



**AGENDA  
PLAN COMMISSION  
CITY COUNCIL CHAMBERS  
JANUARY 6, 2025**

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**CALL TO ORDER – 6:30 p.m.  
PLEDGE OF ALLEGIANCE  
ROLL CALL**

**APPROVAL OF MINUTES**

1. Minutes of the December 2, 2025 Plan Commission workshop
2. Minutes of the December 2, 2025 Plan Commission meeting

**PUBLIC COMMENTS**

**ORDINANCES AND RESOLUTIONS**

3. Proposed ordinance amendments to Title 17 – Zoning, Chapters 17.04, 17.08, 17.20, 17.24, 17.28, 17.44, 17.48, 17.64, 17.73, and 17.80; the purpose of which is to implement the Comprehensive Plan Housing and Land Use Chapters including changes to residential development performance standards; parking requirements; allowing for accessory dwelling units; clarifying definitions; and adding an expiration of site plan approval.

**REPORTS**

4. Planning Update

**ADJOURNMENT**

***Council members may be in attendance for informational purposes only.  
No official Council action will be taken.***

**NOTE:** Any person who has a qualifying disability as defined by the Americans with Disabilities Act that requires the meeting or materials to be in an accessible location or format, may contact City Clerk Amy White at (715) 426-3408 or in person at 222 Lewis Street, for accommodations. Requests for accommodation should be made at least three (3) business days in advance of the meeting. Every effort will be made to arrange accommodation.

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# Community Development Department

222 Lewis Street  
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## MINUTES PLAN COMMISSION WORKSHOP DECEMBER 2, 2025 CITY COUNCIL CHAMBERS

**Members Present:** Rob Gormanson, Michael Woolsey, Chris Holtkamp, Diane Odeen, Dan Toland  
**Members Absent:** Rebecca Prendergast, Lisa Moody  
**Staff Present:** Amy Peterson, Emily Shively, Becky Corson, Jon Smits

### CALL TO ORDER

Meeting convened at 5:24 p.m.

### WORKSHOP PRESENTATION

Presentation/Discussion regarding proposed zoning ordinance amendments to implement the Housing Element of the Comprehensive Plan.

Assistant Director of Community Development Emily Shively gave a presentation about potential amendments to the ordinance as part of the Comprehensive Plan implementation and how the data analysis that staff conducted provided the foundation for the recommendations for potential amendment changes. The first item she covered was the update to zoning code to support the Land Use Chapter specifically the residential development standards. The two Housing Chapter items that were selected were to update zoning ordinance to include the missing middle housing type, and to consider the adoption of alternative housing options such as Accessory Dwelling Units (ADUs).

Shively explained how the policies stack with a diagram that shows the flow of different policies to regulations. Diane Odeen made a comment that the way we use the discretion effects how the administration happens in the last step. Shivley did agree to say yes, the regulations would be created based on the policy foundation.

Shively also indicated how essential it is to implement community goals in collaboration with the private sector. Shivley explained the data that was collected while looking at the missing middle of housing types, and reviewing past developments which were approved via the PUD process, and by tracking the Housing Needs Analysis which was completed in 2018, updated in 2022 and will be updated again next year in 2026 led to the recommendations.

The data analysis shows that most single-family homes are on lots of 7,500 sq. ft. or larger and how there are very few areas with single family homes that are under three dwelling units per acre. Most are between 3-12 units an acre. Shivley indicated the higher densities are partially due to the mix of housing types in our existing neighborhoods. Current code allows for duplexes in R1 provided they have a 1,400-foot separation from each other not to exceed 2 acres in any particular neighborhood. The current stock of duplexes, triplexes, and quadplexes in R1

illustrates that these provisions have not been adhered to in the oldest and most established parts of the City. Currently the average separation between duplexes across the City is 158 feet, significantly less than current code requirements. The existing stock of middle housing blends well into the streetscape and does not generate a higher level of complaints regarding traffic or other density factors as compared to purely single-family home areas. Shively showed a diagram that has density of duplexes, triplexes, and quadplexes on a heat map where the clustering appears. The map shows how the homes are well integrated in the community in existing R1 neighborhoods.

Shively then covered how flexibility for lot size, width, and setbacks have been requested and granted via PUD for a list of neighborhoods in the City over time. In each neighborhood determination was made that the project met the goals of the community, intent of ordinances, and was in alignment with the Comprehensive Plan. Similar flexibility for parking, setbacks, and open space had been requested and granted via PUD for 11 multi-family projects in the City in the past six years. Shively also highlighted that flexibility has been granted specifically to meet the housing needs of the community. The City has been tracking progress towards meeting the housing needs in the 2018 and 2022 housing studies.

Shively highlighted how the Planned Unit Development tool has been helpful but can also create uncertainty for the developer and the community. Essentially, each of these approvals set a new zoning standard, creating policy which brings things back to the zoning pyramid. The proposed ordinance amendments are intended to move the approvals up the pyramid where there is more certainty and specificity and less discretion or less risk. Expectations and outcomes are known then to both the community and the developer. And to ensure that we are treating proposals equally and not arbitrarily approving some but not other developments.

Shively explained that the key takeaways from the data collection is lot sizes, setbacks, and housing types are areas where our ordinance is out of alignment with the Comprehensive Plan and current development feasibility. It is also noted that scaling lot size differently across housing types of R-1, R-2 and R-3 would be consistent with the existing “missing middle” and may provide opportunities for more of this type of housing development in new and existing neighborhoods. Amending this would also align with the Comprehensive Plan implementation goals and make development process more certain for both the community, landowners, and development partners which can also make development more financially feasible for meeting housing affordability goals.

Shively then presented on proposed ordinance amendments (Accessory Dwelling Units, Residential Lot Performance Standards, and Multifamily Performance Standard). The first one was accessory dwelling units (ADUs) ordinance. Research was done from other cities codes as well as best practices to remove barriers to this type of housing while balance the integration of these homes into neighborhoods. Shively explained that it would be one accessory dwelling unit per lot on single-family lots. A clear pedestrian path to the door and limit on fence height and gate requirements would be added to meet public safety needs. Limited to a size of 1,200 square feet, no more than 30% of the rear yard, not taller than the main house. If on street parking is available, no additional parking spaces needed. If no on street parking is feasible, then one space would be required. All ADUs would be subject to minimum room sizes per the building code to ensure health and safety standards are met.

Chris Holtkamp asked if prebuilt or modular homes would be allowed. Shively indicated yes, and that the struggle with adding an ADU is connection to City utilities such as water, sewer, and electricity. Holtkamp then asked if the homes would have a requirement for a separate meter.

Shively indicated they would need to have future discussions about this with the utilities department as we move forward with this.

Diane Odeen asked if we have any existing ADUs in the City, Shively said there currently are some in the City and have had inquiries for more in the City.

Mayor Dan Toland asked a question about driveways and parking specifics. Shively explained what an unencumbered parking space would be considered for this unit.

Rob Gormanson asked questions about the walking path or sidewalk to the unit and Shively explained how that would look like with a few different options.

Micael Woolsey asked if we are modeling this or looking into how other communities are doing this in their areas. Shively indicated that our past intern did a lot of research on best practices and what other communities are doing and then scaled this based on our community and with lessons learned from other communities who have done this. Shively explained the cost of adding an ADU can be steep and staff reviewed how this is done in other areas. The goal is to remove barriers to provide an option for other housing typologies in the community.

Shively discussed how another item is a proposed setback measurement being measured from the property line to the building foundation rather than the overhang or eave. And proposing that for some housing types in some zoning districts we step away from a minimum lot size or area per unit instead using a density standard or number of homes per acre.

Holtkamp asked questions about the setback requirements being 20 feet, and if we wanted to strengthen the setback to help for new alley loaded developments. Shively explained we could possibly do that during PUD process, but we haven't had that requested recently. Discussion was also asked about the City easement for taking care of trees. Shively explained right of way and where sidewalks, boulevard trees, on street parking and trails are all located.

Shively went over the proposed three main changes to the R-1 zoning district. Those are minimum lot size reduced from 7,500 to 5,500 square feet, two-family homes are allowed without a separation requirement, and triplexes are allowed on lots at least 10,000 square feet in area. For R-2 zoning changes scaling of lots begins to intend to have more density. Setbacks are also modified to reflect flexibility that has been requested and granted in other neighborhoods. The R-3 district keeps the single-family lot scale from R-2 but does not have an upper limit on number of two family or multifamily units. This will allow for more housing in areas where water, sewer, and roadway infrastructure can support more residents.

Shively then discussed the proposed changes for multifamily homes regarding amenities and open space requirements. Shively discussed the menu of options that a project could provide in lieu of open space. The number of those required for each project is based on the number of units, more units in a development more amenities are required. Shively indicated we are retaining the 1:1 standard for open space but as an option not a requirement. If for example open space is provided at 1:2 ratio, half of the required amenities would be needed. Discussion was had on that open space isn't anything functional necessarily for residents, just a greenspace requirement. Shively also mentioned proposing that projects that provide affordable housing units, they could receive a credit in reduction of required amenities. And that existing connection to open space and amenities be recognized as well for any new developments. Odeen talked about how this could allow us to grow into the parks that we have in the City with how many parks we already have in the City.

Shively talked about a proposed change for parking standards and providing some flexibility. The proposed changes are based on existing projects and how to help move away from overparking areas or properties in the community.

Shively discussed proposing a definition of accessory building and accessory use for more clarity. Similarly for an attached dwelling and principal building. Shade structures doesn't differentiate between open sided or enclosed structure. These both are different from a building and fire code perspective. Shively also went over the driveway width to up to 30% of the lot width or up to 35' at the right of way line. Shivley also went over we would like to clarify that residential buildings must have at least one front door facing the street. As well as how we would like to add a 24-month limit deadline between site plan approval to building permits. Adding a definition of window sign, and to create a different standard of warehouse parking. Shively went over how we could consider eliminate parking minimum requirements similar to the new corporate park zoning district. The language changes to say there is no minimum, but they must provide parking for use on the premises. And that on street parking cannot be considered in parking needs.

Discussion was had about the parking changes for warehouses or zoning districts and if we go this route and any risks that could be implemented if they under park their properties. Shively used the building in the Sterling Ponds Corporate Park as an example on how if using the formula, they would have been over parked and how it could work with other buildings going forward.

In conclusion, Shively said next steps would be further discussion or if you are ready to make recommendations at our next meeting.

Odeen said she would like to move forward with this at the next meeting as this is time intensive work. Woolsey said this would be helpful for us as we move forward with other developments to show alignment with decisions made going forward and communicate those items. Shively indicated this will be on the meeting for January for further discussion at that time and that there is still flexibility in the items that are moved forward.

## **ADJOURNMENT**

Workshop adjourned at 6:19 p.m.

Respectfully submitted,

Becky Corson, Community Development Coordinator

## Community Development Department

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### MINUTES PLAN COMMISSION DECEMBER 2, 2025 CITY COUNCIL CHAMBERS

**Members Present:** Rob Gormanson, Lisa Moody, Michael Woolsey, Diane Odeen, Chris Holtkamp, Dan Toland  
**Members Absent:** Rebecca Prendergast  
**Staff Present:** Amy Peterson, Emily Shively, Becky Corson, Jon Smits

#### CALL TO ORDER

Meeting convened at 6:31 p.m.

#### APPROVAL OF MINUTES

M/Gormanson, S/Holtkamp to approve minutes. Motion carried 7/0.

#### PUBLIC COMMENTS

Sheryl Hoffman – (97 E Wood Ridge Drive) – spoke on development and density needs of neighborhoods and asked the City to stick to the zoning ordinances that are already in place. She asked about more acreage for parks and open space requirements for the Wildflower Meadows neighborhood. She also asked for more tree planting between the neighborhoods.

Laura Schotz – (79 W Wood Ridge Dr) – asked that development stick to the current standards of 75 foot limit lot lines. Wants development that fits within the already developed neighborhood. Adding trees along the edge as a barrier and wanting more landscaping.

Ben Fochs – (2529 Powell Ave) – Spoke on how newer developments are lacking character and would like future developments look towards adding character for the community.

