE
3-588	316 S BROADWAY	D1	D1	NO CHANGE
3-642	301 S BROADWAY	D1	D1	NO CHANGE
3-643	307 S BROADWAY	D1	D1	NO CHANGE
3-579	335 S CHESTNUT AV	D1	D1	NO CHANGE
3-591	300 S BROADWAY	D1	D1	NO CHANGE
3-645	315 S BROADWAY	D1	D1	NO CHANGE
3-311	100 BLOCK S PEARL ST	D1	D1	NO CHANGE
3-315	205 S BROADWAY	D1	D1	NO CHANGE
3-317	200 S BROADWAY	PI	PI	NO CHANGE
3-325	412 HOWARD ST	D1	D1	NO CHANGE
3-326	201 S CHESTNUT AV	PI	PI	NO CHANGE
3-327	209 S CHESTNUT AV	PI	PI	NO CHANGE
3-363	S BROADWAY	D1	D1	NO CHANGE
3-364	223 S BROADWAY	D1	D1	NO CHANGE
3-365	217 S BROADWAY	PI	PI	NO CHANGE
3-365-1	S BROADWAY	PI	PI	NO CHANGE
3-366	S BROADWAY	PI	PI	NO CHANGE
3-367	218 S BROADWAY	PI	PI	NO CHANGE
3-368	220 S BROADWAY	PI	PI	NO CHANGE
3-369	228 S BROADWAY	PI	PI	NO CHANGE
3-370	232 S BROADWAY	D1	D1	NO CHANGE
3-372	225 S CHESTNUT AV	PI	PI	NO CHANGE
3-373	223 S CHESTNUT AV	PI	PI	NO CHANGE
3-374	219 S CHESTNUT AV	PI	PI	NO CHANGE
3-375	211 S CHESTNUT AV	PI	PI	NO CHANGE
3-554-A	101 BRIDGE ST	D2	D2	NO CHANGE
3-556	119 BRIDGE ST	D2	D2	NO CHANGE
3-562	325 S BROADWAY	D1	D1	NO CHANGE
3-563	327 S BROADWAY	D1	D1	NO CHANGE
3-568	401 S BROADWAY	D1	D1	NO CHANGE
3-568-1	S BROADWAY	D1	D1	NO CHANGE
3-575	336 S BROADWAY	D1	D1	NO CHANGE
3-578	325 S CHESTNUT AV	D1	D1	NO CHANGE
3-587	324 S BROADWAY	D1	D1	NO CHANGE
3-589	312 S BROADWAY	D1	D1	NO CHANGE
3-590	304 S BROADWAY	D1	D1	NO CHANGE

3-593	305 S CHESTNUT AV	PI	PI	NO CHANGE
3-594	311 S CHESTNUT AV	PI	PI	NO CHANGE
3-595	315 S CHESTNUT AV	PI	PI	NO CHANGE
3-596	319 S CHESTNUT AV	D1	D1	NO CHANGE
3-644	309 S BROADWAY	D1	D1	NO CHANGE
3-85	515 W WALNUT ST	D1	D1	NO CHANGE
3-92	118 S CHESTNUT AV	D1	D1	NO CHANGE
3-96	509 W WALNUT ST	D1	D1	NO CHANGE
3-919	S OAKLAND AV	PI	PI	NO CHANGE
3-920	S MAPLE AV	PI	PI	NO CHANGE
3-98	409 W WALNUT ST	D1	D1	NO CHANGE
3-552	345 S PEARL ST	LI	LI	NO CHANGE
3-559	301 BRIDGE ST	LI	LI	NO CHANGE
3-640	310-314 S PEARL ST	LI	LI	NO CHANGE
3-640-A	306 S PEARL ST	LI	LI	NO CHANGE
3-306	111 W WALNUT ST	LI	LI	NO CHANGE
3-99	100 BLOCK S CHESTNUT AV	D1	D1	NO CHANGE
2-161-F	500 FOURTH ST	R1	R2	NP to CUP
2-243	828 S MAPLE AV	R1	R2	NP to CUP
2-252	801 S ASHLAND AV	R1	R2	NP to CUP
2-240	840-846 S MAPLE AV	R1	R2	NP to CUP
2-89	504 CLINTON ST	C1	OR	NP to CUP
2-90	508 CLINTON ST	C1	OR	NP to CUP
2-91	514 CLINTON ST	C1	OR	NP to CUP
2-92	516 CLINTON ST	C1	OR	NP to CUP
2-93-A	519 LAKE ST	C1	OR	NP to CUP
3-88	113 S MAPLE AV	OR	D1	NP to CUP
2-180	425 FOURTH ST	R3	OR	PERMITTED TO CUP
2-182	417 FOURTH ST	R3	OR	PERMITTED TO CUP
2-191	418 FIFTH ST	R3	OR	PERMITTED TO CUP
2-192	422-422 1/2 FIFTH ST	R3	OR	PERMITTED TO CUP
2-269	530 S MAPLE AV	OR	R2	PERMITTED TO CUP
2-885	531 FIFTH ST	R3	R2	PERMITTED TO CUP
2-884	527 FIFTH ST	R3	R2	PERMITTED TO CUP
3-342	200 S MAPLE AV	OR	R2	PERMITTED TO CUP
3-389	210 S MAPLE AV	OR	R2	PERMITTED TO CUP
3-601	300 S CHESTNUT AV	OR	R2	PERMITTED TO CUP
3-310	307 HOWARD ST	LI	D1	PERMITTED TO CUP
3-362	301 S PEARL ST	LI	D1	PERMITTED TO CUP
3-899	420 S MAPLE AV	OR	R2	PERMITTED TO CUP
3-328	208 S CHESTNUT AV	OR	R2	PERMITTED to NP
3-84	605-607 W WALNUT ST	OR	R2	PERMITTED to NP
2-184	824 S BROADWAY	OR	C1	PERMITTED to PERMITTED
2-107	S BROADWAY	LI	D1	PERMITTED to PERMITTED
2-109	613 S BROADWAY	LI	D1	PERMITTED to PERMITTED
2-116	505 CLINTON ST	C1	OR	PERMITTED to PERMITTED

2-155	508 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-157	520 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-158	524 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-160	535 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-161	531 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-161-A	525 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-161-B	519 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-161-C	515 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-161-D	507 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-161-H	510 FOURTH ST	R1	R2	PERMITTED to PERMITTED
2-161-J	528 FOURTH ST	R1	R2	PERMITTED to PERMITTED
2-162	516 FOURTH ST	R1	R2	PERMITTED to PERMITTED
2-161-G	504 FOURTH ST	R1	R2	PERMITTED to PERMITTED
2-179	833 S CHESTNUT AV	R3	OR	PERMITTED to PERMITTED
2-177	FOURTH ST	R3	C1	PERMITTED to PERMITTED
2-178-A	815 S CHESTNUT AV	R3	C1	PERMITTED to PERMITTED
2-183	413 FOURTH ST	R3	C1	PERMITTED to PERMITTED
2-188	840 S BROADWAY	C1/R3	C1	PERMITTED to PERMITTED
2-195-1	521 FOURTH ST	R1	R2	PERMITTED to PERMITTED
2-196	515 FOURTH ST	R1	R2	PERMITTED to PERMITTED
2-197	511 FOURTH ST	R1	R2	PERMITTED to PERMITTED
2-198	824-826 S CHESTNUT AV	R1	R2	PERMITTED to PERMITTED
2-199	828 S CHESTNUT AV	R1	R2	PERMITTED to PERMITTED
2-203	510 FIFTH ST	R1	R2	PERMITTED to PERMITTED
2-205	835 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-206	839 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-217	801 S BROADWAY	C2	C1	PERMITTED to PERMITTED
2-230	718 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-232	710 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-242	830 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-244	826 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-245	824 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-247	818 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-248	814 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-249	810 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-251	800 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-251-A	609 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-255	815 S ASHLAND AV	R1	R2	PERMITTED to PERMITTED
2-256	817 S ASHLAND AV	R1	R2	PERMITTED to PERMITTED
2-252-1	S ASHLAND AV	R1	R2	PERMITTED to PERMITTED
2-86	410 CLINTON ST	LI	D1	PERMITTED to PERMITTED
2-947	419 S MAPLE AV	D2	D1	PERMITTED to PERMITTED
2-87	S BROADWAY	LI	D1	PERMITTED to PERMITTED
2-88	502 CLINTON ST	C1	OR	PERMITTED to PERMITTED
2-93	517 LAKE ST	C1	OR	PERMITTED to PERMITTED
2-94	505 LAKE ST	LI	OR	PERMITTED to PERMITTED
2-947-1	504 S BROADWAY	LI	D2	PERMITTED to PERMITTED
2-949	506 S BROADWAY	LI	D1	PERMITTED to PERMITTED
2-94-A	515 LAKE ST	C1	OR	PERMITTED to PERMITTED
2-95	520 S CHESTNUT AV	LI	OR	PERMITTED to PERMITTED

3-569	420 S BROADWAY	D2	D1	PERMITTED to PERMITTED
3-572	402 S BROADWAY	D2	D1	PERMITTED to PERMITTED
3-581	334 S CHESTNUT AV	OR	R2	PERMITTED to PERMITTED
3-581	334 S CHESTNUT AV	OR	R2	PERMITTED to PERMITTED
3-580	338 S CHESTNUT AV	OR	R2	PERMITTED to PERMITTED
3-608	S MAPLE AV	OR	R2	PERMITTED to PERMITTED
3-616	315-317 S ASHLAND AV	PI/OR	PI	PERMITTED to PERMITTED



Report to the Green Bay Plan Commission

MEETING DATE

August 12, 2019

PREPARED BY

Paul Neumeyer, Staff

AGENDA ITEM # E.3.

(ZP 19-17) Consideration with possible action on the request to rezone 2607 Nicolet Drive from General Commercial (CI) to Low Density Residential (RI), submitted by Robert Mach, on behalf of Shekinah Glory, LLC, property owner (Ald. B. Dorff, District I).

BACKGROUND

Primary Address: 2607 Nicolet Drive

Aldersperson/District: Ald. Barb Dorff/I

Reason for Request: To permit a single-family home.

Subject Parcel Zoning and Land Use: CI – General Commercial (CI), vacant.

Surrounding Zoning and Land Uses:

SUBJECT: General Commercial (CI) - Vacant, former restaurant site

NORTH: Low Density Residential (RI) - Single family homes

SOUTH: Low Density Residential (RI)-Single family homes

EAST: Public/Institutional (PI) - UWGB

WEST: Bay of Green Bay

Comprehensive Plan: The 2022 Smart Growth Green Bay Comprehensive Plan recommends Commercial. The applicant is also requesting a comprehensive plan amendment to low density residential within this agenda, CPA 19-03.

Analysis: This request is a follow-up to the request for a Comprehensive Plan Amendment (CPA 19-03) to change the future land use of the area from commercial to low density residential. The site retained its future land use designation as part of the comprehensive plan dating back to 2002, as the site was the location of former restaurants and an unbuilt Bed & Breakfast development. Now, there is a proposal by the applicant to develop the site for a single family use. The site was part of former rezoning in 2015, that adjusted zoning lines to be consistent with property lines (ZP 15-28).

The proposed comprehensive plan amendment, if approved, would eliminate the future commercial development and instead permit low density redevelopment of the area consistent with the existing homes along the Bay. Based on the proposed request, staff feels the proposed reduction in land use intensity is appropriate. The single-family designation better reflects the current land use and safeguards the integrity of a traditionally single family area and the bay front.

Ald. B. Dorff and neighbors within 200 ft. have been noticed of the meeting based on Plan Commission policy. At the time of drafting this report, staff has received no objections to this request

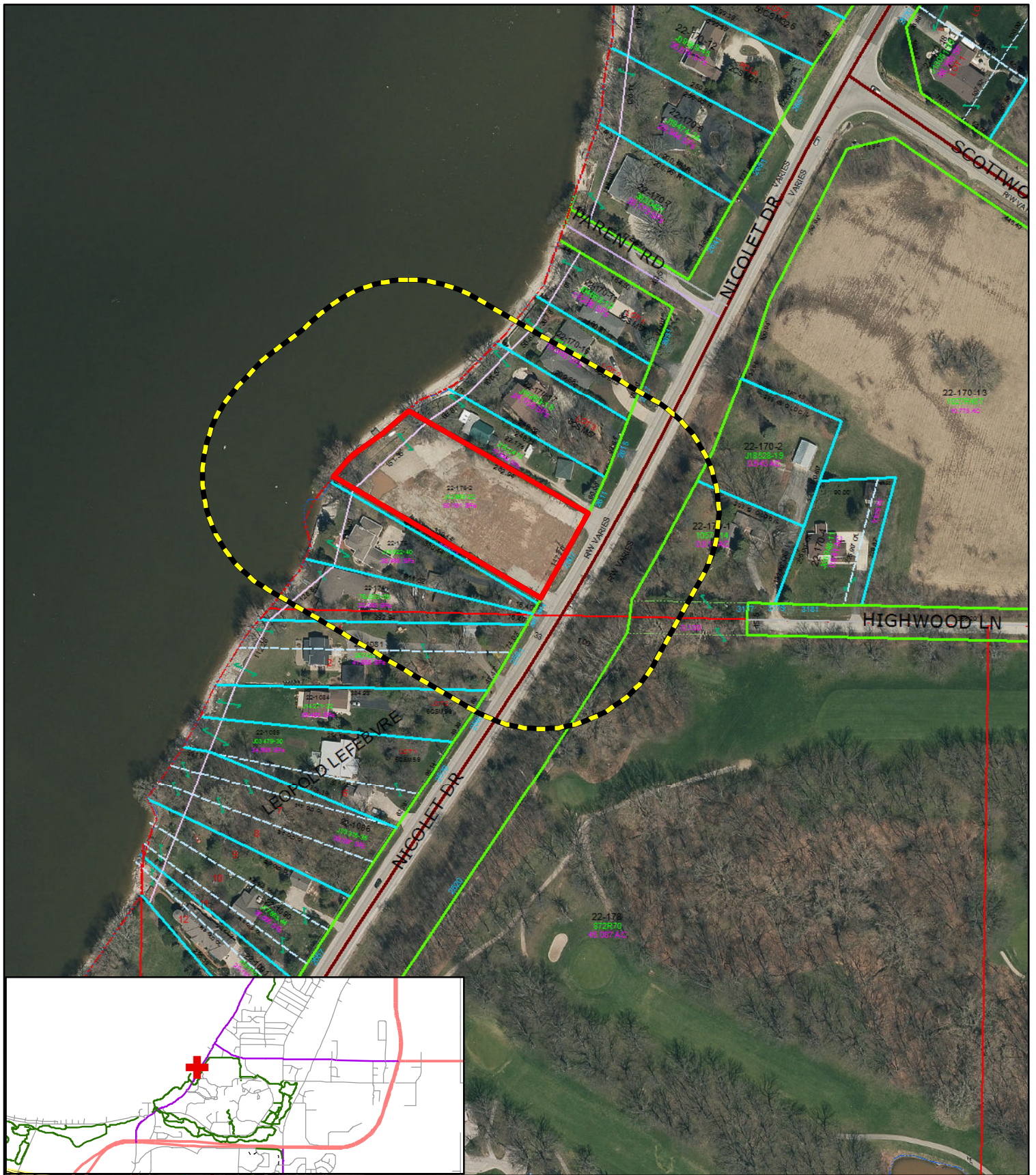
RECOMMENDATION

Approval of the request to rezone 2607 Nicolet Drive from General Commercial (CI) to Low Density Residential (RI).

FISCAL IMPACT

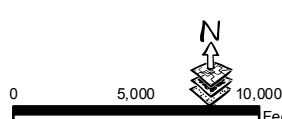
ATTACHMENTS

- I. CPA 19-03_ZP 19-17 letter



**Comprehensive Plan Amendment (CPA 19-03)/
Zoning Petition (ZP 19-17) Proposed Rezoning
2607 Nicolet Drive**

- Parcel Boundary
- 200' Property Owner Notice



This is a compilation of records and data located in various City of Green Bay offices and is to be used for reference purposes only. The City of Green Bay is not responsible for any inaccuracies or unauthorized use of the information contained within. No warranties are implied.
Map prepared by PN



Report to the Green Bay Plan Commission

MEETING DATE

August 12, 2019

PREPARED BY

Stephanie Hummel, Staff

AGENDA ITEM # E.4.

(ZP 19-15) Consideration with possible action on the request to rezone various parcels located in the Shipyard Neighborhood, submitted by the Department of Community and Economic Development (Ald. B. Johnson, District 9).

BACKGROUND

Primary Address: Various

Aldersperson/District: Ald. Brian Johnson/9

Reason for Request: To clean-up zoning throughout the Shipyard Investment Neighborhood to reflect current and future uses

Subject Parcel Zoning and Land Use: Various; see attached

Comprehensive Plan: See attached for recommendations from the 2022 Smart Growth Green Bay Comprehensive Plan; changes have been proposed as part of application CPA 19-04.

Analysis: This area, known as the Shipyard Investment Neighborhood, is a neighborhood the City has targeted as in investment area. With the development of the new Shipyard project, located at 100 W. Mason Street, we wanted to pay special attention to the existing neighborhood. With that, an investment strategy, new programs, direct investment from various funding sources have been implemented. The investment strategy is an internal document, meant to help staff allocate funds and staff time appropriately. This document called for an update to the 2022 Smart Growth Comprehensive Plan, as well as some large-scale rezoning efforts. The proposed changes to the comprehensive plan reflect the changes in this neighborhood to represent a mixed-density housing and commercial area.

Ald. B. Johnson and neighbors within 400 ft. have been noticed of the meeting based on Plan Commission policy. At the time of drafting this report, staff has received no objections to this request.

RECOMMENDATION

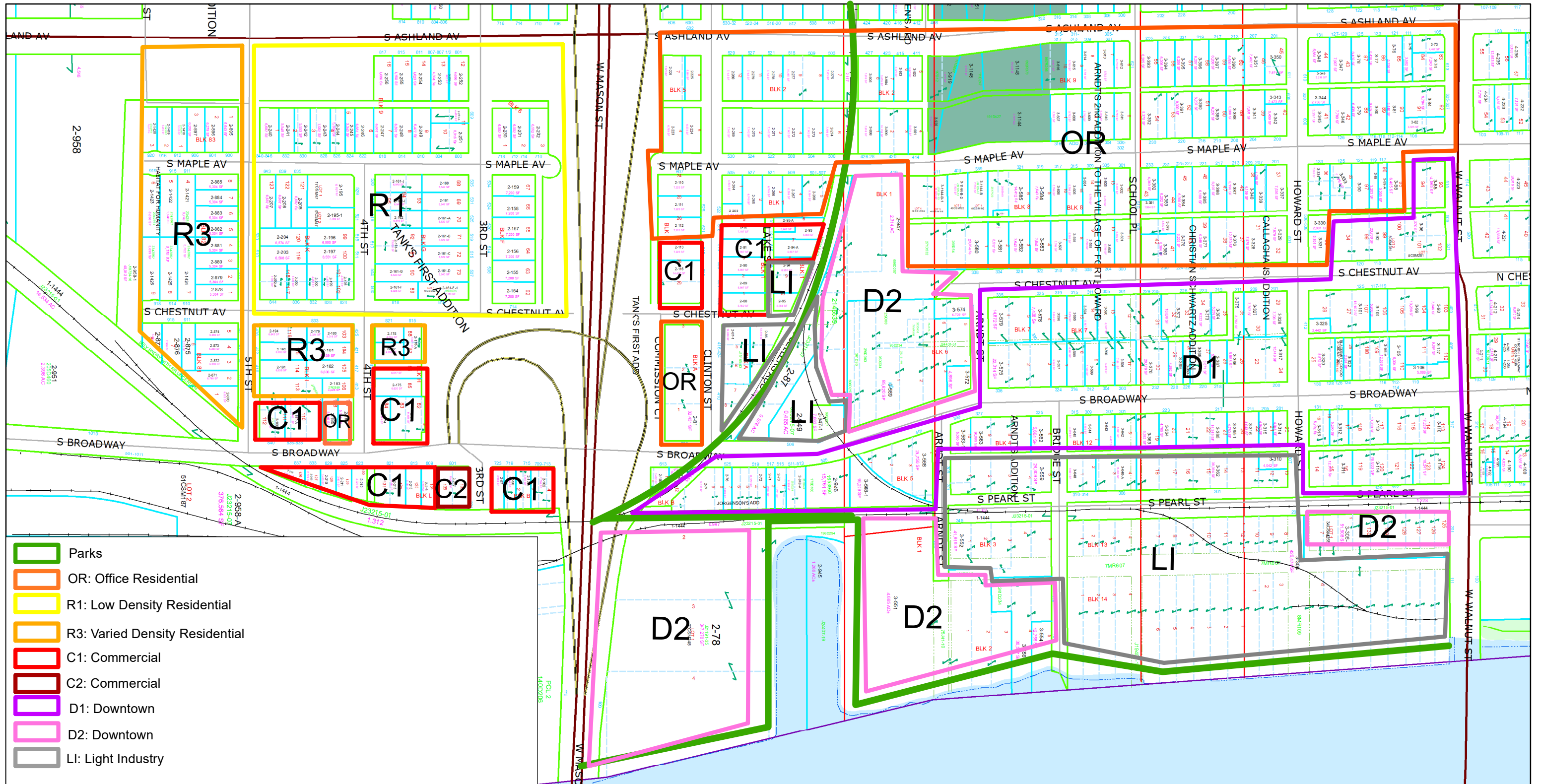
Approval of the request to rezone various parcels located in the Shipyard Neighborhood.

