

# City of Watertown Zoning Code Rewrite

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**Plan Commission  
March 23, 2026**



# What are Parking Ratios?

- Provides the minimum or maximum number of parking spaces required by land use
- Minimizes the chance of new development providing too much or too little parking on-site
- Examples:
  - Parking spaces per dwelling unit
  - Parking spaces per square feet of gross floor area
  - Parking spaces per employee on the largest work shift
  - Parking spaces per person at the maximum capacity

# General Approach of Reducing Parking Ratios

- Reduce costs of new construction and development delays
- Address housing affordability issues
- Addresses equity issues across different housing types
- Promotes walkability
- Reduces impervious surfaces, runoff and stormwater issues
- Increases tax base
  - Parking lots are among the lowest taxable value in the Village
- Reflects national best practices

# Parking Maximums

- Many communities are adding parking maximums; Watertown currently has none.
- Draft Zoning Code allows up to 50% above the minimum and lets the Plan Commission adjust based on data (e.g., parking studies).
- Provides a tool to ensure right-sized parking for projects.
- Consideration: Creating a range of allowance may be seen as too restrictive by some. Banks often require certain parking amounts for financing.

## Should we...?

- Keep the proposed approach
- Remove proposed approach
- Modify the approach

# Residential Parking Standards

# Residential Parking Standards

| Land Uses                            | Existing Standards   | Proposed Minimum Standards               | Proposed Maximum Standards |
|--------------------------------------|--|--|----------------------------|
| <b>Multifamily</b>                   | 2 per studio, one-bedroom, two-bedroom, 2.5 per three-bedroom+ | 1 per studio/1-bedroom, 2 per 2+ bedroom | None                       |
| <b>Single-Family/<br/>Two-Family</b> | 3 spaces per unit  | 2 per dwelling unit                      | None                       |

Should we...?

- Keep the proposed approach
- Remove proposed approach
- Modify the approach

# MF-Residential Parking Example: Watertown Park Apts.

| Category                     | Amount                              |
|------------------------------|-------------------------------------|
| Estimated Number of Units    | 72                                  |
| Existing Parking Requirement | Minimum: 144 spots                  |
| Existing Parking On Site     | 214 spots                           |
| New Parking Requirement      | Minimum: 144 spots<br>Maximum: None |

