

2002 Airport Road – Rezone from MULTI to General Business (GB)

Background:

Jacob Rosbeck (purchaser) and Thomas Funk (property owner) are looking to rezone the western 15.10-acres of 2002 Airport Road. 2002 Airport Road is a 28.50-acre parcel that is currently zoned “Multi-Use.” Jacob Rosbeck is proposing to rezone the western 15.10-acres of 2002 Airport Road to General Business (GB). Once rezoned, the rezoned portion of 2002 Airport Road will be split via a Certified Survey Map. Jacob Rosbeck is looking to develop a Personal Storage Facility on the 15.10-acre portion of 2002 Airport Road.

Relevant Information:

The following information has been identified by the City of Watertown Zoning & Floodplain Administrator as pertinent to this action:

1. See attached Future Land Use Map
2. 2002 Airport Road is identified in the 2019 City of Watertown Comprehensive Plan as having a future land use of Planned Mixed Use. Planned Mixed Use is allowed to be rezoned to the following:

Figure 7.7 Future Land Use and Existing Zoning Districts Translation

Future Land Use Category	Associated Zoning District
Agriculture	Outside of the City Limits
Single-Family-Exurban	Countryside Residential-10, Exurban Residential-1, Outside of the City Limits
Single-Family-Urban	Single-Family Residential-4
Two-Family	Two-Family Residential-6
Multi-Family	Multi-Family Residential-8, Multi-Family Residential-10, and Senior Residential
Planned Neighborhood	All Residential Districts, Neighborhood Office, and Neighborhood Businesses
Neighborhood Mixed-Use	Neighborhood Office, Neighborhood Business, and all Residential Districts
Planned Mixed-Use	All Office, Commercial, Institutional, and Multi-Family Residential Districts, plus the Planned Industrial and Planned Development Districts
Riverside Mixed-Use	All Office, Commercial, Institutional, and Residential Districts, plus the Planned Development District
Central Mixed-Use	Central Business
Mixed Industrial	Planned Industrial, General Industrial, and Heavy Industrial
Institutional	All Districts
Airport	Planned Industrial
Parks and Recreation	All Districts
Environmental Corridor	All Districts

3. Planned mixed use is defined in the 2019 City of Watertown Comprehensive Plan as follows:

Planned Mixed Use. This future land use category is intended to facilitate a carefully controlled mix of commercial and residential uses on public sewer, public water, and other urban services and infrastructure. Planned Mixed Use areas are intended as vibrant urban places that should function as community gathering spots. This category advises a carefully designed blend of Multi-Family Residential, Office, Business, Industrial, and Institutional land uses. This may include high-quality indoor professional office uses, health care facilities, indoor retail, commercial services, community facilities, controlled

outdoor display, and light industrial uses. Planned Mixed Use areas have been designated in several different areas throughout the City's Future Land Use maps, most along major commercial corridors and near highway interchanges.

In particular, the STH 26 Bypass interchange at STH 19 on the far west side of the City is an example of an area where a desired mix of future uses centers around additional commercial activity, similar to development trends along South Church Street. This area has been prioritized for future commercial development because of its visibility from the STH 26 Bypass, the number of visitors using the interchange to attend the various tournaments and events at Brandt-Quirk Park, and the fact that it is a community entryway with direct access to downtown and the core of the City.

The best option for future zoning of the lands mapped under the Planned Mixed-Use future land use category is often a Planned Development (PD) zoning district. This district allows the desired mix in uses and provides flexibility in layout, in exchange for superior design. The zoning is tied to City approval of a specific plan for the project. Alternatively, a mix of the City's MR-8, MR-10, PB, PI, and PO zoning districts may also be appropriate for areas within this future land use category.

Policies and Programs:

1. Grant development approvals only after submittal; public review; and approval of site, landscaping, building, signage, lighting, stormwater, erosion control, and utility plans.
2. Place parking lots behind buildings and screen from public view all service areas, loading areas, mechanical equipment, and trash receptacle storage areas from less intensive land uses to the greatest degree possible.
3. Develop conceptual plans for Planned Mixed Use areas as a starting point for individual redevelopment plans.
4. Promote shared driveway access and shared parking spaces whenever possible.
5. Design street and driveway access to minimize traffic congestion by limiting the number of and ensuring adequate spacing between access points.
6. Provide clear and safe pedestrian walkways and bicycle routes that are separated from vehicular traffic areas.
7. Require Stormwater Best Management Practices and low impact development strategies to minimize any adverse impacts to the watershed.
8. Generally, adhere to the design guidelines listed below when reviewing proposals for Planned Mixed Use:
 - Promote multi-story buildings, generally with more active uses on first floor and multi-family residential uses above the ground floor.
 - Design buildings and sites oriented toward pedestrians not automobiles.
 - Locate parking on streets, to the rear of buildings, and/or in parking structures.
 - Orient building entrances to street with minimal front setbacks. • Incorporate amenities such as benches, fountains, and canopy shade trees into commercial projects whenever possible.
 - Encourage the use of canopies, awnings, trellises, roof overhangs, recessed entryways, and arcades to add visual interest to building facades.
 - Support the use of multi-planed, pitched roofs to avoid the monotony of larger-scale buildings.
 - Promote the use of high-quality landscaping treatment of bufferyards, street frontages, paved areas, and building foundations, and require parking lots to be heavily landscaped.
 - Require high quality signage that is not excessive in height or total square footage.

4. Set public hearing to October 4, 2022

Options:

These are the following options, but not limited to, for the Plan Commission based on the information received by the City of Watertown Zoning & Floodplain Administrator:

1. Postpone public hearing to a later date
2. Set public hearing date to October 4, 2022