FISCAL IMPACT

ATTACHMENTS

1. Shipyard Existing Zoning
2. Shipyard Proposed Zoning
3. ZP 19-15 Property List

4. Shipyard Existing FLU
5. Shipyard Proposed FLU
6. ZP 19-15, CPA 19-04 Prop Letter



Existing Zoning Shipyard Investment Area

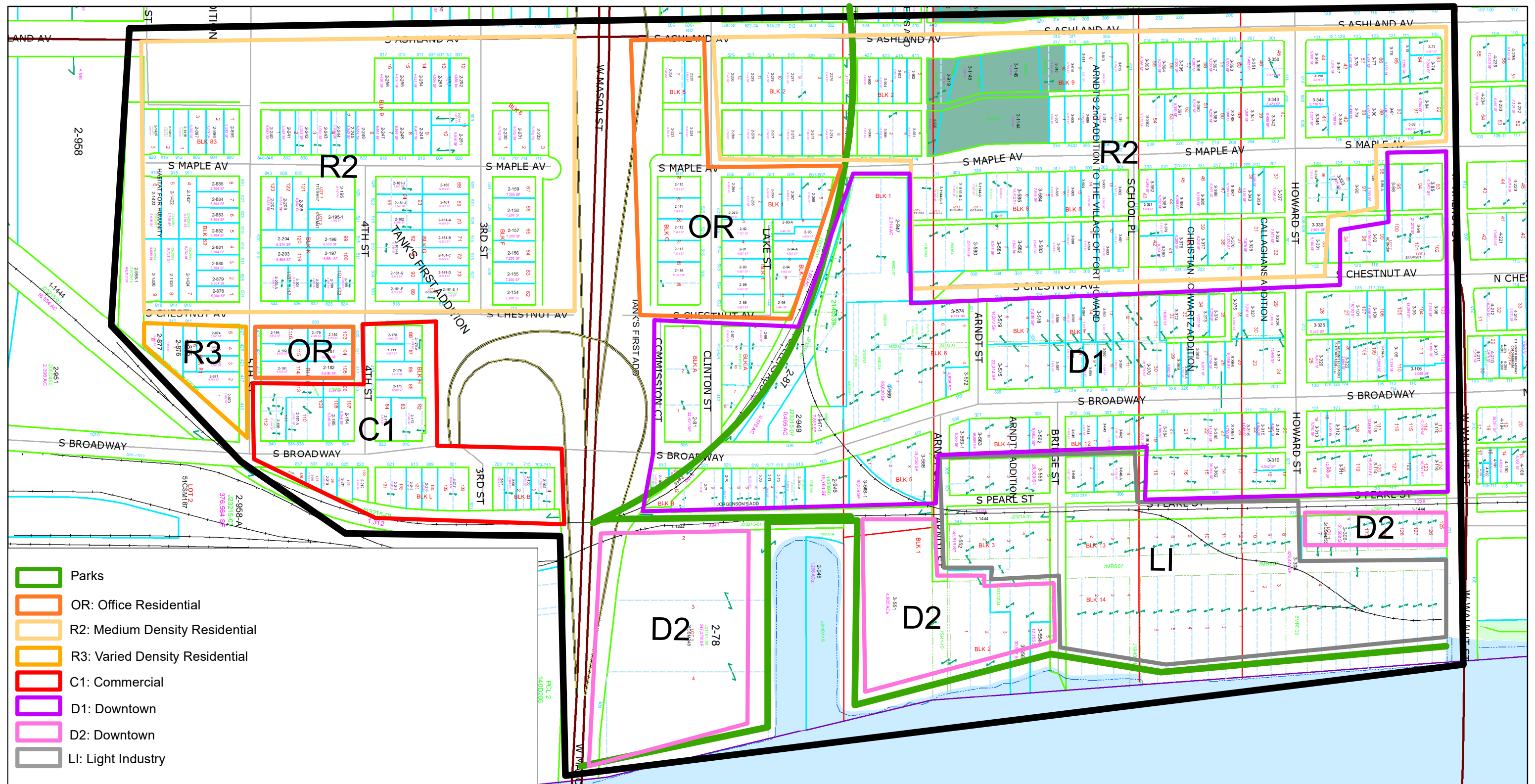
0 75 150 300 Feet



Shipyard Investment Area Boundary



This is a compilation of records and data located in various City of Green Bay offices and is to be used for reference purposes only. The City of Green Bay is not responsible for any inaccuracies or unauthorized use of the information contained within. No warranties are implied. Map prepared by City of Green Bay Department of Community and Economic Development. SJH 17 Jul 2019 I:\DeptData\Planning\City\CityActions\Zoning_Petitions\ZoningPetitions2019\ZP 19-15 (Rezone Various Shipyard properties)\Shipyard Base Map.mxd



This is a compilation of records and data located in various City of Green Bay offices and is to be used for reference purposes only. The City of Green Bay is not responsible for any inaccuracies or unauthorized use of the information contained within. No warranties are implied. Map prepared by City of Green Bay Department of Community and Economic Development. SJH 17 Jul 2019 I:\DeptData\Planning\City\CityActions\Zoning_Petitions\ZoningPetitions2019\ZP 19-15 (Rezone Various Shipyard properties)\Shipyard Base Map.mxd

Proposed Zoning Shipyard Investment Area

0 75 150 300 Feet



Shipyard Investment Area Boundary

PARCEL	LOCATION	EXISTING ZONING	PROPOSED ZONING	CHANGE
2-113	515 CLINTON ST	C1	OR	CUP to CUP
2-181	421 FOURTH ST	R3	OR	CUP to CUP
2-194	426 FIFTH ST	R3	OR	CUP to CUP
2-87-1	416-424 CLINTON ST	LI	D1	CUP to CUP
3-392	230 S MAPLE AV	OR	R2	CUP to CUP
3-574	421 ARNDT ST	D2	D1	CUP to CUP
2-178	821 S CHESTNUT AV	R3	C1	CUP to NP
2-185	828 S BROADWAY	OR	C1	CUP to NP
2-1418	912 S MAPLE AV	R3	R2	CUP to PERMITTED
2-1419	916 S MAPLE AV	R3	R2	CUP to PERMITTED
2-1420	920 S MAPLE AV	R3	R2	CUP to PERMITTED
2-1421	911 S MAPLE AV	R3	R2	CUP to PERMITTED
2-1422	915 S MAPLE AV	R3	R2	CUP to PERMITTED
2-1423	919 S MAPLE AV	R3	R2	CUP to PERMITTED
2-1424	910 S CHESTNUT AV	R3	R2	CUP to PERMITTED
2-1425	914 S CHESTNUT AV	R3	R2	CUP to PERMITTED
2-1426	918 S CHESTNUT AV	R3	R2	CUP to PERMITTED
2-154	714 S CHESTNUT AV	R1	R2	CUP to PERMITTED
2-156	514 THIRD ST	R1	R2	CUP to PERMITTED
2-159	534 THIRD ST	R1	R2	CUP to PERMITTED
2-161-E-1	810 S CHESTNUT AV	R1	R2	CUP to PERMITTED
2-161-I	522 FOURTH ST	OR	R2	CUP to PERMITTED
2-200	832 S CHESTNUT AV	R1	R2	CUP to PERMITTED
2-202	836 S CHESTNUT AV	R1	R2	CUP to PERMITTED
2-202-A	844 S CHESTNUT AV	R1	R2	CUP to PERMITTED
2-204	520 FIFTH ST	R1	R2	CUP to PERMITTED
2-207	843 S MAPLE AV	R1	R2	CUP to PERMITTED
2-195	529 FOURTH ST	R1	R2	CUP to PERMITTED
2-231	712-714 S MAPLE AV	R1	R2	CUP to PERMITTED
2-241	832 S MAPLE AV	R1	R2	CUP to PERMITTED
2-246	822 S MAPLE AV	R1	R2	CUP to PERMITTED
2-253	807-807 1/2 S ASHLAND AV	R1	R2	CUP to PERMITTED
2-254	811 S ASHLAND AV	R1	R2	CUP to PERMITTED
2-270	524 S MAPLE AV	OR	R2	CUP to PERMITTED
2-271	522 S MAPLE AV	OR	R2	CUP to PERMITTED
2-272	508 S MAPLE AV	OR	R2	CUP to PERMITTED
2-273	504 S MAPLE AV	OR	R2	CUP to PERMITTED
2-274	500 S MAPLE AV	OR	R2	CUP to PERMITTED
2-275	503 S ASHLAND AV	OR	R2	CUP to PERMITTED
2-277	515 S ASHLAND AV	OR	R2	CUP to PERMITTED
2-278	521 S ASHLAND AV	OR	R2	CUP to PERMITTED
2-279	527 S ASHLAND AV	OR	R2	CUP to PERMITTED
2-280	529 S ASHLAND AV	OR	R2	CUP to PERMITTED
2-81	606 S BROADWAY	OR	D1	CUP to PERMITTED
2-878	501 FIFTH ST	R3	R2	CUP to PERMITTED
2-879	505 FIFTH ST	R3	R2	CUP to PERMITTED
2-880	511 FIFTH ST	R3	R2	CUP to PERMITTED

2-881	515 FIFTH ST	R3	R2	CUP to PERMITTED
2-882	519 FIFTH ST	R3	R2	CUP to PERMITTED
2-883	523 FIFTH ST	R3	R2	CUP to PERMITTED
2-895	900 S MAPLE AV	R3	R2	CUP to PERMITTED
2-896	904 S MAPLE AV	R3	R2	CUP to PERMITTED
2-897	906 S MAPLE AV	R3	R2	CUP to PERMITTED
3-1144-B	339 S MAPLE AV	OR	R2	CUP to PERMITTED
3-1144-B-1	411 S MAPLE AV	OR	R2	CUP to PERMITTED
3-1144-B-2	403 S MAPLE AV	OR	R2	CUP to PERMITTED
3-329	501 HOWARD ST	OR	R2	CUP to PERMITTED
3-330	506-508 HOWARD ST	OR	R2	CUP to PERMITTED
3-331	132 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-333	125 S MAPLE AV	OR	R2	CUP to PERMITTED
3-334	133 S MAPLE AV	OR	R2	CUP to PERMITTED
3-337	201 S MAPLE AV	OR	R2	CUP to PERMITTED
3-339	207 S MAPLE AV	OR	R2	CUP to PERMITTED
3-340	209 S MAPLE AV	OR	R2	CUP to PERMITTED
3-341	204 S MAPLE AV	OR	R2	CUP to PERMITTED
3-343	609 HOWARD ST	OR	R2	CUP to PERMITTED
3-344	608 HOWARD ST	OR	R2	CUP to PERMITTED
3-345	600 HOWARD ST	OR	R2	CUP to PERMITTED
3-346	126 S MAPLE AV	OR	R2	CUP to PERMITTED
3-347	127-129 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-348	131 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-349	610 HOWARD ST	OR	R2	CUP to PERMITTED
3-350	611 HOWARD ST	OR	R2	CUP to PERMITTED
3-351	207 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-376	214 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-377	222 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-378	224 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-379	508 SCHOOL PL	OR	R2	CUP to PERMITTED
3-380	230 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-381	510 SCHOOL PL	OR	R2	CUP to PERMITTED
3-382	233 S MAPLE AV	OR	R2	CUP to PERMITTED
3-383	231 S MAPLE AV	OR	R2	CUP to PERMITTED
3-384	225-227 S MAPLE AV	OR	R2	CUP to PERMITTED
3-385	221 S MAPLE AV	OR	R2	CUP to PERMITTED
3-386	217 S MAPLE AV	OR	R2	CUP to PERMITTED
3-387	213 S MAPLE AV	OR	R2	CUP to PERMITTED
3-388	208 S MAPLE AV	OR	R2	CUP to PERMITTED
3-390	216 S MAPLE AV	OR	R2	CUP to PERMITTED
3-391	220 S MAPLE AV	OR	R2	CUP to PERMITTED
3-393	235 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-394	225 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-395	221 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-396	219 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-397	217 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-398	213 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-582	328 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-583	322 S CHESTNUT AV	OR	R2	CUP to PERMITTED

3-584	319 S MAPLE AV	OR	R2	CUP to PERMITTED
3-585	321 S MAPLE AV	OR	R2	CUP to PERMITTED
3-597	318 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-598	312 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-599	308 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-600	304 S CHESTNUT AV	OR	R2	CUP to PERMITTED
3-602	301 S MAPLE AV	OR	R2	CUP to PERMITTED
3-603	305 S MAPLE AV	OR	R2	CUP to PERMITTED
3-604	309 S MAPLE AV	OR	R2	CUP to PERMITTED
3-605	315 S MAPLE AV	OR	R2	CUP to PERMITTED
3-606	317 S MAPLE AV	OR	R2	CUP to PERMITTED
3-607	316 S MAPLE AV	OR	R2	CUP to PERMITTED
3-609	308 S MAPLE AV	OR	R2	CUP to PERMITTED
3-610	304 S MAPLE AV	OR	R2	CUP to PERMITTED
3-611	300-302 S MAPLE AV	OR	R2	CUP to PERMITTED
3-612	621 SCHOOL PL	OR	R2	CUP to PERMITTED
3-613	305-307 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-614	309 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-615	311-313 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-73	105 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-74	613 W WALNUT ST	OR	R2	CUP to PERMITTED
3-75	111 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-76	121 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-77	123 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-78	125 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-79	122 S MAPLE AV	OR	R2	CUP to PERMITTED
3-80	116-118 S MAPLE AV	OR	R2	CUP to PERMITTED
3-81	112-114 S MAPLE AV	OR	R2	CUP to PERMITTED
3-82	108 S MAPLE AV	OR	R2	CUP to PERMITTED
3-89	119 S MAPLE AV	OR	R2	CUP to PERMITTED
3-898	426-428 S MAPLE AV	OR	R2	CUP to PERMITTED
3-89-A	117 S MAPLE AV	OR	R2	CUP to PERMITTED
3-90	121 S MAPLE AV	OR	R2	CUP to PERMITTED
3-901	414 S MAPLE AV	OR	R2	CUP to PERMITTED
3-902	411 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-903	415 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-904	423 S ASHLAND AV	OR	R2	CUP to PERMITTED
3-905	427 S ASHLAND AV	OR	R2	CUP to PERMITTED

2-100	715 S BROADWAY	C1	C1	NO CHANGE
2-102	709 S BROADWAY	C1	C1	NO CHANGE
2-110	607 S MAPLE AV	OR	OR	NO CHANGE
2-111	525 CLINTON ST	OR	OR	NO CHANGE
2-112	521 CLINTON ST	OR	OR	NO CHANGE
2-172	818 S BROADWAY	C1	C1	NO CHANGE
2-174	822 S BROADWAY	C1	C1	NO CHANGE
2-175	414 FOURTH ST	C1	C1	NO CHANGE
2-176	418 FOURTH ST	C1	C1	NO CHANGE
2-187-A	836-838 S BROADWAY	C1	C1	NO CHANGE
2-208	837 S BROADWAY	C1	C1	NO CHANGE

2-212	823 S BROADWAY	C1	C1	NO CHANGE
2-213	821 S BROADWAY	C1	C1	NO CHANGE
2-215	813 S BROADWAY	C1	C1	NO CHANGE
2-209	833 S BROADWAY	C1	C1	NO CHANGE
2-210	829 S BROADWAY	C1	C1	NO CHANGE
2-211	825 S BROADWAY	C1	C1	NO CHANGE
2-216	809 S BROADWAY	C1	C1	NO CHANGE
2-268	501-507 S MAPLE AV	OR	OR	NO CHANGE
2-223	604-606 S MAPLE AV	OR	OR	NO CHANGE
2-224	600 S MAPLE AV	OR	OR	NO CHANGE
2-225	601-603 S ASHLAND AV	OR	OR	NO CHANGE
2-226	607 S ASHLAND AV	OR	OR	NO CHANGE
2-263	522 CLINTON ST	OR	OR	NO CHANGE
2-264	535 S MAPLE AV	OR	OR	NO CHANGE
2-265	527 S MAPLE AV	OR	OR	NO CHANGE
2-266	521 S MAPLE AV	OR	OR	NO CHANGE
2-267	509 S MAPLE AV	OR	OR	NO CHANGE
2-72	519 S BROADWAY	D1	D1	NO CHANGE
2-76	525 S BROADWAY	D1	D1	NO CHANGE
2-77	531 S BROADWAY	D1	D1	NO CHANGE
2-98	719 S BROADWAY	C1	C1	NO CHANGE
3-100	117-119 S CHESTNUT AV	D1	D1	NO CHANGE
3-101	125 S CHESTNUT AV	D1	D1	NO CHANGE
3-105	112-114 S BROADWAY	D1	D1	NO CHANGE
2-876	915 S CHESTNUT AV	R3	R3	NO CHANGE
2-870	413 FIFTH ST	R3	R3	NO CHANGE
2-871	417 FIFTH ST	R3	R3	NO CHANGE
2-872	421 FIFTH ST	R3	R3	NO CHANGE
2-873	425 FIFTH ST	R3	R3	NO CHANGE
2-875	911 S CHESTNUT AV	R3	R3	NO CHANGE
2-70	515 S BROADWAY	D1	D1	NO CHANGE
2-71	517 S BROADWAY	D1	D1	NO CHANGE
2-78	100 W MASON ST	D2	D2	NO CHANGE
2-874	427 FIFTH ST	R3	R3	NO CHANGE
2-877	915 S CHESTNUT AV	R3	R3	NO CHANGE
2-946	505 S BROADWAY	D1	D1	NO CHANGE
2-948	S CHESTNUT AV	PI	PI	NO CHANGE
2-948	S CHESTNUT AV	PI	PI	NO CHANGE
2-948	S CHESTNUT AV	PI	PI	NO CHANGE
2-948	S CHESTNUT AV	PI	PI	NO CHANGE
2-948	S CHESTNUT AV	PI	PI	NO CHANGE
2-949-A	511-513 S BROADWAY	D1	D1	NO CHANGE
2-97	723 S BROADWAY	C1	C1	NO CHANGE
3-104-A	116 S BROADWAY	D1	D1	NO CHANGE
3-106	110 S BROADWAY	D1	D1	NO CHANGE
3-107	405 W WALNUT ST	D1	D1	NO CHANGE
3-110	317 W WALNUT ST	D1	D1	NO CHANGE
3-113	123 S BROADWAY	D1	D1	NO CHANGE
3-114	120 S PEARL ST	D1	D1	NO CHANGE
3-1300	126-1 S BROADWAY	D1	D1	NO CHANGE

3-1301	126-2 S BROADWAY	D1	D1	NO CHANGE
3-1144	S ASHLAND AV	PI	PI	NO CHANGE
3-1146	319-323 S ASHLAND AV	PI	PI	NO CHANGE
3-1148	S ASHLAND AV	PI	PI	NO CHANGE
3-116	100 BLOCK S PEARL ST	D1	D1	NO CHANGE
3-306-1	201 W WALNUT ST	D2	D2	NO CHANGE
3-312	127 S BROADWAY	D1	D1	NO CHANGE
3-313	131 S BROADWAY	D1	D1	NO CHANGE
3-314	201 S BROADWAY	D1	D1	NO CHANGE
3-316	211 S BROADWAY	D1	D1	NO CHANGE
3-320	128 S BROADWAY	D1	D1	NO CHANGE
3-322	124 S BROADWAY	D1	D1	NO CHANGE
3-369-A	226 S BROADWAY	D1	D1	NO CHANGE
3-563-1	339 S BROADWAY	D1	D1	NO CHANGE
3-588	316 S BROADWAY	D1	D1	NO CHANGE
3-642	301 S BROADWAY	D1	D1	NO CHANGE
3-643	307 S BROADWAY	D1	D1	NO CHANGE
3-579	335 S CHESTNUT AV	D1	D1	NO CHANGE
3-591	300 S BROADWAY	D1	D1	NO CHANGE
3-645	315 S BROADWAY	D1	D1	NO CHANGE
3-311	100 BLOCK S PEARL ST	D1	D1	NO CHANGE
3-315	205 S BROADWAY	D1	D1	NO CHANGE
3-317	200 S BROADWAY	PI	PI	NO CHANGE
3-325	412 HOWARD ST	D1	D1	NO CHANGE
3-326	201 S CHESTNUT AV	PI	PI	NO CHANGE
3-327	209 S CHESTNUT AV	PI	PI	NO CHANGE
3-363	S BROADWAY	D1	D1	NO CHANGE
3-364	223 S BROADWAY	D1	D1	NO CHANGE
3-365	217 S BROADWAY	PI	PI	NO CHANGE
3-365-1	S BROADWAY	PI	PI	NO CHANGE
3-366	S BROADWAY	PI	PI	NO CHANGE
3-367	218 S BROADWAY	PI	PI	NO CHANGE
3-368	220 S BROADWAY	PI	PI	NO CHANGE
3-369	228 S BROADWAY	PI	PI	NO CHANGE
3-370	232 S BROADWAY	D1	D1	NO CHANGE
3-372	225 S CHESTNUT AV	PI	PI	NO CHANGE
3-373	223 S CHESTNUT AV	PI	PI	NO CHANGE
3-374	219 S CHESTNUT AV	PI	PI	NO CHANGE
3-375	211 S CHESTNUT AV	PI	PI	NO CHANGE
3-554-A	101 BRIDGE ST	D2	D2	NO CHANGE
3-556	119 BRIDGE ST	D2	D2	NO CHANGE
3-562	325 S BROADWAY	D1	D1	NO CHANGE
3-563	327 S BROADWAY	D1	D1	NO CHANGE
3-568	401 S BROADWAY	D1	D1	NO CHANGE
3-568-1	S BROADWAY	D1	D1	NO CHANGE
3-575	336 S BROADWAY	D1	D1	NO CHANGE
3-578	325 S CHESTNUT AV	D1	D1	NO CHANGE
3-587	324 S BROADWAY	D1	D1	NO CHANGE
3-589	312 S BROADWAY	D1	D1	NO CHANGE
3-590	304 S BROADWAY	D1	D1	NO CHANGE

3-593	305 S CHESTNUT AV	PI	PI	NO CHANGE
3-594	311 S CHESTNUT AV	PI	PI	NO CHANGE
3-595	315 S CHESTNUT AV	PI	PI	NO CHANGE
3-596	319 S CHESTNUT AV	D1	D1	NO CHANGE
3-644	309 S BROADWAY	D1	D1	NO CHANGE
3-85	515 W WALNUT ST	D1	D1	NO CHANGE
3-92	118 S CHESTNUT AV	D1	D1	NO CHANGE
3-96	509 W WALNUT ST	D1	D1	NO CHANGE
3-919	S OAKLAND AV	PI	PI	NO CHANGE
3-920	S MAPLE AV	PI	PI	NO CHANGE
3-98	409 W WALNUT ST	D1	D1	NO CHANGE
3-552	345 S PEARL ST	LI	LI	NO CHANGE
3-559	301 BRIDGE ST	LI	LI	NO CHANGE
3-640	310-314 S PEARL ST	LI	LI	NO CHANGE
3-640-A	306 S PEARL ST	LI	LI	NO CHANGE
3-306	111 W WALNUT ST	LI	LI	NO CHANGE
3-99	100 BLOCK S CHESTNUT AV	D1	D1	NO CHANGE

