

Section 22.02. Zoning District and Dimensional Standards

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22.02.01. General Provisions

- A. **Purpose.** The purpose of this Section is to establish the zoning districts of the City including their purpose, dimensional standards, and allowed encroachments to:
 - 1. Implement the intent of this Chapter and the Comprehensive Plan, and the City's other long-range plans,
 - 2. Allow for orderly development, and
 - 3. Protect natural resources.
- B. **Applicability.** The zoning districts established in this Section shall apply to all parcels within the City of Waukesha as detailed on the City of Waukesha Zoning Map.

22.02.02. Establishment of Districts

The following zoning districts are established:

- A. **Base Districts.** A base zoning district prescribes a basic set of uniform development regulations for a defined geographic area.

Table 22.02.02(A) Base Districts	
T	Temporary Zoning District
RN-1	Residential Neighborhood District 1
RN-2	Residential Neighborhood District 2
RN-3	Residential Neighborhood District 3
RN-4	Residential Neighborhood District 4
MU	Mixed-Use Commercial District
DC	Downtown Commercial District
GC	General Commercial District
CC	Corridor Commercial District
LM	Light Manufacturing District
GM	General Manufacturing District
OM	Office and Manufacturing Park District
MM	Mixed-Use Manufacturing District
A	Airport District
I	Institutional District
P	Park District

- B. **Overlay Districts.** An overlay district prescribes an additional set of standards for regulations on properties in a defined geographic area within one or more underlying base district. The standards of the overlay district shall supersede the standards of all other applicable district types.

Table 22.02.02(B) Overlay Districts	
EC-O	Environmental Conservancy Overlay District
FW-O	Floodway Overlay District
GFP-O	General Floodplain Overlay District
FS-O	Flood Storage Overlay District
FF-O	Flood Fringe Overlay District
HPD-O	Historic Preservation Overlay District
PUD-O	Planned Unit Development Overlay District
	Node Overlay Districts:
NN-O	Neighborhood Node Overlay District
SN-O	Suburban Mixed-Use Node Overlay District
RN-O	Regional Commercial Node Overlay District

22.02.03. Base Zoning Districts Purpose and Intent

- A. **T, Temporary Zoning District.** The T, Temporary Zoning District is established to accommodate the continuation of existing land uses on lands annexed to the City of Waukesha, pending the establishment of a permanent zoning classification.
- B. **RN-1, Residential Neighborhood-1 District.** The RN-1, Residential Neighborhood-1 District is established to accommodate single-family detached residential development on larger lots and to preserve the character of low-density, suburban neighborhoods. It allows for density increases in select areas, ensuring that new development is compatible with the surrounding residential context. The district is also intended to support the integration of accessory dwelling units (ADUs) where appropriate, fostering flexibility for residential growth.
- C. **RN-2, Residential Neighborhood-2 District.** The RN-2, Residential Neighborhood-2 District is established to accommodate the development of moderate density and missing middle residential development while maintaining the established character and scale of neighborhoods. It is designed to support a range of housing options including single-family detached, stacked and side-by-side duplexes, triplexes, quadplexes, cottage home/ tiny home courts, and rowhomes on smaller lots, with a maximum of four units per building that meet diverse residential needs within the community.
- D. **RN-3, Residential Neighborhood-3 District.** The RN-3, Residential Neighborhood-3 District is established to support a wide range of residential developments, including single-family detached, stacked and side-by-side duplexes, triplexes, quadplexes, cottage home/ tiny home courts, multi-unit buildings up to eight units. This district also accommodates mobile home parks and mobile home subdivisions, as well as tiny homes within a residential setting. Development is intended to be allowed at relatively high densities with a variety of housing types to provide housing options to suit the lifestyle and cost needs of a variety of households, regardless of income, age, and other factors. Housing types should be designed to integrate well within the surrounding environment and should generally be located adjacent to the downtown core, near transit options, and in areas that provide transitions between lower-intensity and higher-intensity uses.
- E. **RN-4, Residential Neighborhood-4 District.** The RN-4, Residential Neighborhood-4 District is intended to accommodate new and existing larger multi-unit developments and their immediate surroundings, providing buffers and transition between commercial, major streets and lower-density neighborhoods. This district promotes development that includes a range of higher density housing types, building configurations, and development styles that are compatible with existing residential contexts, allowing for gradual transitions in density between commercial areas and lower density housing.
- F. **MU, Mixed-Use Commercial District.** The MU, Mixed-Use Commercial District is established to create dynamic, walkable areas that combine residential, retail, and service uses. The district accommodates a range of residential development types, including single-family detached, stacked and side-by-side duplexes, triplexes, quadplexes, cottage home/ tiny home courts,

rowhomes, and multi-unit buildings. This district is intended to support small-scale centers of activity where ground-floor commercial uses are integrated with residential spaces above or adjacent to these businesses. The district aims to foster vibrant, accessible neighborhoods that are well-connected to surrounding areas, with a focus on pedestrian-oriented environments.