#### ORDINANCES AND RESOLUTIONS

**Ordinance regarding the annexation petition from Delbert F. Johnson & Elaine H Johnson revokable trusts for the property at the southeast corner of County Highway M and 1060<sup>th</sup> Street (PID 002010010200 & a portion of 002010010600); application of a Future Land Use Classification of Mixed Use and Medium Density Residential; and application of Zoning classifications of R-2 Multiple Family (Medium Density) Residence District and B-3 Highway Commercial District to portions of the subject properties.**

Assistant Director of Community Development Emily Shively gave a presentation regarding the annexation petition from Delbert F. Johnson & Elaine H Johnson Trusts for the property located on County Highway M and 1060<sup>th</sup> Street. A unanimous petition for annexation has been submitted in collaboration with E.W. Homes for approximately 55 acres. Shively explained the factors for consideration of the annexation, the change of future land use, and the criteria for rezoning. For

the first consideration, the property does have abutment to City boundary at County Highway M meeting the requirement that the area is contiguous with a City boundary. For the second consideration, a number of factors were considered when recommending a future land use classification and zoning classification. In comparison to the future land use plan from the City's Comprehensive Plan it shows that this area has three different land use classifications. Mixed Use, Medium Density Residential, and Growth Preservation Area. The Mixed Use allows for Residential or Commercial or a combination of the two. The Medium Density allows for a mix of housing types such as single family, twin homes, and multifamily buildings. Shivley indicated that the zoning districts that allow for the types of development anticipated by the Comprehensive Plan are B-3 Highway Commercial at the northwest corner of the area and R-2 Multiple Family (Medium Density) residence district and would be applied to the Medium Density area and the area indicated as Growth Preservation Area as there are no topographical concerns with this area and development could take place. Shivley explained that as this property is on the edge of the City, providing a safe bicycle and pedestrian connections to the City is an important goal of the Comprehensive Plan, and part of the annexation process will include a Capital Cost Study being prepared that will determine the cost to extend City infrastructure including sidewalk and trail connections to this area. A budget study will also be prepared that will review the cost of providing City services balanced against the anticipated revenue from a new development.

Shively summarized that the proposed annexation area is contiguous with City boundaries, a change in Future Land Use classification from UAB Mixed Use and UAB Medium Density to Mixed Use and Medium Density Residential and applying a zoning classification of B-3 Highway Commercial to the Mixed Use area and R-2 Multiple Family (Medium Density) Residential is consistent with the Future Land Use Map and will allow for efficient development of the property. Next steps would be for this to move to City Council in January and Shively recommends forwarding the enclosed ordinance to City Council with a favorable recommendation.

Mayor Toland asked if anyone had any public comments on this, now would be the time to come forward for that.

John Witt – (W10546 880<sup>th</sup> Ave) – Spoke and asked for the property to be zoned R-1 as the neighborhood around is Ag and single-family homes would keep things compatible for future development. He discussed that the Comprehensive Plan talks about orderly and efficient growth and importance of guiding development on existing land uses and how R-1 would keep things consistent and compatible.

Chris Witt – (W10546 880<sup>th</sup> Ave) – Spoke on concerns on the address written wrong on publications and wanting that updated so people know where the property is located for annexation. She also indicated the letter they received was dated 11/20 with postage in December and would like to ensure notifications are being sent properly.

Kelly – (lives on 880<sup>th</sup> Ave) – Spoke on the proposed annexation and how R-1 would be more ideal with what conforms within the area vs R-2 and multi-family housing. She is worried about growing too fast and negative consequences of that. She would like the City to look at Clifton Township and Town of River Falls and the acreage requirements and how a bigger development coming nearby they would like that taken into consideration for continuity of the neighborhoods.

Joseph Gruber – (W10509 880<sup>th</sup> Ave) – He mentioned they never received a notification in the mail regarding the annexation for the property. His biggest concern for medium density development is high volume of thru traffic on 880<sup>th</sup>. Worried about the safety of people out walking or kids in the area with increased traffic on that road. He also mentioned concerns about light

pollution that will develop in the area if a development moves forward. Is wondering if something can be done such as screening on the southern end as he doesn't want a warehouse across the street from him. Would like lot sizes to stay larger and not many homes per acre.

Diane Odeen made a motion to forward the annexation petition with a favorable recommendation to City Council. **M/Odeen, S/Woolsey– carried 7/0**

Discussion was had about the B-3 zoning and if that would allow for vertical mixed use, and what that could look like. Shively explained what it could look like. Michael Woolsey asked a question about the three different areas of this site, and the zoning for the southern end of the parcel. Shively indicated that the Growth Preservation Area doesn't mean that growth isn't prevented from occurring and how there might be some challenges in those area, but how that doesn't apply to this parcel. Diane Odeen made a comment about how the area around there has bluffs which would help make a natural barrier from this space. Amy Peterson gave a distinction on how Future Land Use Map and Zoning Map and how a Zoning Map is by parcel and a Future Land Use map has broader strokes which is what we are seeing here. Discussions were had on how to connect mobility and how that is covered and would it become cost prohibitive. Shively discussed the capital cost study that is being done. She said we will outline the cost for extending utilities to the area, upsize for future development possibility, and then we can identify cost for future trails and sidewalk connections. With this project, we can include part of the cost to bridge the dry run to connect where Mann Valley is and the trail to DeSanctis Park and how that is all part of the connectivity for this development. Diane Odeen asked that staff address the notice issues with this moving forward to City Council.

**Resolution regarding the Planned Unit Development Specific Implementation Plan for the first phase of the Mann Valley multi-family housing development at CTH M and Discovery Drive (50-unit building by Cinnaire)**

Assistant Director of Community Development Emily Shively gave a presentation on the Specific Implementation Plan (SIP) for Valley View Apartments. This step is the final step in the Planned Unit Development process for this project. Shively covered where the residential housing site is located within the Mann Valley Corporate Park Master Plan. Shively indicated that the General Development Plan (GDP) for the residential area was approved by Council on October 28<sup>th</sup>, 2025. The development will consist of 255 units with 7 buildings on 4 different lots. Shively highlighted where the 50-units of income-based housing were going to be located within the project. Shively indicated the main access will be off Discovery Drive, with an emergency access on County Highway M. There will be 85 parking spaces and sidewalk connections off Discovery Drive into the site and through the parking areas. There will be residential patios on east side of the building. Shively indicated there are two areas for stormwater management and our Engineering team is reviewing the specifics to ensure we meet Wisconsin Department of Natural Resources and City Stormwater requirements. Shively showed the proposed architecture with high-quality finishes and materials to be consistent with code and the Comprehensive Plan and other buildings within the City. In summary, Shively indicated that staff have reviewed the proposed development and finds the SIP to be in substantial conformance with the GDP approved for the project. Shively said we find this conformant and recommend forwarding the SIP to City Council with a favorable recommendation.

Chris Holtkamp made a motion to forward the resolution regarding the Planned Unit Development Specific Implementation Plan to the City Council for approval. **M/Holtkamp, S/Woolsey – Carried 5/0**

Diane Odeen asked questions on when we think the rest of the housing would be started. Shively indicated the approvals would be coming through Winter/Spring. Nicole from Cinnaire said the anticipated start time of construction would be May 2026, and a year of construction with leasing starting Spring/Summer of 2027. Questions were asked on what the buildings would look like in the other areas of the neighborhood. Shively indicated the buildings would look different, but all buildings are using quality materials and landscaping.

### **Planning Update**

Emily Shively gave a planning update. There is a Holiday reception before the Council Meeting on December 9<sup>th</sup> and Plan Commission is invited. An email about an event on December 11<sup>th</sup> at the St Croix Economic Corporation went out if members are interested. Lastly, on December 11<sup>th</sup> we are having an Open House for the Safe Streets Action Plan from 5-6:30pm at City Hall. Information from the Open House will be on the project website following the meeting if you are unable to attend.

### **ADJOURNMENT**

Commissioner Moody made a motion to adjourn at 7:16 p.m. S/Holtkamp; motion carried 5/0.

Respectfully submitted,

Becky Corson, Community Development Coordinator



## MEMORANDUM

**TO:** Mayor Toland and Plan Commissioners

**FROM:** Harley Mehlhorn, Senior Planner

**DATE:** January 6, 2025

**RE:** **2025 COMPREHENSIVE PLAN IMPLEMENTATION OF THE HOUSING AND LAND USE CHAPTERS: PROPOSED CODE UPDATES – PHASE I**

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### RECOMMENDED ACTION

Forward the enclosed ordinances to City Council with a favorable recommendation.

### BACKGROUND

This memorandum outlines proposed code updates designed to bring the zoning code into conformance with the intent of the Comprehensive Plan. The 2023 Comprehensive Plan set forth policy guidance for future development in River Falls, placing an emphasis on addressing housing demand, which is a concern at local, regional, and national scales. While the Comprehensive Plan provided numerical benchmarks for density, it also stressed efficient use of infrastructure, a diversity of housing types (including accessory dwelling units and “missing middle” housing), and affordability as core goals for future residential development.

After gathering more data on existing housing and new development proposals, staff is recommending changes to lot area, setbacks, and density for residential neighborhoods to better align with the Comprehensive Plan and reflect the development patterns found in River Falls' housing stock, particularly where missing middle housing has already taken root, and with current and future development trends. An exhibit is attached to this memorandum that illustrates existing density within the City to illustrate where missing middle housing has already been historically implemented (missing middle housing typically refers to residential buildings with three- to four dwelling units).

In addition to the need to update density and development standards, the current Zoning Code hasn't had many significant changes since the 1970's. This has resulted in a code that, while functional, has proven difficult to administer and has not kept pace with current and emerging issues. These proposed phase-one code amendments, while not a major structural overhaul, seek to clarify the existing code in ways that make it easier to administer and interpret, especially in light of the other changes to residential development standards.

The proposed updates for this phase 1 include:

- The creation of a new section permitting accessory dwelling units (ADUs)

- Revisions to density and spatial standards (lot size; setbacks) within R1, R2, R3, and MHP districts
- New open space and amenity requirements for multifamily development
- Clarification of contradictory provisions and definitions
- Residential driveway width changes to better address properties with three-car garages
- Update of residential parking requirements
- Applying the parking standards from the Corporate Park zoning district to other Industrial zoning districts (I-1 and I-2)
- Addressing and defining shade structures on residential properties

The items above were chosen under three criteria, those being: direct applicability to a goal of the Comprehensive Plan; alignment with contemporary market conditions; and relative ease of implementation. For this first phase of ordinance amendments, the goal is to address the majority of common friction points with development and allow for more residential development that meets the goals, character, and vision of the community as defined in the Comprehensive Plan. The majority of the updates proposed in this phase can be traced to direct Comprehensive Plan guidance, whether verbatim or derived from intent statements.

Future phases of ordinance amendments may follow which will seek to further align the code and the policy vision of the Comprehensive Plan. Future phases may include:

- Propose changes to the permitted uses in each district
- The centralization of allowable uses into a table
- Changes to the home occupation ordinance
- Addressing the definition of a family
- Changes to the commercial and multi-family design standards
- The inclusion of a landscape ordinance
- A transition to a form-based code

Future phases may also include updates to the Comprehensive Plan density ranges to align with the code amendments, amending the Future Land Use Plan to create consistent categories inside and outside City limits, and updates to the Official Map.

## **ANALYSIS**

Though staff has taken care to ensure that the recommended changes below are reflective of policy direction, there is room for both qualitative and quantitative policy adjustment by Plan Commission and City Council. The density and dimensional standards in particular are the most directly adjustable through this process, though that does not preclude the qualitative language from also being adjusted. The proposed updates aim to support the City's policy direction by increasing housing flexibility while balancing neighborhood character, infrastructure efficiency, and livability. Several of these ordinances were drafted to recognize the flexibility that has previously been granted via Planned Unit Development (PUD) and codifies the policy direction set via those PUD approvals. The following is a description of each of the proposed ordinance changes.