2-161-F	500 FOURTH ST	R1	R2	NP to CUP
2-243	828 S MAPLE AV	R1	R2	NP to CUP
2-252	801 S ASHLAND AV	R1	R2	NP to CUP
2-240	840-846 S MAPLE AV	R1	R2	NP to CUP
2-89	504 CLINTON ST	C1	OR	NP to CUP
2-90	508 CLINTON ST	C1	OR	NP to CUP
2-91	514 CLINTON ST	C1	OR	NP to CUP
2-92	516 CLINTON ST	C1	OR	NP to CUP
2-93-A	519 LAKE ST	C1	OR	NP to CUP
3-88	113 S MAPLE AV	OR	D1	NP to CUP

2-180	425 FOURTH ST	R3	OR	PERMITTED TO CUP
2-182	417 FOURTH ST	R3	OR	PERMITTED TO CUP
2-191	418 FIFTH ST	R3	OR	PERMITTED TO CUP
2-192	422-422 1/2 FIFTH ST	R3	OR	PERMITTED TO CUP
2-269	530 S MAPLE AV	OR	R2	PERMITTED TO CUP
2-885	531 FIFTH ST	R3	R2	PERMITTED TO CUP
2-884	527 FIFTH ST	R3	R2	PERMITTED TO CUP
3-342	200 S MAPLE AV	OR	R2	PERMITTED TO CUP
3-389	210 S MAPLE AV	OR	R2	PERMITTED TO CUP
3-601	300 S CHESTNUT AV	OR	R2	PERMITTED TO CUP
3-310	307 HOWARD ST	LI	D1	PERMITTED TO CUP
3-362	301 S PEARL ST	LI	D1	PERMITTED TO CUP
3-899	420 S MAPLE AV	OR	R2	PERMITTED TO CUP

3-328	208 S CHESTNUT AV	OR	R2	PERMITTED to NP
3-84	605-607 W WALNUT ST	OR	R2	PERMITTED to NP

2-184	824 S BROADWAY	OR	C1	PERMITTED to PERMITTED
2-107	S BROADWAY	LI	D1	PERMITTED to PERMITTED
2-109	613 S BROADWAY	LI	D1	PERMITTED to PERMITTED
2-116	505 CLINTON ST	C1	OR	PERMITTED to PERMITTED

2-155	508 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-157	520 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-158	524 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-160	535 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-161	531 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-161-A	525 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-161-B	519 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-161-C	515 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-161-D	507 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-161-H	510 FOURTH ST	R1	R2	PERMITTED to PERMITTED
2-161-J	528 FOURTH ST	R1	R2	PERMITTED to PERMITTED
2-162	516 FOURTH ST	R1	R2	PERMITTED to PERMITTED
2-161-G	504 FOURTH ST	R1	R2	PERMITTED to PERMITTED
2-179	833 S CHESTNUT AV	R3	OR	PERMITTED to PERMITTED
2-177	FOURTH ST	R3	C1	PERMITTED to PERMITTED
2-178-A	815 S CHESTNUT AV	R3	C1	PERMITTED to PERMITTED
2-183	413 FOURTH ST	R3	C1	PERMITTED to PERMITTED
2-188	840 S BROADWAY	C1/R3	C1	PERMITTED to PERMITTED
2-195-1	521 FOURTH ST	R1	R2	PERMITTED to PERMITTED
2-196	515 FOURTH ST	R1	R2	PERMITTED to PERMITTED
2-197	511 FOURTH ST	R1	R2	PERMITTED to PERMITTED
2-198	824-826 S CHESTNUT AV	R1	R2	PERMITTED to PERMITTED
2-199	828 S CHESTNUT AV	R1	R2	PERMITTED to PERMITTED
2-203	510 FIFTH ST	R1	R2	PERMITTED to PERMITTED
2-205	835 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-206	839 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-217	801 S BROADWAY	C2	C1	PERMITTED to PERMITTED
2-230	718 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-232	710 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-242	830 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-244	826 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-245	824 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-247	818 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-248	814 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-249	810 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-251	800 S MAPLE AV	R1	R2	PERMITTED to PERMITTED
2-251-A	609 THIRD ST	R1	R2	PERMITTED to PERMITTED
2-255	815 S ASHLAND AV	R1	R2	PERMITTED to PERMITTED
2-256	817 S ASHLAND AV	R1	R2	PERMITTED to PERMITTED
2-252-1	S ASHLAND AV	R1	R2	PERMITTED to PERMITTED
2-86	410 CLINTON ST	LI	D1	PERMITTED to PERMITTED
2-947	419 S MAPLE AV	D2	D1	PERMITTED to PERMITTED
2-87	S BROADWAY	LI	D1	PERMITTED to PERMITTED
2-88	502 CLINTON ST	C1	OR	PERMITTED to PERMITTED
2-93	517 LAKE ST	C1	OR	PERMITTED to PERMITTED
2-94	505 LAKE ST	LI	OR	PERMITTED to PERMITTED
2-947-1	504 S BROADWAY	LI	D2	PERMITTED to PERMITTED
2-949	506 S BROADWAY	LI	D1	PERMITTED to PERMITTED
2-94-A	515 LAKE ST	C1	OR	PERMITTED to PERMITTED
2-95	520 S CHESTNUT AV	LI	OR	PERMITTED to PERMITTED

3-569	420 S BROADWAY	D2	D1	PERMITTED to PERMITTED
3-572	402 S BROADWAY	D2	D1	PERMITTED to PERMITTED
3-581	334 S CHESTNUT AV	OR	R2	PERMITTED to PERMITTED
3-581	334 S CHESTNUT AV	OR	R2	PERMITTED to PERMITTED
3-580	338 S CHESTNUT AV	OR	R2	PERMITTED to PERMITTED
3-608	S MAPLE AV	OR	R2	PERMITTED to PERMITTED
3-616	315-317 S ASHLAND AV	PI/OR	PI	PERMITTED to PERMITTED



City of Green Bay
Department of Community and Economic Development

August 1, 2019

Re: (ZP 19-15) Proposed Rezoning & (CPA 19-04) Comprehensive Plan Amendment – Shipyard Neighborhood

Dear Property Owner:

You are being notified of the proposed Comprehensive Plan Amendment and Rezoning because you own property within 400 feet of this request. The attached maps show the Shipyard Neighborhood outlined in black. If you are outside of this outlined area, there will be NO IMPACT to your property and this is only a notification as required by code.

WHAT: The City of Green Bay Plan Commission will review a request to amend the Comprehensive Plan and Rezone various properties located within the Shipyard Neighborhood. Not all recipients of this letter will be impacted by both applications, but it is important that you know these actions are occurring in your neighborhood.

WHY: This request would clean-up various imperfections in the City's existing Future Land Use map, and would also allow for the rezoning of various properties to further align with the vision for this downtown neighborhood. There are four (4) maps attached that show the Future Land Use and Zoning, as well as the proposed changes. Also attached is a property list that details the zoning changes for each parcel. The second page of this letter has a table that details Permitted, Conditional, and Prohibited Uses. There are also brief descriptions of the zoning codes. Of the 224 parcels in this neighborhood, the majority (over 96 percent) are either being brought into compliance with the zoning code, or have no change. For the few parcels impacted, these changes will have no effect on the property as it is used today; uses are "grandfathered" in, and the new zoning only takes affect when a change or expansion in that grandfathered use is proposed. Still not sure what this all means? Give me a call! My contact information is listed below.

WHEN: The Plan Commission will review this application at their meeting scheduled for **Monday, August 12, 2019**, at 6:00pm in Room 604 (Harry Maier Room) of City Hall, 100 N. Jefferson Street, Green Bay, WI 54301.

WHAT CAN I DO: Have comments, questions, or want more information? Contact me at (920) 448-3424, at stephaniehu@greenbaywi.gov, or visit our office in Room 608 of City Hall. You can also contact the alderperson for this project, Brian Johnson, at district9@greenbaywi.gov or (920) 242-2206. Any comments given prior to the meeting will be presented to the Commission on your behalf. You may also attend the Plan Commission meeting to give your comments in person. No comments? Toss this letter in the recycling!

\\is-dc1\info\DeptData\Planning\City\CityActions\Zoning_Petitions\ZoningPetitions2019\ZP 19-15 (Rezone Various Shipyard properties)\ZP 19-15, CPA 19-04 Prop Letter.docx

100 North Jefferson Street, Room 608, Green Bay, Wisconsin 54301-5026
(p) 920.448.3400 (f) 920.448.3426 greenbaywi.gov

SHARE THIS LETTER: Please share this letter with other interested parties you may know. If you are no longer the owner of this property, or you are the landlord for this property, please forward this letter to the appropriate party.

Sincerely,



Stephanie Hummel, AICP
Planner II

SH:jd

Enclosures

cc: Ald. B. Johnson
Seymour Park Neighborhood Association

Permitted Uses:	Uses that are permitted by-right within a zoning district, provided that the use complies with all other applicable provisions of City ordinance
Conditional Uses (CUP):	Uses that are conditional within a zoning district, provided that the use complies with all other applicable provisions of City ordinance; a Conditional Use Permit is required prior to establishing a conditional use
Prohibited Uses:	Any use that is not listed as Permitted or Conditional within a zoning district shall be considered prohibited
“Grandfathered” Uses:	A “grandfathered” use is a use that was allowed on a parcel at the time it was established, and has since become non-compliant/prohibited because of ordinance changes. These uses are allowed to remain (provided they are also compliant with all other applicable provisions of City ordinance) so long as the use is not discontinued for a time exceeding 12 months.

R1: Low Density Residential	Mostly single-family homes, limited two-family
R2: Medium Density Residential	Mix of single- and two-family homes and townhomes
R3: Varied Density Residential	Mostly two- and multi-family homes, limited single-family
OR: Office Residential	Small offices integrated into single- and two-family neighborhood
C1: General Commercial	For medium-intensity retail, office, and services
C2: Highway Commercial	For auto-oriented businesses, retail, and services
D1 & D2: Downtown	Offers a full range of uses, including varied housing, offices, entertainment, and civic uses
LI: Light Industry	For industrial uses like warehousing, shipping, and limited manufacturing uses
For more information, see https://library.municode.com/wi/green_bay/codes/code_of_ordinances	



Report to the Green Bay Plan Commission

MEETING DATE

August 12, 2019

PREPARED BY

Paul Neumeyer, Staff

AGENDA ITEM # E.5.

(ZP 19-16) Consideration with possible action on the request to authorize a Conditional Use Permit (CUP) to allow for a plant expansion to exceed the maximum height limitation within the General Industrial (GI) district at 1919 South Broadway, submitted by Tim Ellsworth, Georgia Pacific Corp., property owner (Ald. B. Johnson, District 9).

BACKGROUND

Primary Address: 1919 South Broadway

Aldersperson/District: Ald. Brian Johnson/9

Reason for Request: To construct a major plant expansion on the Georgia-Pacific campus.

Subject Parcel Zoning and Land Use: GI – General Industrial zoning –heavy industrial uses.

Surrounding Zoning and Land Uses:

North:	GI-General Industrial	Industrial
South:	GI-General Industrial	Industrial
East:		Fox River
West:	GI-General Industrial	Industrial

Comprehensive Plan: The 2022 Smart Growth Plan designates this area for industrial land uses.

Analysis: The petitioner intends remove certain industrial structures along the northeast side of the Georgia-Pacific campus and construct a 458,800 sq. ft. (10.50 acres) expansion to stream line the paper production process. The Georgia-Pacific campus is approximately 200 acres with a project area of approximately 36 acres.

The petitioner is seeking an increase from the designated maximum height of 35 ft. to a proposed structures height of approximately 90 ft. for some portions of the building. A letter from the applicant is attached within the agenda packet detailing the expansions. Graphics of the site and views of the expansion are also attached within the agenda packet. Smokestacks, water towers and other similar structures are allowed to exceed the height requirement without a CUP.

The proposed structure(s) has a flat roof line as depicted in the attached graphics and is comprised of precast concrete wall panels for the warehouse portion of the building and metal panels for the paper machine building. The expanded structures are planned to be located outside the 50 ft. building setback and located outside the floodplain boundary of the Fox River. Site improvements also include the removal of

existing coal piles and two (2) smokestacks.

The subject parcel is large enough that the Planning staff believes the increased heights will not detract from the adjacent property owners as it sits within an industrial corridor and is keeping with existing structures on the campus. Ald. B. Johnson and adjacent property owners were noticed of the request. Staff received no inquiries as of the drafting of this report.

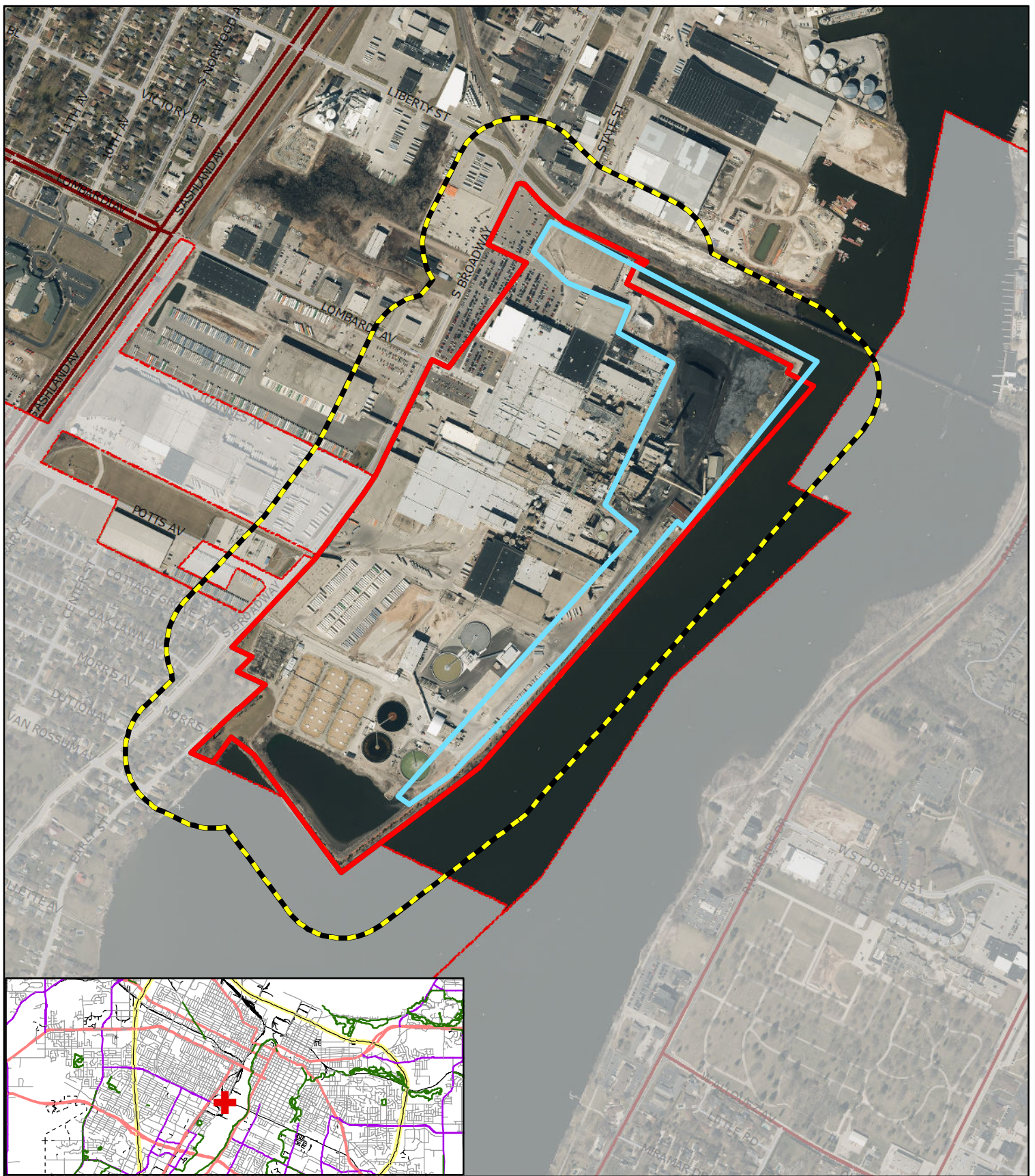
RECOMMENDATION

Approval of the request to authorize a Conditional Use Permit (CUP) to allow for a plant expansion to exceed the maximum height limitation within the General Industrial (GI) district at 1919 South Broadway, subject to compliance with all of the regulations of the Green Bay Municipal Code not covered under the Conditional Use Permit, including standard site plan review and approval.

FISCAL IMPACT

ATTACHMENTS

1. ZP 19-16 letter
2. Letter of Intent SIGNED by GP Conditional Use Variance 19July2019



**Zoning Petition (ZP 19-16)
Proposed Conditional Use (CUP)
1919 South Broadway**

- Parcel Boundary
- Project Area
- 400' Property Owner Notice



0 5,000 10,000
Feet



This is a compilation of records and data located in various City of Green Bay offices and is to be used for reference purposes only. The City of Green Bay is not responsible for any inaccuracies or unauthorized use of the information contained within. No warranties are implied.
Map prepared by PN



AECOM
2985 South Ridge Road, Suite B
Green Bay, WI 54304

920.468.1978 tel
920.468.3312 fax

July 19, 2019

Mr. Paul Neumeyer
Zoning Administrator
City of Green Bay
100 North Jefferson Street
Green Bay, WI 54310

**Subject: Request for City Action – Letter of Intent
AECOM Project No. 60594990**

Dear Mr. Neumeyer:

AECOM Technical Services, Inc. (AECOM), on the behalf of Georgia-Pacific Corp. (GP) requests a conditional use permit, to exceed the maximum building height of 35 feet for buildings within the area zoned General Industry (GI), for the proposed facility expansion located at 1919 Broadway, Green Bay, Wisconsin. The legal description for the property is included in Attachment 1 and the parcel boundary taken from the City of Green Bay Web Map is shown on Attachment 2.

GP and their consultants met with the City of Green Bay Planning Department members on March 27, 2019 to discuss the proposed project and permitting requirements. Georgia Pacific plans to construct a new production facility at the existing Broadway Mill in Green Bay, Wisconsin; this facility is termed "Project PACE". Project PACE will include new construction of a wet Paper Machine and Building, Broke Processing Pulper, Bale Pulper, Parent Roll Storage Building, and a Converting Building. The footprint for these buildings totals approximately 458,800 sq. ft. in area. These new buildings, their associated roadways, and support features will be sited on the north east portion of the existing GP Mill site, generally within the existing coal pile area adjacent to the Fox River. A site location diagram showing the total project area is included as Attachment 2 and the proposed site plan showing the location of the various buildings is included in Attachment 3. An architectural rendering of the proposed expansion is included in Attachment 4.

Design of these buildings and process equipment is being performed by others (Baisch Engineering). The Paper Machine, Parent Roll Storage, and Converting, and Broke Processing Pulper Buildings will exceed the maximum height for the General Industry (GI) zoned of 35 feet. The paper machine equipment and bridge crane located within the Paper Machine Building will exceed 35 feet, with the building reaching 90 feet (see Attachment 5). The Parent Roll Storage and Converting Buildings are designed to be 40 feet from top of finished floor to top of building. Total building height will vary depending on surrounding site grades (see Attachment 6). The Broke Processing Pulper Building has a planned roof height of 37 feet with a perimeter wall (parapet) of 38 feet. Per the Green Bay Municipal Code Chapter 13 Section 908 Dimensional and Area Requirements, Table 9-2, note "a" indicates that certain structures may exceed the maximum height limit as specified by conditional use. The height of the proposed buildings is consistent with building heights currently on-site or is required based on the equipment located within the buildings. The architectural rendering included in Attachment 4 portrays several other existing buildings of similar height. The Bale Pulper Building has a planned roof height of approximately 31 feet, with the top of perimeter wall (parapet) being approximately 33 feet and should therefore not exceed 35 feet.

Per Green Bay Municipal Code Chapter 13 Section 203 Request for City Action, this letter of intent accompanies the "Request for City Action" form along with other supporting documents, is completed in full and is being submitted, with appropriate fee, to the City Clerk for placement on an available City Council meeting.

If you have any questions with regard to the information provided in this submittal, please contact Mr. Bert Cole at 920.236.6721.

Sincerely,

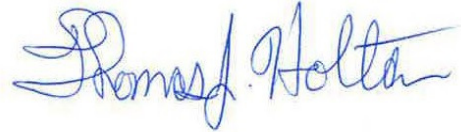
AECOM Technical Services, Inc.



Albert W. Cole
Senior Program Manager



Terrance A. Peterson, PE
Sr. Project Manager/Principal Engineer



Jeremy Thomas, PE
Account Manager/Associate Engineer

Attachments:

- Request for City Action – Plan Commission Form
- Attachment 1 – Legal Description
- Attachment 2 – City of Green Bay Web Map
- Attachment 3 – Site Key Plan
- Attachment 4 – Conceptual View Looking Southwest
- Attachment 5 – Cross Machine Elevation Looking West at Yankee
- Attachment 6 – North and East Exterior Building Elevations

REQUEST FOR CITY ACTION - PLAN COMMISSION

(Submit **two** copies to the Planning Department, Room 608 or City Clerk's Office, Room 106, City Hall)

Date: 06-24-2019

Petitioner(s): Tim Ellsworth, Plant Manager

Phone Number: 920-438-2002

Address: 1919 S Broadway City: Green Bay State: WI Zip Code: 54304

Property Owner: Georgia Pacific Corp.

Phone Number: _____

Parcel Numbers (required): 1-1407

Location of Property: Property is located along the Fox River in Green Bay, Wisconsin. See attached maps and legal description.

Attach maps and legal descriptions (required).