- G. **DC, Downtown Commercial District.** The DC, Downtown Commercial District is established to enhance the downtown area as a dynamic hub of commercial, cultural, entertainment, and residential activities. This district encourages primarily vertical mixed-use development that contributes to the vibrancy of the City's core. Development should be located along property lines to create a sense of enclosure, enhance the pedestrian environment, and create a consistent street wall with activated ground-floor spaces. Upper floors of vertical mixed-use buildings are encouraged to be utilized with residential uses. Development in this district should be designed to serve both pedestrians and motorists, with site and building standards ensuring compatibility with the surrounding urban environment.
- H. **GC, General Commercial District.** The GC, General Commercial District is established to support a mix of retail, office, and service businesses at key locations. It encourages a variety of shopping and professional office uses while maintaining compatibility with nearby residential areas. Development should prioritize pedestrian accessibility and integrate with the surrounding environment, ensuring both commercial and office spaces are designed to blend with the neighborhood's character.
- I. **CC, Corridor Commercial District.** The CC, Corridor Commercial District is established to support the grouping of businesses and office uses along major highway routes and throughways, focusing on services that depend on highway traffic or are designed to serve its needs. The allowed uses should be compatible with the surrounding neighborhood, maintaining a balance between commercial activity and residential harmony, with lower intensity development as compared to other business districts. Multi-unit uses are also permitted in this district.
- J. **LM, Light Manufacturing District.** The LM, Light Manufacturing District is established to accommodate manufacturing, assembly, warehousing, distribution, and service-oriented activities, along with related office functions, that do not generate off-site impacts and have limited operational impacts on surrounding areas. This district is designed to foster industrial uses, while ensuring that activities do not negatively impact the surrounding environment due to noise, dust, odor, or other similar factors.
- K. **GM, General Manufacturing District.** The GM, General Manufacturing District is established to accommodate a broad range of manufacturing and industrial activities that support economic development while maintaining compatibility with surrounding areas. The district allows for more intensive industrial uses while ensuring that off-site impacts, such as noise, traffic, and emissions, are minimized. Development is intended to preserve land designated for industrial use and should be concentrated in areas that minimize conflicts with incompatible uses, such as near major roadways.
- L. **OM, Office and Manufacturing Park District.** The OM, Office and Manufacturing Park District is established to provide for the development of an attractive and aesthetic grouping of limited

light industrial uses, offices, corporate headquarters, and support facilities in a campus-style setting. The district is further intended to promote properly arranged traffic and parking facilities, and to promote landscaping which will provide for an attractive setting, minimizing adverse effects upon the adjoining or surrounding areas.

- M. **MM, Mixed-Use Manufacturing District.** The MM, Mixed-Use Manufacturing District is established to provide for a variety of light industrial and manufacturing uses, while also allowing for a combination of commercial uses, including retail and service activities along high-traffic arterial corridors within and adjoining the district. The MM district may be used to serve as a transition between industrial areas and commercial districts.
- N. **A, Airport District.** The A, Airport District is to establish standards for the development of airports, including the development of public and private buildings, structures, landing and navigational aids, and facilities.
- O. **I, Institutional District.** The I, Institutional District is established to accommodate civic and institutional uses, municipal facilities, educational facilities, utilities, and noncommercial places of assembly or worship. Development in the district should be located near residential uses to serve the community, while also ensuring sufficient vehicular and pedestrian access.
- P. **P, Park District.** The P, Park District is established to provide public and private open space, parkland, and recreational facilities.

22.02.04. Overlay Zoning Districts Purpose and Intent

- A. **Environmental Conservancy Overlay (EC-O) District.** The Environmental Conservancy Overlay (EC-O) District is established to preserve, protect, enhance, and restore the City's environmentally sensitive areas, including but not limited to wetlands, ponds, streams, shorelands, flood-prone areas, significant woodlands, wildlife habitat areas, areas of steep or unstable topography, groundwater recharge and discharge areas, and related scenic and natural resources.
- B. **Floodway Overlay (FW-O) District.** The Floodway Overlay (FW-O) District is the Channel of a river or stream and those portions of the Floodplain adjoining the Channel required to carry the regional floodwaters, within AE Zones as shown on the Flood Insurance Rate Map (FIRM), or within A Zones shown on the FIRM when determined according to Wis. Stats. § 24.08(5).
- C. **Flood Fringe Overlay (FF-O) District.** The Flood Fringe Overlay (FF-O) District is that portion of a riverine special flood hazard area outside the Floodway within AE Zones on the FIRM, or, when Floodway limits have been determined according to Wis. Stats. § 24.08(5), within A Zones shown on the FIRM.
- D. **General Floodplain Overlay (GFP-O) District.** The General Floodplain Overlay (GFP-O) District is those riverine areas that may be covered by floodwater during the regional flood in which a Floodway boundary has not been delineated on the FIRM and also includes shallow flooding areas identified as AH and AO zones on the FIRM.
- E. **Flood Storage Overlay (FS-O) District.** The Flood Storage Overlay (FS-O) District is that area of

the Floodplain where storage of floodwaters is calculated to reduce the regional flood discharge.

- F. **Historic Preservation Overlay (HPD-O) District.** The Historic Preservation Overlay (HPD-O) District is established to protect, enhance, and preserve districts, sites, and structures that represent or reflect elements of the City's cultural, social, economic, political, and architectural history; safeguard the City's historic and cultural heritage, as embodied and reflected in such landmarks and historic districts; stabilize and improve property values; foster civic pride in the beauty and accomplishments of the past; protect and enhance the City's attractions to residents, tourists, and visitors for education, pleasure and general welfare; serve as a support and stimulus to business and industry; and strengthen the economy of the City.
- G. **Planned Unit Development Overlay (PUD-O) District.** The Planned Unit Development Overlay (PUD-O) District is established to achieve high quality, creative, and innovative land planning and site design that furthers the objectives of the City, as detailed in Subsection 22.02.09, but which cannot be achieved through the strict application of the development and design standards of this Chapter. The PUD-O District provides a process by which customized development and design standards may be approved that meet the needs and character of the site-specific features and context of the district.

22.02.05. Node Overlay District

- A. **Purpose.** The purpose of the Node Overlay Districts is to:
1. Support the development and redevelopment of commercial and mixed-use centers serving adjacent neighborhoods and other neighborhoods in the City, as identified in the 2024 Comprehensive Plan,
 2. Permit a wide range of retail, service, and office uses, with residential uses allowed subject to applicable design standards,
 3. Encourage development patterns that locate buildings closer to the sidewalk rather than behind front-yard parking areas,
 4. Recognize the multimodal function of node areas in serving automobile, pedestrian, bicycle, and Metro transit users,
 5. Allow vertical and horizontal mixes of commercial and residential uses that are pedestrian-friendly and include ground-floor hospitality, retail, or service uses oriented to the street, and
 6. Maintain existing single-family detached and duplex residential properties within any Node Overlay District as conforming uses that are exempt from the site and architectural standards of the overlay district until such time as the use is changed.

