

**Watertown Planning Commission**

April 25, 2019

**Agenda Item:** Recreational Vehicle/Equipment Parking Ordinance Amendment/  
Commercial Zoning District Amendment Introduction**PC DATE:** 4.25.2019**Request for Action:** Review and Discuss Draft Ordinance Language/Concepts**CC Date:** N/A**Department:** Planning**REQUEST:**

Discussion relating to potential text amendments to the City of Watertown Ordinances as follows:

- a. Chapter 62 Zoning, Article IV, Supplemental District Regulations: consideration to amend the ordinance to add standards relating to the location and requirements for parking recreational vehicles.
- b. Chapter 62 Zoning, Article I, Definitions: consideration to amend the ordinance to include a new definition for recreational vehicles/Equipment.
- c. Chapter 62 Zoning, Article IV, Districts, Divisions 9-12.: consideration to amend the ordinance and update standards to allow flexibility in the development of property historically zoned and guided for commerce and light industrial along Highway 12.

**APPLICABLE REGULATIONS:**

Chapter 62, Zoning

**RECREATIONAL VEHICLE/EQUIPMENT ORDINANCE UPDATE - DISCUSSION:**

Planning Commissioners discussed the concept of establishing provisions relating to the governance of recreational vehicle parking on private property. Commissioners recommended establishing basic and simple provisions that would provide the City with baseline criteria that could be used if needed to administer enforcement of substantial violations. Staff has reviewed the notes from this discussion and prepared draft language that can be further discussed, revised and ultimately recommended for approval to the City Council.

**Sec. 62-1. - Definitions:**

Recreational vehicles/equipment includes, but is not limited to, operable and licensed, as required by State law, house trailers including those which telescope or fold down, chassis mounted campers, house cars, motor homes, tent trailers, slip in campers, converted buses, converted vans, recreational vehicle (RV), snowmobile, water craft, or recreational equipment (ice fishing houses, utility trailers and other equipment generally towed behind another vehicle used for non-commercial purposes). House trailers, chassis mounted campers, house cars, motor homes, tent trailers, slip in campers, converted

buses and converted vans are units designed and used for human living quarters and meeting the following qualifications:

- (1) Are not used as the residence of the owner or occupant.
- (2) Are used for temporary living quarters by the owner or occupant while engaged in recreational or vacation activities.
- (3) Are self-propelled or towed on the public streets or highways incidental to such recreational or vacation activities.

**Sec. 62-479. - Setback and other requirements for all zoning districts.**

XX. Design Standards:

It is the intent of the City to provide regulations relating to the location and maximum size of recreational vehicles permitted to be parked on private property. The regulations were established to help guide the placement of recreational vehicles. Recreational vehicles should be positioned on private property so as to not block natural light onto adjacent property, limit views of the stored recreational vehicles from adjacent property, protect the reasonable use and enjoyment of adjacent property and to minimize property damage and blight resulting from the storage and parking of recreational vehicles.

(a) Recreational vehicle/equipment as defined in this chapter (62-1), may be stored in designated areas (defined within this section) on residential property provided:

- (1) The recreational vehicle/equipment is located on a lot with a principle structure.
- (2) The recreational vehicle/equipment is owned by the homesteaded owner occupant or the current occupant of the principle structure.
- (3) The recreational vehicle/equipment is operable and has affixed thereto current registration or license plates as required by law.
- (4) The recreational vehicle/equipment is not connected to any water source or sewage disposal system on the residential property where the same is parked or stored.
- (5) The recreational vehicle/equipment can be located in the designated side yard or rear yard of the property if it meets the following criteria:
  - a. The recreational vehicle/equipment meets all applicable setbacks for driveways (if located in the side yard) or detached accessory structures (if located in the rear yard).
  - b. The surface/yard located directly below and surrounding the recreational vehicle/equipment shall be maintained. This would include,

but not be limited to; no weeds or tall grass, there shall be a groundcover comprised of gravel, pavers, bituminous, concrete, turf grass or similar planted vegetative cover. Mud, dirt, bare ground or similar lack of cover shall not comprise a permitted groundcover.