To: Honorable Mayor and Common Council, c/o City Clerk

I, Tim Ellsworth, respectfully request that the City of Green Bay take the following action:

Attach Zoning Petition Form with first three items.

☐ Rezone Property (\$300.00 Review Fee)

☒ Conditional Use and CUP Amendment, including Single Lot Duplexes (\$300.00 Review Fee)

☐ PUD and PUD Amendments (\$350.00 Review Fee)

☐ Approve Preliminary City/Extraterritorial Subdivision Plat (\$150.00 plus \$35.00 per Lot/Outlot Review Fee)

☐ Approve Preliminary City/Extraterritorial Certified Survey Map (\$150.00 Review Fee)

☐ Approve Final City/Extraterritorial Subdivision Plat (\$100.00 Review Fee)

☐ Grant a City/Extraterritorial Subdivision/CSM Variance (\$150.00 Review Fee)

☐ Grant a Postponement of Development Fees (\$100.00 Review Fee) [Review by I&S and/or Park Committees]

☐ Development District Map Amendment (\$200.00 Administration Fee)

☐ Official Map/Area Development Plan Amendment (\$200.00 Administration Fee)

☐ Plat of Right-of-Way (\$200.00 Administration Fee)

☐ Discontinue a Public Utility Easement (\$200.00 Administration Fee)

☐ Street Name Change (\$200.00 Administration Fee)

☐ Declare City Property "City Surplus" (\$200.00 Administration Fee)

☐ Vacate a Street/Alley/Pedestrian Way (\$200.00 Administration Fee)

☐ Other (\$200.00 Administration Fee): _____

Petitioner Signature(s): Tim R. Ellsworth

Review Fee: _____

Receipt No.: _____

Zoning Petition No.: _____

Briefly describe action desired, noting the property affected and all other pertinent information.

Attach maps and legal descriptions (required).

AECOM, on the behalf of Georgia Pacific Corp., requests a conditional use permit, to exceed the maximum building height of 35 feet

for buildings within area zoned General Industry (GI), located at 1919 Broadway, Green Bay, Wisconsin. This conditional use

request is consistent with building requirements for the manufacturing of paper goods.

Please contact the Planning Department in Room 608, City Hall, (920) 448-3400, if you have any questions.

Attachment 1 - Legal Description

Parcel ID: 1-1407

Address: 1919 S Broadway, Green Bay, WI 54304

Zoning: General Industry (GI)

Land Use: Manufacturing

City Contact: Matt Heckenliable (920-448-3100)

Zoning: General Industry

Conditional Use Zoning: CUSE

13-203

13-205-Conditional Uses

13-908-Industrial Districts

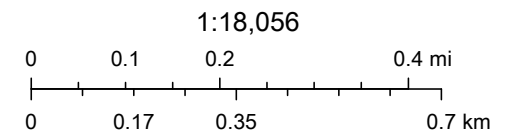
Legal Description:

TANKS SUBD OF PC 12 & N1/2 OF PC 13 WSFR THAT PART OF LOTS 1,2,3 & 4 DESC IN 187 D 141 & A STRIP OF LAND IN SD LOTS LYG BTWN THE PARTS DESC IN 181 D 257 & 267 D 505 & 278 D 255 EX THE WLY 5 FT ALSO 595 R 343 ALSO THAT PRT DESC IN 322 D 266 & PRT OF LOT 2 DESC IN 595 R 365 & A TRI PIECE OF LAND IN SE COR OF LOT 6 DESC IN 145 D 245 & S 274 FT OF LOT 1 CLA TANKS SUBD OF S1/2 OF PC 13 WSFR LOTS 1,2,3,4,5 & N1/2 OF LOTS 6 & 7 LYG E OF RR ALSO THAT PRT OF LOT 6 DESC IN 268 D 620 & 275 D 320 EX 260 D 319 ALSO THAT PRT OF PC 14 & 15 WSFR LYG E OF GB & DEPERE RD EX S 1.10 AC ALSO THAT PRT OF PC 13W AS DESC IN 584 R 467 (60.42AC) PRT OF PC 16 WSFR COM INTNG S/L & E/L RR NLY ALG RR 287.92 FT TO BEG CONT NLY 237.72 FT S 63°43'30" E 1630.6 FT S46°26'30" W 245.5 FT N 63° 43'30" W 1597.1 FT TO BEG (8.68 AC) THAT PRT OF PC 15 WSFR DESC IN 215 D 222 & BNG 51.89 FT ALG RD & EXTENDING E TO RIVER (1.10 AC) N 194.92 FT OF S 520 FT OF PC 16 WSFR E OF HWY H EX S 54 FT (2.67AC) N 108.08 FT OF S 379.08 FT OF PC 16W LYG E OF GB-DEPERE RD (2.13 AC) PART PC 16 W COM INTNG S/L & E/L FOX RIVER ST S63°46' E 616.54 FT N63°46' E 328.6 FT N63°44' W 736.59 FT S43°26' W 272.23 FT (4.05 AC) THAT PRT OF PC 17 WSFR COM INTNG N/L & BANK OF FOX RIVER TH N63°51' W TO C/L EARLY ST IF EXTENDED TH S46°56'20" W 229.92 FT TH S 63°51' E TO LWM OF FOX RIVER NLY TO BEG (1.58 AC) PRT OF N1/2 OF PC 17W DESC 647 R 439 FRONTING 114.57 FT ON FOX RIVER ALSO PCL 1 & 2 IN 758 R 191 EX THAT PRT WLY OF ST (.43 AC) S1/2 LYG E OF EARLY ST OF TRACT DESC AS FOLLOWS: PRT PC 17W COM INTNG N/L & E/L HWY H S43°30' W 225 FT TO BEG CONT SLY 191.34 FT S63°53' E 498 FT N63° 27'22" E 229.15 FT N63°51' W 579.9 FT TO BEG (.45AC) NLY 72 FT OF SLY 144 FT OF N1/2 OF PC17W LYG E OF HWY EX PART LYG W OF EARLY ST (.32AC) SLY 72 FT OF THAT PART OF PC 17W LYG BTWN EARLY ST & RIVER ALSO 17.39 AC BNG PRT OF PC 13,14 & 15 WSFR AS DESC IN 75J210-32 ALSO LOTS 23,24,25,26 & 27 EARLY SUBD RIVERSIDE PLAT & VAC MORRIS AV BTWN SD LOTS 24 & 25 & SO BROADWAY SUBD #2 LOTS 8, 9,10 & 11 BLK 3 & THAT PRT OF PC 10 & 11 AS DESC IN 863 R 317 ALSO S .10 FT OF LOTS 7 & 12 BLK 3 SO BROADWAY SUBD #2 & THAT PART OF PC 16W DESC AS FOLLOWS: BEG AT A PT INTNG S/L POTTS AV & WLY BOUNDARY SO BROADWAY; TH SWLY ALG SD WLY BOUNDARY OF SO BROADWAY TO THE S/L OF SD PC 16W TH NWLY ALG A LINE PARA TO S/L OF PC 16 986.4 FT TH NLY ALG A LINE PERPENDICULAR TO S/L SD PC 16 234.1 FT TO S/L POTTS AV ALG S/L POTTS AV TO POB EX PRT DESC AS: COM INTNG S/L POTTS & W/L S BRDWAY TH WLY ALG S/L POTTS 222.75 FT TO POB TH SLY PRT OF LOT 1 OF TANKS SUBD OF PC 12 & N1/2 OF PC 13 WSFR AS DESC IN 2525535



6/25/2019, 1:30:38 PM

- parcels
- Green Bay
- Green: Band_2
- Green Bay
- Greenbay_2017AirPhoto.sid
- Blue: Band_3
- Red: Band_1



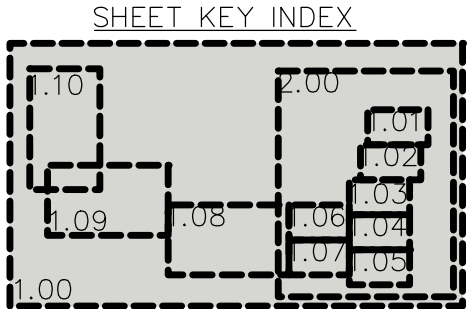
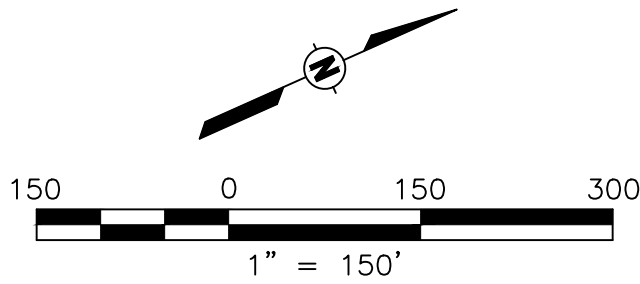
Mike Hronek, Sources: Esri, HERE, Garmin, Intermap, increment P Corp.,

Web AppBuilder for ArcGIS
Esri, HERE, FAO, NOAA | Brown County WI | Brown County | USGS | Mike Hronek |



GENERAL NOTES
1. PACE PROJECT OVERALL SITE GENERAL ARRANGEMENT, SHOWING NEW BUILDINGS, PUMP STATION, ACCESS ROAD, LOADING DOCKS AND MISCELLANEOUS AREAS WITH RESPECT TO EXISTING MILL STRUCTURES.

Attachment 3



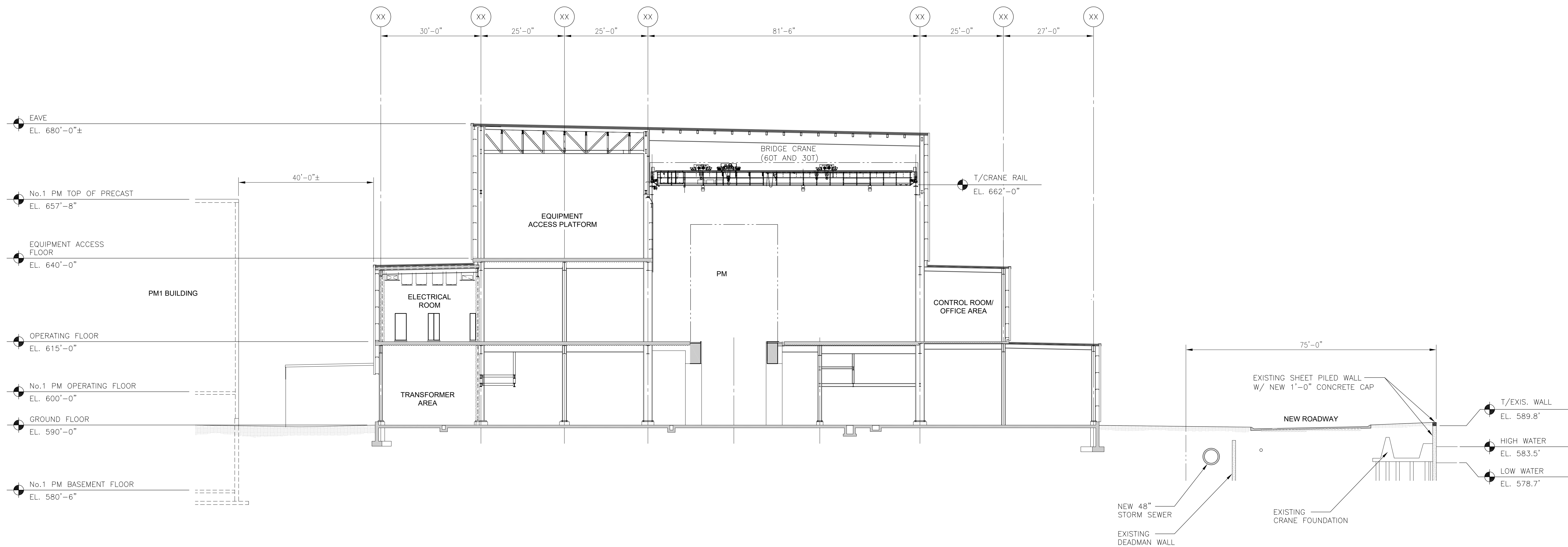
AECOM
AECOM GREEN BAY
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NO.				DATE	BY	REVISION
B	06-13-19	CLL	ISSUED FOR DESIGN			
A	06-03-19	CLL	ISSUED FOR REVIEW			



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PROJECT: PACE PM02					
MACH NAME: Balance of Plant					
DET NAME: Site Key Plan					
DR.	CLL	CH.	SSH	DATE: 06-13-19	-
-	-	-	AECOM #:	G-0.10	JOB# 0022976
-	-	-	-	-	REV B
G-0.10-Site Key				DWG#	-
INFO: -					
P&ID: -					

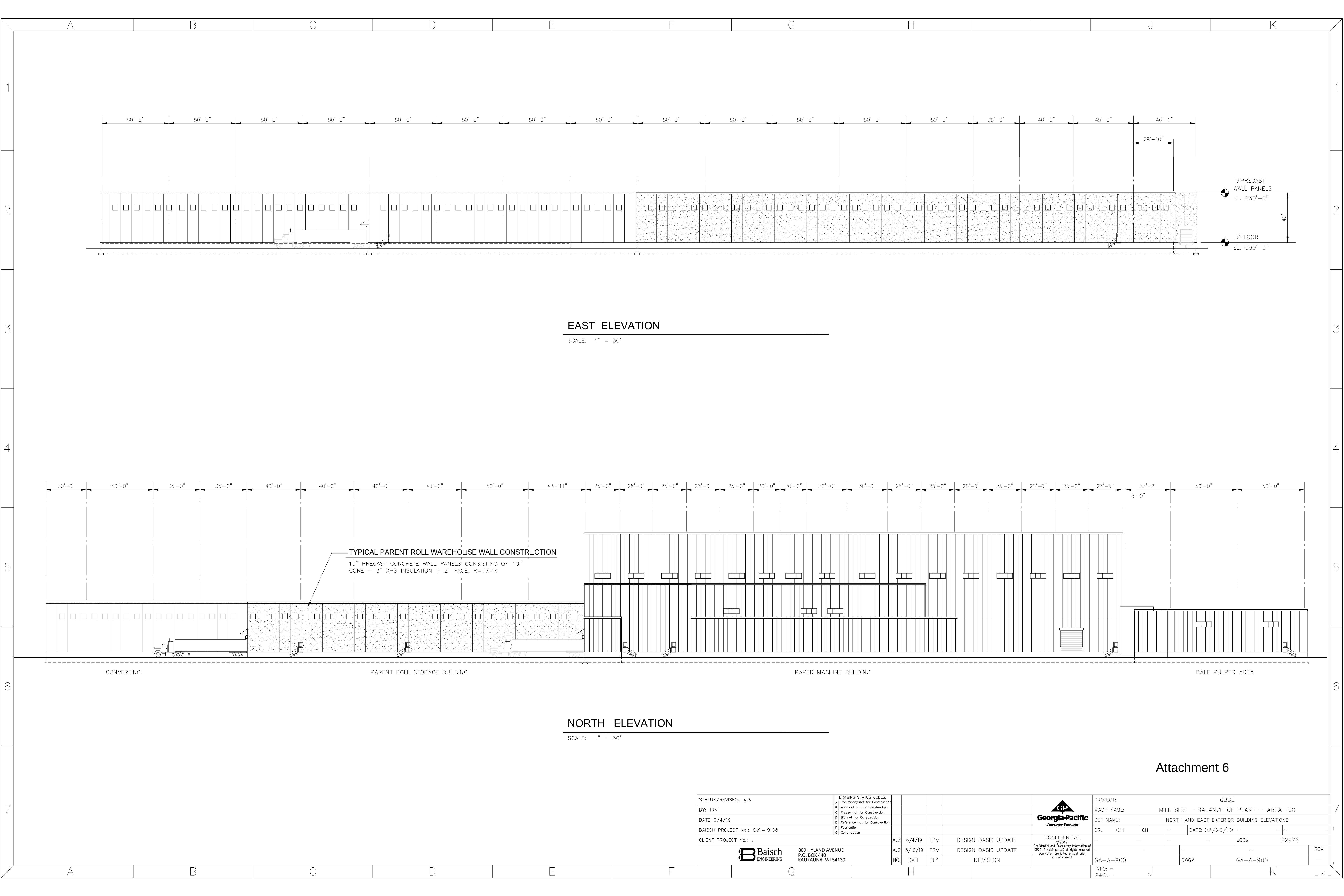


PAPER MACHINE BUILDING CROSS SECTION

SCALE: 1/16" = 1'-0"

Attachment 5

STATUS/REVISION: A.3			DRAWING STATUS CODES: A Preliminary not for Construction B Approval not for Construction C Freeze not for Construction D Bid not for Construction E Reference not for Construction F Fabrication G Construction																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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EAST ELEVATION

SCALE: 1" = 30'

NORTH ELEVATION

SCALE: 1" = 30'

Attachment 6

STATUS/REVISION: A.3				DRAWING STATUS CODES:				GP Georgia-Pacific Consumer Products CONFIDENTIAL © 2019 Confidential and Proprietary Information of GP&P IP Holdings, LLC. All rights reserved. Duplication prohibited without prior written consent.	PROJECT: GBB2								
BY: TRV				A.1	Preliminary not for Construction				MACH NAME: MILL SITE – BALANCE OF PLANT – AREA 100								
DATE: 6/4/19				A.2	Approval not for Construction				DET NAME: NORTH AND EAST EXTERIOR BUILDING ELEVATIONS								
BAISCH PROJECT No.: GW1419108				C.1	Freeze not for Construction				DR:	CFL	CH:	–	DATE: 02/20/19	–	–	–	
CLIENT PROJECT No.: .				D.1	Not for Construction				–	–	–	–	–	JOB#	22976	REV	
B Baisch ENGINEERING 809 HYLAND AVENUE P.O. BOX 440 KAUKAUNA, WI 54130				A.3	6/4/19	TRV	DESIGN BASIS UPDATE			GA–A–900				DWG#	GA–A–900		
				A.2	5/10/19	TRV	DESIGN BASIS UPDATE			INFO: –				–	–		
				NQ.	DATE	BY	REVISION			P&ID: –				– of –			



Report to the Green Bay Plan Commission

MEETING DATE

August 12, 2019

PREPARED BY

David Buck, Staff

AGENDA ITEM # E.6.

(TA 19-04) Consideration with possible action on the request to Repeal and Recreate Green Bay Municipal Code Chapter 13-1700 Off-Street Parking, Drives and Loading, submitted by the Department of Community and Economic Development.

BACKGROUND

Reason for Request: The Zoning Ordinance text amendment is a response to a communication from Ald. Brian Johnson, District 9, received by the Plan Commission on April 23, 2019, requesting the elimination of minimum parking requirements.

Comprehensive Plan: The 2022 Smart Growth Green Bay Comprehensive Plan does not provide specific guidance regarding the proposed text amendments.

Analysis: As staff began examining the elimination of minimum parking requirements, it was determined that the entire parking section of the zoning ordinance needed to be reviewed and updated to not only address the Communication from Ald. B. Johnson, but to modernize this section of the Municipal Code and bring it up-to-date with contemporary practice and current technology and market trends and a set of revisions was developed.

A workshop to discuss the draft revisions to Chapter 13-1700 Off-Street Parking, Drives, and Loading with the Plan Commission was conducted on June 24, 2019. Comments and concerns gathered from the workshop have been addressed and staff is now prepared to bring the draft ordinance forward for official action.

Attached to this staff report please find 1) Draft Parking Code Summary of Changes; 2) Draft Chapter 13-1700 Access, Parking and Loading; and 3) Existing Chapter 13-1700 Off-Street Parking, Drives and Loading. Both the summary and draft code have colored text: red text is new content that did not exist in the current ordinance and blue text are regulations that have been augmented and/or revised from their current status.

The Draft Chapter 13-1700 Access, Parking and Loading has been reviewed by Community and Economic Development staff (Planning, Economic Development, Enforcement, Housing/Zoning, Neighborhoods) as well as the Engineering Department and the Department of Public Works, which included extensive review by the City's traffic engineer. A copy has been shared with Ald. B. Johnson, who made the initial communication as well.

RECOMMENDATION

Approve repealing and recreating Green Bay Municipal Code Chapter 13-1700 Off-Street Parking, Drives and Loading as proposed.