146 surface spots  
72 garage spaces

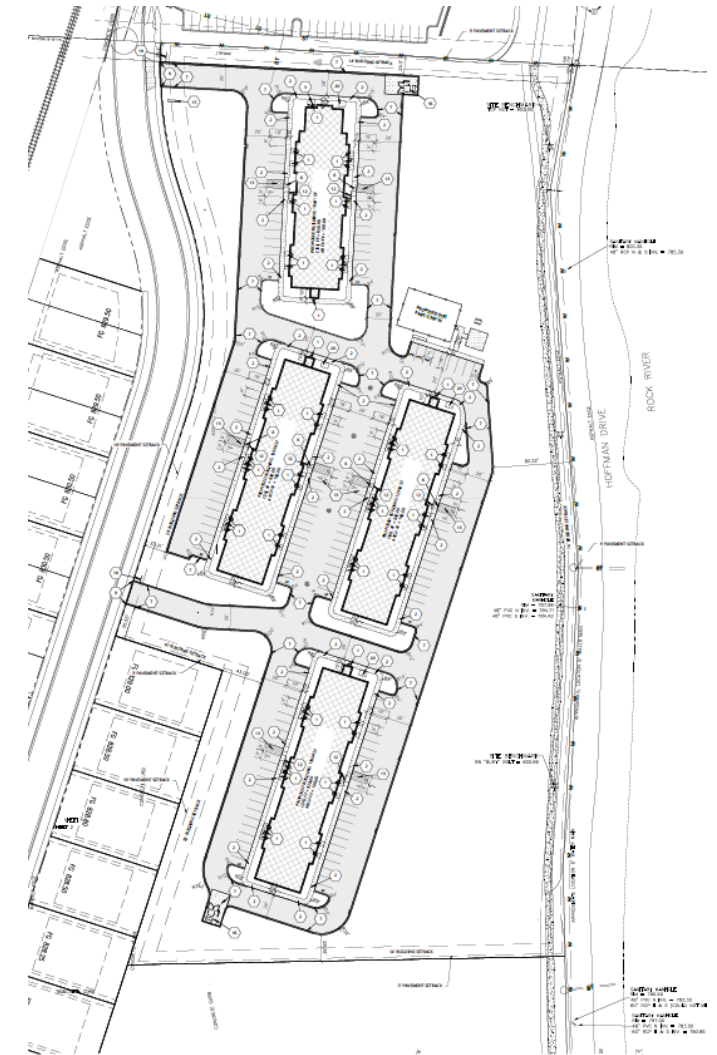


Existing: 2 per studio, one-bedroom, two-bedroom, 2.5 per three-bedroom+  
 \* Assumes all units are 2 bedroom  
 Min: 1 per studio/1-bedroom, 2 per 2+ bedroom  
 Max: none

# MF-Residential Parking Example: Lumin Terrace

| Category                     | Amount                              |
|------------------------------|-------------------------------------|
| Estimated Number of Units    | 92                                  |
| Existing Parking Requirement | Minimum: 196 spots                  |
| Existing Parking On Site     | 186 spots                           |
| New Parking Requirement      | Minimum: 148 spots<br>Maximum: None |

Existing: 2 per studio, one-bedroom, two-bedroom, 2.5 per three-bedroom+  
Min: 1 per studio/1-bedroom, 2 per 2+ bedroom  
Max: none  
Based on 10/15/24 Site Plan (36 one-beds, 32 two-beds, 24 three-beds)



# Commercial Parking Standards

# Commercial Parking Standards (examples)

| Land Uses  | Existing Standards   | Proposed Minimum Standards                          | Proposed Maximum Standards                            |
|--|--|---|---|
| <b>Indoor Commercial Entertainment</b>   | 1 space per 3 seats or 1 space per 3 persons at maximum capacity, whichever is greater | 1 space for every 5 persons at the maximum capacity | 1.5 space for every 5 persons at the maximum capacity |
| <b>Indoor Maintenance Service, Indoor Sales or Services, Office, Personal or Professional Services</b> | 1 space per 300 sf of gross floor area   | 1 space per 500 square feet of gross floor area     | 1.5 spaces per 500 square feet of gross floor area    |

- Should we...?
- Keep the proposed approach
  - Remove proposed approach
  - Modify the approach

# Commercial Parking Example: Culvers

| Category                     | Amount                                 |
|------------------------------|--|
| Estimated Square Footage     | 5,000 sf                               |
| Existing Parking Requirement | Minimum: 39 spots                      |
| Existing Parking On Site     | 51 spots                               |
| New Parking Requirement      | Minimum: 23 spots<br>Maximum: 35 spots |



Existing: 1 space per 3 seats or 1 space per 3 persons at maximum capacity, whichever is greater (115 seats)

Min: 1 space for every 5 persons at the maximum capacity

Max 1.5 spaces for every 5 persons at the maximum capacity

# Commercial Parking Example: Aldi

| Category                     | Amount                                 |
|------------------------------|--|
| Estimated Square Footage     | 18,955 sf                              |
| Existing Parking Requirement | Minimum: 63 spots                      |
| Existing Parking On Site     | 89 spots                               |
| New Parking Requirement      | Minimum: 38 spots<br>Maximum: 57 spots |