- c. If the recreational vehicle/equipment is screened from view of adjacent property and the public right of way with a fence, landscaping or similar 100% opaque screening that fully conceals the recreational vehicle/equipment, the recreational vehicle/equipment can be located within the side yard setback but must be wholly on the subject property.

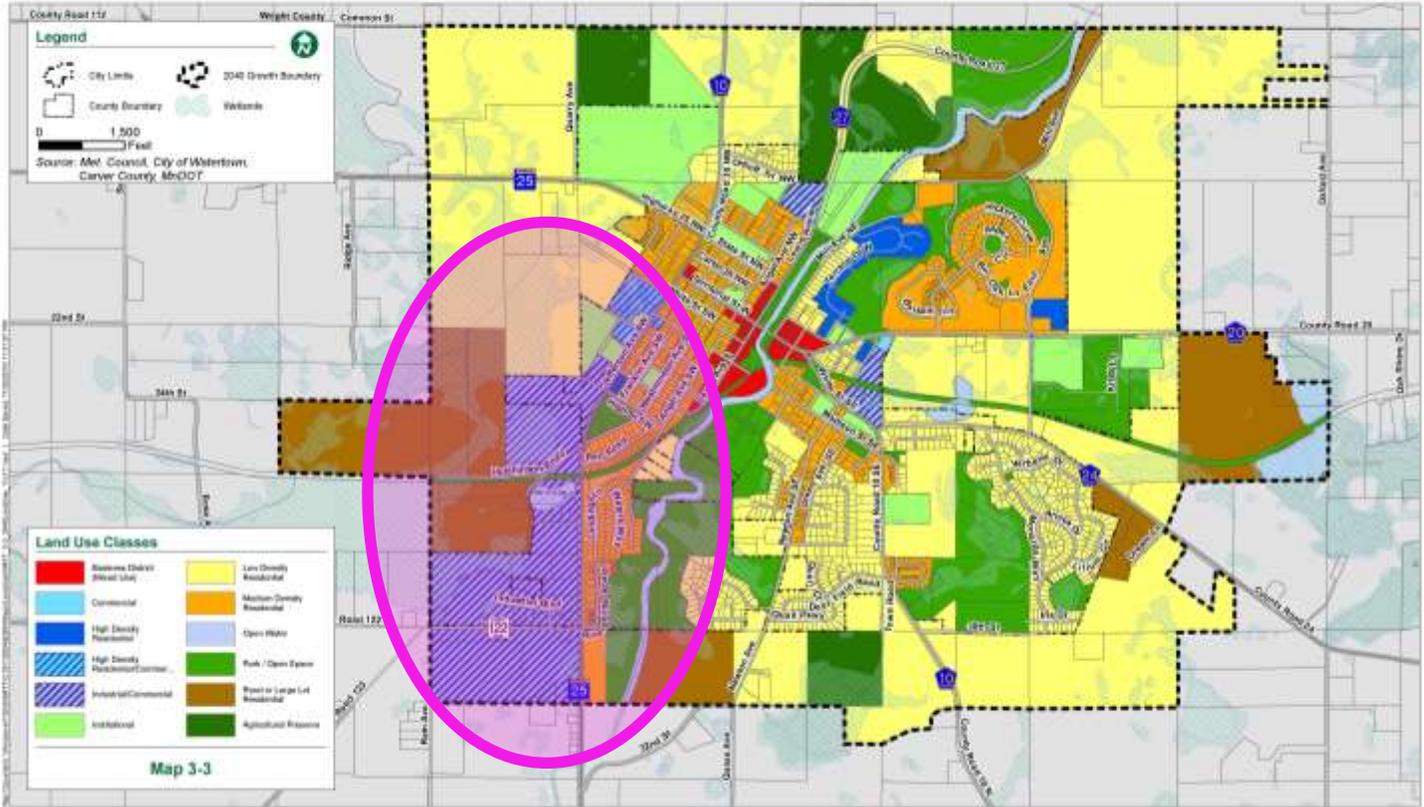
(2) The recreational vehicle/equipment can be located in the designated front yard of the property if it meets the following criteria:

- a. The recreational vehicle/equipment is stored on the designated driveway.
- b. The recreational vehicle/equipment shall not overhang any portion of a public right of way, sidewalk or path.