B. Applicability.

1. The Node Overlay Districts apply to properties identified on the Official Zoning Map as being located within a Node Overlay District.
2. The Node Overlay Districts are applied as an overlay to the underlying base zoning district. Where the standards of the Node Overlay District conflict with the standards of the underlying zoning district, the standards of the Node Overlay District shall apply.
3. Development within a Node Overlay District shall comply with:
 - a. The standards of the underlying base zoning district, and
 - b. The applicable standards of the Node Overlay District and the specific Node Overlay sub-district.
 - c. **Node Overlay District Types.** The Node Overlay Districts include the following sub-districts:
 - i. Neighborhood Node Overlay District (NN-O),
 - ii. Suburban Mixed-Use Node Overlay District (SN-O), and
 - iii. Regional Commercial Node Overlay District (RN-O).
4. Each Node Overlay sub-district is intended to respond to its surrounding context and intensity while advancing the shared purpose of the Node Overlay District.

22.02.06. Neighborhood Node Overlay District (NN-O)

- A. **Purpose.** The Neighborhood Node Overlay (NN-O) District is intended to promote pedestrian-oriented development, enhance architectural character, and ensure high-quality site and landscape design that supports vibrant mixed-use environments.
- B. **Applicability.** The NN-O District applies to the areas shown on the Zoning Map.
- C. **Site Development Standards.**
1. **Setbacks.**
 - a. A minimum setback of one foot shall be required from front and street side yards.
 - b. A build-to line of 10 feet from the front property line shall be established. The Plan Commission may approve an increase to this build-to line to accommodate outdoor seating or other active outdoor uses adjacent to public streets.
 - c. No vision triangle shall be required.

2. Parking and Loading Standards.

- a. Off-street parking shall be prohibited within front and street side yards. Exceptions may be granted by the Plan Commission for existing parking areas or for corner lots.
- b. Parking areas abutting a public right-of-way shall be designed in accordance with 22.06.04 of the Parking and Access Standards (Section 22.06).
- c. Commercial uses within the Overlay District shall be exempt from off-street parking requirements of this Chapter.
- d. New residential uses shall provide off-street parking in accordance with Subsection 22.06.04. The Plan Commission may modify residential parking requirements in accordance with Subsection 22.06.04(C). Shared parking between residential and commercial uses is encouraged where possible.
- e. Bicycle parking shall be provided in accordance with Subsection 22.06.05 and shall be located in a visible and accessible area.
- f. A continuous pedestrian walkway, in conformance with ADA minimum requirements but no less than three feet wide, shall be provided from the abutting public sidewalk(s) to the principal entrance(s) of the building.

3. Landscaping.

- a. Landscaping shall be provided in accordance with Subsection 22.07.03.
- b. Additional landscaping shall be required along the sidewalk or street edge and may include, but is not limited to, the following:
 - i. Planters,
 - ii. Raised or tiered planting beds,
 - iii. Foundation plantings, and
 - iv. Hanging basket planters.

D. Building Design Standards.

1. Building Orientation and Entrances.

- a. The primary business entrance shall face the public street.
- b. Direct pedestrian access shall be provided from the public sidewalk to the primary entrance(s).

2. **Façade Design.**

- a. Façades shall incorporate a minimum of two articulated façade planes to avoid flat or monotonous building appearances.
- b. Additional design elements shall include at least one of the following:
 - i. Canopies or awnings,
 - ii. Variation in façade plane depth,
 - iii. Architectural detailing such as belt courses, color changes, cornices, and recessed doorways,
 - iv. Artistic features including murals or sculptural elements, and
 - v. Decorative wall-mounted lighting fixtures, or
 - vi. An alternative design element proposed to the Plan Commission.

3. **Franchise Architecture.** Buildings incorporating standardized corporate architectural designs shall be designed to comply with the architectural standards of the NN-O District. Building design elements subject to modification include roof forms, window and door configurations, building massing, exterior materials, and architectural detailing.

22.02.07. Suburban Mixed-Use Node Overlay District (SN-O)

- A. **Purpose.** The Suburban Mixed-Use Node Overlay (SN-O) District is intended to promote the redevelopment of aging commercial properties, underutilized parking areas, and other vacant or underperforming parcels located along collector streets. This district supports a mix of residential and commercial uses that enhance street-level activity, improve multimodal access, and foster economic vitality.
- B. **Applicability.** The SN-O District applies to the areas shown on the Zoning Map.
- C. **Site Development Standards.**
1. **Setbacks.** A minimum setback of 10 feet shall be required from front and street side property lines.
 2. **Parking and Loading Standards.**
 - a. Off-street parking shall be permitted only in side or rear yards. Exceptions may be granted by the Plan Commission for existing parking areas or for corner lots.
 - b. Where parking directly abuts a public right-of-way, decorative fencing, planting beds, or a combination of both shall be required.

- c. Bicycle parking shall be located in a visible and accessible area.
- d. Shared parking agreements may be permitted in accordance with Subsection 22.06.04(C). Shared parking may account for up to 80 percent of the required parking.
- e. A continuous pedestrian walkway shall be provided from the abutting public sidewalk(s) to the principal entrance(s) of the building.
- f. For developments containing multiple buildings, a private internal sidewalk network shall be required to provide safe and direct pedestrian connectivity between businesses and shall be designed to avoid routing pedestrians through vehicular parking areas.

3. Landscaping.

- a. Landscaping shall comply with Subsection 22.07.03 with emphasis on areas adjacent to public rights-of-way and private access drives.
- b. Each business shall incorporate supplemental landscape features to enhance visual appeal and the pedestrian experience.