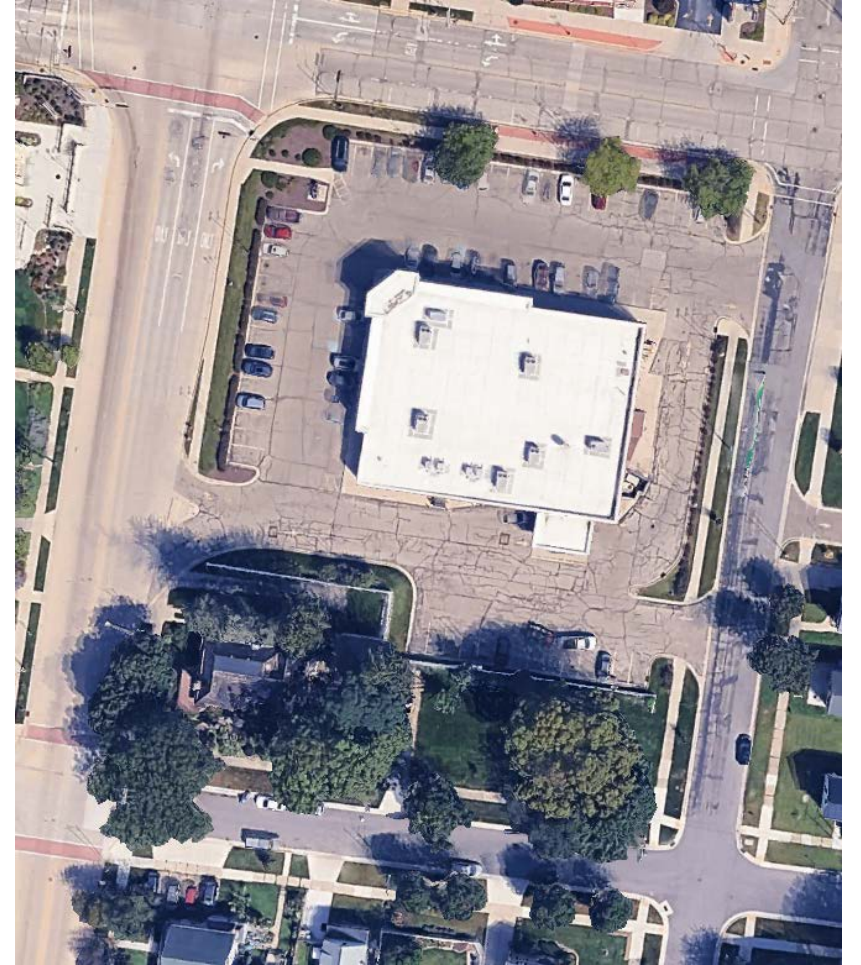


Existing: 1 space per 300 sf of gross floor area  
Min: 1 space per 500 square feet of gross floor area  
Max 1.5 spaces per 500 square feet of gross floor area

# Commercial Parking Example: Walgreens

| Category                     | Amount                                 |
|------------------------------|--|
| Estimated Square Footage     | 14,423                                 |
| Existing Parking Requirement | Minimum: 48 spots                      |
| Existing Parking On Site     | 81 spots                               |
| New Parking Requirement      | Minimum: 28 spots<br>Maximum: 43 spots |

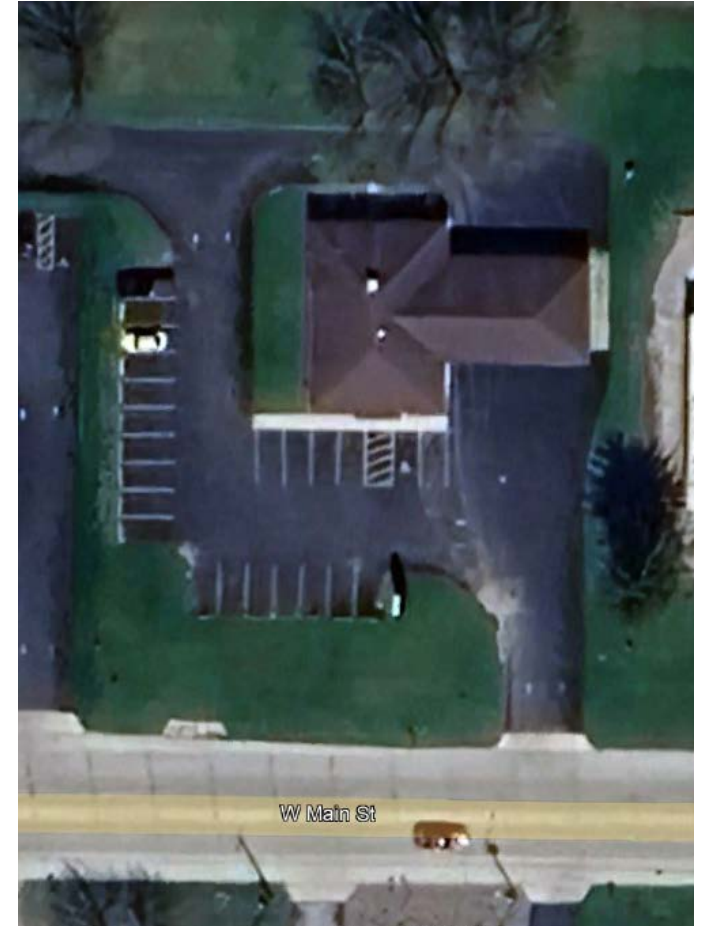
Existing: 1 space per 300 sf of gross floor area  
Min: 1 space per 500 square feet of gross floor area  
Max 1.5 spaces per 500 square feet of gross floor area