FISCAL IMPACT

ATTACHMENTS

1. Change Summary List 8.1.19
2. Draft Parking Code 8.1.19
3. CHAPTER 13 1700

DRAFT PARKING CODE – CHANGES SUMMARY

Red text is new content, blue text are augmented regulations

SECTION 1 – GENERAL PROVISIONS

- A. **13-1701. Purpose** – Better define what's included in a parking facility. [Page 1]
- B. **13-1703. Nonconforming Facilities**
- **Shared Driveways.** New or reconstructed shared driveways require cross-access easements. [Page 1]
 - **Existing Nonconforming Facilities.** Shall not be reconstructed or expanded unless the entire facility is brought into compliance with requirements of this code. [Page 1]
- C. **13-1705. Use Limitations** - Single and two-family uses are permitted to temporarily use driveways and parking areas for recreational and social activities, maintenance of licensed operable vehicles owned/operated by residents of the unit. [Page 2]
- D. **13-1708. Abandoned Facilities.** If facility is no longer serving a permitted use, providing access to a legal parking area, or on an approved site plan it must be removed in its entirety at the owners expense. [Page 2]
- E. **13-1709. Access Limitation by Use.**
- Single and two family dwelling units shall not have driveways onto a collector or arterial street that is not primarily residential unless such street has the only available frontage. [Page 2]
 - Nonresidential, mixed-use and multi-family uses shall not have driveways onto a residential local street unless such street has the only available frontage. [Page 2]
 - Exemption for existing as well as findings of a traffic impact analysis. [Page 2]
- F. **13-1711. Angle of Intersection with Right-of-Way** - All driveways and other access points shall intersect with any public right-of-way at an angle of not less than 75 degrees, and shall intersect at an angle of 90 degrees wherever possible. [Page 3]

SECTION 2 – OFF-STREET PARKING AND CIRCULATION

- A. **13-1714: Minimum Number of Required Off-Street Parking Spaces.**
- **Floor Area.** Use net floor area versus gross floor area in determining minimum parking requirements. Net floor area excludes mechanical rooms, permanent accessory storage/freezers/coolers, stairwells/elevators, uninhabitable attics or basements, underground parking, etc. [Page 3]
 - **Building Built on Speculation.** Added that buildings built with unknown use shall be required to provide one stall per 300 square feet from 1 per 200 square feet. [Page 4]
 - **Downtown Exception.** Parking requirements waived in the Downtown Zoning District except residential uses which require 1 stall per unit. Developer only needs to provide evidence of availability of off-street public or private parking. [Page 4]
 - **Number of Off-Street Parking Spaces Required by Land Use.** Decreased the required number of stalls for land uses. [Pages 4-8]
 - **Limit on the Number of Off-Street Parking Spaces Provided.** Require a CUP for developments providing more than two times the minimum required parking, except through a CUP. Exemption for lots of 20 stalls or less. Included CUP criteria. [Page 8]

SECTION 3 – REGULATIONS SPECIFIC TO SINGLE- AND TWO-FAMILY USES

A. 13-1715. Single- and Two-Family Residential Driveways.

- **Number of Driveways.** Single-family uses are permitted one driveway per lot.
- **Driveway Setback.** On lots with less than 60 feet of lot width, setback minimum of 1 foot. Admin. exception if 8 foot driveway can't be achieved. [Page 9]
- **Driveway setback.** Linked to garage or uncovered parking space setback. [Page 9]
- **Driveway Width.** Minimum width of 8 feet. Max width 25 feet at property line and match garage opening within lot. Taper area required for of wider driveway must include item to prohibit vehicular trespass. Max. 12 feet if no garage. [Page 9-10]

B. 13-1716: Parking for Single- and Two-Family Uses

- **Uncovered Parking Spaces (Not Located in Driveways).** No more than 4 uncovered parking spaces are permitted per unit per lot and must be screened. Allow 1 screened uncovered space alongside garage. Allow 1 front yard parking space exception for lots that can't provide required spaces but must not be located in front of homes entrance. [Page 12-13]
- **Parking Space Design for Single and Two Family Uses on Narrow Lots.** Allow driveways spaces to be considered legal "stacked" spaces. [Page 13]
- **Screening.** Uncovered parking spaces situated beyond the front façade of the principal structure must be screened with 5' "solid" barrier. [Page 13]

SECTION 4 – REGULATIONS SPECIFIC TO MULTIPLE-FAMILY, MIXED-USE, INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL USES

A. 13-1717. Multi-Family Residential, Mixed-Use, Institutional, Commercial, and Industrial Use Driveways.

- **Number of Driveways.** Added ability to have a three-lane driveway (one ingress lane, mountable dividing island, and two egress lanes) at 35/45'. Limited to sites on streets with high traffic volumes and speeds and/or unique timeframes of mass ingress/egress, or other conditions making a standard driveway less than optimal. [Page 14]
- **Driveway Width.** Increased one-way drives for semis from 15/25' to 20/30'. [Page 15]
- **Driveway Width.** Increased two-way drives for autos from 20/30' to 25/35' and for semis from 25/35' to 30/40'. [Page 15]

B. 13-1718: Off-Street Parking and Traffic Circulation Standards for Multiple-Family and Nonresidential Uses

- **Special Provision for Nonconforming Parking Facilities.** Zoning Administrator may allow reduced setbacks for the reconstruction of parking facilities if meeting code will result in a loss of required spaces or functionality of internal circulation. [Page 16]
- **Marking.** Off-street parking & circulation areas shall be marked, striped, and maintained in a clear and visible manner (indicates spaces, walkways, and other designated areas) [Page 17]
- **Curbing.** Minimum 6-inch-high curb required around parking areas that are adjacent to pedestrian and/or bicycle ways and internal landscape islands, except to allow bio-retention to be utilized. [Page 17]

SECTION 5 – ALTERNATE PARKING OPTIONS FOR MULTIPLE-FAMILY, MIXED-USE, INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL USES

A. 13-1719. Shared Parking Facilities.

- **Joint Parking.** Added that up to a 15 percent reduction in the number of required parking spaces for 4 or more separate uses, 10 percent for 3 separate uses, and 5 percent for 2 separate uses in a collective parking facility. [Page 18]
- **Nighttime and Sunday Uses.** Defined as theatres, bowling alleys, tavern/nightclub, auditoriums incidental to a public or parochial schools, churches, multiple-family apartments, and similar uses. [Page 19]

B. 13-1722. Ride-Sharing and Autonomous Vehicles.

- Required spaces for a use may be reduced by 10 percent for each passenger loading zone space provided up to a maximum of 30 percent. Must be clearly marked/signed, no more than 100' from entrance, have full pedestrian connection and be ADA compliant. [Page 19-20]

SECTION 6 – PEDESTRIAN AND BICYCLE ACCESS AND PARKING

A. 13-1723: Pedestrian and Bicycle Access

- **Quantity.** A pedestrian/bicycle access way is required to at least one street frontage [Page 20]
- **Off-Site Connections.** Pedestrian/bicycle access shall connect to existing and planned pedestrian/bicycle facilities. If none exist, must at least show how it could be installed. [Page 20]
- **On-Site Connections.** Must provide walkways for pedestrian and bicycle access within the development site. Separated from off-street parking areas, dust free surface, and ADA compliant. [Page 20]

B. 13-1724: Bicycle Parking Standards for Multiple-Family and Nonresidential Uses

- **Number of Spaces.** Minimum of 4 bicycle spaces shall be provided. For lots containing more than 40 auto spaces, bicycle parking spaces shall be provided equal to 5 percent of the auto space requirement or 20, whichever is less. [Page 21]
- **Incentive.** After the bicycle parking requirement has been met, 4 bicycle parking spaces may be provided in lieu of 1 required automobile parking space, with a maximum reduction of up to 5 automobile parking spaces. [Page 21]
- **Design.** Bicycle parking must be on hard surface, secured to ground, located no farther than auto spaces (ROW with DPW ok), not conflict with pedestrians or automobiles, covered if automobile spaces are covered. [Page 21]

SECTION I – GENERAL PROVISIONS

13-1701. Purpose. Access, parking and loading facility regulations are established to alleviate or prevent congestion of the public right-of-way; provide for the parking and loading needs of uses and structures; and enhance the compatibility between parking and loading areas and their surroundings. Parking facilities include but are not limited to all driveways, drive aisles, parking spaces, loading areas, and other items associated with access to the site, vehicle parking and loading/unloading operations.

13-1702. Submission of Site Plan. Any application for a building permit or zoning certificate requiring or including the provision of off-street parking or loading shall include a site plan. Said plan shall be drawn to scale and fully dimensioned depicting access, parking and loading facilities in compliance with this ordinance.

13-1703. Nonconforming Facilities. Existing access, parking and loading facilities that were lawfully constructed but are nonconforming to current requirements of this ordinance may be maintained and repaired subject to the following:

- (a) Maintenance and repair of nonconforming facilities is limited to patching and resurfacing where the base is not exposed. Maintenance and repair that exposes the base material is considered reconstruction and must meet the requirements of this ordinance with the following exception:
 - (1) Minor Rehabilitation. Items like replacing catch basins, replacing damaged landscaped islands, repairing cracks/small sinkholes, etc. is permitted. Minor rehabilitation is limited to no greater than 500 square feet or 10% of the surface area annually, whichever is greater.
- (b) Shared driveways (driveways located on multiple lots and typically situated over lot lines) that existed prior to the adoption of this Chapter may remain legal driveways. No new or reconstructed shared driveways may be established unless cross-access easements are recorded with the Register of Deeds.
- (c) Existing nonconforming access, parking and loading facilities shall not be reconstructed, expanded or increased in area unless the entire facility is brought into compliance with requirements of this code.
- (d) Existing access, parking and loading facilities shall not be reduced below the requirements for a similar new use or, if currently nonconforming, they shall not be reduced further.

13-1704. Change of Use. When the use of a building or site is changed or the intensity of use is increased through the addition of dwelling units, floor area, capacity, or other unit of measurement used for determining parking and loading requirements, parking and loading facilities shall be provided for such change or intensification of use as specified in Section 13-1714 / Figure 2: Number of Off-Street Parking Spaces Required by Land Use.

13-1705. Use Limitations. Access, parking and loading facilities shall be used for their intended purposes.

- (a) Access, parking and loading facilities shall not be used for storage, display, sales, rental, or repair of motor vehicles or other goods nor for the storage of inoperable vehicles or snow.
- (b) All vehicles shall be in condition for safe and legal performance on public right-of-ways, be registered, and display current license plates.
- (c) No vehicle or equipment shall be used as living quarters.
- (d) Single and two-family uses are permitted to temporarily use required access and parking areas for recreation and social activities, maintenance of licensed operable vehicles owned/operated by residents of the unit (such as washing, changing fluids, rotating tires), and other activities accessory to the principal single or two-family use. All such activities/uses shall be limited so that they are discontinued between the hours of 10 p.m. and 7 a.m.

13-1706. Surfacing.

- (a) All off-street parking facilities and driveways leading to such parking facilities, and all other areas upon which motor vehicles may traverse or be parked shall be graded and surfaced with a dust-free all-weather hard surface material capable of carrying a wheel load of 4,000 pounds.
 - (1) Acceptable surfacing materials include asphalt, concrete, brick, cement pavers, or similar material approved by the city and installed and maintained per industry standards.
- (b) Residential drives serving single and two-family dwellings may contain a grass center, provided that the areas on which the vehicle's wheels touch are a minimum of 12 to 18 inches in width.

13-1707. General Maintenance. Access, parking and loading facilities shall be kept free of dirt, dust, debris, and waste. In winter months required access, parking and loading facilities that are available to the public shall be cleared of snow within a reasonable time per City Ordinance 9.30.

13-1708. Abandoned Facilities. Parking facilities which have been abandoned, no longer provide access to legal parking area(s), no longer service an approved principal or accessory use, and/or are not included on the approved site plan shall be removed, in their entirety, to the curb/pavement line at the owners expense.

- (a) Removed parking facilities shall be replaced with curb, sidewalk (where applicable) and vegetated ground cover.

13-1709. Access Limitation by Use. Access to property shall be directed to the most appropriate street classification for the use it is serving.

- (a) Single and two-family dwelling units shall not have driveways or other access points onto a collector or arterial street that is not primarily residential unless such street has the only available frontage.
- (b) Nonresidential, mixed-use and multi-family uses shall not have driveways or other access points onto a residential local street unless such street has the only available frontage.
- (c) Driveway access existing prior to the adoption of this ordinance is exempt from the access limitation and may be reconstructed at its present size and location.
- (d) Exception to this limitation is permitted if determined by the Department of Public Works based on findings of a traffic impact analysis.

13-1710. Access Distance from Intersections. Driveway approaches measured along the property line shall be a minimum of 25 feet from the intersection of the street right-of-way lines on a corner lot or 35 feet from the point of intersection of the face of the curbs, whichever is greater. See Figure 1: Access Distance from Intersections.

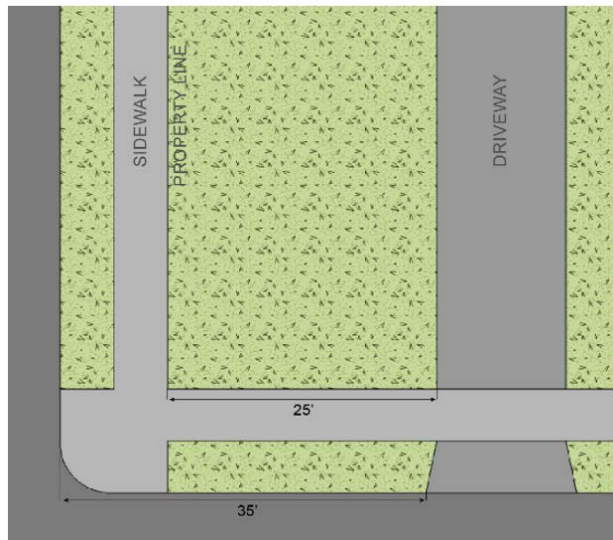
13-1711. Angle of Intersection with Right-of-Way. All driveways and other access points shall intersect with any public right-of-way at an angle of 90 degrees wherever possible but in no case shall the angle be less than 75 degrees.

13-1712. Visibility Standards. All driveways and other access points shall comply with the visibility standards of Section 13-510.

13-1713. Traffic Control. Traffic generated by any use shall be channelized and controlled in a manner that avoids congestion on public streets and other safety hazards.

- (a) All parking and loading areas except those serving single and two-family dwellings shall be designed so that vehicles enter and exit property in a forward motion so as not to back onto public streets. If deemed necessary for traffic safety, turn-around areas may be required.
- (b) Each required off-street parking space except those serving single and two-family dwellings shall open directly onto a driveway or drive aisle of such width and design as to provide safe and efficient means of vehicular access, as regulated in Section 13-1718 / Figure 9: Parking Space Design Standards.

Figure 1: Access Distance from Intersections



SECTION 2 – OFF-STREET PARKING AND CIRCULATION

13-1714: Minimum Number of Required Off-Street Parking Spaces

- (a) Calculation. Off-street parking requirements for each land use are generally tied to capacity, net floor area or the number of employees at the subject property during the largest work shift.
 - (1) The term “capacity” means the maximum number of persons that may be accommodated by the use as determined by its design or by building code regulations, whichever is greater. Both indoor and outdoor uses are included in maximum capacity.
 - (2) The term “employees on the largest work shift” means the maximum number of employees working at the facility during a single given day, regardless of the time period, and whether any such person is a full-time versus part-time employee.
 - (3) The term “net floor area” shall mean the total floor area inside the building envelope on all levels of a building excluding mechanical rooms, permanent accessory storage/freezers/coolers, stairwells/elevators, uninhabitable attics or basements, underground parking and other areas deemed appropriate by the Zoning Administrator.
 - (4) When calculating the number of off-street parking spaces resulting in a fraction, each fraction of one half (1/2) or more shall be considered a space.

- (5) Where future potential uses of a building may generate additional parking demand, the city may require a parking plan for the site showing how the anticipated parking demand will be met. The city may require the additional land area identified as anticipated parking to be placed in reserve as landscaped open space until needed.
- (b) Parking spaces for uses with multiple components, such as hotels with dining and conference facilities, shall be based on the sum of the parking requirements of the separate components.
- (c) Buildings built on speculation or not initially occupied (unknown use) shall be required to provide **one (1) stall per three hundred (300) square feet of net floor area**.
- (d) In addition to the requirements in *Figure 2: Number of Off-Street Parking Spaces Required by Land Use*, one (1) parking space shall be provided for each commercial vehicle or vehicle necessary for the operation of the use that is maintained on the premises.
- (e) See *Figure 2: Number of Off-Street Parking Spaces Required by Land Use* for a list of the number of parking spaces required by land use.
- (I) **Parking Requirement Exceptions in the Downtown Zoning District (D)**
- Within the Downtown Zoning District (D), the minimum required parking space requirements for nonresidential uses are waived.
 - Residential uses within the Downtown Zoning District (D) need only provide evidence of the availability of off-street public or private parking within the district in the amount of 1 (one) parking space per dwelling unit.
 - When off-street parking facilities are provided, such facilities shall meet all requirements of this Chapter, except in respect to the required number of spaces.

Figure 2: Number of Off-Street Parking Spaces Required by Land Use

Residential	Land-Use	Minimum Number of Off-Street Parking Spaces Required	Notes
	Single and two-Family Dwellings, detached or attached	2 spaces per dwelling unit, 1 space per unit must be an enclosed (garage) space.	Exception for narrow lots, as outlined in Section 13-1716 (c).
	Multiple-Family Dwelling	1 Space per dwelling unit plus 1 visitor space per 4 units.	
	Senior (Elderly) Housing	1 space per dwelling unit.	If senior housing has the potential to be converted to general housing, proof of ability to provide additional parking may be required.
	Carriage House	1 space per dwelling unit.	
	Live-work Unit and/or Home Occupations	Same as dwelling unit requirement.	1 space shall be accessible for client parking, of applicable.
	Mobile Home	1 per dwelling unit.	
	Rooming/Boarding House	2 spaces per 3 bedrooms for rent plus 2 spaces per 3 employees on the largest shift.	

	Community Living Arrangement	2 space per 3 employees on the largest shift plus 1 visitor space for every 4 residents based on capacity.	
	Dormitories, student housing, fraternity or sorority house, convent/monastery	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Shelter facility, transitional housing	1 space per 5 residents based on capacity plus 2 spaces per 3 employees on the largest shift.	
	Nursing home, assisted living	1 space per 4 beds plus 3 spaces per 4 employees on the largest shift.	
Educational	Adult/family daycare home	Same as dwelling unit requirement plus 1 drop-off space.	Drop-off space may be on-street adjacent to residence with Approval of the Department of Public Works.
	Group daycare center, preschool	2 spaces per 3 employees on the largest shift plus 1 space per 7 students based on capacity.	
	School, grades K-12	2 spaces per 3 employees on the largest shift plus 1 space per 5 students of legal driving age based on capacity.	Existing schools not meeting this standard may be required to provide a parking management plan but shall not be required to add the minimum number of spaces.
	College or university, other adult learning center	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Trade school, arts school, dance school, etc.	2 spaces per 3 employees on the largest shift plus 1 space per 5 students based on capacity.	If students are expected to drive, Parking study required.
Institutional & Civic	Community center, neighborhood center, cultural institution, library	Parking equal to 30 percent of persons based on design capacity.	
	Cemetery	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Hospital	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Clinic or healthcare facility including veterinary	1 space per 2 exam rooms plus 2 spaces per 3 employees on the largest shift.	
	Park, playground or recreational center	1 space per each 4 persons of maximum design capacity.	

Commercial	Religious institution, place of worship	1 space per each 5 persons based on design capacity of the main assembly area.	
	Offices		
	General office, government office, bank/financial institution, medical office	1 space per 500 square feet net floor area.	
	Artist's studio	1 space per 500 sq. ft. net floor area devoted to sales or display.	
	Accommodation and Food Service		
	Hotel, motel and bed and breakfast	1 space per guest room plus 2 spaces per 3 employees on the largest shift.	Additional spaces as needed for conference/meeting or restaurant facilities.
	Restaurant (with or without drive-through), tavern/bar, nightclub	1 space per 300 sq. ft. of net floor area plus 1 space per 500 sq. ft. exterior seating area.	Drive-through facilities shall include queuing space for at least 3 vehicles in advance of the menu board and 3 vehicles between the menu board and pickup window.
	Service Businesses		
	Personal or business service businesses not listed below	1 spaces per 500 sq. ft. net floor area plus 1 space per 1,000 sq. ft. outside sales or display area.	Includes any service uses not specifically listed.
	Barber shop/beauty salon, spa	2 spaces per 3 work station plus 2 spaces per 3 employees on the largest shift.	
	Funeral home	1 space per each 5 persons based on design capacity of the main assembly hall.	
	Retail		
	General retail sales and rental	1 space per 500 sq. ft. net floor area plus 1 space per 1,000 sq. ft. outside sales or display area.	Includes any retail uses not specifically listed.
	Motor vehicle rental/sales	1 space per 500 sq. ft. of net floor area plus adequate storage space for vehicles displayed/maintained on-site.	
	Motor vehicle repair (major or minor), service station, convenience store	1 space per 500 sq. ft. of net floor area used for sales or customer service plus 2 spaces per service bay.	Service bay shall not be counted as a parking space.
	Commercial Recreation and Entertainment		

	Auditorium, assembly hall, theater, convention center, and other places of assembly	1 space per each 5 persons based on design capacity of the main assembly area.	
	Indoor recreation facilities, health clubs, fitness centers, adult entertainment	1 spaces per 500 sq. ft. net floor area.	
	Outdoor recreation facility	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Marina	2 spaces per 3 slips.	Additional spaces as needed for accessory uses such as boat sale/rental/service, retail, recreation and restaurant facilities.
	Boat landing	4 spaces per launch.	Spaces associate with launches shall be double depth to accommodate vehicles with trailers.
	Golf course, bowling alley or similar use	2 spaces per hole, lane or similar recreation station.	Additional spaces for accessory uses such as retail, tavern/bar and restaurant facilities.
	Campground	2 spaces per 3 camp sight plus 2 spaces per 3 employees on the largest shift.	Additional spaces for accessory uses such as retail, tavern/bar and restaurant facilities.
Industrial, Production & Storage	Agriculture	2 spaces per 3 employees on the largest shift.	Additional spaces for accessory uses such as on-site retail.
	Industrial uses, including limited production and processing, light industrial, general industrial, heavy industrial, and other industrial uses not specified below	2 spaces per 3 employees on the largest shift.	Customer/visitor parking may also be required based on office use.
	Contractor office and showroom	1 space per 500 square feet net floor area.	
	Self-service storage facility	1 space per 500 sq. ft. net floor area of office or sales area plus 1 space per 10 individual storage units.	
	Wholesaling, warehousing, and distribution	1 space per 500 sq. ft. net floor area of office or sales area plus 2 spaces per 3 employees on the largest shift.	

	Other industrial activities that are conducted largely out-of-doors, including concrete, asphalt, and rock crushing facility, scrap yard, recycling, etc.	2 spaces per 3 employees on the largest shift.	
Transportation	Ground transportation service	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Freight terminal- motor, rail or ship	3 spaces per 4 employees on the largest shift.	
	Package delivery service	2 spaces per 3 employees on the largest shift.	Additional parking may be required for delivery service vehicles.
	Airport	To be determined by Zoning Administrator based on parking study.	Parking study required.
Public Service & Utility	Government or public utility uses and buildings, public safety buildings	To be determined by Zoning Administrator.	Based on type of use (offices, storage, production, etc.).
	Communication facilities	As approved by CUP.	
	Yard waste site	As approved by CUP.	