4. Building Design Standards.

- a. Storefront entrances shall be oriented toward public streets or private access drives.
- b. All buildings shall be designed with four-sided architecture, with consistent architectural detail on all visible elevations.
- c. Façades shall incorporate a minimum of three articulated façade planes.
- d. Additional design elements shall include at least two of the following:
 - i. Canopies or awnings,
 - ii. Variation in façade plane depth,
 - iii. Architectural detailing such as belt courses, color changes, cornices, and recessed doorways,
 - iv. Artistic features including murals or sculptural elements, and
 - v. Decorative wall-mounted lighting fixtures, or
 - vi. An alternative design element proposed to the Plan Commission.
- e. Buildings incorporating standardized corporate architectural designs shall be designed to comply with the architectural standards of the SN-O District.

22.02.08. Regional Commercial Node Overlay District (RN-O)

- A. **Purpose.** The Regional Commercial Node Overlay (RN-O) District guides development and redevelopment near major arterial intersections and large commercial centers. The RN-O District promotes pedestrian and bicycle connectivity, enhanced transit access, and a mix of higher-density residential and commercial uses.
- B. **Applicability.** The RN-O District applies to the areas shown on the Zoning Map.
- C. **Site Development Standards.**
1. **Setbacks.** The setback standards of the Corridor Commercial (CC) District (Subsection 22.02.11(D)) shall apply.
 2. **Parking and Loading.**
 - a. Off-street parking shall be primarily located in side or rear yards. One double-loaded aisle of parking may be permitted in front or street yards. The Plan Commission may approve exceptions for existing parking lots.
 - b. Bicycle parking shall be provided in accordance with Subsection 22.06.05 and shall be located in a visible and accessible area.
 - c. Pedestrian access shall include:
 - i. A continuous walkway connecting the public sidewalk to main building entrances, and
 - ii. A private internal sidewalk system for multi-building sites, designed to keep pedestrians out of parking areas.
- D. **Building Design Standards.**
1. Façades shall incorporate canopies, variations in façade plane, architectural detailing, or artistic features in accordance with Subsection 22.05.02 of this Chapter.
 2. Four-sided architecture is required.
 3. Buildings at prominent intersections shall incorporate distinct corner design elements.
 4. Façades shall incorporate a minimum of three articulated façade planes.
 - a. Additional design elements shall include at least two of the following:
 - i. Canopies or awnings,
 - ii. Variation in façade plane depth,

- iii. Architectural detailing such as belt courses, color changes, cornices, and recessed doorways,
 - iv. Artistic features including murals or sculptural elements, and
 - v. Decorative wall-mounted lighting fixtures, or
 - vi. An alternative design element proposed to the Plan Commission.
5. Buildings incorporating standardized corporate architectural designs shall be designed to comply with the architectural standards of the RN-O District.

22.02.09. Planned Unit Development Overlay (PUD-O) District

- A. **Purpose and Intent.** The Planned Unit Development Overlay (PUD-O) District is established to allow flexibility in land use, site design, and development standards through a unified and comprehensively planned development. The PUD-O District is intended to facilitate high-quality, creative, and innovative development that advances the goals and policies of the Comprehensive Plan, but which cannot be effectively achieved through the strict application of conventional zoning districts. Development within the PUD-O District is guided by an approved PUD Plan that establishes site-specific development standards and design requirements tailored to the unique characteristics of the site and its surrounding context.
- B. **Applicability and Governance.**
1. **Applicability.** Property shall be rezoned to the PUD-O District in accordance with the procedures of this Chapter. Development within the PUD-O District shall be governed by the regulations of this Subsection and the approved PUD Plan.
 2. **Governance.** Each PUD-O District is governed by an individually approved PUD Plan, as detailed in Subsection 22.11.11.
 - a. **Continuing Effect.** A Planned Unit Development approved prior to the effective date of this Chapter shall remain in effect and shall continue to be governed by its approved PUD Plan. Amendments to an existing PUD shall comply with the procedures and standards of this Chapter.
- C. **PUD Objectives.**
1. **Required Objectives.** Each PUD shall meet all of the following objectives:
 2. **Comprehensive Plan Alignment.** The PUD shall be consistent with and clearly implement the goals, objectives, and policies of the Comprehensive Plan and other adopted plans and policy documents of the City.

3. **Placemaking.** The PUD shall establish a distinctive and cohesive identity through coordinated site planning, architecture, streetscape design, public spaces, landscaping, signage, and other placemaking elements.
 4. **Integrated Design with Identifiable Centers and Edges.** The PUD shall be planned and developed as a unified and integrated whole. The overall design shall establish identifiable centers and edges through the coordinated arrangement of buildings, uses, open spaces, and circulation systems. The PUD shall promote strong internal and external connectivity and support multimodal transportation.
 5. **Compatibility with Adjacent Land Uses.** The PUD shall include uses that are generally compatible with surrounding land uses, with consideration given to intensity, activity levels, noise, light, and operational characteristics. Where incompatibilities exist, potential impacts shall be mitigated through building design, height, placement, buffering, landscaping, open space, or other site design techniques beyond what is otherwise required.
 6. **Landscape Conservation and Visual Enhancement.** To the greatest extent reasonably possible, the PUD shall include the preservation and enhancement of existing natural features and amenities, such as mature trees, high-value or specimen trees, riparian areas, wildlife habitat, and unique landforms or topography.
 7. **Public Art.** Commercial, multi-unit residential, and mixed-use PUDs shall contribute to public art within the City as follows:
 - a. **Projects with a Total Construction Valuation of \$250,000 to \$1,000,000.** A contribution shall be made to the City's Public Art Fund equal to 0.005 times the total construction valuation.
 - b. **Projects with a Total Construction Valuation Greater Than \$1,000,000.** The applicant shall select one of the following options:
 - i. Provide a contribution to the City's Public Art Fund equal to 0.005 times the total construction valuation; or
 - ii. Provide public art with a value equal to or greater than the required contribution amount.
 - c. **Affordability Exemption.** Developments that meet the affordability objective in subsection 22.02.09(D)(5) may be exempt from the public art requirement.
- D. **Optional Objectives.** Each PUD shall meet at least one of the following objectives:
1. **Environmentally Sustainable Design.** The PUD incorporates site design, building design, or infrastructure strategies that reduce energy or water consumption, improve stormwater management, enhance environmental performance, or support sustainable development practices. Such strategies may include, but are not limited to:

2. Net-zero or high-efficiency building construction,
3. Green infrastructure or low-impact development techniques, or
4. Design intended to meet LEED Silver certification or LEED Neighborhood Development standards.
5. **Affordability.** One of the following standards is met for a minimum period of 30 years:
 - a. At least 25 percent of dwelling units are offered for rent or sale at rates affordable to households earning no more than 100 percent of the county median income, as defined by the U.S. Department of Housing and Urban Development (HUD), or
 - b. At least 15 percent of dwelling units are offered for rent at rates affordable to households earning no more than 60 percent of the county median income.
6. **Accessible Design.**
 - a. The PUD complies with all applicable Federal Fair Housing Act and state accessibility regulations, and
 - b. PUDs consisting of detached single-unit dwellings or townhomes not otherwise subject to such regulations shall provide a minimum of 20 percent of dwelling units designed to be accessible to persons with limited mobility.
7. **Mix of Land Uses.** The PUD provides social gathering space and/or residential park space and one or more of the following:
 - a. A variety of dwelling types, or
 - b. A variety of commercial use types, or
 - c. A mix of residential and nonresidential uses.
8. **Other.** The applicant may propose an alternative objective that advances the purpose and intent of the PUD-O District.

22.02.10. Zoning Map, Annexed Land, Vacations, and District Boundaries

- A. **Official Zoning Map.** The boundaries of the zoning districts are established and shown on the official zoning map. This map, along with all notifications, references, data, district boundaries, and amendments, shall be considered part of these regulations. The zoning map shall be attested by the Mayor and City Clerk and kept on file in the office of the City Clerk.
- B. **Overlay Districts with Environmental or Flood-Related Boundaries.**
 1. The boundaries of the Environmental Conservancy Overlay (EC-O) District, Floodway Overlay (FW-O) District, General Floodplain Overlay (GFP-O) District, Flood Storage Overlay (FS-O)

District, and Flood Fringe Overlay (FF-O) District shall be determined based on the applicable adopted mapping sources rather than lot or property lines.

2. **Environmental Conservancy Overlay (EC-O) District.** The EC-O District includes both lowland and upland environmental resource areas, as described below:
 - a. **Lowland Areas.** Lowland areas within the EC-O District are based on the Wisconsin Wetland Inventory (WWI) Maps for the City of Waukesha, dated April 10, 1986, and stamped "FINAL," and include, but are not limited to, shoreland wetlands five acres or greater as shown on those maps. The wetlands depicted are intended to represent the approximate extent of regulated areas. Precise wetland boundaries shall be determined through field delineation in accordance with applicable state and federal requirements prior to development.
 - b. **Upland Areas.** Upland areas within the EC-O District include lands containing significant woodlands, steep or unstable slopes, wildlife habitat areas, scenic vistas, viewpoints, and other environmentally sensitive natural resource features, as identified on adopted City maps, environmental inventories, or supporting studies. The boundaries of upland EC-O areas may align with parcel boundaries, natural features, or mapped resource limits, as appropriate
- C. **Boundaries Interpretations.** In cases where the exact location of a district boundary is in question, the Board of Zoning Appeals shall determine the boundary line.
 1. **Vacations.** Whenever a street, alley, or other public way is vacated by official action as provided by law, the zoning district adjacent to the side of the public way will automatically extend to include the vacated right-of-way. If the vacated street is adjacent to more than one district, the vacated land shall be split to align with the boundary lines of the adjacent districts and shall be subject to the regulations of each district. The vacated land will then be subject to all regulations of the extended district(s).

22.02.11. Bulk and Dimensional Standards

A. Calculation of Bulk and Dimensional Standards.

1. **Lot Width.** Lot width shall be measured as the distance between the side lot lines of a lot at right angles to its depth along a straight line at the building setback.
2. **Yard Setbacks.**
 - a. Required yard setbacks shall be measured as the horizontal distance from the center point of the applicable lot line into the interior of the lot for the minimum distance specified in Table 22.02.11(A). For platting purposes, refer to Section 22.08 for additional requirements.
 - b. The span of a yard setback shall be measured as follows.
 - i. **Front-street Yard.** From the front property line to the building setback line, parallel to the front property line.
 - ii. **Street-side Yard.** From the front yard setback line to the rear lot line.
 - iii. **Interior Side Yard.** From the front yard setback line to the rear yard setback line.
 - iv. **Rear Yard.** From the rear lot line to the nearest point of the principal structure.
3. **Building Height.** The highest point of a building shall be measured as follows for different roof types.
 - a. **Flat and Shed Roofs.** To the highest point of the roof.
 - b. **Gable, Hip, and Gambrel Roofs.** To the mean height between the principal eave and the peak of the roof.
 - c. **Mansard Roofs.** To the deck line of the roof.

B. Bulk and Dimensional Standards in Residential Neighborhood-1 and Residential Neighborhood-2 Districts. Table 22.02.11(B) establishes the bulk and dimensional standards for the development or the use of a lot in each RN-1, Residential Neighborhood-1 and RN-2, Residential Neighborhood-2 Districts.