### *Accessory Dwelling Units (ADUs)*

The Comprehensive Plan recommends allowing ADUs as a part of a potential housing supply solution both in the core document and as part of the technical memorandum. During the Focus River Falls community engagement process, there was significant community interest in Accessory Dwelling Units. Under this proposal, ADUs will be permitted on any lot containing a single-family dwelling. These ADUs would be subject to size, height, and parking requirements

designed to ensure compatibility with principal structures while allowing for more housing units in a neighborhood. Parking requirements are structured to utilize available public on-street parking where appropriate, minimizing unnecessary paving and curb cuts.

### *Residential Development Standards*

All development standards for our main residential districts (R1, R2, R3) are being centralized into a single table for ease of readability and maintainability. Adjustments to lot size and setbacks are proposed to accommodate new housing as well as infill lot development on existing residential lots in the City while still meeting health, safety, and community character goals. These changes are summarized in the attached “change matrix”.

The current code, especially for the lowest and highest ends of the density spectrum, those being single-family subdivisions and large multi-family developments, has proven difficult for the market to accommodate and difficult to align with the goals of the Comprehensive Plan. Current minimum lot size and width standards in districts create barriers to more flexible and affordable housing development. The Comprehensive Plan, in its core document and in the technical housing memorandum, recognizes missing middle housing (3-4 unit buildings) as a resilient housing typology that could be (and has been) integrated into existing residential areas. Further, the proposed changes are intended to reduce the number of PUD requests by accommodating development that is in-line with both Comprehensive Plan guidance and market dynamics, especially proposed development in R1, R2, and R3 zoning districts.

A more detailed summary of the proposed changes can be found in the “Change Matrix” attached and further below in the itemized per-ordinance change lists, however the practical impact of the proposed changes can be summarized as follows:

- Current “ceiling” for density is set at ~5.8 dwelling units per acre (du/ac) for new single-family subdivisions. Proposed changes would allow for up to ~8 du/ac for new subdivisions. This is in alignment with the minimum lot sizes being proposed by many builders regionally and has been granted via PUD.
- Allow for “Missing Middle” (multiplex) housing in all residential-zoned neighborhoods, including amongst existing R1 zoning districts provided development standards can be met. This variety of housing can already be found in many mature areas of River Falls such as the neighborhood north of City Hall or the blocks north of the University on the east side of Main Street.
- Allow for more compact, high quality, developments via use of “quality” vs “quantity” residential amenities by allowing for constructed amenities to count towards open space. This is in line with the goals of efficiently using land and infrastructure for development, providing amenities where there are more residents, and allowing for impact fees and other exactions to be applied more effectively to planned shared amenity infrastructure in existing public parks and open space.

In proposing these ordinance amendments, staff researched the developments constructed and proposed in River Falls over the past ten years, studied the qualitative and quantitative measures proposed in the Comprehensive Plan, and assessed existing housing stock and density patterns in the City to decide upon the specific numbers proposed herein. Although based on this data collection and analysis, the parking, density, or setback thresholds are recommendations and may be adjusted through this process. The proposals are tuned to what staff has determined is in accordance with market trends, Comprehensive Plan guidance, and integrability with existing stock, but such recommendations could be adjusted to meet community vision and goals with feedback from the Plan Commission and a final decision by City Council.

The following specific amendments are proposed:

#### *Density Changes in R1 District*

The R1 district represents the practical “floor”, or lowest degree of density, within most subdivisions. The changes below, as described above, seek to align the code with the guidance of the Comprehensive Plan and allow the code to accommodate the type of housing product proposed by many developers in recent years and the same that River Falls residents elected as their preferred housing typology – small-lot walkable neighborhoods:

- Reducing minimum lot size from 7,500 square feet to 5,500 square feet
- Removal of the minimum lot width requirement (this would apply in all residential districts)
- Permitting duplexes on lots of at least 7,500 square feet
- Permitting triplexes on lots of at least 10,000 square feet

#### *Density Changes in R2 and MHP Districts*

Updates in the R2 district will align single-family standards with those proposed for R1, while allowing for an increase in multifamily density, changes were also made to the Mobilehome Park District as it is also guided MDR:

- Multifamily development will be permitted up to 18 dwelling units per acre, an increase from the current cap of 12 units per acre
- Single-family lot minimum lot size reduction from 7,500 square feet to 4,500 square feet.
- MHP density cap removed
- MHP minimum lot size reduced from 4,800 square feet to 4,500 square feet

#### *Density Changes in R3 District*

R3 districts will see greater flexibility in density, with no numerical maximum so long as all performance standards are satisfied. This approach emphasizes form, function, and impact over rigid density caps.

#### *Open Space and Amenity Standards for Multifamily Housing*

The current open-space requirement for multi-family housing is a one/one ratio between livable residential square footage and usable open space. This requirement has been requested to be adjusted by more PUD submittals than any other requirement to date. This requirement appears contrary to primary goals of the Comprehensive Plan, specifically the efficient use of infrastructure and land to accommodate housing needs. To achieve these goals, a graded, flexible standard is proposed for multifamily developments, where amenity provision scales with project size. The goal of the proposed change is flexibility, adaptability, encouragement of good community-serving development, and a balance between density, amenity, and open space in the City.

There are, broadly, four scenarios in which the flexible open space system can meet the goals of the Comprehensive Plan:

1. Developers may choose from a menu of amenities that support livability, such as play lots, community gardens, and walking paths; this allows for flexibility where lots are shaped or sized such that it may be simple to accommodate amenities like a gym or a pool but a large open space may unduly encumber the site and limit development feasibility.
2. Where there are nearby public parks and natural resources, taking that into consideration may reduce or eliminate amenity requirements, particularly if developments are or can be safely connected to those amenities via sidewalks and trails. This scenario also includes sites where there are existing natural resources that can be utilized to provide open space amenities for residents.

3. Where a mix of these two cases may be found, such as in certain lots that are redeveloped within the City.
4. Where affordable units are provided as dictated by quantitative metrics for a portion or all of a development, open space or amenity reductions may be an appropriate incentive.

#### *Parking Standards for Residential Development*

The current requirement of two spaces per unit in multifamily projects has also been the subject of many PUD requests for flexibility. In accordance with the Comprehensive Plan goal of efficient use of land and infrastructure, as well as the City's commitment to protect water quality by limiting impervious surfaces, the proposed update introduces a new standard:

- 1 space per studio unit
- 1.5 spaces per one-bedroom unit
- 2 spaces per two-bedroom unit
- 1 additional space for each bedroom beyond two
- In addition to the required parking per unit, 5% of the total required parking shall be provided and designated for guests if no proximate public on-street parking is available

This approach aligns parking supply with actual demand, reduces unnecessary impervious surface, and lowers project costs. Research included benchmarking nearby cities in Wisconsin and Minnesota, such as Cottage Grove, White Bear Lake, and Stevens Point, where staff reported no issues with similar parking standards. Historical Planned Unit Development (PUD) data also indicates that, under this proposed split, many developments would not have required parking flexibility from the current 2 spaces per-unit requirement. Examples of recent projects that received flexibility with regard to parking include Lake George Lofts and the Upland.

The specific ratios were informed by guidance from the Institute of Transportation Engineers (ITE), which found a peak weekday utilization of ~1.31 spaces/unit, the Urban Land Institute (ULI), and other recent studies. One study of 28,000 units in the Northeast found actual utilization ranged from 1.08 to 1.6 spaces per unit, lower than the current two-per-unit requirement, with excess parking contributing to higher development costs which are typically passed on to residents.

The proposed parking standards averages approximately 1.6–2 spaces per unit for typical River Falls developments while providing flexibility. It allows developments with lower parking demand, such as college-oriented or senior housing, to efficiently use land, reduce infrastructure costs, and incorporate amenities. At the same time, projects with a higher proportion of multi-bedroom units will continue to provide more parking to meet expected parking demand adequately.

Staff also consulted with developers active in River Falls to understand regional parking patterns. While some urban developments rely on transit to reduce parking demand, comparisons with suburban peer cities, including Oakdale, Cottage Grove, and White Bear Lake, confirm that the proposed changes are consistent with regional norms and practices used in communities nationwide.

Staff is also recommending a change to parking requirements for industrial uses to apply the parking standards in the Corporate Park zoning district to all industrial districts (I-1 and I-2). These standards eliminate parking minimums, but require additional performance standards to ensure efficient and sufficient parking based on use and site characteristics.

### *Code Clarification and Shade Structures*

The proposed updates also address contradictory provisions, refine definitions, and ensure clarity throughout the residential code sections, supporting more predictable outcomes for applicants and staff alike. These include:

- Clarifying definitions regarding Accessory Uses and Structures
- Adding and clarifying standards regarding shade structures, which were formally known as gazebos, but include gazebos, ramadas, pergolas, and other similar structures
- Adding sign definitions that are unclear or absent
- Adding a time limit for the expiration of site plan approvals

For the accessory use and structure, no policy changes are proposed, simply a clean-up of the current definition (or rather lack thereof) and allowing for more consistent application of code.

The shade structure changes are a direct response to what the code enforcement team has seen on existing residential properties and inquiries from residents. The proposed changes allow for attached shade structures and open air shade structures to project from buildings without a separation requirement, such as for covered decks or pergolas. This matches what we are seeing as a desirable accessory structure type in the community. The current code treated these the same as enclosed accessory buildings which do need to have a separation from homes due to potential fire hazards (storage of lawn mowers, gas cans, etc.).

The sign code change provides a definition for a “window sign” which is regulated but not defined.

Finally, a time limit is proposed for site plan approval, which is to ensure approved plans do not become infeasible with time due to infrastructural or site condition changes.

### *Driveway Width*

In administering the existing driveway regulations over the past several years, it has become more and more prevalent that three-car garages are constructed at the time of development for new neighborhoods. This usually requires a total driveway width that exceeds our current standard of 25’ at the property line in order to feasibly maneuver into the garage without driving across lawn or landscaped areas which causes erosion. To address this, a new provision is proposed which allows for driveway widths of 35 feet in R1 districts (single-family).

## **CONCLUSION**

The proposed Phase 1 code updates are intended to implement housing-related policies and objectives set forth in the 2023 Comprehensive Plan and to address emergent regulatory and administrative issues. The amendments modify existing zoning provisions to expand permitted housing types, adjust development standards, and facilitate more efficient use of public infrastructure, while maintaining applicable neighborhood character and environmental regulations. Adoption of the proposed updates would establish a regulatory framework intended to accommodate projected housing needs over time. The City Attorney has reviewed the proposed amendments for statutory compliance and ordinance formatting.

## **RECOMMENDATION**

Staff recommends that Plan Commission forward the enclosed ordinances to City Council with a favorable recommendation.