- (f) **Limit on the Number of Off-Street Parking Spaces Provided.** No site plan may be approved for a multiple-family or nonresidential use which contains more than two (2) times the development's minimum number of required parking spaces, except as granted through a conditional use permit. Parking facilities containing 20 stalls or less are exempt from this regulation. The following criteria shall be reviewed in considering a conditional use permit request:
- (1) The proposed development has unique or unusual characteristics (such as high sales volume or low parking turnover) which creates a parking demand that exceeds the maximum ratio and does not typically apply to comparable uses.
 - (2) The lot is designed to allow for more intensive future site development that will create and utilize the additional parking demand.
 - (3) The need for additional parking cannot be reasonably met through provision of shared parking with nearby uses.
- (g) **Parking Studies.** Where a parking study is required, the study shall be performed by a qualified transportation engineer or transportation planner. The study shall contain information on the anticipated number of employees, customers, visitors, clients, shifts, events, or deliveries to the use, and may refer to other studies or similar situations elsewhere.

SECTION 3 – REGULATIONS SPECIFIC TO SINGLE- AND TWO-FAMILY USES

13-1715. Single- and Two-Family Residential Driveways. Driveways shall lead from the public right-of-way directly to a garage opening or parking space and is regulated as follows:

- (a) Number of Driveways. Single-family uses are permitted one driveway per lot unless otherwise regulated in the ordinance, subject to the design regulations specified herein. Two-family uses are permitted two driveways per lot unless otherwise regulated in the ordinance, subject to the design regulations specified herein.
- (b) Minimum Driveway Setback from Property Lines.
 - (1) **Narrow Lots.** On lots with less than 60 feet of lot width/frontage, driveways shall be set back a minimum of 1 foot from the side lot line.
 - i. On lots where the available side yard area prohibits the ability to create/maintain an 8-foot wide driveway and the required setback as listed below, the setback may be administratively reduced or eliminated.
 - (2) **Detached Garages.** Driveways leading to detached garages shall meet the applicable side or rear setbacks for accessory structures established in the district for which it is situated or shall meet the side setback of an existing detached garage, whichever is less.
 - (3) **Attached Garages.** Driveways leading to attached garages shall meet the applicable side or rear setbacks for principal structures established in the district for which it is situated or shall meet the side setback of the existing attached garage, whichever is less.
 - (4) **Uncovered Parking.** Driveways leading to uncovered parking areas shall meet the applicable side or rear setbacks established within the parking section or shall meet the side setback of the existing legal uncovered parking area, whichever is less.
- (c) Driveway Width

- (1) **Driveways shall be a minimum width of 8 feet.** Driveways leading to garages are limited to a maximum width of 25 feet at the property line and 30 at the curb/pavement line (2.5 foot apron flares), but may increase to the width of the garage. See Figure 3.A: Single & Two-Family Drive Width & 3.B: Single & Two-Family Drive Width-Enlarged with Taper.

Figure 3.A: Single & Two-Family Drive Width-Standard

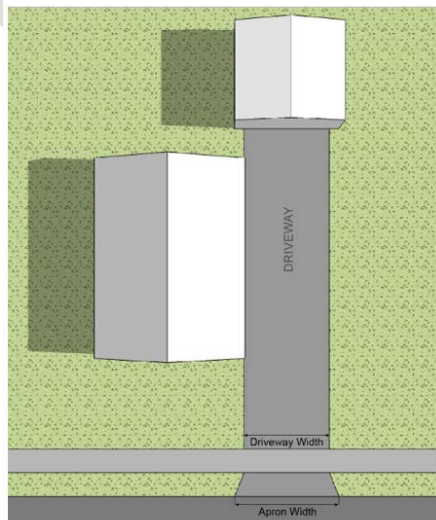
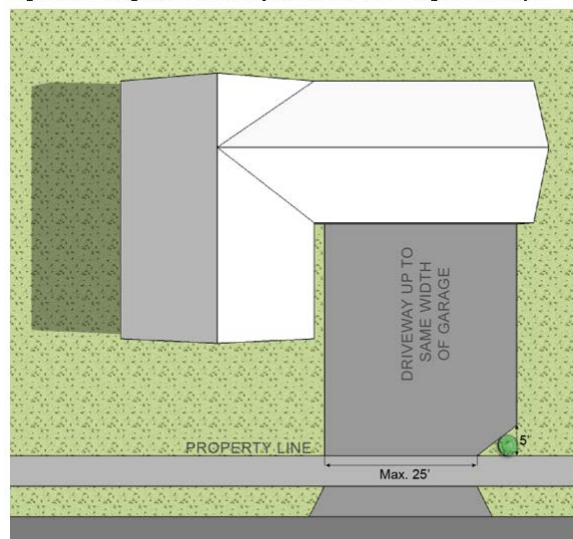
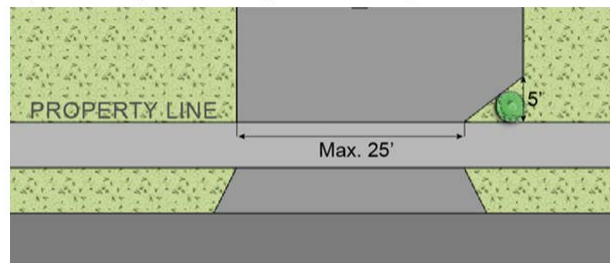


Figure 3.B: Single & Two-Family Drive Width-Enlarged with Taper



- (2) Where no garage exists, the maximum driveway width shall be 12 feet.
- (3) Where the width of the driveway at the garage or other legal parking space exceeds the maximum width of the driveway at the property line, the driveway shall be tapered between the garage or the edge of a legal uncovered space and the property line starting a minimum of 5 feet inside the parcel. Said taper "triangle" shall contain vegetation or other item designed to limit vehicular trespass. See *Figure 3.C: Single & Two-Family Drive Width-Taper Detail*.

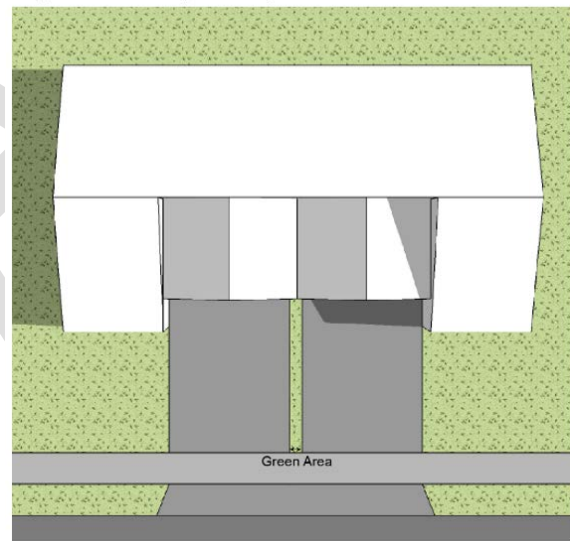
Figure 3.C: Single & Two-Family Drive Width-Taper Detail



- (a) When leading to a legal uncovered space, the driveway width shall be the least possible needed and shall not exceed 25 feet in width at the property line.

- (4) Driveways for two-family dwellings with adjacent garages are limited to the 25 feet maximum width at the property line for each individual driveway. Each individual driveway must be separated by a minimum of a 2-foot green area extending the full length from the property line to the garage/uncovered parking space. Separation area shall contain vegetation or other item designed to limit vehicular trespass. See *Figure 4: Two-Family Drive Separation*.

Figure 4: Two-Family Drive Separation



- (5) Side-Loading Drives: The maximum width of driveway leading to a side-loaded garage shall not exceed 12 feet, except for the area directly leading of the garage, where it can be increased to the width of the garage. See *Figure 5.A: Alternative Single & Two-Family Drives-Side Loading*.
 - (a) The driveway shall not be located within the side yard setback.
- (6) Circular Drives: The maximum width of circular, horseshoe, and similar type driveways shall not exceed 12 feet, except for the area directly leading of the garage, where it can be increased to the width of the garage. See *Figure 5.B: Alternative Single & Two-Family Drives-Circular*.
 - i. The driveway shall not be located within the side yard setback.

- ii. The inside edge of the arc of the driveway shall be at least 15 feet from the lot line.
- iii. The interior area between the drive and the street must be landscaped.

Figure 5.A: Alternative Single & Two-Family Drives-Side Loading

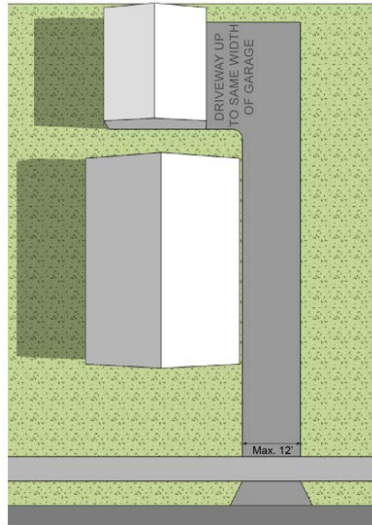
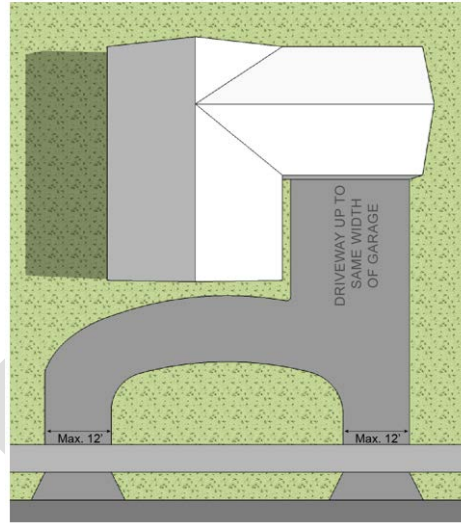
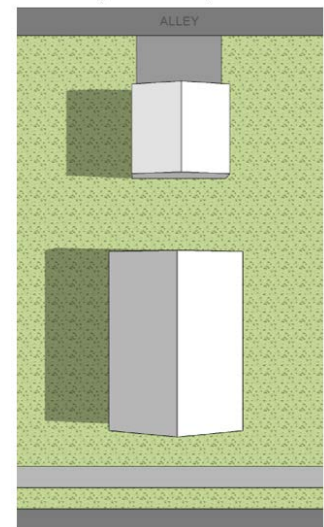


Figure 5.B: Alternative Single & Two-Family Drives-Circular



- (7) Alley Drives: The driveway may extend to the garage opening or may extend into the lot for 30 feet in width and 40 feet in depth but shall not extend into the side yard setbacks. See Figure 5.C: Alternative Single & Two-Family Drives-Alley.

Figure 5.C: Alternative Single & Two-Family Drives-Alley



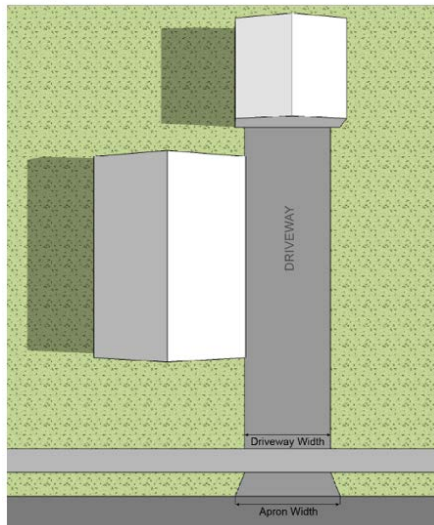
- (8) In no case shall the maximum driveway width(s) be cumulatively greater than 50 percent of the lot frontage.

13-1716: Parking for Single- and Two-Family Uses

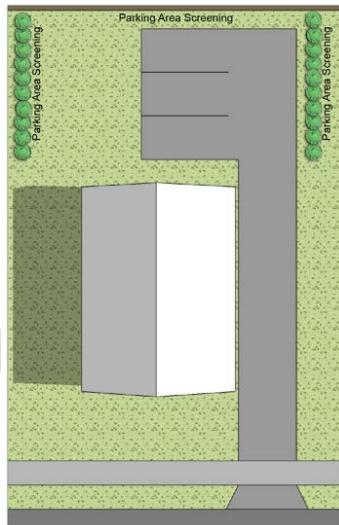
- (a) Minimum number of legal parking spaces shall be provided in conformance with Section 13-1714 / Figure 2: Number of Off-Street Parking Spaces Required by Land Use.
- (b) On a lot containing a single or two-family dwelling unit, off-street parking shall not be located between the principal structure and a street right-of-way, except within residential driveways leading to a legal parking space or as otherwise permitted in this chapter.
 - (1) Parking spaces must be provided either within a garage, in a driveway, or uncovered parking spaces on the same lot of the use it is serving and shall meet the requirements

of this Section. See *Figure 6.A: Single & Two-Family Parking Space-Garage* or *6.B: Single & Two-Family Parking Space-Uncovered*.

Figure 6.A: Single & Two-Family Parking Space-Garage

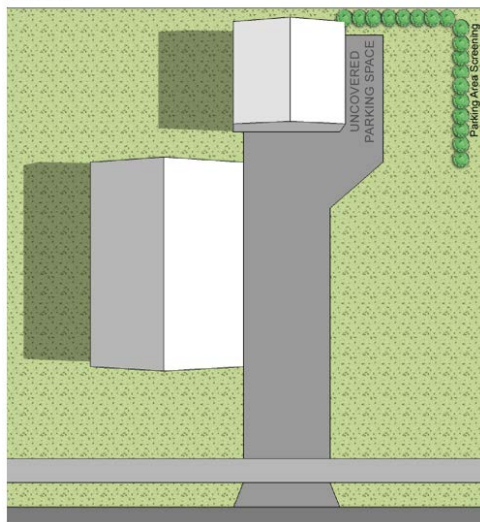


6.B: Single & Two-Family Parking Space-Uncovered



- (2) Driveway Parking. Driveways shall not count towards minimum parking stall requirement except as provided for narrow lots in *Section 13-1716(c)* below.
- (3) **Uncovered Parking Spaces (Not Located in Driveways).**
 - i. No more than 4 uncovered parking spaces are permitted per unit per lot.
 - ii. Uncovered parking spaces may be located in the rear yard and shall be setback from the side and rear lot lines by no less than 2.5 feet. Said spaces shall be screened from view per *Section 13-1716(f)*/*Figure 6.B: Single & Two-Family Parking Space-Uncovered*.
 - iii. One (1) uncovered parking space is permitted in the side yard alongside a garage provided said space is not located between the building and the street and shall be setback from the side and rear lot lines by no less than 2.5 feet. Said space shall be screened from view per *Section 13-1716(f)*/*Figure 7: Single & Two-Family Parking Space Beside Garage*.

Figure 7: Single & Two-Family Parking Space Beside Garage



- vi. Front Yard Parking Space Exception. For single or two-family lots with attached single stall garages that are unable to provide parking as regulated in this ordinance,

a single parking space may be established next to the driveway between the front façade of the residence and the public right-of-way as regulated below:

- a. Front yard space is limited to no greater than 8 feet in width beyond the garage door opening but shall not be located in front of the primary entrance to the residence.

- vii. Lots shall not exceed the maximum impervious surface ratio for the applicable zoning district.

(c) **Driveway as Legal Parking Space for Single and Two-Family Uses on Narrow Lots,**

- (1) Driveways may be considered legal “stacked” (meaning in front of one another) parking spaces for required stalls. A driveway parking space need not lead to a legal parking space but must be a minimum of 8 feet wide and 15 feet deep.

- (d) Except for driveways leading to legal parking spaces or otherwise regulated in this ordinance, parking is not permitted in the front yard.

- (e) The Director of Community and Economic Development and/or Director of Public Works may permit residential vehicles to be parked on the front, side, and rear yards of single and two-family dwellings as follows:

- (1) On the days games are played in Green Bay by professional football teams of the National Football League.
- (2) During the day of a special event held at Lambeau Field when the event is expected to exceed an estimated attendance of 20,000 or more individuals.

- (f) Uncovered parking spaces situated beyond the front façade of the principal structure must be screened with a minimum of 5-foot tall vegetation, fencing, or other material that creates a solid screen, impervious to sight from adjacent properties, excluding views from where access is provided.

- (g) **Parking of commercial vehicles and trailers in residential districts.** The intent of this section is to preserve the orderly appearance and quiet enjoyment of residential neighborhoods while allowing reasonable flexibility for parking business-related vehicles. Specifically, this applies to motor vehicles that are driven off-site by a resident but are kept on the premises when not in use. This section shall apply to the following types of vehicles: (1) commercial trucks, tractors, vans, pickups, or other motor vehicles not exceeding 10,000 pounds gross vehicle weight; and (2) commercial trailers capable of being trailed behind a commercial motor vehicle that is allowed to be parked on the premises by this section.

- (1) Engines of commercial vehicles may not run continuously. A 30-minute engine warm-up time shall be permitted immediately prior to the commercial vehicle and/or any other motorized equipment leaving the premises. The warm-up period shall begin no earlier than 7:00 a.m. and end no later than 10:00 p.m.
- (2) Commercial trailers parked outside in residential districts shall be fully enclosed or be empty when not in transport.
- (3) Commercial trailers parked in residential districts shall be actually trailed and transported from the property no less than once per week.

SECTION 4 – REGULATIONS SPECIFIC TO MULTIPLE-FAMILY, MIXED-USE, INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL USES

13-1717. Multi-Family Residential, Mixed-Use, Institutional, Commercial, and Industrial Use Driveways.

- (a) Number of Driveways. A maximum of one two-way driveway or two one-way driveways shall be permitted from each street right-of-way to which a lot or parcel has frontage, except under the following circumstances:
 - (1) Multiple two-way driveways may be permitted on one street frontage provided the distance between the driveway centerlines is no less than 200 feet.
 - (2) Mixed two-way and one-way driveways may be permitted on one street frontage provided the distance between the driveway centerlines is no less than 200 feet.
 - (3) One three-lane driveway consisting of a one twelve-foot ingress lane, a three-foot mountable rumble strip dividing island, and two ten-foot egress lanes may be administratively permitted per street frontage with concurrence of the Zoning Administrator and Traffic Engineer. This option should be limited to sites on streets with high traffic volumes and speeds and/or unique timeframes of mass ingress/egress, or other conditions making a standard driveway operate less than optimal.
 - (4) Additional driveways may be permitted if necessary for the public safety and sufficient level of traffic circulation with approval of the Director of Public Works.
- (b) Minimum Driveway Setback.
 - (1) Driveways shall be setback as established for buildings in the zoning district for which the property it services is situated.
 - i. Driveway access through the front yard setback area should be designed to minimize its presence within the front yard to the greatest extent practical.
 - (2) Parking facility perimeter buffers. Parking facilities in any yard abutting a public street or public walkway shall be separated from the street or walkway by a landscaped buffer meeting the requirements of *Section 13-1822*. Parking facilities accessing parking areas abutting residential uses in residential districts shall be separated by a perimeter landscape buffer meeting the requirements of *Section 13-1820*.
- (c) Distances between curb openings.
 - (1) On the same parcel - The minimum distance between one-way driveways at the curb line shall be no less than 15 feet. Minimum distance between two-way drives at the curb line shall be 200 feet from center.
 - (2) On adjoining parcels - Where two adjoining driveways abut, the maximum opening at the curb shall be the maximum for a single driveway, as listed in *Section 13-1717(d)*. Both parcels must share the curb opening.
- (d) Driveway Width
 - (1) Driveway sizes are regulated at the property/right-of-way line and the curb/road pavement line as follows (See *Figure 8: Three-Lane, Full Access Drive Detail*):

i. One-Lane, One-Way Access Drives.

One-Way Drives (Single Direction – Ingress or Egress)	Maximum Width of Drive at Property & Setback Line	Maximum Width of drive at Curb or Pavement Line
Autos & Single Axle Trucks	15 feet	25 feet
Semi-Trailers	20 feet	30 feet

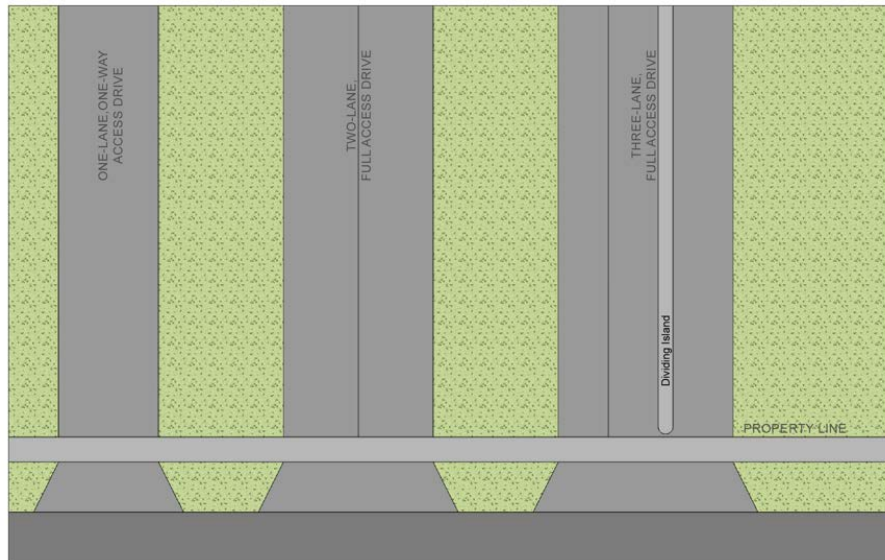
ii. Two-Lane, Full Access Drives.

Two-Way Drives (One-Ingress & One-Egress Lane)	Maximum Width of Drive at Property & Setback Line	Maximum Width of drive at Curb or Pavement Line
Autos & Single Axle Trucks	25 feet	35 feet
Semi-Trailers	30 feet	40 feet

iii. Three-Lane, Full Access Drive (consisting of one twelve-foot ingress lane, a three-foot mountable “rumble strip” dividing island, and two ten-foot egress lanes.

Three-Lane Drives (One-Ingress, Divider & Two- Egress Lanes)	Maximum Width of Drive at Property & Setback Line	Maximum Width of drive at Curb or Pavement Line
All	35 feet	45 feet

Figure 8: One-Lane, Two-Lane and Three-Lane Access Drive Detail



- (e) Flow. Traffic may be restricted as to direction of flow.
- (1) Driveways approved for one-way movement only or three-lane drives shall be equipped with signage and pavement markings indicating its direction to motorists.
 - (2) Signs for directional movement of traffic shall be constructed and installed in accordance with City of Green Bay Standard Specifications and Construction Standards for Public Works.

13-1718: Off-Street Parking and Traffic Circulation Standards for Multiple-Family and Nonresidential Uses.