# Commercial Parking Example: State Bank of Reeseville

| Category                     | Amount                               |
|------------------------------|--------------------------------------|
| Estimated Square Footage     | 3,000 sf                             |
| Existing Parking Requirement | Minimum: 10 spots                    |
| Existing Parking On Site     | 23 spots                             |
| New Parking Requirement      | Minimum: 6 spots<br>Maximum: 9 spots |

Existing: 1 space per 300 sf of gross floor area  
Min: 1 space per 500 square feet of gross floor area  
Max 1.5 spaces per 500 square feet of gross floor area



# Industrial Parking Standards

# Industrial Parking Standards

| Land Uses                   | Existing Standards                                  | Proposed Minimum Standards   | Proposed Maximum Standards                              |
|-----------------------------|---|--|---|
| <b>Industrial Land Uses</b> | 1 space per each employee on the largest work shift | 1 space per each employee on the largest work shift.<br><b>(no change)</b> | 1.5 spaces per each employee on the largest work shift. |

# Employee Parking Example: Glory Global

| Category                           | Amount                                   |
|------------------------------------|--|
| Estimated Square Footage           | 170,173 sf                               |
| Existing Parking Requirement       | Minimum: 100 spots                       |
| Estimated Existing Parking On Site | 253 spots                                |
| New Parking Requirement            | Minimum: 100 spots<br>Maximum: 150 spots |

Based 100 employees on largest shift (this is an applied assumption, not verified actual conditions)



# Employee Parking Example: MetalTek

| Category                     | Amount                                 |
|------------------------------|--|
| Estimated Square Footage     | 75,312 sf                              |
| Existing Parking Requirement | Minimum: 40 spots                      |
| Existing Parking On Site     | 123 spots                              |
| New Parking Requirement      | Minimum: 40 spots<br>Maximum: 60 spots |



Based on 40 employees on largest shift (this is an applied assumption, not verified actual conditions)

# Downtown Parking Standards

# Downtown Parking Standards

| Land Uses                                       | Existing Standards | Proposed Minimum Standards | Proposed Maximum Standards |
|---|--------------------|----------------------------|----------------------------|
| <b>All Land Uses in the DMU Zoning District</b> | None*              | None                       | None                       |

- Downtown does not have any existing parking standards. Proposed code is **no change**.
- This is the typical approach across most comparable communities in a downtown setting.
- Benefits of this approach include:
  - Greater flexibility for infill development
  - Better walkability for downtown
  - Lower cost for new housing development
  - Higher tax base
- New development can include parking based on market needs.

**Should we...?**

- Keep the proposed approach
- Remove proposed approach
- Modify the approach

Per Section 550-107(G)(4)\*

# Downtown Residential Parking Standards

Should projects located within the Downtown and Riverfront Residential (DRR) District that exceed a certain number of dwelling units be required to provide a minimum amount of on-site parking?

This would only apply to residential projects outside of the downtown core.