**ATTACHMENTS:**

Residential Standards Change Matrix (overview of proposed changes)

City Density Map

Existing "Missing Middle" Housing Map

Ordinances:

1. Accessory Dwelling Units
2. Amenity, Open Space, and Development Standards
3. Code Updates for Clarity
4. Driveway Width
5. Parking Standards for Multi-Family and Industrial
6. Shade Structures

District	Use Type	Standard	Current Code	Proposed Standard	Change
R-1	Single-Family	Min. Lot Size	7,500 sf (5,000 sf min. for substandard lots)	5,500 sf	<b>Decrease</b> – 2,000 sf reduction from base standard
		Max Height	35'	35'	No change**
		Front Setback	20'	20'	No change**
		Rear Setback	25'	25'*	No change (*retains accessory structure rule)
		Side Setback	5'	5'	No change**
		Side (Corner)	15'	15'	No change**
		Density	~5.8 du/ac *~8 du/ac for lots of record	~8 du/ac	2.2 du/ac increase for new lots
R-1	Duplex/Townhome	Min. Lot Size	7,500 sf	7,500 sf	No change
		Max Height	35'	35'	No change
		Front Setback	20'	20'	No change**
		Rear Setback	25'	25'*	No change**

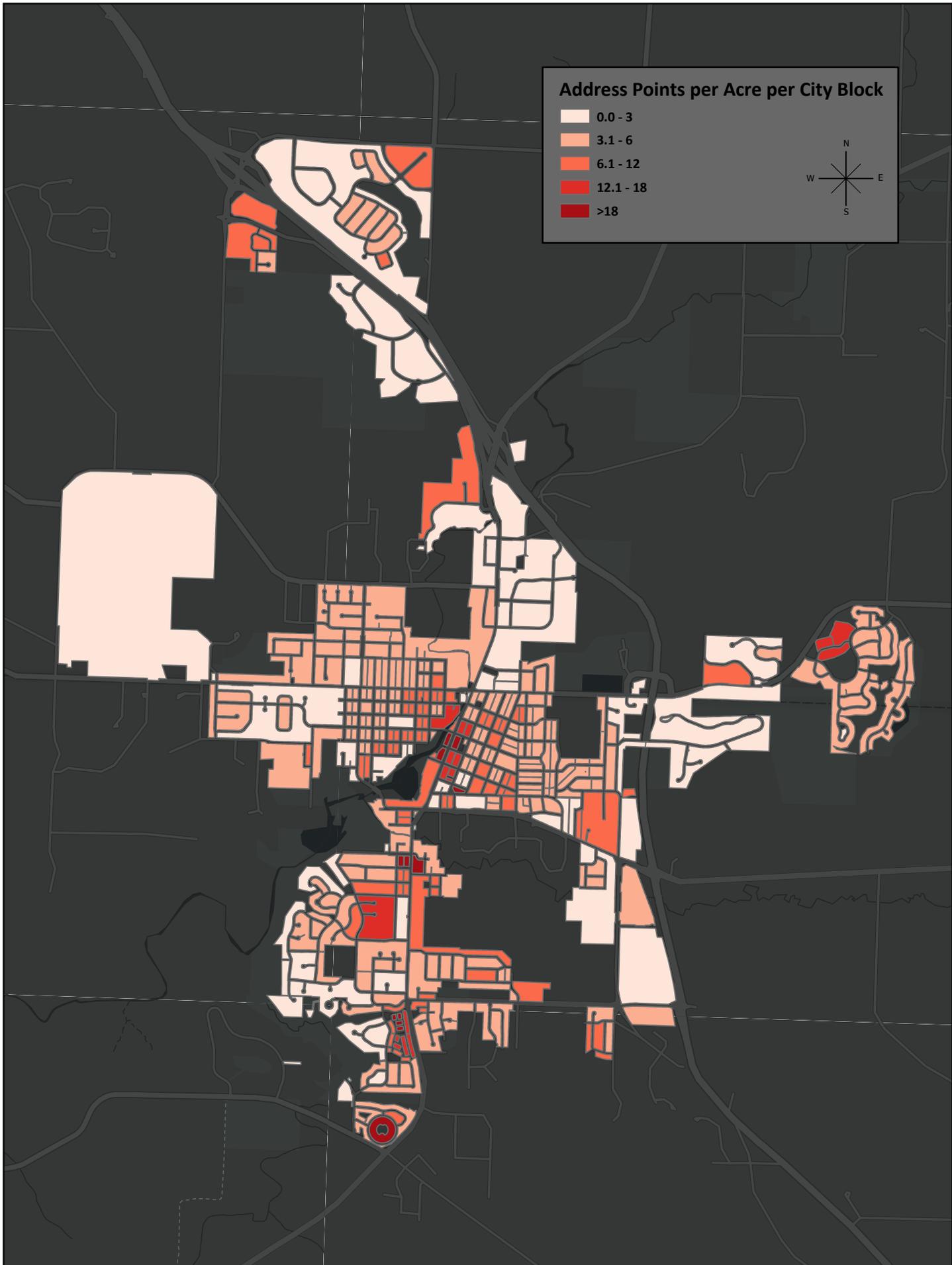
<b>District</b>	<b>Use Type</b>	<b>Standard</b>	<b>Current Code</b>	<b>Proposed Standard</b>	<b>Change</b>
		Side Setback	5'	5'	No change**
		Side (Corner)	15'	15'	No change**
		Density	N/A (lot size based)	~12 du/ac	<b>Change</b> – Explicit density figure added
<b>R-1</b>	Triplex	Min. Lot Size	N/A (not expressly listed in R-1)	10,000 sf	<b>New standard</b>
		Max Height	N/A	35'	New
		Front Setback	N/A	20'	New
		Rear Setback	N/A	25'*	New
		Side Setback	N/A	5'	New
		Side (Corner)	N/A	10'	New
		Density	N/A	~13 du/ac	New
<b>R-2</b>	Single-Family	Min. Lot Size	7,500 sf (5,000 sf for substandard lots)	4,500 sf	<b>Decrease</b> – Reduction of 3,000 sf
		Max Height	35'	35'	No change

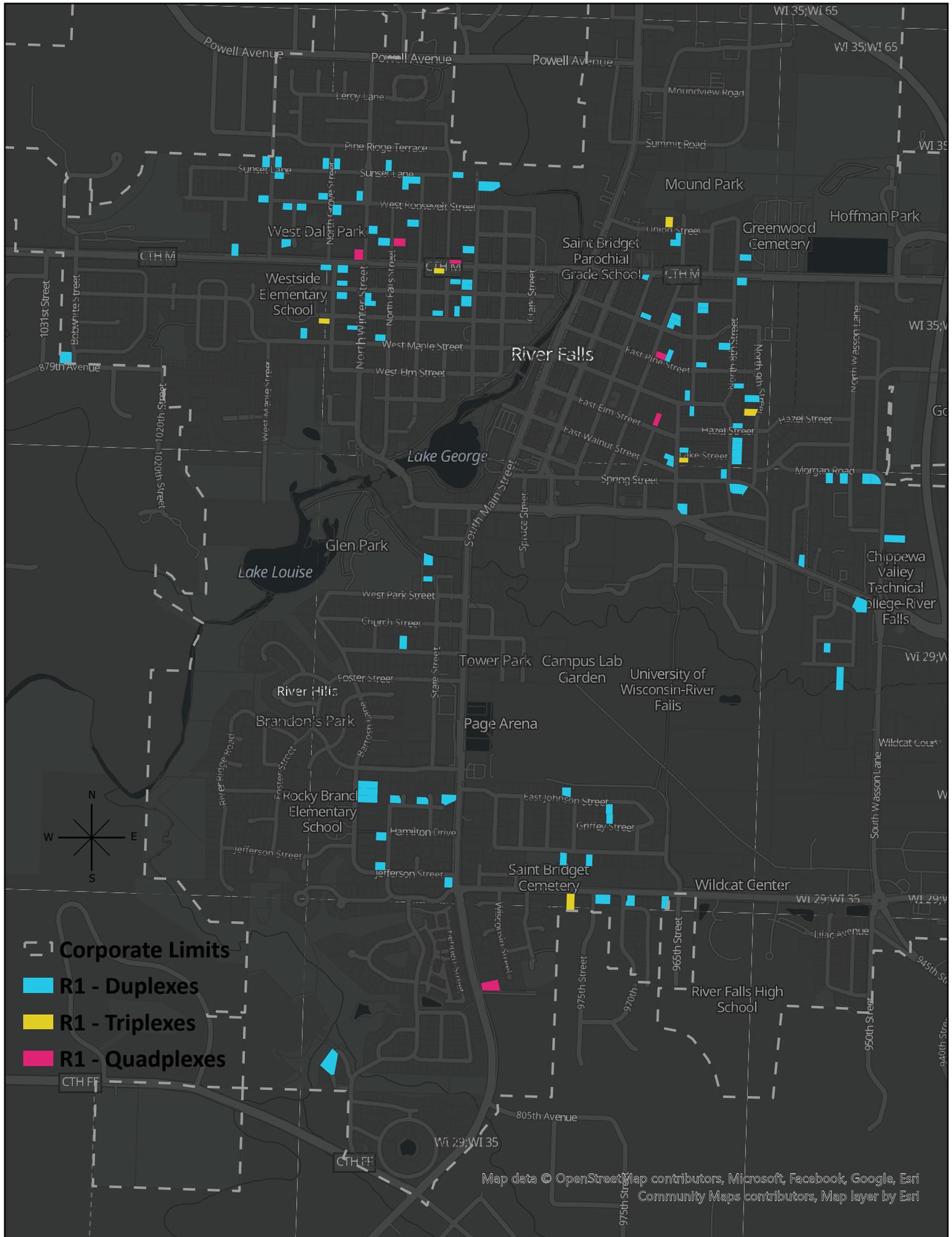
District	Use Type	Standard	Current Code	Proposed Standard	Change
		Front Setback	20'	20'	No change**
		Rear Setback	25'	20'*	<b>Decrease</b> – 5' reduction
		Side Setback	5'	5'	No change
		Side (Corner)	15'	10'	<b>Decrease</b> – 5' reduction
		Density	N/A	~9.7 du/ac	<b>New explicit figure</b>
<b>R-2</b>	Duplex/Townhome	Min. Lot Size	7,500 sf (3,750 sf/unit)	Density formula-based	<b>Change</b> – removes fixed lot size in favor of density formula
		Max Height	35'	35'	No change
		Rear Setback	25'	20'	<b>Decrease</b> – 5' reduction
		Side (Corner)	15'	10'	<b>Decrease</b> – 5' reduction
		Density	N/A	≤18 du/ac	<b>New explicit cap</b>
<b>R-2</b>	Multifamily	Min. Lot Size	3,750 sf/unit	Density formula-based	<b>Change</b> – removes per-unit lot size in favor of formula
		Max Height	45'	45'	No change

District	Use Type	Standard	Current Code	Proposed Standard	Change
		Rear Setback	25'	20'	<b>Decrease</b> – 5' reduction
		Side Setback	10'	10'	No change**
		Side (Corner)	25'	15'	<b>Decrease</b> – 10' reduction
		Density	1:1 open space ratio (implied density control)	≤18 du/ac	<b>Shift to explicit cap and new amenity/open space section</b>
<b>R-3</b>	Single-Family	Min. Lot Size	7,500 sf (5,000 sf min. for substandard lots)	4,500 sf	<b>Decrease</b> – 3,000 sf reduction
		Rear Setback	25'	20'	<b>Decrease</b> – 5' reduction
		Side Setback	5'	5'	No change**
		Side (Corner)	15'	10'	<b>Decrease</b> – 5' reduction
		Density	N/A	~9.7 du/ac	New explicit figure
<b>R-3</b>	Duplex/Townhome	Min. Lot Size	7,500 sf (3,750 sf/unit)	Density formula-based	<b>Change</b> – removes fixed lot size in favor of formula
		Max Height	45'	45'	No change

District	Use Type	Standard	Current Code	Proposed Standard	Change
		Rear Setback	25'	20'	<b>Decrease</b> – 5' reduction
		Side Setback	10'	5'	<b>Decrease</b> – 5' reduction
		Side (Corner)	15'	10'	<b>Decrease</b> – 5' reduction
		Density	N/A	No limit – performance-based	<b>Change</b> – removes cap
<b>R-3</b>	Multifamily	Min. Lot Size	12,000 sf (plus 1,200 sf open space/unit)	Density formula-based	<b>Change</b> – removes lot/open space ratio in favor of formula
		Max Height	75'	75'	No change
		Rear Setback	25'	20'	<b>Decrease</b> – 5' reduction
		Side Setback	15'	10'	<b>Decrease</b> – 5' reduction
		Side (Corner)	25'	15'	<b>Decrease</b> – 10' reduction
		Density	1:1 open space ratio (implied control)	No limit – performance-based	<b>Change</b> – New amenity/open space standards

\*\* All setbacks now measured to the foundation rather than the overhang





- Corporate Limits
- R1 - Duplexes
- R1 - Triplexes
- R1 - Quadplexes



**ORDINANCE NO. 2026 - \_\_\_\_**

**AN ORDINANCE AMENDING  
TITLE 17 ZONING, CHAPTERS 17.04 and 17.08  
(ACCESSORY DWELLING UNITS)**

**THE COMMON COUNCIL OF THE CITY OF RIVER FALLS DOES ORDAIN:**

**Section 1.** That Chapter 17.04 - Introductory Provisions and Definitions, Section 17.04.020 - Definitions of the City of River Falls Municipal Code be amended as follows:

Section 17.04.020 - Definitions is amended as follows:

“Accessory Dwelling Unit” means a self-contained dwelling unit that is on the same lot or parcel as the principal single-family dwelling that includes its own sleeping, sanitation, and kitchen facilities.