- (a) Location. Required parking and loading spaces shall be located on the same lot or development site as the use served unless otherwise regulated in this ordinance.
- (1) Off-site parking may be located up to one thousand (1,000) feet from the lot containing the use being served if the under common ownership or protected by a recorded instrument acceptable to the city.
- (b) Setbacks. Parking areas shall be setback as established for buildings in the zoning district for which the property it services is situated.
- (1) **Special Provisions for Nonconforming Parking Facilities.** Legally established parking facilities constructed prior to the effective date of this ordinance which do not meet the minimum setbacks required by this ordinance shall be permitted to be reconstructed with reduced setbacks, subject to approval of a parking plan by the Zoning Administrator. Said parking lot layout shall be designed in accordance with the dimensions identified in *Figure 9: Parking Space Design Standards*. Parking lot setback reductions shall only be permitted in the following instances:
 - i. To prevent the loss of legal parking spaces required by this ordinance.
 - ii. To prevent the loss of required internal circulation aisles.

- (c) **Circulation.** Parking facilities shall be designed to provide for the safe and efficient movement of all traffic entering, exiting, and circulating on the site. Circulation patterns shall conform to the general rules of the road. All traffic control measures shall meet the requirements of the Manual of Uniform Traffic Control Devices.
- (d) **Marking.** All off-street parking and traffic circulation areas shall be marked, striped, and maintained in a clear and visible manner which clearly indicates parking spaces, pedestrian walkways, and other designated areas.
- (e) **Curbing.** A minimum 6-inch high curb shall be installed within parking areas where parking surface is adjacent to pedestrian and/or bicycle ways and internal landscape islands, except:
- (I) Where bio-filtration or bio-retention methods of stormwater management are utilized as part of an approved grading and drainage plan, alternatives to the installation of curbing may be considered by the Department of Public Works, provided that measures are taken to protect landscaping from vehicular circulation damage.
- (f) **Access.** Each off-street parking space shall open directly upon a drive aisle or driveway that is wide enough to provide a safe and efficient means of vehicular access without directly maneuvering a vehicle into any pedestrian way or public right-of-way.
- (g) **Lighting.** All off-street parking and traffic circulation areas shall be lit to ensure their safe and efficient use during evening hours. An illumination level meet the standards of Section 13-500.
- (h) **Landscaping and Screening.** Parking lots shall meet the landscaping requirements of Section 13-1820 through 13-1825.
- (i) **Parking Space Design Standards.** Other than handicapped parking and permitted parking in residential driveways, each off-street parking space shall comply with the minimum requirements of Figure 9: Parking Space Design Standards.

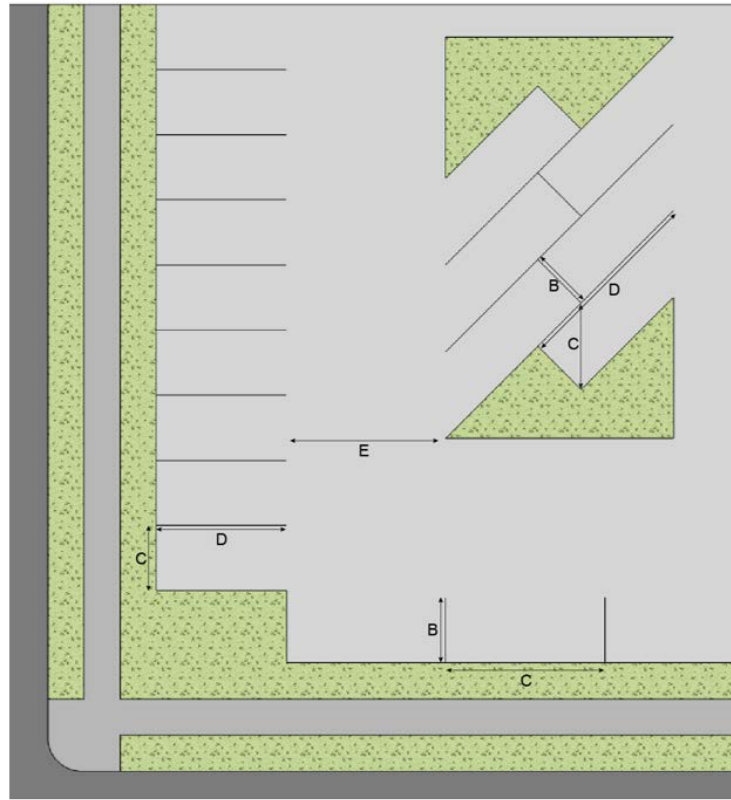
Figure 9: Parking Space Design Standards

Angle (A)	Width (B) *	Curb Length (C)	Stall Depth (D) **	1-Way Aisle Width (E)	2-Way Aisle Width (E)
0 (Parallel)	9'	22'	8'6"	14'	22'
45°	9'	12'	18'9"	14'	22'
60°	9'	9'10"	19'10"	18'	22'
90°	9'	8'6"	18'	20'	22'

* Subcompact spaces may account for up to 20 percent of the total parking area required. They may be reduced in size to a width of 8' and a stall depth of 12 percent less than (D) above and must be grouped and signed appropriately.

- ** Parking spaces that use an appropriately sized curb overhang over a landscaped island or buffer may be reduced in depth by 1.5'. A concrete curb or other means shall be provided to prevent parked vehicles from damaging plant materials.

Figure 9: Parking Space Design Standards



SECTION 5 – ALTERNATE PARKING OPTIONS FOR MULTIPLE-FAMILY, MIXED-USE, INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL USES

13-1719. Shared Parking Facilities.

- (a) Joint parking facilities which provide required parking for two or more uses are allowed a reduction in required number of parking spaces as specified below:
 - (1) Up to a 15 percent reduction in the number of required parking spaces for 4 or more separate uses, 10 percent for 3 separate uses, and 5 percent for 2 separate uses may be utilized for a collective parking facility.
- (b) Day-Night Use Parking Facility. Shared day-night use parking facilities may provide a reduction in required number of parking spaces as specified below:
 - (1) Up to 70 percent of the parking facilities of nighttime/Sunday uses may be supplied by off-street parking facilities of daytime uses. Up to 70 percent of the parking facilities of daytime uses may be supplied by the off-street parking facilities of nighttime/Sunday uses.
 - (2) Daytime uses. For the purpose of this section, the following uses are considered as primarily daytime uses: banks, offices, certain retail stores and personal service shops,

service and repair shops, wholesale, and similar uses as determined by the Zoning Administrator.

- (3) Nighttime and Sunday uses. For the purpose of this section, the following uses are considered as primarily nighttime and weekend uses: theater, bowling alley, tavern/nightclub, auditorium incidental to a public or parochial schools, churches, and similar uses as determined by the Zoning Administrator.
- (4) The applicant shall show that there is no substantial conflict in the principal operating hours of the buildings or uses for which shared parking is proposed.
- (5) The use for which application is being made for shared parking shall be located within one thousand (1,000) feet of the use providing the parking facilities.
- (c) A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities shall be approved by the City Attorney and filed with the city within sixty (60) days after city approval of the joint parking use. Said agreement shall cover a period of no less than 20 years. Shared use parking privileges shall continue in effect only so long as such an instrument remains in effect and if such instrument becomes legally ineffective, parking shall be provided as otherwise required in this ordinance.

13-1720. Valet Parking.

- (a) Up to fifty (50) percent of the off-street parking for restaurants, hotels, theaters and similar uses may be fulfilled by maintaining a valet parking service for customers.
- (b) The valet service shall provide service to and from the main entrance with a passenger loading area, as approved by the Department of Public Works.
- (c) The parking area shall be located no farther than one thousand (1,000) feet from the main entrance.

13-1721. Employee Off-Site Parking. Retail, service businesses, large employers, major institutions and similar uses are encouraged to provide designated employee parking.

- (a) If a shuttle service is provided, such parking may be off-site in a remote location.

13-1722. Ride-Sharing and Autonomous Vehicles. The intent of this section is to encourage the installation of passenger loading zone spaces to meet demand for passenger pick-up/drop-off generated by ride-sharing and/or autonomous vehicles on all land uses except single and two-family residential dwellings.

- (a) Reduction to Required Parking Spaces. The number of required parking spaces for a use may be reduced by 10 percent for each passenger loading zone space provided up to a maximum of 30 percent.
 - (1) The Zoning Administrator is authorized, at their discretion, to require the submission of a parking study per Section 13-1714(g) upon making the determination that such a reduction will result in a shortage of parking spaces needed for the subject land-use.
- (b) Passenger Loading Zone Space Standards.
 - (1) Location. Each passenger loading zone space shall be located within 100 feet of the primary entrance/exit of a stand-alone use. Passenger loading zone spaces located in

shopping centers and other multiple use developments may be located greater than the 100 feet from the primary entrance/exit of a tenant when placed in a centralized location and provided that a minimum of 5 foot wide pedestrian access to all tenants of the development is present.

- (2) Passenger loading zone spaces shall be separate and distinct from parking facility drive aisles, fire lanes, off-street loading areas, or other uses not explicitly dedicated to passenger loading/unloading.
- (3) Dimensions. Minimum of 8 feet wide by 22 feet long with appropriate taper for safe ingress/egress.
- (4) Design. All vehicular ingress/egress to and from passenger loading zone spaces shall be in forward motion only. All passenger loading zone spaces shall be clearly marked and signed to signify that it is for loading and unloading of passengers and shall not be used for other purposes.
- (5) Amenities. Amenities such as sitting areas, shade structures, and landscaping are encouraged to be provided adjacent the passenger loading zone spaces.
- (6) Accessibility. Passenger loading zone spaces shall be compliant with the Americans with Disability Act (ADA)

SECTION 6 – PEDESTRIAN AND BICYCLE ACCESS AND PARKING

13-1723: Pedestrian and Bicycle Access

- (a) Quantity. For all multi-family, commercial, institutional, and industrial uses, a minimum of one pedestrian/bicycle access way is required to at least one street frontage.
- (b) Off-Site Connections. Pedestrian/bicycle access shall include appropriate connections to existing and planned public pedestrian and bicycle facilities. If none exist, the connection is unnecessary however the site plan must depict a location such access can be installed should a public pedestrian and bicycle facilities be installed in the right of way in the future.
- (c) On-Site Connections. The entire development shall provide walkways for full and safe pedestrian and bicycle circulation within the development.
 - (1) Walkways shall provide pedestrian access through or around off-street parking areas from public walks and/or bicycle facilities to building entries which directly and continuously connect areas of pedestrian origin and destination.
 - (2) Design Requirements.
 - i. Walkways shall have an acceptable dust-free surface not less than 5 feet in width, be separate from the parking lot drive aisle and delineated with pavement markings or alternate paving materials.
 - ii. The entirety of the on-site pedestrian walkway system shall be consistent with the Americans with Disabilities Act.
 - iii. The material and layout of the pedestrian walkway shall be continuous as the pedestrian access crosses a driveway or internal drive.

13-1724: Bicycle Parking Standards for Multiple-Family and Nonresidential Uses.

- (a) Required provision of bicycle parking areas.
 - (1) For all multi-family, commercial, institutional, and industrial uses, a minimum of 4 bicycle spaces shall be provided if off-street parking for vehicles is provided.
 - (2) For parking lots containing more than 40 automobile parking spaces, off-street bicycle parking spaces shall be provided equal to 5 percent of the automobile parking space requirement or 20 bicycle parking spaces, whichever is less.
 - (3) A nonresidential use's automobile parking requirement may be reduced by providing additional bicycle parking. After the bicycle parking requirement has been met, a minimum of 4 bicycle parking spaces may be provided in lieu of 1 required automobile parking space, with a maximum reduction of up to 5 automobile parking spaces.
- (b) Specifications for Bicycle Parking Spaces.
 - (1) All bicycle parking provided shall be on a hard-surfaced area and be set back from walls and other objects so to be functional. Freestanding bicycle parking racks shall be securely fastened to the ground.
 - (2) Bicycle parking spaces and racks shall be located in a convenient and visible area no farther from the principal entrance to the building served than the closest automobile parking space. With the permission of the Department of Public Works, bicycle parking may be located in the public right-of-way.
 - (3) Bicycle parking spaces shall be installed in conformance with setback requirements applicable to automobile parking lots. The placement of the racks shall not conflict with pedestrians and motorized traffic movements.
 - (4) Covered spaces. If accessory automobile parking spaces are covered, bicycle parking spaces shall also be covered.

SECTION 7 – OFF-STREET LOADING STANDARDS

13-1725. Off-Street Loading Requirements. Off-street loading space shall be provided for any nonresidential use which requires the receipt or distribution of materials or merchandise by trucks or similar vehicles and which will have a gross floor area of five thousand (5,000) square feet or more, subject to following minimum standards:

- (a) The off-street loading requirement for buildings with less than 20,000 square feet of gross floor area may be satisfied by the designation of a loading zone area on the site. This loading zone area shall be separate from any required off-street parking area, and access to it shall not conflict with automobile or pedestrian circulation within the site.
- (b) Buildings with 20,001 to 50,000 square feet of gross floor shall provide 1 loading space.
- (c) Buildings with 50,001 to 100,000 square feet of gross floor shall provide 2 loading spaces.
- (d) Buildings with 101,000 or more square feet of gross floor shall provide 1 additional loading space per additional 300,000 sq. ft.

13-1726. Size and location

- (a) Semi-trailer spaces shall be at least 55 feet in length, 10 feet in width, and 14 feet in height, plus necessary additional maneuvering space.

- (b) No loading space shall be located in a front yard or at the front of a building. Loading spaces shall not be located between any building and a public street unless provided with adequate screening and landscaping, in compliance with Chapter 13-1800.
- (c) Spaces shall be at least fifty (50) feet from the property line of any residential property or residentially-zoned property.
- (d) All loading spaces and driveways shall be surfaced with a dustless all-weather material meeting the standards for off-street parking areas and driveways and subject to the approval of the City Engineer.

[end]

DRAFT

CHAPTER 13-1700. OFF-STREET PARKING, DRIVES, AND LOADING

SECTION 1. GENERAL PROVISIONS

13-1701. Purpose. Parking and loading regulations are established to alleviate or prevent congestion of the public right-of-way, to provide for the parking and loading needs of uses and structures, to enhance the compatibility between parking and loading areas and their surroundings, and to regulate the number, design, maintenance, and location of required off-street parking and loading spaces and access driveways and aisles.

13-1702. Change of use. When the use of a building or site is changed or the intensity of use is increased through the addition of dwelling units, gross floor area, capacity, or other unit of measurement used for determining parking and loading requirements, parking and loading facilities shall be provided for such change or intensification of use as specified in Table 17-2.

13-1703. Existing facilities. Existing parking and loading facilities shall not be reduced below the requirements for a similar new use or, if less than the requirements for a similar new use, they shall not be reduced further.

13-1704. Use limitations. (Amd. GO 26-11) Required parking and loading spaces and the driveways providing access to them shall not be used for storage, display, sales, rental, or repair of motor vehicles or other goods or for the storage of inoperable vehicles or snow. Notwithstanding other provisions of this ordinance, any residentially-permitted vehicle shall be permitted to park in the front yard, side yard, or rear yard setbacks of any single-family or two-family dwellings on the days games are played in Green Bay by professional football teams of the National Football League. The Director of Planning and/or Director of Public Works may permit residential vehicles to be parked on the front, side, and rear yard of single- and two-family dwellings during the day of a special event held at Lambeau Field when the event is expected to exceed an estimated attendance of 20,000 or more individuals.

SECTION 2. DRIVEWAYS

13-1705. Residential driveways. The following regulations apply to single- and two-family residential uses. (Amd. GO 22-07)

(a) (Amd. GO 7-10) (Amd. GO 8-12), (Amd. GO 14-15) The maximum width of any driveway at the curb line shall be no greater than 30 feet and symmetrically tapered to a driveway width at the sidewalk section or property line no greater than 25 feet. Driveway stalls may be allowed up to 10 feet in width and an additional two feet may be provided beyond either side of the garage door for two stall or larger attached garages. For attached single stall garages 10 feet or less in width, the driveway may be expanded up to 8 feet beyond the garage door opening, but shall not be located in front of the primary entrance to the residence and shall be consistent with this Section and Section 13-1709. The widened portion of the driveway must be tapered into the driveway at the property line over a distance of 5 feet or more. In no case shall the maximum driveway width be greater than 50 percent of the lot frontage. Single and two-family homes that have an existing driveway are permitted to replace their driveways to the same width and length as it currently exists.

(b) Driveways shall lead directly to a garage opening or parking space unless it is a drive as specified below.

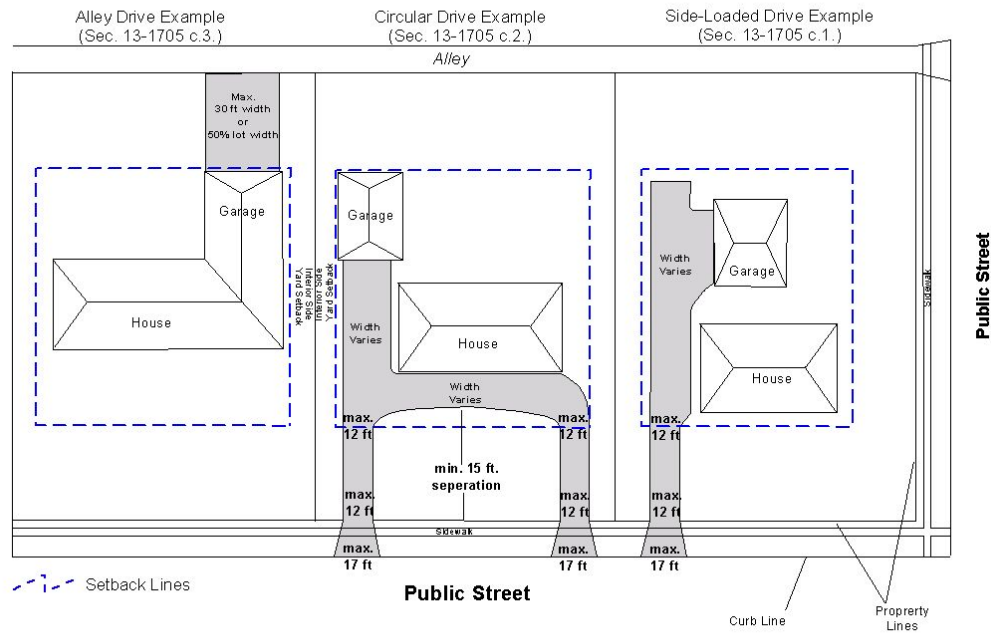
(c) Driveways may be designed as one of the following:

(1) Side-loading drives: The driveway shall not be located within the side yard setback. The curb cut shall not be greater than 17 feet in width and shall taper over no more than 5 feet to a

maximum of 12 feet in width within the front yard setback. The driveway width may extend to the width of the garage opening once outside the front yard setback.

- (2) Circular drives: The driveway shall not be located within the side yard setback. The curb cut shall not be greater than 17 feet in width and shall taper over no more than 5 feet to a maximum of 12 feet in width within the front yard setback. The top of the inner arc of the drive shall be located a minimum of 15 feet from the right-of-way line or front property line. The interior area between the drive and the street must be appropriately landscaped.
- (3) Alley drives: The driveway may extend to the garage opening or may extend into the lot for 30 feet in width and 40 feet in depth, but in no case shall it extend into the side yard setbacks. In no case shall the driveway width be greater than 50 percent of the lot width.

Driveway Design Regulations



(d) Number of driveways.

(1) A maximum of one 2-way driveway or one 1-way driveways for single-family uses shall be permitted from each street right-of-way to which a lot or parcel has frontage, subject to the driveway design regulations specified herein.

(2) A maximum of one driveway per dwelling unit is permitted for two-family uses, subject to the driveway design regulations specified herein.

13-1706. Nonresidential and multifamily driveways. The following regulations apply to all nonresidential and mixed uses, as well as multifamily and single-family attached uses.

(a) Double or two-way drives.

PRIMARY USE OF DRIVE	MAXIMUM WIDTH AT PROPERTY AND SETBACK LINE	MAXIMUM WIDTH AT CURB LINE
Autos and Single Axle Trucks	20 feet	30 feet
Semi-Trailers	25 feet	35 feet

(b) One-way drives

PRIMARY USE OF DRIVE	MAXIMUM WIDTH AT PROPERTY AND SETBACK LINE	MAXIMUM WIDTH AT CURB LINE
All	15 feet	25 feet

(c) Safe design. A curb or safety island may be required between adjacent driveways, between the property line and curb line, or between the property line and the building.

(d) Corner lots. The driveway approaches measured along the curb line shall not be less than 25 feet from the intersection of the street right-of-way lines on a corner lot or 35 feet from the point of intersection of the face of the curbs, whichever is greater.

(e) Number of driveways. A maximum of one two-way driveway or two one-way driveways shall be permitted from each street right-of-way to which a lot or parcel has frontage, except under the following circumstances:

- (1) Multiple two-way driveways may be permitted on one street frontage provided the distance between the driveway centerlines is no less than 200 feet.
- (2) Mixed two-way and one-way driveways may be permitted on one street frontage provided the distance between the driveway centerlines is no less than 200 feet.
- (3) Additional driveways shall be permitted if necessary for the public safety and convenience and with the written permission of the Director of Public Works.

(f) Distances between curb openings.

- (1) On the same parcel - The minimum distance between one-way driveways at the curb line shall be no less than 15 feet.
- (2) On adjoining parcels - Where two adjoining driveways abut, the maximum opening at the curb shall be the maximum for a single driveway, as shown in 13-1706 (a) and (b). Both parcels must share the driveway.

(g) Traffic may be restricted as to direction of flow.

- (1) Every driveway approved for one-directional movement only shall be equipped with a sign indicating to motorists its direction.
- (2) Driveways shall be constructed and signs for directional movement of traffic shall be constructed and installed in accordance with City of Green Bay Standard Specifications and Construction Standards for Public Works.

(h) Driveways which have been abandoned and are not included on the approved site plan shall be removed, in their entirety, to the setback line and replaced at the property owner's expense with full height curb and sidewalk (where applicable).