Based on the discussion and any changes made to the proposed language, it is anticipated that the Planning Commission will recommend approval of a recreational vehicle/equipment amendment to the City Council for further consideration.

#### **COMMERCIAL ZONING DISTRICT ORDINANCE - DISCUSSION:**

The City has discussed amending the commercial zoning district provisions based on the direction provided in the approved 2040 Comprehensive Plan. The new 2040 Comprehensive Plan guides a portion of the land on the west side of Highway 25 for mixed-use Industrial/Commercial land uses. This designation is deliberately mixed-use and will allow the City to establish zoning criteria to provide more flexibility in developing/redeveloping this area. In order to proceed with the development of a new zoning ordinance and mixed-use designation, the City should review the stated intent and permitted and conditional uses within the existing C-1 and C-2 Limited and General Commerce and I-1 Light Industrial zoning districts.



## CURRENT ORDINANCE

### DIVISION 9. LIMITED COMMERCE (C-1) DISTRICT

#### Sec. 62-331. – Intent.

The intent of the limited commerce (C-1) district is to provide the opportunity for thoroughfare traffic and city residents living nearby to make convenience purchases at locations abutting major streets and easily accessible by automobile and on foot. The gross floor area of buildings is limited so that the intent of this zone does not give way to community-wide shopping center developments that are more desirable in other specific locations in the city (as per the city's comprehensive plan).

#### Sec. 62-332. - Permitted uses.

The permitted uses of the limited commerce (C-1) district are as follows:

- (1) Commercial establishments serving convenience retail or service needs such as convenience stores, self-service laundromats, etc., provided the combined gross floor area of all buildings within a single C-1 district shall not exceed 10,000 square feet and the gross floor area of any single business establishment shall not exceed 2,500 square feet.
- (2) Commercial establishments oriented to motor vehicles or drive-in establishments such as gas stations, car washes and drive-in restaurants.
- (3) Restaurants.
- (4) Essential service structures and uses.
- (5) Retail-oriented adult use establishments, accessory, as defined in section 47-4 and prescribed in section 47-23 of this Code.

Sec. 62-333. - Conditional uses.

The following are conditional uses in the limited commerce (C-1) district:

- (1) Medical, dental, veterinary clinics, mortuaries.
- (2) Auto repair shops (major and minor).

DIVISION 10. GENERAL COMMERCE (C-2) DISTRICT

Sec. 62-351. – Intent.

The intent of the general commerce (C-2) district is to provide appropriate areas, preferably in clusters in proximity to major thoroughfares, for commercial retail and service establishments which require large sites for the display of merchandise or which are oriented to the motoring public, and which are not necessarily compatible with the desired character of downtown or limited commerce service area.

Sec. 62-352. - Permitted uses.

The permitted uses for the general commerce (C-2) district are as follows:

- (1) Commercial establishments requiring large sites for outdoor display and sales such as auto and truck dealers that include on-site vehicle maintenance facilities, mobile home sales and building material sales.
- (2) Commercial establishments which are oriented to the motoring public such as restaurant, brew pub, microdistillery operating in conjunction with a cocktail room, small brewery operating in conjunction with a tap room, auto service stations, minor auto repair shops, car washes and motels.
- (3) Other commercial sales and service establishments which are not necessarily compatible with the desired character of the limited commerce and downtown central business district service areas such as farm supply and service stores, plumbing and heating supply stores, lumberyard, building materials, internal vehicle and boat storage, auto parts sales and service stores.
- (4) Essential service structures and uses.
- (5) Retail-oriented adult use establishments, accessory, as defined in section 47-4 and prescribed in section 47-23 of this Code.

Sec. 62-353. - Conditional uses.

The conditional uses for the general commerce (C-2) district are as follows:

- (1) Medical, dental, veterinary clinics, mortuaries.
- (2) Major auto repair shops.
- (3) Mini-storage facilities.

DIVISION 12. LIGHT INDUSTRIAL (I-1) DISTRICT

The intent of this district is to provide land in proximity to major thoroughfares for the development of certain activities that will strengthen local employment opportunity and tax base of the city. Such a zone will be characterized by a positive overall visual appearance that is compatible with the predominant residential aesthetic character of the city.