Table 22.02.11(B) Residential Neighborhood Districts Bulk and Dimensional Standards			
<i>Standard</i>	<i>RN-1</i>	<i>RN-2</i>	
		<i>w/ Alley</i>	<i>w/o Alley</i>
<i>Lot Standards (Minimum)</i>			
One-Two Unit Dwelling Lot Area (sq ft)	12,000	4,500	6,000
Three-Four Unit Dwelling Lot Area (sq ft)	n/a	6,000	8,000
Rowhome Lot Area (sq ft)	n/a	2,000	2,000
Cottage Home Court Lot Area (sq ft)	1 acre	12,000	12,000
One to Two Unit Dwelling Lot Width (ft)	80	40	50
Three to Four Unit Dwelling Lot Width (ft)	n/a	50	50
Rowhome Lot Width (ft) per unit	n/a	25	25
Cottage Home Court Lot Width (ft) per development	100	50	50
<i>Yard Setbacks (Minimum) [1]</i>			
Front (ft), Minimum	25	15 [1]	15 [1]
Street, Minimum [2]	15	15	15
Interior Side (ft)	10	5 [3]	5 [3]
Rear (ft)	35	30	30
<i>Building Standards (Maximum)</i>			
Height (ft)	40	40	40
<i>Notes</i>			
[1] Garage doors shall be set back a minimum of 25 feet from the front and street side lot line, 35 feet from the interior side lot line, and eight feet from the alley.			
[2] Setback shall be adjusted to the average of neighboring properties, but shall not be less than 10 feet or exceed the applicable setback.			
[3] The minimum setback shall be 10 feet between building structures.			

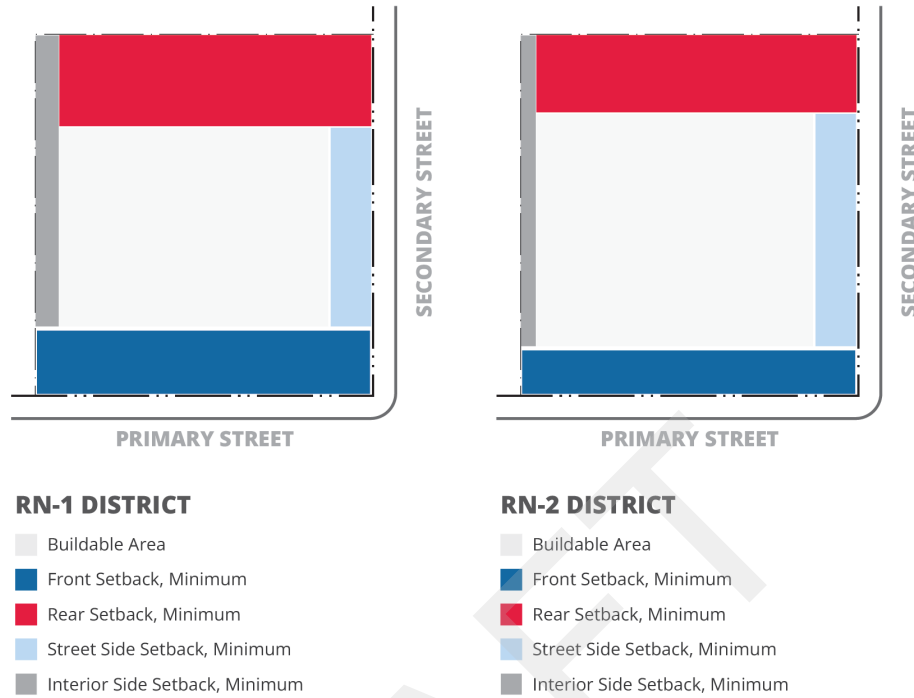


Figure 1 RN-1 and RN-2 Districts

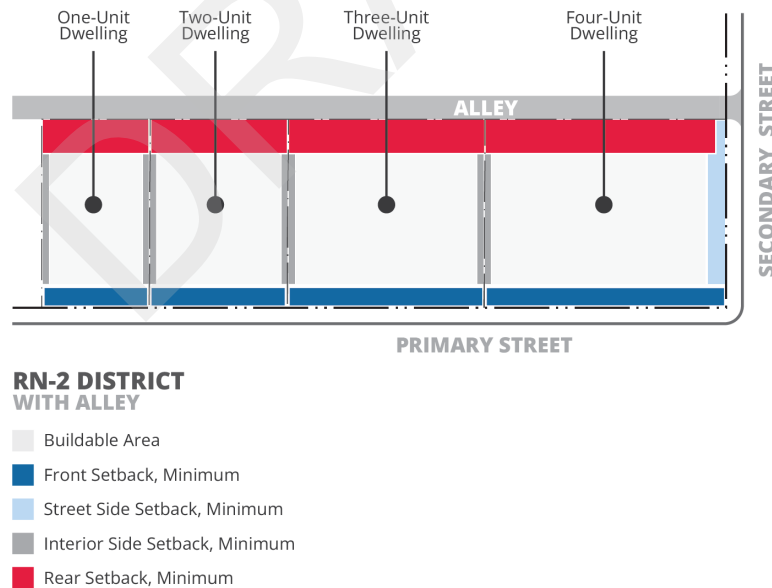
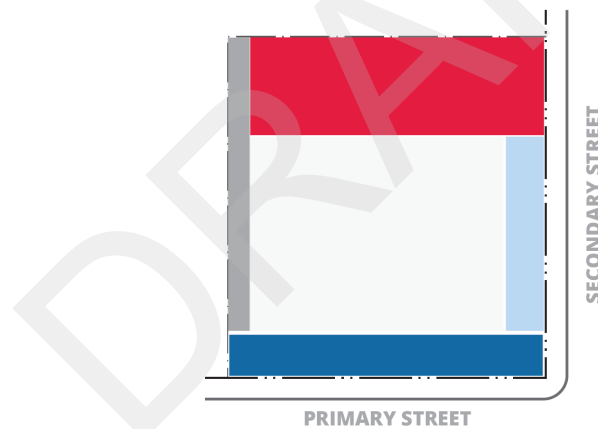


Figure 2 RN-1 and RN-2 Districts with Alley

- C. **Bulk and Dimensional Standards in Residential Neighborhood-3 and Residential Neighborhood-4 Districts.** Table 22.02.11(C) establishes the bulk and dimensional standards for the development or the use of a lot in each Residential Neighborhood-3 and Residential Neighborhood-4 Districts.