SECTION 3. OFF-STREET PARKING

13-1707. Where required. Off-street parking meeting the standards of this chapter shall be required in all zoning districts, except in the Downtown Zoning District, in which off-street parking for nonresidential uses may be reduced to **fifty (50)** percent of the total number of stalls required if less than 1,500 feet from an off-street parking facility.

13-1708. Location. Required parking and loading spaces shall be located on the same lot or development site as the use served except under the following provisions and with the approval of the City Council.

(a) Reasonable and improved access shall be provided from the off-site parking facilities to the use being served.

(b) Off-site parking for multiple-family dwellings shall be located no less than one hundred (100) feet from any normally used entrance of the use being served.

(c) Off-site parking for nonresidential uses shall be located no less than one thousand (1,000) feet from the main entrance of the principal use being served, with the exception of employee parking where a shuttle service is provided, as specified in Section 13-1723.

(d) The site used for off-site parking shall be under the same ownership as the principal use being served or under public ownership, or the use of the parking facilities shall be protected by a recorded instrument acceptable to the city.

13-1709. Setbacks for parking areas. Parking areas shall be set back from lot lines in compliance with the following:

(a) Front and corner side yards. Parking areas shall not be located within a required front or corner side yard.

(1) In the Residential and Mixed-Use Districts, parking shall not be located between the front façade of the principal building and the street.

(b) Interior side yards

(1) Residential uses: Parking areas shall be permitted within required interior side yards, with a minimum setback of two and one-half (2.5) feet from the side lot line.

(2) Nonresidential uses: Parking areas shall not be located within a required interior side yard.

(c) Rear yards

(1) Residential uses: Parking areas shall be permitted within two and one-half (2.5) feet of the required rear yards, unless on an alley, which does not require a setback.

(2) Nonresidential use: Parking areas shall not be located within a required rear yard.

(d) Parking perimeter buffers. Parking in any yard abutting a public street or walkway shall be separated from the street or walkway by a landscaped buffer strip meeting the requirements of Section 13-1822. Parking areas and parking lots abutting residential uses in residential districts shall be separated by a perimeter landscape buffer meeting the requirements of Section 13-1820.

13-1710. Calculation of requirements. Calculating the number of spaces required shall be in accordance with the following:

(a) Gross floor area. The term “gross floor area” (GFA) for the purpose of calculating the number of off-street parking spaces required includes the sum of the gross horizontal area of a floor or several floors of a building or structure measured from the exterior face of exterior walls or the centerline of a wall separating two buildings or structures, not including uninhabitable attics or basements, underground parking, uncovered steps or decks, and exterior balconies.

(b) In churches and other places of public assembly in which patrons or spectators occupy benches, pews, or other similar seating facilities, each 24 inches of such seating shall be counted as one seat for the purpose of this subdivision.

(c) In cases where parking requirements are based on “capacity” of persons, capacity shall be based on the maximum number of persons that may occupy a place, as determined by the building code. Maximum capacity shall be posted within the establishment. Both indoor and outdoor seating are included in maximum capacity.

(d) When calculating the number of off-street parking spaces results in a fraction, each fraction of one half (1/2) or more shall require another space.

(e) Except in shopping centers or where joint parking requirements have been approved, if a structure or site contains two or more uses, each use shall be calculated separately in determining the total off-street parking spaces required.

(f) In cases where future potential uses of a building may generate additional parking demand, the city may require a proof of parking plan for the site showing how the anticipated parking demand will be met. The city may permit the additional land area that would be required for anticipated parking to be placed in reserve as landscaped open space until needed.

SECTION 4. PARKING AREA DESIGN AND MAINTENANCE

13-1711. Submission of parking plan. Any application for a building permit or zoning certificate requiring or including the provision of off-street parking shall include a parking plan. Said plan shall be drawn to scale and fully dimensioned showing parking facilities to be provided in compliance with this ordinance.

13-1712. Access to parking spaces. Each required off-street parking space shall open directly to an aisle or driveway of such width and design as to provide safe and efficient means of vehicular access to the parking space, as shown in Table 17-1, Minimum Parking Space and Aisle Dimensions, except where accessory to residential uses of up to four (4) units.

13-1713. Maneuvering area. All parking areas except those serving one- and two-family dwellings on local streets shall be designed so that cars shall not be required to back into the street. If deemed necessary for traffic safety, turn-around areas may be required.

13-1714. Surfacing.

(a) In general. All open off-street parking areas, all driveways leading to such parking areas, and all other areas upon which motor vehicles may be located shall be surfaced with a dustless all-weather hard surface material capable of carrying a wheel load of four thousand (4,000) pounds. Acceptable surfacing materials shall include asphalt, concrete, brick, cement pavers, or similar material installed and maintained per industry standards.

(b) Residential drives may contain a grass center provided that the areas on which the vehicle's wheels touch are a minimum of 12 to 18 inches in width.

13-1715. Marking of parking spaces. All parking areas containing four (4) or more spaces or containing angled parking shall have the parking spaces and aisles clearly marked on the pavement using paint or other approved marking devices approved by the City Engineer. Such markings shall be maintained in a clearly legible condition.

13-1716. Size.

(a) In general. The minimum dimensions for required parking spaces are stated in Table 17-1, Minimum Parking Space and Aisle Dimensions, and shown in Figure 17-1, Minimum Parking Dimensions Diagram.

- (1) For parking areas containing ten (10) or fewer parking spaces, all required spaces shall comply with the minimum dimensions for standard spaces.
- (2) For parking areas containing more than ten (10) parking spaces, at least seventy-five (75) percent of the required parking spaces shall comply with the minimum dimensions for standard spaces. The remaining spaces shall comply with the minimum dimensions for compact spaces.
- (3) Compact spaces shall be clearly labeled as such. Minimum dimensions are exclusive of access drives or aisles, ramps, or columns.

13-1717. General maintenance. Parking areas and driveways shall be kept free of dirt, dust, debris, and waste. In winter months, required parking areas shall be cleared of snow within a reasonable time.

13-1718. Accessible parking. Accessible parking spaces for the disabled shall be provided as required by the International Building Code.

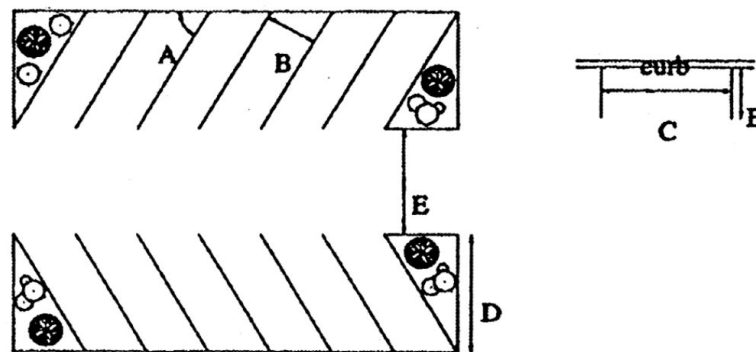
Table 17-1 Minimum Parking Space and Aisle Dimensions

Angle (A)	Width (B) *	Curb Length (C)	Stall Depth (D) **	1-Way Aisle Width (E)	2-Way Aisle Width (E)
0 (Parallel)	9'	22	8'6"	14'	22'
45°	9'	12'	18'9"	14'	22'
60°	9'	9'10"	19'10"	18'	22'
90°	9'	8'6"	18'	20'	22'

* Subcompact spaces may account for up to 20 percent of the total parking area required. They may be reduced in size to a width of 8' and a stall depth of 12 percent less than (D) above and must be grouped and signed appropriately

** Parking spaces that use an appropriately sized curb overhang over a landscaped island or buffer may be reduced in depth by 1'6". A concrete curb or other means shall be provided to prevent parked vehicles from damaging plant materials.

Figure 17-1. Minimum parking dimensions diagram



SECTION 5. SPECIFIC OFF-STREET PARKING REQUIREMENTS

13-1719. Parking requirements.

(a) In general. Accessory off-street parking shall be provided as specified in Table 17-2, Specific Off-street Parking Requirements, except as otherwise specified in this chapter.

(b) Where on-street parking spaces exist adjacent to the use in question, these spaces may be counted toward the total amount of off-street parking required.

(c) In addition to the requirements in Table 17-2, one (1) parking space shall be provided for each commercial vehicle or vehicle necessary for the operation of the use that is maintained on the premises.

(d) Parking spaces for uses with multiple components, such as hotels with dining and conference facilities, shall be based on the sum of the parking requirements of the separate components.

(e) Where a parking study is required, the study shall be performed by a qualified transportation engineer or transportation planner. The study shall contain information on the anticipated number of employees, customers, visitors, clients, shifts, events, or deliveries to the use and may refer to other studies or similar situations elsewhere.

(f) Buildings built on speculation or not initially occupied due to an unknown use shall be required to provide one (1) stall per two hundred (200) gross square feet.

Table 17-2: Specific Off-Street Parking Requirements (Amd. GO 31-06)

Use	Minimum Parking Requirement	Notes
Residential Uses		
Dwellings		
Single-family dwelling, detached (60' lot width or greater)	2 spaces per dwelling unit, including a minimum of 2 enclosed (garage) spaces	
Single-family dwelling detached (less than 60' of lot width)	2 spaces per dwelling unit, including a minimum of 1 enclosed (garage) space	
Two-family dwelling	2 spaces per dwelling unit, including a minimum of 1 enclosed (garage) space	
Single-family attached dwelling	2 spaces per dwelling unit, including a minimum of 1 enclosed (garage) space	
Multiple-family dwelling	1 space per 1-bedroom unit 2 spaces per 2-bedroom or larger unit plus 1 visitor space per 4 units	
Senior (elderly) housing	1 space per dwelling unit	If senior housing may be converted to general housing in the future, proof of additional parking shall be required
Carriage house	1 space per dwelling unit	
Live-work unit	2 spaces per dwelling unit	At least one of the required spaces shall be accessible for client parking
Mobile home park	2 spaces per dwelling unit	
Transient Residential Parking (Cr. GO 9-09)	1 space for each 3 persons of dwelling occupancy	A site plan shall be submitted with an application for a Transient Residential Permit, which identifies the location of the required off-street parking. Exceptions to this requirement are detailed in Ch. 13-1704 Off-Street Parking, Drives and Loading
Congregate Living		
Rooming house, boarding house	1 space per room plus one space for each fulltime staff equivalent	
Community living arrangement	1 space per employee on the largest shift plus 1 visitor space for every 4 residents based on capacity	
Dormitories, student housing, fraternity, sorority house	To be determined by Zoning Administrator based on parking study	Parking study required
Convent, monastery	1 space per 3 beds plus 1 space per employee on the largest shift	Parking study required

Use	Minimum Parking Requirement	Notes
Nursing home, assisted living	1 space per 4 beds plus 3 spaces per 4 employees on the largest shift	A plan to manage parking during shift changes shall be provided to the Zoning Administrator
Educational Uses		
Adult/family daycare home	1 drop-off space	Drop-off space may be on street adjacent to residence with permission of the City Engineer
Group daycare center, preschool	1 space per employee plus 1 space per 7 students based on capacity or 1 space per 10 students if an off-street drop-off and pickup space is provided	
School, grades K-12	1 space per staff member plus 1 space per 5 students of legal driving age based on design capacity	Existing schools not meeting this standard may be required to develop a parking management plan but shall not be required to add the minimum number of spaces
College or university, other adult learning center	To be determined by Zoning Administrator based on parking study	Parking study required
Trade school, arts school, dance school, etc.	1 space per staff member plus 1 space per 5 students based on capacity. If students are expected to drive, parking shall be determined by Zoning Administrator based on parking study.	
Institutional and Civic Uses		
Community center, neighborhood center, cultural institution, library	Parking equal to 30 percent of the capacity of persons	
Cemetery	10 spaces per interment based upon maximum number per hour or as determined by Zoning Administrator	
Hospital	To be determined by Zoning Administrator based on parking study but not less than 1 space per 3 beds based on capacity	Parking study required
Playing field, public	1 space per each four (4) persons of maximum design capacity	
Religious institution, place of worship	1 space per each 6 seats based on design capacity of the main assembly hall	Additional facilities may require additional parking, as determined by Zoning Administrator

Use	Minimum Parking Requirement	Notes
Public Service and Utilities		
Governmental and public utility buildings and structures	1 space per employee plus visitor parking as determined by Zoning Administrator	
Commercial Uses		
Offices		
General office, government office, bank, financial institution, medical office, clinic	1 space per 300 sq. ft. of the first 8,000 sq. ft. GFA; 1 space per 1,000 sq. ft. GFA in excess of 8,000 sq. ft.	
Artist's studio	1 space per 500 sq. ft. GFA devoted to sales or display	
Accommodation and Food Service		
Bed and breakfast	1 space per guest room in addition to dwelling unit requirements	
Hotel, inn, motel	1 space per guest room plus additional spaces as needed for meeting or restaurant facilities	Additional facilities may require additional parking, as determined by Zoning Administrator
Restaurant, with or without drive-through; tavern or bar	1 space per 3 customer seats or each 100 sq. ft. of interior space (the greater) plus 1 space per 200 sq. ft. exterior seating area. Drive-throughs shall require queuing space for at least 3 vehicles in advance of the menu board and 3 vehicles between the menu board and pickup window.	
Service businesses		
Personal service businesses not individually listed	1 spaces per 250 sq. ft. GFA plus 1 space per 1,000 sq. ft. outside sales or display area	Includes any service uses not specifically listed in this table
Barber shop/beauty salon	2 spaces per work station plus 2 spaces per 3 employees	
Funeral home	1 space per each 5 seats in the main assembly room plus 1 space for each 250 square feet of GFLA not used for seating	
Veterinary clinic	6 spaces per veterinarian	
Retail		
General retail sales, shopping center	1 space per 250 sq. ft. GFA plus 1 space per 1,000 sq. ft. outside sales or display area	Includes any retail uses not specifically listed in this table

Automobile Services		
Automobile rental	1 space per 250 sq. ft. of GFA plus adequate storage space for rental vehicles maintained on site	
Motor vehicle repair, major or minor, service station, convenience store	1 space per 250 sq. ft. of GFA used for sales or customer service plus 2 spaces per service bay	Service bay shall not be counted as a parking space
Commercial Recreation and Entertainment		
Auditorium, theater, convention center, stadium, ballpark, outdoor sport arena	1 space per each 4 seats based on design capacity	
Nightclub	1 space per 3 customer seats or each 100 sq. ft. of interior space (the greater)	
Bowling alley	5 spaces per lane plus parking equal to 30% of the capacity of persons for related uses, such as dining or entertainment	
Golf course	5 spaces per hole plus parking equal to 30% of the capacity of persons for related uses, such as dining	
Playing field, athletic field	1 space per each four (4) persons of maximum design capacity	Parking study may be required for large or multiple-use facilities
Skating rink, hockey rink	1 space per 150 square feet of rink area	
Sports and health facility	1 space per 250 square feet GFA plus 2 spaces per tennis or racquetball court plus additional spaces as required for swimming pools, etc.	
Swimming pool	1 space per 150 square feet of pool area	
Production, Processing, and Storage		
Industrial uses, including limited production and processing, light industrial, general industrial, and other industrial uses not specified below	1 space per 1,000 sq. ft. GFA up to 20,000 sq. ft. plus 1 space per 2,000 sq. ft. GFA in excess of 20,000 sq. ft., or per 5 regular employees, whichever is greater.	Customer/visitor parking may also be required
Contractor office and showroom, self-service storage facility, wholesale and distribution facility	1 space per 300 sq. ft. GFA of office, sales, or display area plus 1 space per 3,000 sq. ft. of storage area	
Self-service storage facility	1 space per 300 sq. ft. GFA of office or sales area plus 1 space per individual storage facility	
Wholesaling, warehousing, and distribution	1 space per 300 sq. ft. GFA of office or sales area plus 1 space per 3,000 sq. ft. of storage area	

Other industrial activities that are conducted largely out-of-doors, including concrete, asphalt, and rock crushing facility, scrap yard, recycling, etc.	2 spaces per 3 employees on the largest shift, based on maximum planned employment	
Public Service and Utilities		
Communication facilities	As approved by CUP	
Government or public utility buildings and structures	To be determined by Zoning Administrator and based on type of use (offices, storage, production)	
Street and equipment maintenance facility, waste disposal or transfer unit.	1 space per 300 of GFA of office or sales area plus 1 space per 3,000 sq. ft. of storage or maintenance area.	
Other public service or utilities uses	As approved by CUP.	

13-1720. Shared parking. The City Council may, after receiving recommendations from the Planning Commission, approve the use of a required off-street parking area for more than one principal use on the same or an adjacent or opposite (directly across the street) development site if the following conditions are met.

(a) Entertainment uses. Up to seventy (70) percent of the parking facilities required for a theatre, bowling alley, bar, nightclub, or tavern may be supplied by off-street parking facilities provided for primarily daytime uses, as specified below.

(b) Nighttime or Sunday uses. Up to seventy (70) of the off-street parking facilities required for any use specified below as primarily daytime uses may be supplied by the parking facilities provided for the following nighttime or Sunday uses: auditoriums incidental to a public or parochial school, churches, bowling alleys, theatres, bars, nightclubs or taverns (excluding those with restaurants), or multifamily apartments.

(c) School auditorium and church uses. Up to seventy (70) of the parking facilities required by this section for a church or an auditorium incidental to a public or parochial school may be supplied by the parking facilities provided by uses specified below as primarily daytime uses.

(d) Daytime uses. For the purpose of this section, the following uses are considered as primarily daytime uses: banks, offices, retail stores, personal service shops, service and repair shops, manufacturing, wholesale, and similar uses.

(e) The use for which application is being made for joint parking shall be located within one thousand (1,000) feet of the use providing the parking facilities.

(f) The applicant shall show that there is no substantial conflict in the principal operating hours of the buildings or uses for which joint parking is proposed.

(g) A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities shall be approved by the City Attorney and filed with the city within sixty (60) days after city approval of the joint parking use.

13-1721. Valet parking. Up to fifty (50) percent of the off-street parking for restaurants, hotels, and theaters existing on the effective date of this ordinance may be fulfilled by maintaining a valet parking service for customers. The valet service shall provide service to and from the main entrance. A passenger loading area, as approved by the City Engineer, shall be provided near the main entrance. The parking area shall be located no farther than one thousand (1,000) feet from the main entrance.

13-1722. Bicycle parking.

(a) In general. A minimum of four (4) bicycle parking spaces may be provided in lieu of not more than one (1) required automobile parking space.

(b) Location. Bicycle parking spaces and racks shall be located in a convenient and visible area no farther from the principal entrance to the building served than the closest automobile parking space. With the permission of the City Engineer, bicycle parking may be located in the public right-of-way.

(c) Design. Bicycle parking shall consist of a bike rack designed so that the bicycle frame can be locked to the rack. Bike rack design shall be subject to the approval of the City Engineer.

(d) Covered spaces. If accessory automobile parking spaces are covered, bicycle parking spaces shall also be covered.

13-1723. Employee parking. Retail and service businesses and major institutions, such as hospitals, are encouraged to provide designated employee parking. Such parking may be in a remote location at a greater distance than the one thousand (1,000) foot minimum specified in Section 13-1708, provided that shuttle service is provided. Employee parking meeting this requirement shall be counted toward the minimum parking requirement specified in Table 17-2.

13-1724. Parking of commercial vehicles and commercial trailers in residential districts. (Amd. GO 36-09) The intent of this section is to preserve the orderly appearance of, and to allow the quiet enjoyment of, residential neighborhoods while allowing reasonable flexibility for parking of business-related vehicles. Specifically, this applies to such motor vehicles that are drive off site by a resident occupant but are kept on the residential premises when not in use. The allowances and standards in this section shall apply to the following types of vehicles: (1) commercial trucks, tractors, vans, pickups, or other motor vehicles not exceeding 10,000 pounds gross vehicle weight; and (2) commercial trailers capable of being trailed behind the commercial motor vehicle that is allowed to be parked on the premises by this section.

(a) Engines of commercial vehicles may not run continuously. A 30-minute engine warm-up time shall be permitted immediately prior to the commercial vehicle and/or any other motorized equipment leaving the premises. The warm-up period shall begin no earlier than 6:00 a.m. and end no later than 10:00 p.m.

(b) The vehicle or trailer shall be parked only upon a paved off-street parking area or pad constructed in accordance with the off-street parking requirements of this ordinance.

(c) Commercial trailers parked outside in residential districts shall be fully enclosed. Open-sided trailers parked outside in residential districts shall be emptied when not in transport. This section is not intended to restrict commercial trailers from being parked inside permitted garages in residential districts.

(d) Commercial trailers parked in residential districts shall be actually trailed and transported from the property no less than once per week. The intent of this requirement is to prevent the use of a trailer for long-term storage, for use as a structure, for use as permanent advertising, and the like.

SECTION 6. OFF-STREET LOADING

13-1725. Requirements. Off-street loading space shall be provided for any nonresidential use which requires the receipt or distribution of materials or merchandise by trucks or similar vehicles and which will have a GFA of five thousand (5,000) square feet or more, according to the following minimum standards:

(a) The off-street loading requirement for buildings with less than 20,000 square feet GFA may be satisfied by the designation of a loading zone area on the site. This loading zone area shall be separate from any required off-street parking area, and access to it shall not conflict with automobile or pedestrian circulation within the site.

(b) Buildings with 20,001 to 50,000 square feet of GFA shall provide 1 loading space.

(c) Buildings with 50,001 to 100,000 square feet of GFA shall provide 2 loading spaces.

(d) Buildings with 101,000 or more square feet of GFA shall provide 1 additional loading space per additional 300,000 sq. ft.

13-1726. Size and location

(a) Semi-trailer spaces shall be at least 55 feet in length, 10 feet in width, and 14 feet in height, plus necessary additional maneuvering space.

(b) No loading space shall be located in a front yard or at the front of a building. Loading spaces shall not be located between any building and a public street unless provided with adequate screening and landscaping, in compliance with Chapter 13-1800.

(c) Spaces shall be at least fifty (50) feet from the property line of any residential property or residentially-zoned property.

(d) All loading spaces and driveways shall be surfaced with a dustless all-weather material meeting the standards for off-street parking areas and driveways and subject to the approval of the City Engineer.