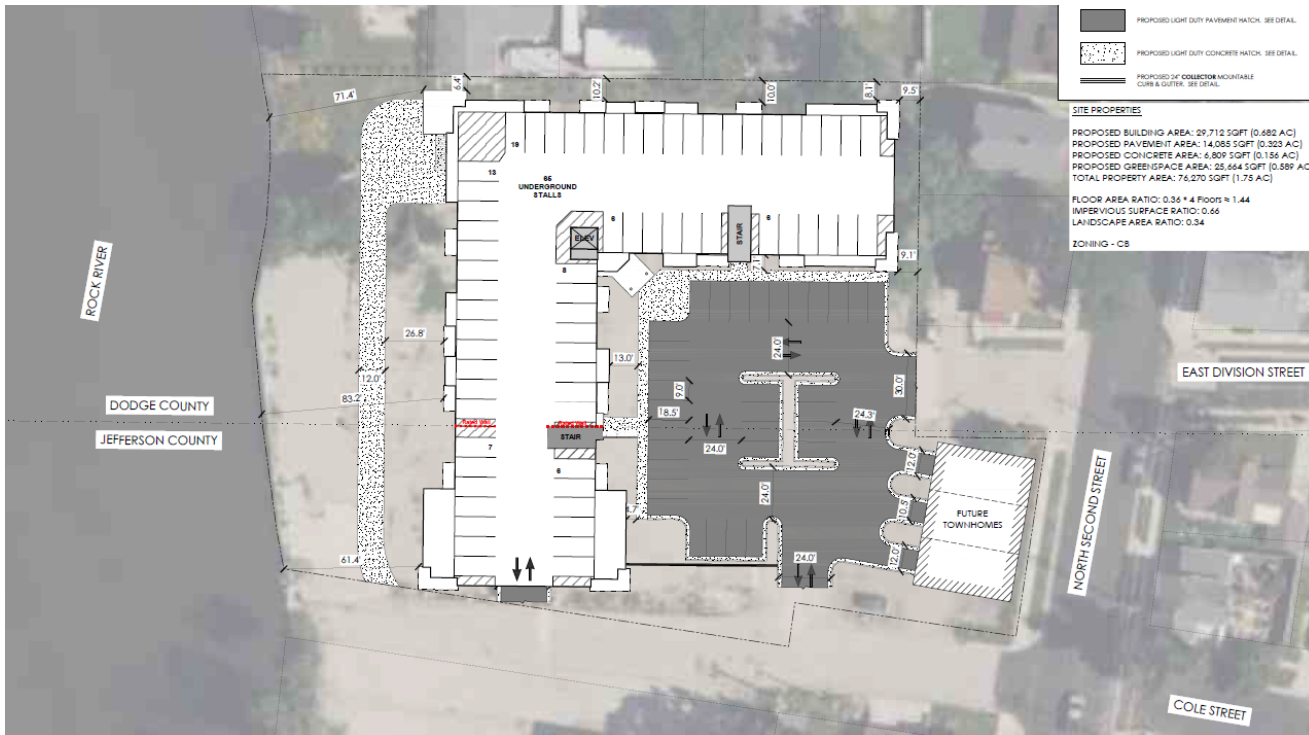
Should we...?

- Keep the proposed approach
- Remove proposed approach
- Modify the approach

# Downtown/Riverfront Parking Example: Oxbow

The Oxbow Apartments are exempt from multifamily parking requirements in the Central Business District; the proposed parking exceeds the new minimum parking requirements.

99 Parking spots are provided  
(65 covered and 32 surface parking)



Existing: 2 per studio, one-bedroom, two-bedroom, 2.5 per three-bedroom+  
 Min: 1 per studio/1-bedroom, 2 per 2+ bedroom  
 Max: none  
 Ignored townhomes as they were removed from the plans

| Dwelling Type | Number of Units by Type | Existing Parking Requirement (if using Residential Standards) | New Parking Requirement (if using Residential standards) |
|---------------|-------------------------|---|--|
| Studio        | 4                       | 8   | 4  |
| 1 Bed         | 32                      | 64  | 32   |
| 2 Bed         | 18                      | 36  | 36   |
| 3 Bed         | 5                       | 13  | 10   |
| <b>Total</b>  | <b>68</b>               | <b>134</b>  | <b>92</b>  |

The DRR District could use a different residential parking approach such as 1 per unit overall regardless of unit type

# Bicycle Parking

Incorporating bicycle infrastructure can provide several community benefits, including:

- Supporting local businesses through increased accessibility
- Improving access for residents, employees, and visitors
- Reducing vehicle trips and overall parking demand
- Encouraging physical activity and promoting public health



# Bicycle Parking – Multi-Family

Choose one of the following:

- Require bicycle parking for multi-family, at least 1 bicycle space per unit and guest
- Require per unit parking, but not guest
- Do not require minimum bicycle parking for multi family



# Bicycle Parking – Commercial & Other Uses

Choose one or both of the following:

- Require 4 spaces flat per commercial, industrial, and institutional uses
- Require more bicycle parking for larger lots (like 1 bicycle space for every 10 parking stalls)



# Discussion

**Based on your review of the Draft Parking Tables, is there anything else you'd like to discuss?**

## **Next Steps**

- Future Plan Commission Working Meetings:
  - Sign Ordinance
  - Zoning Map
  - Part 2