Sec. 62-392. - Permitted uses.

The permitted uses for the light industrial (I-1) district are as follows:

- (1) Fabricating, manufacturing, production, processing and storage of material goods and products.
- (2) Warehouse wholesaling; all commodities except live animals.
- (3) Scientific research facilities.
- (4) Service-oriented adult use establishments, principal, as defined in section 47-4 and prescribed in section 47-23 of this Code.
- (5) Retail-oriented adult use establishments, principal, as defined in section 47-4 and prescribed in section 47-23 of this Code.
- (6) Service-oriented adult use establishments, accessory, as defined in section 47-4 and prescribed in section 47-23 of this Code.
- (7) Retail-oriented adult use establishments, accessory, as defined in section 47-4 and prescribed in section 47-23 of this Code.

Sec. 62-393. - Permitted accessory uses.

The permitted accessory uses for the light industrial (I-1) district are as follows:

- (1) Off-street parking and loading.
- (2) Signs are regulated by chapter 48.
- (3) Offices ancillary to the principal use.
- (4) Tap rooms or cocktail rooms operating with a small brewer or microdistillery.

Sec. 62-394. - Conditional uses.

The conditional uses for the light industrial (I-1) district are as follows:

- (1) Contractor's yards.
- (2) Screened outdoor storage.
- (3) Commercial towers as regulated by Ordinance No. 221.

Sec. 62-395. - Special requirements.

The following special requirements shall apply to those uses in the light industrial (I-1) district:

- (1) All uses shall comply with the performance standards set forth in section 62-471.
- (2) Outdoor storage areas shall not be located between the principal structure and the public right-of-way or drive aisle.

Staff would like to discuss the overall vision for this corridor within the City and how the permitted, accessory and conditional uses within each of the existing commercial/industrial zoning districts translate to a new, mixed-use, zoning district. Specifically, the City currently differentiates between small, consumer retail focused business, larger commercial and consumer commercial businesses and light industrial businesses (warehousing, manufacturing, contractors' yards, etc.). The following considerations should be further discussed by the City and direction provided to staff:

1. Should the City define the vision and intent of the corridor and look at establishing specific design standards (architectural, landscape, site layout, lighting, signage) that would set baseline criteria which could be applied to a multitude of land uses.
  - a. What does the City envision the corridor to look like?

- i. Office, retail, residential, warehousing.
  - b. Should the City establish minimum design standards that are unique to the corridor?
    - i. Landscaping
    - ii. Building design and building materials
    - iii. Site layout and materials requirements (i.e. curb and gutter versus non curb and gutter for storage and parking behind buildings)
      - 1. Parking behind buildings versus on the corridor side of buildings, etc.
    - iv. Signage
    - v. Lighting
2. Similar to the current business park zoning district, should the City look at establishing subzones along the corridor that would allow various types of land uses based on their geographic proximity to Highway 25 and or other land uses (i.e. residential).
- a. Where do industrial, contractors' yards, outdoor storage fit in the corridor. Should it be concentrated, setback a minimum distance, etc.
  - b. What uses would the City make conditional or interim versus permitted?
    - i. Mini storage
    - ii. Heavy manufacturing
  - c. Should the City consider allowing multi-family residential within the mixed use commercial/retail corridor?
3. The City has consciously prohibited certain uses outside of the Central Business District in an effort to maintain the concentration of certain businesses. Should the City distinguish the Highway 25 corridor from the CBD?
- a. Where do uses such as restaurants and bars, small retail and office fit into the corridor?

**SUMMARY:**

Staff will be seeking feedback and direction from the Planning Commission relating to the materials presented within this report. Based on direction and discussion relating to the recreational vehicle/equipment ordinance amendments, Planning Commission can make a recommendation to the City Council. It is anticipated that the discussion relating to the Highway 25 mixed-use district will be an interactive process that will take several meetings to prepare. Based on feedback and direction provided by the Planning Commission, staff will prepare additional information and a conceptual framework for a draft ordinance at the next meeting.