**Section 2.** That Chapter 17.08 General Requirements be amended to create Section 17.08.090 Accessory Dwelling Units of the City of River Falls Municipal Code as follows:

17.08.090 Accessory Dwelling Units (ADU)

The purpose of this section is to establish standards for the creation of Accessory Dwelling Units (ADUs) in residential zoning districts. ADUs are intended to provide additional housing opportunities while maintaining the character of existing neighborhoods and are permitted on single-family lots of record. These regulations are designed to:

1. Increase the supply and diversity of housing in the City by allowing for independent residential units on lots that contain a primary dwelling.
2. Promote efficient use of existing infrastructure and land within established neighborhoods.
3. Ensure that ADUs are compatible in scale, design, and location with surrounding properties and the primary residence.
4. Support the City’s housing goals by enabling incremental growth in residential areas without significantly altering existing neighborhood patterns.

It is the intent of this section to balance the need for additional housing with the preservation of neighborhood character, privacy, and livability, while providing clear and objective standards for property owners interested in developing ADUs.

Accessory dwelling units (ADUs) shall be subject to the following conditions:

A. One (1) ADU shall be permitted per lot containing a single-family dwelling.

B. Every lot with an ADU must comply with the following access and addressing requirements:

1. A clearly delineated pedestrian path must be provided to the primary access of such ADU. This path must be visible from the street that the principal dwelling is addressed from, or from the alley abutting the property if the ADU is alley-loaded.

2. Each ADU must be addressed and must comply with the standard addressing requirements as outlined within this Code. Such addressing must be visible from either the addressing street or alley if alley-loaded.

3. Where the ADU's front door is not fronting onto an alley or street, such yard where the ADU is located shall not be enclosed by a fence of greater than three (3) feet.

C. The maximum size of an ADU shall be the greater of the size of the principal structure, or One thousand two hundred (1,200) square feet, provided, however, that in no circumstances may an ADU exceed thirty (30) percent of the rear yard. If the greater of the size of the principal structure or one thousand two hundred (1,200) square feet is greater than thirty (30) percent of the rear yard, the ADU may not exceed thirty (30) percent of the rear yard.

D. The maximum height of an ADU shall not exceed the height of the principal structure.

E. ADUs shall comply with all other standards applicable to accessory buildings as specified in this section.

F. Parking requirements for ADUs shall be as follows:

1. Where public on-street parking is available directly adjacent to the frontage of the property, no additional parking space shall be required.

2. Where no public on-street parking is available directly adjacent to the frontage of the property, one (1) on-site parking space shall be provided. Such space may be located in tandem on the driveway leading to a garage.

G. An ADU must comply with the provisions of Section 17.08.080 – Residential Rental Uses in its dimensional standards.

**Section 3.** That Chapter 17.08.070 Fences be amended to add provisions requiring gated access as follows:

N. Access and Gating

1. Where a fence fully encloses a side or rear yard with no other pedestrian access, a gated entry shall be provided to allow pedestrian

ingress and egress.

2. Access to such gate shall remain unobstructed and free from any permanent improvements or structures that would impede its use.

**Section 4.** Effective date. This ordinance amendment shall take effect from and after its date of publication as provided by law.

**FOR THE CITY OF RIVER FALLS**

\_\_\_\_\_  
Dan Toland, Mayor

ATTEST:

\_\_\_\_\_  
Amy White, City Clerk

Adopted: \_\_\_\_\_

Published: \_\_\_\_\_



**ORDINANCE NO. 2026 - \_\_\_\_**

**AN ORDINANCE AMENDING  
TITLE 17 ZONING, CHAPTERS 17.04, 17.08, 17.20, 17.24, 17.28, 17.64 and 17.73  
(MULTIFAMILY SPATIAL STANDARDS, AMENITY AND OPEN SPACE)**

**THE COMMON COUNCIL OF THE CITY OF RIVER FALLS DOES ORDAIN:**

**Section 1.** That Chapter 17.04 - Introductory Provisions and Definitions, Section 17.04.020 - Definitions of the City of River Falls Municipal Code be amended as follows:

Section 17.04.020 - Definitions is amended to include the following definition:

“Net Density” means the number of dwelling units per acre (du/ac) of net residential land area, excluding land dedicated to public right-of-way, streets, parks, non-usable open space, floodways, steep unbuildable slopes, or other non-residential uses. For the purpose of calculating density, the following formula is used: Net Density = Number of Dwelling Units / Net Residential Acres.

**Section 2.** That Chapter 17.08 General Requirements be amended to create Section 17.08.100 Residential District Spatial Standards of the City of River Falls Municipal Code as follows:

17.08.100 Residential District Spatial Standards

The spatial standards set forth in this section establish minimum lot dimensions, yard requirements, building height limits, and other dimensional criteria necessary to maintain the intended character, livability, and orderly development of residential districts. These standards ensure adequate light, air, privacy, and open space for residents while promoting consistency with the city’s comprehensive plan.

District	Use Type	Min. Lot Size (sf)	Max Height	Front Setback	Rear Setback	Side Setback	Side (Corner) Setback	Maximum Density (du/ac)
<b>R-1</b>								
	Single-Family	5,500	35'	20'	*25'	5'	15'	~ 8 du/ac
	Duplex and Townhomes	7,500	35'	20'	*25'	5'	15'	~ 12 du/ac
	Triplex	10,000	35'	20'	*25'	5'	10'	~ 13 du/ac
<b>R-2</b>								
	Single-Family	4,500	35'	20'	*20'	5'	10'	~ 9.7
	Duplex and Townhomes	*Density Formula Based	35'	20'	*20'	5'	10'	≤ 18
	Multifamily	*Density Formula Based	45'	20'	*20'	10'	15'	≤ 18
<b>R-3</b>								
	Single-Family	4,500	35'	20'	*20'	5'	10'	~ 9.7
	Duplex and Townhomes	*Density Formula Based	45'	20'	*20'	5'	10'	No-limit, performance based
	Multifamily	*Density Formula Based	75'	20'	*20'	10'	15'	No-limit, performance based

\*Density Formula Based means the Net Density as defined in this title. That using a simple calculation of dwelling units / net residential acres

\*Accessory buildings may encroach into the rear yard setback but shall not be closer than five feet to the rear property line.

**Section 3.** That Chapter 17.20 – R-1 Single-Family(Low Density) Residence District, Sections 17.20.020 Permitted uses (principal), 17.20.50 and 17.20.060 - Height, area and setback requirements of the City of River Falls Municipal Code be amended as

follows:

17.20.020 – Permitted uses (principal).

A. Single-family detached dwellings.

B. Two-Family Dwelling Units (Duplexes).

~~No lot on which a two-family dwelling is proposed to be built as a duplex shall have a common lot line with another lot on which a two-family dwelling (duplex) has already been built or upon which a portion of a two-family dwelling (twin home) has been built. As and between individual groupings of two-family dwelling lots, there shall be a separation of at least one thousand four hundred (1,400) feet.~~

~~The plan commission may allow, through the subdivision process, the creation of lots for two-family dwelling units (duplexes) that are grouped together on two or less gross acres. The plan commission shall possess the power, however, upon application to it under the planned unit development regulations, to grant permission through the subdivision process, for the creation of lots for development as two-family dwelling units (duplexes) which are proposed to be located together on land greater than two gross acres.~~

C. Public parks, playgrounds and recreational buildings.

D. Two-Family Dwelling Units (Twin Home).

~~A twin home shall be defined as a building with two dwelling units, one on either side of a lot line which bisects the dwelling. Neither of two adjoining lots on which a two-family dwelling is proposed to be built and occupied as a twin home shall have a common lot line with another lot on which one-half of a twin home or a duplex has already been built. As and between individual groupings of two-family dwelling lots, there shall be a separation of at least one thousand four hundred (1,400) feet.~~

~~The plan commission may allow, through the subdivision process, the creation of lots for two-family dwelling units (twin homes) that are grouped together on two or less gross acres. The plan commission shall possess the power, however, upon application to it under the planned unit development regulations, to grant permission through the subdivision process, for the creation of four or more adjoining lots for development as two-family dwelling units (twin homes) which are proposed to be grouped together on two or more gross acres.~~

E. Three-family dwelling units (Triplexes)

~~E~~ F. Residential rental uses.

17.20.050 Height, area and setback requirements (single-family)

~~A. Minimum lot area. Seven thousand five hundred (7,500) square feet, except that lots of record with less than seven thousand five hundred (7,500) square feet or less than seventy-five (75) feet in width shall have a minimum of five thousand (5,000) square feet and fifty (50) feet in width.~~

~~B. Maximum building height. Thirty five (35) feet.~~

~~C. Minimum lot width. Seventy five (75) feet, except as referred to in subsection A of this section.~~

~~D. Minimum front yard. Twenty (20) feet.~~

~~E. Minimum rear yard. Twenty five (25) feet, except that accessory buildings shall not be closer than five (5) feet to the rear lot line.~~

~~F. Minimum side yard (interior lot). Five (5) feet.~~

~~G. Minimum side yard (corner lot). Fifteen (15) feet.~~

~~H. Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setbacks shall be calculated as follows:~~

~~If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the standard setback line and the location of the front of the adjoining principal structure.~~

~~When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.~~

A. Spatial Standards

1. Development shall be consistent with the spatial standards as outlined in Section 17.08.100 Residential District Spatial Standards.

B. Average Structure Setbacks

1. Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setbacks shall be calculated as follows:
  - a. If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the standard setback line and the location of the front of the adjoining principal structure.
  - b. When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.

17.20.060 Height, area and setback requirements (duplex and attached dwellings)

~~A. Minimum lot area. Seven thousand five hundred (7,500) square feet (three thousand seven hundred fifty (3,750) square feet per dwelling unit).~~

~~B. Maximum building height. Thirty-five (35) feet.~~

~~C. Minimum lot width. Seventy five (75) feet.~~

~~D. Minimum front yard. Twenty (20) feet.~~

~~E. Minimum rear yard. Twenty five (25) feet, except that accessory buildings shall not be closer than five (5) feet.~~

~~F. Minimum side yard. Five (5) feet.~~

~~G. Minimum side yard (corner lot). Fifteen (15) feet.~~

~~H. Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setbacks shall be calculated as follows:~~

~~If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the standard setback line and the location of the front of the adjoining principal structure.~~

~~When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.~~

A. Spatial Standards

1. Development shall be consistent with the spatial standards as outlined in Section 17.08.100 Residential District Spatial Standards.

B. Average Structure Setbacks

1. Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setbacks shall be calculated as follows:
  - a. If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the standard setback line and the location of the front of the adjoining principal structure.

b. When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.

**Section 4.** That Chapter 17.24 – R-2 Multiple-Family(Medium Density) Residence District, Sections 17.24.50, 17.24.60, and 17.24.070 - Height, area and setback requirements of the City of River Falls Municipal Code be amended as follows:

17.24.050 Height, area and setback requirements (single-family)

~~A. Minimum lot area. Seven thousand five hundred (7,500) square feet, except that lots of record with less than seven thousand five hundred (7,500) square feet or less than seventy five (75) feet in width shall have a minimum of five thousand (5,000) square feet and fifty (50) feet in width.~~

~~B. Maximum building height. Thirty five (35) feet.~~

~~C. Minimum lot width. Seventy five (75) feet, except that lots of record less than seventy five (75) feet shall have a minimum of fifty (50) feet in width.~~

~~D. Minimum front yard. Twenty (20) feet.~~

~~E. Minimum rear yard. Twenty five (25) feet, except that accessory buildings shall not be closer than five (5) feet.~~

~~F. Minimum side yard. Five (5) feet.~~

~~G. Minimum side yard (corner lot). Fifteen (15) feet.~~

~~H. Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setback shall be calculated as follows:~~

- ~~1. If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the standard setback line and the location of the front of the adjoining principal structure.~~
- ~~2. When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.~~

A. Spatial Standards

1. Development shall be consistent with the spatial standards as outlined in Section 17.08.100 Residential District Spatial Standards.