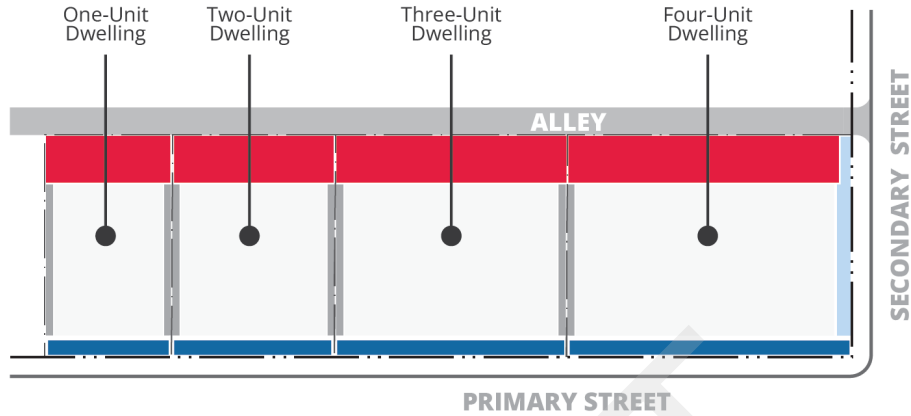
Table 22.02.11(C) Residential Neighborhood-3 and Residential Neighborhood-4 Districts Bulk and Dimensional Standards		
Standard	RN-3	RN-4
<i>Lot Standards (Minimum)</i>		
Lot Area (sq ft)	5,500	4,500
Lot Width (ft)	40	40
<i>Yard Setbacks (Minimum)</i>		
Front (ft)	15	15
Street Side (ft)	15	15
Interior Side (ft)	5	5
Rear (ft)	25	25
<i>Building Standards (Maximum)</i>		
Height (ft)	40	60



RN-3 AND RN-4 DISTRICTS

- Buildable Area
- Front Setback, Minimum
- Rear Setback, Minimum
- Street Side Setback, Minimum
- Interior Side Setback, Minimum

Figure 3 RN-3 and RN-4 Districts



RN-3 AND RN-4 DISTRICT WITH ALLEY

- Buildable Area
- Front Setback, Minimum
- Street Side Setback, Minimum
- Interior Side Setback, Minimum
- Rear Setback, Minimum

Figure 4 RN-3 and RN-4 Districts with Alley

D. **Bulk and Dimensional Standards in Mixed-Use and Commercial Districts.** Table 22.02.11(D) establishes the bulk and dimensional standards for the development or the use of a lot in each mixed-use and commercial districts.

Table 22.02.11(D) Mixed-Use and Commercial Districts Bulk and Dimensional Standards				
Standard	MU	DC	GC	CC
<i>Lot Standards (Minimum)</i>				
Lot Area (sq ft)	5500	n/a	7500	10,000
Lot Width (ft)	50	n/a	55	75
<i>Yard Setbacks</i>				
Front (ft) Minimum	5	1	10	15
Front (ft) Maximum	25	15	50	n/a
Street Side (ft) Minimum	5	1	10	15
Street Side (ft) Maximum	25	15	50	n/a
Interior Side (ft)	5 [1]	n/a	10	10
Rear (ft)	25	n/a	25	25
<i>Building Standards</i>				
Height, Maximum (ft)	60	n/a	60	n/a
Height, Minimum (stories)	n/a	2	n/a	n/a
<i>Notes</i>				
[1] The minimum setback shall be 10 feet between buildings.				

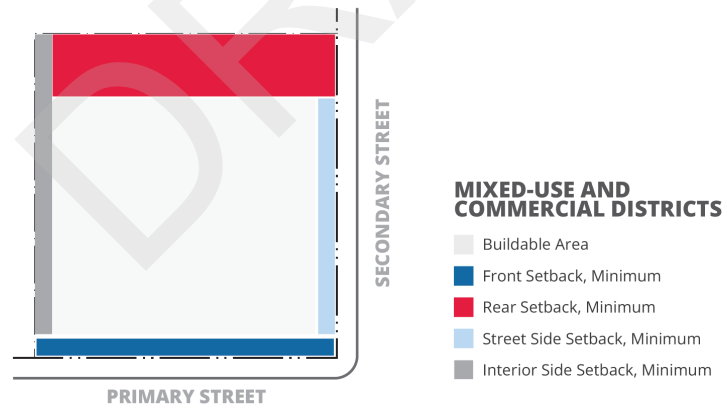


Figure 5 Mixed-Use and Commercial Districts

E. **Bulk and Dimensional Standards in all Manufacturing districts.** Table 22.02.11(E) establishes the bulk and dimensional standards for the development or the use of a lot in all other districts.