B. Average Structure Setbacks

1. Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setbacks shall be calculated as follows:
  - a. If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the standard setback line and the location of the front of the adjoining principal structure.
  - b. When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.

17.24.060 Height, area and setback requirements (duplex and attached dwellings)

~~A. Minimum lot area. Seven thousand five hundred (7,500) square feet, three thousand seven hundred fifty (3,750) square feet per dwelling unit.~~

~~B. Maximum building height. Thirty five (35) feet.~~

~~C. Minimum lot width. Seventy five (75) feet, except that lots of record less than seventy five (75) feet wide shall have a minimum width of not less than sixty six (66) feet.~~

~~D. Minimum front yard. Twenty (20) feet.~~

~~E. Minimum rear yard. Twenty five (25) feet, except that accessory buildings shall not be closer than five (5) feet.~~

~~F. Minimum side yard. Five (5) feet.~~

~~G. Minimum side yard (corner lot). Fifteen (15) feet.~~

~~H. Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setback shall be calculated as follows:~~

- ~~1. If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the standard setback line and the location of the front of the adjoining principal structure.~~
- ~~2. When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.~~

A. Spatial Standards

1. Development shall be consistent with the spatial standards as outlined in Section 17.08.100 Residential District Spatial Standards.

B. Amenities and Open Space

1. Amenities and Open Space shall be provided as described in Section 17.73.050.

C. Average Structure Setbacks

1. Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setbacks shall be calculated as follows:
  - a. If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the standard setback line and the location of the front of the adjoining principal structure.
  - b. When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.

17.24.070 Height, area and setback requirements (multifamily)

A. ~~Minimum lot area. Three thousand seven hundred fifty (3,750) square feet per dwelling unit.~~

B. ~~Maximum building height. Forty five (45) feet.~~

C. ~~Minimum lot width. Seventy five (75) feet, except that lots of record less than seventy five (75) feet wide shall have a minimum width of not less than sixty six (66) feet.~~

D. ~~Minimum front yard. Twenty (20) feet.~~

E. ~~Minimum rear yard. Twenty five (25) feet, except that accessory buildings shall not be closer than five (5) feet.~~

F. ~~Minimum side yard. Ten (10) feet.~~

G. ~~Minimum side yard (corner lot). Twenty five (25) feet.~~

H. ~~Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setback shall be calculated as follows:~~

1. ~~If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the~~

~~average of the distance between the standard setback line and the location of the front of the adjoining principal structure.~~

~~2. When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.~~

~~I. Open space ratio. 1:1.~~

A. Spatial Standards

1. Development shall be consistent with the spatial standards as outlined in Section 17.08.100 Residential District Spatial Standards.

B. Amenities and Open Space

1. Amenities and Open Space shall be provided as described in Section 17.73.050.

C. Average Structure Setbacks

1. Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setbacks shall be calculated as follows:  
a. If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the standard setback line and the location of the front of the adjoining principal structure.  
b. When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.

**Section 5.** That Chapter 17.28 – R-3 Multiple-Family(High Density) Residence District, Sections 17.28.050, 17.28.060, and 17.28.070 - Height, area and setback requirements of the City of River Falls Municipal Code be amended as follows:

17.28.050 Height, area and setback requirements (single-family)

~~A. Minimum lot area. Seven thousand five hundred (7,500) square feet, except that lots of record with less than seven thousand five hundred (7,500) square feet or less than seventy five (75) feet in width shall have a minimum of five thousand (5,000) square feet and fifty (50) feet in width.~~

~~B. Maximum building height. Thirty five (35) feet.~~

~~C. Minimum lot width. Seventy five (75) feet, except that lots of record less than seventy five (75) feet shall have a minimum of fifty (50) feet in width.~~

~~D. Minimum front yard. Twenty (20) feet.~~

~~E. Minimum rear yard. Twenty five (25) feet, except that accessory buildings shall not be closer than five (5) feet.~~

~~F. Minimum side yard. Five (5) feet.~~

~~G. Minimum side yard (corner lot). Fifteen (15) feet.~~

~~H. Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setback shall be calculated as follows:~~

- ~~3. If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the standard setback line and the location of the front of the adjoining principal structure.~~
- ~~4. When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.~~

A. Spatial Standards

1. Development shall be consistent with the spatial standards as outlined in Section 17.08.100 Residential District Spatial Standards.

B. Average Structure Setbacks

1. Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setbacks shall be calculated as follows:
  - a. If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the standard setback line and the location of the front of the adjoining principal structure.
  - b. When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.

17.28.060 Height, area and setback requirements (duplex and attached dwellings)

~~A. Minimum lot area. Seven thousand five hundred (7,500) square feet, three thousand seven hundred fifty (3,750) square feet per dwelling unit.~~

~~B. Maximum building height. Forty five (45) feet.~~

~~C. Minimum lot width. Seventy five (75) feet, except that lots of record less than seventy five (75) feet wide shall have a minimum width of not less than sixty six (66) feet.~~

~~D. Minimum front yard. Twenty (20) feet.~~

~~E. Minimum rear yard. Twenty five (25) feet, except that accessory buildings shall not be closer than five (5) feet.~~

~~F. Minimum side yard. Ten (10) feet.~~

~~G. Minimum side yard (corner lot). Fifteen (15) feet.~~

~~H. Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setback shall be calculated as follows:~~

~~3. If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the standard setback line and the location of the front of the adjoining principal structure.~~

~~4. When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.~~

A. Spatial Standards

1. Development shall be consistent with the spatial standards as outlined in Section 17.08.100 Residential District Spatial Standards.

B. Amenities and Open Space

1. Amenities and Open Space shall be provided as described in Section 17.73.050.

C. Average Structure Setbacks

1. Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setbacks shall be calculated as follows:  
a. If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the standard setback line and the location of the front of the adjoining principal structure.  
b. When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.

17.28.070 Height, area and setback requirements (multifamily)

~~A. Minimum lot area: twelve thousand (12,000) square feet (except that there shall not be less than one thousand two hundred (1,200) square feet of open space per dwelling unit).~~

~~B. Maximum building height. Seventy five (75) feet.~~

~~C. Minimum lot width. Seventy five (75) feet, except that lots of record less than seventy five (75) feet wide shall have a minimum width of not less than sixty six (66) feet.~~

~~D. Minimum front yard. Twenty (20) feet.~~

~~E. Minimum rear yard. Twenty five (25) feet, except that accessory buildings shall not be closer than five (5) feet.~~

~~F. Minimum side yard. Fifteen (15) feet.~~

~~G. Minimum side yard (corner lot). Twenty five (25) feet.~~

~~H. Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setback shall be calculated as follows:~~

- ~~3. If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the standard setback line and the location of the front of the adjoining principal structure.~~
- ~~4. When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.~~

~~II. — Open space ratio. 1:1.~~

D. Spatial Standards

1. Development shall be consistent with the spatial standards as outlined in Section 17.08.100 Residential District Spatial Standards.

E. Amenities and Open Space

1. Amenities and Open Space shall be provided as described in Section 17.73.050.

F. Average Structure Setbacks

1. Average structures setbacks. Along streets designated as local streets on the city's official map, a new principal structure or addition to a principal structure (excluding a garage or carport) may encroach upon the minimum front yard setback for its lot if there is a principal structure on a lot adjoining it, or principal structures on both lots on either side of it, having setbacks less than the minimum setback line. Averaging of setbacks shall be calculated as follows:

a. If one principal structure on an adjoining lot is located within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the standard setback line and the location of the front of the adjoining principal structure.

b. When principal structures are on lots on either side and within the minimum setback line, the setback for the new principal structure or addition to a principal structure shall be the average of the distance between the front of both adjoining principal structures.

**Section 6.** That Chapter 17.64 MHP Mobilehome Parks District be amended as follows:

#### Section 17.64.040 Licenses

- E. In addition to the above license fees, the licensee or the owner or the occupant of every mobile home shall pay and be jointly and severally liable for the payment of a monthly ~~parking~~ permit fee to the city. Such monthly ~~parking~~ permit fees shall be collected by the licensee who is primarily liable for the payment thereof. The determination of the amount of such fee, the review thereof and the enforcement of the payment and the disposition of such fee shall be in accordance with Sections 66.0435(3) and 66.0435(10), Wis. Stats.
- F. After approval of such application in accordance with provisions as outlined herein and before issuance of such license the applicant shall cause to be filed a surety bond in the amount of two thousand dollars (\$2,000) if the park contains more than one hundred (100) units. The bond shall guarantee the collection from the licensee of the monthly ~~parking~~ permit fee provided for in subsection E of this section and the payment of such fees to the city treasurer.

#### Section 17.64.080 General Requirements

Any person making application for a permit to construct a mobilehome park shall meet the following design and system requirements.

1. Environmental Requirements.
  - A. ~~Density. The maximum allowable density in a mobilehome park development shall be five units, or lots, per gross acre.~~
  - B. Minimum Lot Size. Individual lots within the mobilehome park must contain an area of not less than ~~four thousand eight hundred (4,800) square feet~~ four thousand five hundred (4,500) square feet.

**Section 7.** That Chapter 17.73 Multifamily Residential Design Standards be amended to create section 17.73.050 Amenities and Open Space as follows:

#### Section 17.73.050 Amenities and Open Space

### A. Purpose

The amenity requirements in this section are intended to encourage the development of livable communities. The examples listed are illustrative and not exhaustive; other amenities may be approved by the Community Development Director or their designee if they meet the intent of this section.

### B. Amenity Options

Permitted amenities may include, but are not limited to, the following:

1. Community garden plots with shared tool shed.
2. Picnic shelter with tables, barbecue grill, and small open lawn area.
3. Play lot with a minimum area of one thousand five hundred (1,500) square feet, containing at least two (2) pieces of play equipment.
4. Full or Half-court basketball pad.
5. Walking trail or loop path with benches along the route.
6. Simple multi-use grass or gravel field for informal sports, with a minimum area of eight hundred (800) square feet.
7. Shared-use pickleball court or half-size tennis court, which may be unlighted.
8. Small indoor or outdoor gathering space, such as a clubhouse room or patio, with a minimum area of five hundred (500) square feet.
9. Dog run or fenced pet exercise area.
10. Fire pit area with seating.

### C. Minimum Amenity Requirements

Multi-family residential development shall provide amenities according to the following schedule:

1. Less than twenty (20) dwelling units: one (1) amenity.
2. Twenty (20) to fifty (50) dwelling units: two (2) or more amenities.
3. Fifty-one (51) to one hundred fifty (150) dwelling units: three (3) or more amenities.
4. One hundred fifty-one (151) to two hundred fifty (250) dwelling units: four (4) or more amenities.
5. Two hundred fifty-one (251) dwelling units or more: five (5) or more amenities, including at least two (2) larger-scale or multi-purpose amenities (for example, a community garden and picnic shelter).

### D. Open Space Alternatives

1. A development that provides dedicated, usable open space in a ratio of at least one (1) square foot of open space per one (1) square foot of livable floor area shall not be required to provide additional amenities under this section.
2. A development that provides dedicated, usable open space in a ratio of at least one (1) square foot of open space per two (2) square feet of livable floor area shall be credited for one-half (1/2) of the amenities otherwise required, rounded down to the nearest whole number.
3. A development in which five percent (5%) or more of the provided dwelling units are restricted to households earning fifty percent (50%) of area median income (AMI) or lower shall be credited for one-half (1/2) of the amenity and/or open space requirement otherwise applicable, rounded down to the nearest whole number.

E. Proximity to Parks and Trails

1. A development site located within one-quarter (1/4) mile of a local public park, or within one-half (1/2) mile of a regional park, or with proximate access to a public trail system, may have the required amenity count reduced by up to one-half (1/2), rounded down, at the discretion of the Community Development Director or their designee.

F. Review and Approval

All recreation and open space areas developed in accordance with these standards shall be subject to review and approval of design, materials, and details by the Community Development Director or their designee.

**Section 8.** Effective date. This ordinance amendment shall take effect from and after its date of publication as provided by law.