Table 22.02.11(E) Manufacturing Districts Bulk and Dimensional Standards				
Standard	LM	GM	OM	MM
<i>Lot Standards (Minimum)</i>				
Lot Area (sq ft)	n/a	n/a	20,000	n/a
Lot Width (ft)	n/a	n/a	90	n/a
<i>Yard Setbacks (Minimum)</i>				
Front (ft)	15	15	25	25
Street Side (ft)	15	5	25	25
Interior Side (ft)	10	10	10	10
Rear (ft)	25	25	25	25
<i>Building Standards (Maximum)</i>				
Height (ft)	n/a	n/a	n/a	n/a

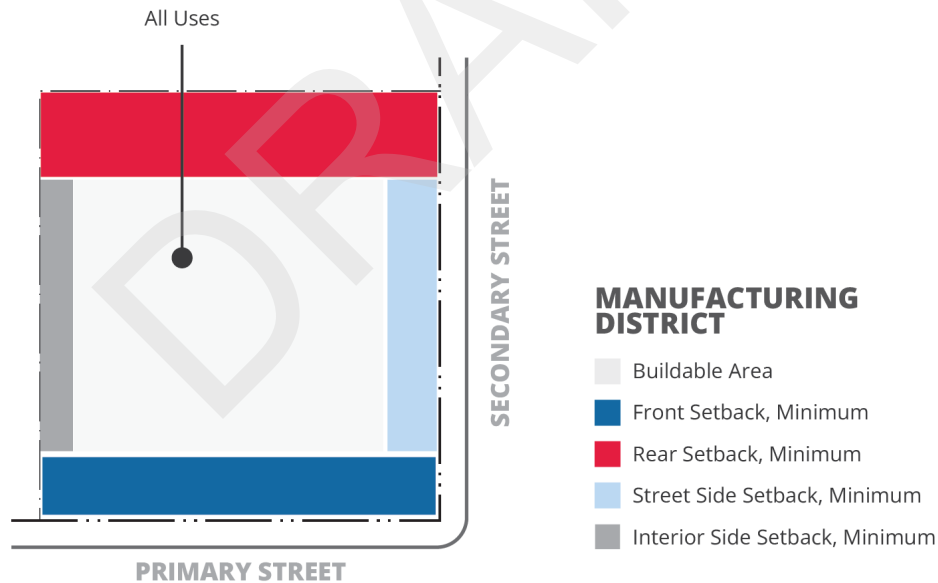
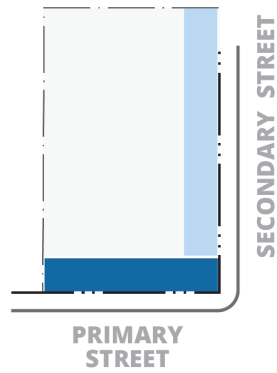


Figure 6 Manufacturing Districts

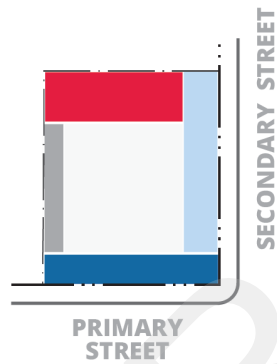
F. **Bulk and Dimensional Standards in all Other Districts.** Table 22.02.11(F) establishes the bulk and dimensional standards for the development or the use of a lot in all other districts.

Table 22.02.11(F) All Other Districts Bulk and Dimensional Standards			
Standard	A	I	P
<i>Lot Standards (Minimum)</i>			
Lot Area (sq ft)	[1]	10,000	n/a
Lot Width (ft)		75	n/a
<i>Yard Setbacks (Minimum)</i>			
Front (ft)	25	25	[2]
Street Side (ft)	25	25	
Interior Side (ft)	NA	10	
Rear (ft)	NA	30	
<i>Building Standards (Maximum)</i>			
Height (ft)	[3]	n/a	n/a
<i>Notes</i>			
[1] Shall meet Federal Aviation Administration (FAA) design standards.			
[2] For parcels two acres or less, structures shall be 20 feet from lot lines or 50 feet from adjacent residential buildings.			
[3] FAA approval and compliance with Waukesha County Height Limitation required.			



A DISTRICT

- Lot Area
- Front Setback, Minimum
- Street Side Setback, Minimum



I DISTRICT

- Lot Area
- Front Setback, Minimum
- Street Side Setback, Minimum
- Interior Side Setback, Minimum
- Rear Setback, Minimum

Figure 7 A and I Districts

22.02.12. Exceptions to Bulk and Dimensional Standards

A. Allowed Yard Encroachments.

Table 22.02.12 Allowed Encroachments into Required Yard Setbacks		
<i>Encroachment Type</i>	<i>Allowed Location</i>	<i>Limitations of Encroachment</i>
Uncovered Stairs, Landings, and Fire Escapes	Any required yard	May encroach up to six feet into the required yard but must be at least three feet from any lot line.
Architectural Projections	Any required yard	May encroach up to three feet into the yard area. This includes chimneys, flues, sills, eaves, bay windows, belt courses, and ornaments. (These projections may encroach up to three feet into the required setback area, but shall remain at least three feet from the lot line).
Decks (Attached or Detached)	Any required yard	Shall comply with the standards of Subsection 22.03.06(A)
Off-Street Parking	All districts	Shall comply with the standards of Subsection 22.06.04
Landscaping and Vegetation	Any required yard	Shall comply with the standards of Subsection 22.07.03
Computation of Depth of Rear Yards	Rear yard abutting an alley	One-half the width of the alley may be included as part of the required rear yard. Projections or overhangs shall not be closer than five feet to the lot line.
Handicapped Access	Any required yard	Structural additions to allow handicapped access may be permitted by the Building Inspector, provided they meet structural soundness requirements and minimize visual impact in accordance with any applicable Federal Standards.

B. Height Exceptions. The following are exempted from height limit requirements, provided that no portion of the exempted structure may be used for human occupancy:

1. **Architectural Features.** Structures such as spires, belfries, parapet walls, cupolas, domes, flues, and chimneys.
2. **Utility Structures.** Utility structures including water towers; electric, power and

communication transmission lines; elevator penthouses; manufacturing equipment and necessary mechanical appurtenances; cooling towers; fire towers; substations; and smokestacks.

3. Communication Structures.

- a. Television transmission relay towers and receiving antennas, and
- b. Observation towers, and earth station dish antennas when mounted on the roof of a principal structure.
 - i. All requirements set forth in Subsection 22.03.04(D)(7) and established by the Federal Communications Commission shall be met.

DRAFT