**FOR THE CITY OF RIVER FALLS**

\_\_\_\_\_  
Dan Toland, Mayor

ATTEST:

\_\_\_\_\_  
Amy White, City Clerk

Adopted: \_\_\_\_\_

Published: \_\_\_\_\_



**ORDINANCE NO. 2026 - \_\_\_\_**

**AN ORDINANCE AMENDING  
TITLE 17 ZONING, CHAPTERS 17.04, 17.08, 17.20, 17.24, 17.28, and 17.104  
(CODE CLARIFICATION)**

**THE COMMON COUNCIL OF THE CITY OF RIVER FALLS DOES ORDAIN:**

**Section 1.** That Chapter 17.04 - Introductory Provisions and Definitions, Section 17.04.020 - Definitions of the City of River Falls Municipal Code be amended as follows:

Section 17.04.020 - Definitions is amended as follows:

~~"Accessory building or use" means a subordinate building or use which is located on the same lot on which the main building or use is situated and which is reasonable, necessary and incidental to the conduct of the primary use of such building or main use.~~

"Accessory Building" means a subordinate building which is located on the same lot on which the main building is located, and which is incidental to the conduct of the principal building.

"Accessory Use" means a subordinate use located on the same lot or parcel as such main use and which is reasonable, necessary, and incidental to the principal use.

"Attached Dwellings" means two or more dwelling units sharing at least one wall and being on separate lots of record. Examples of attached dwellings include but are not limited to townhomes and twin-homes.

"Home occupation" means an occupation or business activity that results in any commercial activity or enterprise for financial gain, benefit, advantage, livelihood, product or service that is conducted for gainful employment in a dwelling unit by a person residing in that dwelling unit. on a residentially zoned lot or parcel by a person residing on that lot or parcel. A home occupation is incidental to the principal residential use of such lot or parcel.

"Principal Building" means the structure in which the principal use of a lot or parcel is conducted.

Sign, Window "Window Sign" means a sign which is installed on the inside or outside surface of a window for purposes of viewing from outside of the premises.

**Section 2.** That Chapter 17.08 General Requirements be amended as follows:

C. General Provisions. The following general provisions, in addition to the regulations prescribed for each district, shall apply to all districts:

~~1. Yard Size. Yard size measurements shall be taken from the nearest point of the building which shall include any porch, eave, overhang or appurtenance that is attached thereto.~~

C. General Provisions. The following general provisions, in addition to the regulations prescribed for each district, shall apply to all districts:

1. Yard Size. Yard size measurements shall be determined by the shortest horizontal distance taken from the exterior edge of the building foundation to the nearest property line parallel to the yard being measured.

...

3. Attached Dwellings. Attached dwellings shall be subject to the following provisions:
- a. Attached dwelling proposals that consist of five (5) or more parcels shall be presented to the Plan Commission ~~as certified surveys or subdivision plats~~, as defined and outlined in Ordinance No. 13.06 and Ch. 236, Wis. Stats., et seq.
  - b. Certified surveys shall be permitted where the division of any lot, parcel, or tract of land creates four (4) or fewer parcels.
  - c. Proposals creating five (5) or more parcels shall require the submittal of a subdivision plat in accordance with applicable regulations and statutes.
  - d. ~~The approval of attached dwelling development or conversion shall be by special use permit and occur only after the Plan Commission and the City Council have accepted or approved any private easements, agreements, covenants, or other provisions that may be required.~~
  - e. ~~Attached dwellings are permitted as a special use in the R-1, R-2, and R-3 districts. This form of construction or conversion shall not create development that exceeds the density standards of a particular zoning district. Through the certified survey or subdivision plan, legal ownership of parcels smaller than those specified in the subdivision code may be allowed, provided that the special use permit prohibits nonconforming changes to an approved attached dwelling in the future.~~

...

7. Residential building orientation. The front façade of the principal structure on single or two family lots must face a public street or public way.

17.08.050 Setback Requirements – is amended as follows

~~A. No structures shall be allowed any closer to streets, roads, or traffic ways than as follows:~~

- ~~1. Principal arterial — minimum setback: forty two (42) feet.~~
- ~~2. Minor arterial — minimum setback: twenty five (25) feet.~~
- ~~3. Collector street — minimum setback: twenty five (25) feet.~~
- ~~4. Local street — minimum setback: twenty five (25) feet.~~

~~B. Individual zoning district requirements, where different, shall prevail.~~

A. Setbacks are established by each zoning district. Residential spatial standards are provided in Section 17.08.100

**Section 3.** That Chapter 17.20.040 Special Uses be amended as follows:

- A. Churches, columbaria, schools, parking lot facilities, day care centers, libraries, hospitals, and nursing homes;
- B. Municipal buildings, warehouses, garages, shops, and storage yards;
- C. Microwave towers;
- D. Nurseries and greenhouses;
- E. Cemeteries;
- ~~F. Two family dwellings on lots of record prior to September 23, 1974, if permissible by covenant, not more than two per block. The two shall not be on adjacent lots along a street;~~
- G. Neighborhood groceries;
- H. Planned unit development;
- ~~I. Attached dwellings on restricted duplex lots as provided in this chapter;~~
- J. Bed and breakfast establishments, providing the following conditions are complied with:
  - 1. The owner of the premises shall comply with all provisions of Ch. 254, Wis. Stats., and with Ch. DHS 197, Wis. Adm. Code, and shall obtain and maintain all permits and licenses as required by such license regulations.
  - 2. One additional off-street paved parking stall shall be provided on premises for each bedroom.
  - 3. Length of stay shall be no longer than sixteen (16) days.
  - 4. An annual permit fee of fifty dollars (\$50.00) is hereby established. The first fee is due with the application for a special use permit, such permit fee to cover the cost of annual inspections to be conducted by city officials.

**Section 4.** That Chapter 17.24.020 Permitted uses and 17.24.040 Special Uses be amended as follows:

17.24.020 Permitted Uses – is amended as follows:

- A. Any principal use permitted in the R-1 district;
- B. Two-family and multiple-family dwellings;
- C. Fraternity or sorority houses;
- D. Boarding, lodging, and rooming houses;
- E. Residential rental uses
- F. Attached dwellings

17.24.040 Special Uses – is amended as follows:

- A. Churches, columbaria, schools, parking lot facilities, day care centers, libraries, hospitals, and nursing homes;
- B. Municipal buildings, warehouses, garages, shops, and storage yards;
- C. Microwave towers;
- D. Nurseries and greenhouses;
- E. Cemeteries;

- F. Neighborhood groceries;
- G. Planned unit development;
- H. ~~Attached dwellings;~~
- I. Veterinary clinics and animal hospitals;
- J. Bed and breakfast establishments, providing the following conditions are complied with:
  1. The owner of the premises shall comply with all provisions of Ch. 254, Wis. Stats., and with Ch. DHS 197, Wis. Adm. Code, and shall obtain and maintain all permits and licenses as required by such license regulations.
  2. One additional off-street paved parking stall shall be provided on premises for each bedroom.
  3. Length of stay shall be no longer than sixteen (16) days.
  4. An annual permit fee of fifty dollars (\$50.00) is hereby established. The first fee is due with the application for a special use permit, such permit fee to cover the cost of annual inspections to be conducted by city officials.

**Section 5.** That Chapter 17.104.020 Enforcement Responsibilities be amended as follows:

- C. Site plan review expiration. An approved site plan is valid for a period of twenty-four (24) months after the date of approval. This may be extended by periods of six (6) months by the Zoning Administrator or their designee.

**Section 6.** Effective date. This ordinance amendment shall take effect from and after its date of publication as provided by law.

**FOR THE CITY OF RIVER FALLS**

\_\_\_\_\_  
Dan Toland, Mayor

ATTEST:

\_\_\_\_\_  
Amy White, City Clerk

Adopted: \_\_\_\_\_

Published: \_\_\_\_\_



**ORDINANCE NO. 2026 - \_\_\_\_**

**AN ORDINANCE AMENDING  
TITLE 17 ZONING, CHAPTER 17.08.020  
(DRIVEWAY WIDTH)**

**THE COMMON COUNCIL OF THE CITY OF RIVER FALLS DOES ORDAIN:**

**Section 1.** That Chapter 17.08 – Driveway regulations section 17.08.020 be amended as follows:

Zoning District	Max. Driveway Transition		Max. Width at Prop. Line	
	Taper	Radius	Single Drive	Combined Drive
RS, R-1, C	5'	5'	<del>25'</del> <u>35'</u>	40'
R-3, B-2, A, MHP, R-2	10'	10'	35'	50'
B-3, I-1, I-2, U, B-1	20'	20'	35'	50'

**Section 2.** Effective date. This ordinance amendment shall take effect from and after its date of publication as provided by law.

**FOR THE CITY OF RIVER FALLS**

\_\_\_\_\_  
Dan Toland, Mayor

ATTEST:

\_\_\_\_\_  
Amy White, City Clerk

Adopted: \_\_\_\_\_

Published: \_\_\_\_\_



**ORDINANCE NO. 2026 - \_\_\_\_**

**AN ORDINANCE AMENDING  
TITLE 17 ZONING, CHAPTERS 17.20, 17.24, 17.28, 17.44, 17.48, and 17.80  
(MULTI-FAMILY AND INDUSTRIAL PARKING STANDARDS)**

**THE COMMON COUNCIL OF THE CITY OF RIVER FALLS DOES ORDAIN:**

**Section 1.** That Chapter 17.20.070 Parking Requirements be amended as follows:

- A. Single-family residence: Two off-street parking stalls per dwelling unit.
- B. Duplex, Triplex, and attached dwelling: One space plus enough driveway space for one additional vehicle per dwelling unit or two covered spaces per unit.
- C. Other uses: Refer to Sections 17.80.050 and 17.80.060.

**Section 2.** That Chapter 17.24.080 Parking Requirements be amended as follows:

- A. Single-family residence: Two off-street parking stalls per dwelling unit.
- B. Duplex, Triplex, and attached dwelling: One space plus enough driveway space for one additional vehicle per dwelling unit or two covered spaces per unit.
- C. Multifamily dwellings. ~~Two off-street parking stalls per unit.~~
  - 1. Studio: 1 space
  - 2. One-bedroom: 1.5 spaces
  - 3. Two-bedroom : 2 spaces
  - 4. One (1) additional space for each bedroom beyond two
  - 5. In addition to the required parking, an additional 5% of total required parking shall be provided and designated for guests if no directly adjacent public on-street parking is available.
  - 6. Required spaces are rounded up to the nearest whole number.
- D. Other uses: Refer to Sections 17.80.050 and 17.80.060.

**Section 3.** That Chapter 17.28.080 Parking Requirements be amended as follows:

- A. Single-family residence: Two off-street parking stalls per dwelling unit.
- B. Duplex, Triplex, and attached dwelling: One space plus enough driveway space for one additional vehicle per dwelling unit or two covered spaces per unit.
- C. Multifamily dwellings. ~~Two off-street parking stalls per unit.~~
  - 1. Studio: 1 space
  - 2. One-bedroom: 1.5 spaces
  - 3. Two-bedroom : 2 spaces

- 4. One (1) additional space for each bedroom beyond two
  - 5. In addition to the required parking, an additional 5% of total required parking shall be provided and designated for guests if no directly adjacent public on-street parking is available.
  - 6. Required spaces are rounded up to the nearest whole number.
- D. Other uses: Refer to Sections 17.80.050 and 17.80.060.

**Section 2.** That Section 17.80.060 Parking Lots be amended as follows:

- A. To be Near Building Served. Off-street parking for other than residential uses which shall have off-street parking on the same lot with such use shall be either on the same lot or within three hundred (300) feet of the building it is intended to serve measured from the nearest point of the building to the nearest point of the off-street parking lot.
- B. Land Use Permit Required. No parking lot shall be constructed or reconstructed without a land use permit therefor. Applications for a permit shall be submitted with copies of plans in accordance with the ordinance requirements.
- C. Screening. All open off-street automobile parking areas, either newly constructed or redesigned and rebuilt subsequent to the effective date of this chapter containing two or more rows of parking stalls and an area of ten thousand (10,000) square feet or more shall provide and maintain canopy-type shade trees along with other forms of vegetation hardy in this region in tree islands and planting buffer strips totaling not less than three percent of the surfaced parking area. Each tree island or planting strip shall be not less than fifty (50) square feet in area. The size, type and location of the islands and planting strips and the plant material shall be indicated on the plans required by subsection B of this section.
- D. Parking Spaces Required. The parking requirements specified below shall apply to all new developments and allocation of such parking areas shall be indicated on the plans required by subsection B of this section.

Uses	Parking Requirements
k. Multifamily residential	<p><del>2 sp. per dwelling unit except that in housing developments exclusively for the elderly this ration shall be 1 sp. per dwelling unit</del>  <u>Studio: 1 space</u></p> <p><u>One-bedroom: 1.5 spaces</u></p> <p><u>Two-bedroom : 2 spaces</u></p> <p><u>One (1) additional space for each bedroom beyond two</u></p> <p><u>In addition to the required parking, an additional 5% of total required parking shall be provided and designated for guests if no directly adjacent public on-street parking is available.</u></p> <p><u>Required spaces are rounded up to the nearest whole number.</u></p>

Uses	Parking Requirements
x. General industrial and manufacturing	1 sp. per 3 employees, or 1 sp. for each 500 sq. ft. of gross floor area, whichever is greater

**Section 5.** That Chapter 17.44.060 Parking Requirements be amended as follows:

1. All driveways and parking areas shall be surfaced with asphalt or concrete paving and curbed with cast-in-place barrier concrete curbs.
2. Parking areas shall have painted stalls, divider lines and directional arrows as needed for the protection and designation of vehicular traffic patterns.
3. Separate areas shall be designated for automobile parking and semi-truck parking.
4. There are no minimum parking requirements for uses within the industrial zoning districts. All parking for the use(s) shall be provided on the premises. On-street parking shall not be considered in providing for typical operational parking needs.
5. Areas for future parking expansion shall be noted on the site plan.
6. District parking and shared parking are permitted and encouraged. A shared parking agreement shall be executed and recorded against all participating properties. The agreement shall address ongoing maintenance responsibilities. All cross-access agreements shall be duly executed and recorded. Copies of these documents shall be provided to the city.
7. All parking areas shall be screened by landscaping, fencing, or a combination of the two. Parking areas adjacent to public roadways shall be screened to a height of three feet with an opacity of approximately eighty (80) percent at maturity within three years.
8. Five percent of the area used for parking and circulation shall be landscaped with islands at least three hundred sixty (360) square feet or peninsulas at least one hundred eighty (180) square feet. All landscaping within parking lot areas shall be irrigated. Drought and salt-tolerant plants are encouraged to reduce the need for irrigation.
9. Areas for snow storage shall be shown on the site plan. Snow storage must be provided entirely on-site or removed from the site and disposed of properly. Snow storage is prohibited in stormwater management areas.

**Section 6.** That Chapter 17.48.060 Parking Requirements be amended as follows:

1. All driveways and parking areas shall be surfaced with asphalt or concrete paving and curbed with cast-in-place barrier concrete curbs.
2. Parking areas shall have painted stalls, divider lines and directional arrows as needed for the protection and designation of vehicular traffic patterns.
3. Separate areas shall be designated for automobile parking and semi-truck parking.
4. There are no minimum parking requirements for uses within the industrial zoning districts. All parking for the use(s) shall be provided on the premises. On-street parking

- shall not be considered in providing for typical operational parking needs.
5. Areas for future parking expansion shall be noted on the site plan.
  6. District parking and shared parking are permitted and encouraged. A shared parking agreement shall be executed and recorded against all participating properties. The agreement shall address ongoing maintenance responsibilities. All cross-access agreements shall be duly executed and recorded. Copies of these documents shall be provided to the city.
  7. All parking areas shall be screened by landscaping, fencing, or a combination of the two. Parking areas adjacent to public roadways shall be screened to a height of three feet with an opacity of approximately eighty (80) percent at maturity within three years.
  8. Five percent of the area used for parking and circulation shall be landscaped with islands at least three hundred sixty (360) square feet or peninsulas at least one hundred eighty (180) square feet. All landscaping within parking lot areas shall be irrigated. Drought and salt-tolerant plants are encouraged to reduce the need for irrigation.
  9. Areas for snow storage shall be shown on the site plan. Snow storage must be provided entirely on-site or removed from the site and disposed of properly. Snow storage is prohibited in stormwater management areas.

**Section 7.** Effective date. This ordinance amendment shall take effect from and after its date of publication as provided by law.

**FOR THE CITY OF RIVER FALLS**

\_\_\_\_\_  
Dan Toland, Mayor

ATTEST:

\_\_\_\_\_  
Amy White, City Clerk

Adopted: \_\_\_\_\_

Published: \_\_\_\_\_



**ORDINANCE NO. 2026 - \_\_\_\_**

**AN ORDINANCE AMENDING  
TITLE 17 ZONING, CHAPTERS 17.04 and 17.08  
(SHADE STRUCTURES)**

**THE COMMON COUNCIL OF THE CITY OF RIVER FALLS DOES ORDAIN:**

**Section 1.** That Chapter 17.04 - Introductory Provisions and Definitions, Section 17.04.020 - Definitions of the City of River Falls Municipal Code be amended as follows:

Section 17.04.020 - Definitions is amended as follows:

~~Gazebo" means a free standing roofed structure that is open on all sides.~~

Shade Structure, "Shade Structure" means a structure constructed primarily for the purpose of providing shade. A ramada, gazebo, trellis, pergola, pavilion, or other such structures are considered to be shade structures.

Shade Structure, Attached "Attached Shade Structure" means a structure attached to the principal building of a lot or parcel through a substantial and architecturally integrated connection constructed for the purpose of providing shade.

Shade Structure, Free Standing "Free Standing Shade Structure" means a detached accessory structure open on at least three sides and supporting a roof or lattice-type cover.

**Section 2.** That Chapter 17.08.010 Lot and building regulations be amended to create Section 17.08.010.C.7 Shade structures of the City of River Falls Municipal Code as follows:

**7. Shade Structures**

- a. Shade Structures must comply with all development standards of an accessory building except:
  - i. When free-standing and open on all four sides, a shade structure has no separation requirement between such shade structure and the principal building.
  - ii. An attached or free-standing shade structure may extend into the front yard beyond the front fascia of the principal building provided it conforms to the minimum required front yard setback of the zoning district in which it is constructed.
  - iii. For the purposes of calculating lot coverage, trellis-type roof covering will not be applied towards the total lot coverage of a lot or parcel.

## Introduction

This report is provided monthly to update the Plan Commission, Parks and Recreation Advisory Board, and other interested parties on Community Development efforts of the past month as it relates to the City's Strategic Initiatives and the Department work plan.

## 2025 Community Development Major Projects

\*Denotes a Council Strategic Initiative

### CONNECTED COMMUNITY

#### **Kinnickinnic River Corridor Plan Phase I: Complete USACE Feasibility Study and continue design and access planning work with the National Park Service\***

- USACE is working internally to complete the Feasibility Study review. Council workshop is set for January 13, 2026.

#### **Safe Streets Action\***

- Task Force Meeting # 2 was held on Monday, December 1<sup>st</sup>.
- A Safe Streets for all public open house was held Thursday, December 11<sup>th</sup>.

#### **Housing code amendments as part of the Comprehensive Plan implementation**

- Staff have drafted potential ordinance amendments to implement the Housing Chapter of the Comprehensive Plan. Plan Commission discussed the proposed amendments at a workshop on December 2, 2025 and directed staff to bring them to the next regular Plan Commission meeting.

#### **Locust Street design**

- Preliminary roadway design is complete. Staff is reviewing to determine feasibility of project and based on cost estimates may recommend reducing the project to a maintenance/pedestrian/emergency services trail and watermain only.

#### **Mapping**

- Map of [available sites](#) for development

### ECONOMIC VITALITY

#### **Downtown Project\***

- Staff are conducting an inventory of opportunities and issues to understand existing conditions. As part of this effort, Toole Design is analyzing the Riverwalk and the alley between Main Street and Second Street for opportunities and challenges related to alley usage, business access, utility relocation, and placemaking. The outcome of the study will include recommendations for future usage, improved business access, utility locations, stormwater management, wayfinding, and placemaking both during and after the reconstruction of downtown public infrastructure.
- Staff are continuing to work with Merchant Macintyre on potential downtown reconstruction grant funding sources, primarily a Federal Better Utilizing Investments to Leverage Development (BUILD) grant.

#### **Continued Infill in Corporate Parks/Innovation Center Expansion\***

- Council approved the sale of a lot in the Sterling Ponds Corporate Park
- Work with the Economic Development Administration (EDA) continues on the grant to expand the Innovation Center.
- With the help of Merchant McIntyre, the City submitted a Rural Business Development Grant for the St. Croix Valley Business Innovation Center.

#### **Ensure sustained (re)development of the City from the prospect stage through construction**

- Brookgreen – Occupancy granted for Buildings 1, 2, 3 and Clubhouse. Buildings 4-10 are under construction.
- Oak Hill – 1 CO issued.
- Construction for the Sycamore Two senior housing and 4 duplexes project has begun.
- Cinnaire Solutions applied for Specific Implementation Plan approval for the 50-unit income-based housing in the Mann Valley Residential neighborhood. Plan Commission reviewed the request on December 2, 2025 and forwarded it to Council with a favorable recommendation.



- An annexation petition was submitted by the Delbert and Elaine Johnson Trusts for approximately 55 acres south of County Highway M at County Highway U and 1060<sup>th</sup> Street. Plan Commission reviewed the petition at their meeting on December 2, 2025 and forwarded it to Council with a favorable recommendation.

<b>BUILDING PERMITS ISSUED</b>				
<b>Permit Type</b>	<b>December</b>	<b>YTD</b>	<b>Permit Value December</b>	<b>Permit Value YTD</b>
Building Permits	9	287	\$6,874,000	\$78,109,000
New Home Permits	0	68	\$0	\$18,899,750

## FINANCIAL SUSTAINABILITY

### Examine Impact Fees\*

- Finance Dept is working with a consultant to examine impact fees for development

### Economic Development

- The Economic Development Manager is a member of RFEDC, WEDA, River Falls Chamber, and St. Croix Valley Innovation Center Management Committee.

## QUALITY MUNICIPAL SERVICES

### Library Remodel\*

- Phase I is substantially complete and included new office spaces and much of the main floor.
- Phase II includes conference room expansion and the Teen Center and Children’s room and is in progress.

### Fire Station Remodel\*

- Council approved entering into a construction contract with BCI Construction at their September 23 meeting.
- The contractor expects to start demolition of the old Police Department area of the building in late January.

### Hoffman Basin Study

- The consultant provided a final copy of the Hoffman Basin Study.

### Conservation and Parks Division

- The City was awarded the 2026 Urban Forestry Grant from the WIDNR in the amount of \$25,000, which the City will match. The grant will fund tree planting efforts and updating our tree inventory.
- Council approved entering a contract with Willow River Company for the City’s Tree Care Services. The contract is a three year term from 2026 to 2028.

### Division Street crosswalks

- Staff is working with UW-Madison to develop conceptual plans for improved pedestrian crossings on East and West Division Street to provide safer access to DeSanctis and Hoffman Parks, respectively.

### WIDNR Urban Non-Point Source Pollution grant

- MSA Professional Services is completing a City-wide phosphorus model to document compliance with our stormwater MS4 Permit.
- City staff performed infiltration testing throughout the City to be included in the phosphorus model

### Stewardship of Public Infrastructure

- Staff is preparing the 2026 Mill and Overlay bidding and construction documents. The project is expected to mill and overlay portions of Paulson Road that are significantly deteriorated.

The Community Development Department oversees the [Plan Commission](#), [Parks and Recreation Advisory Board](#), [Business Improvement District Board](#), [Historic Preservation Commission](#), [City Board of Appeals](#), [Downtown Design Review Committee](#), [Extraterritorial Zoning Committee \(ETZ\)](#), [Extra Territorial Board of Appeals](#), and [River Falls Economic Development Corporation](#).