

Proposed Agenda
WATERTOWN CITY PLAN COMMISSION
City Council Chambers
23 Second Street NE

Thursday, September 20th, 2018

4:15 pm
(Immediately following the
Board of Adjustment Meeting)

Call to Order

Roll Call

1. Invitation for Public Comment Participants Submittal
2. Approval of Agenda
3. Approval of Minutes from the September 6th, 2018 meeting
4. Comprehensive Land Use Plan Meeting #3
 - a. Future Land Use (pg. 136-140)
 - b. Redevelopment Plan (pg. 140-163)
5. Open Public Comment
6. New Business
7. Old Business
 - a. Acceptance of revisions to the *draft updated* Comprehensive Land Use Plan discussed in Meeting #2
8. Executive Session
9. Motion to Adjourn

COMMISSION MEMBERS:

Please notify Lori at 882-6202 X 3549 or email: lmarscheider@watertownsd.us
as soon as possible upon receipt of this Agenda if you will **not** be able to attend the meeting.

**OFFICIAL PROCEEDINGS
PLAN COMMISSION
CITY OF WATERTOWN, SD**

September 6th, 2018

Members Present: Dahle, Stein, Kays, Culhane, Hanson, Dargatz-Johnson

Absent: Olson

Also Present: Mayor Sarah Caron, Jill Steiner, Ray Tesch, Brandi Hanten, Mark Meier, Chip Premus, Luke Muller, Colin Paulsen, Heath Von Eye, Ken Bucholz

Invitation for Public Comment Participants Submittal:

No participants.

Approval of Agenda:

Hanten amended the agenda to remove the New Business discussion 7b. Ordinance Amendment Procedure Initiation in Ch. 21.0209 for more staff consideration before being presented to the Plan Commission. Motion to approve the amended agenda was made by Culhane and seconded by Hanson. Motion carried unanimously.

Approval of Minutes from the August 9th, 2018 meeting.

Motion was made by Culhane and seconded by Dargatz-Johnson to approve the minutes. Motion carried unanimously.

Update to Comprehensive Land Use Plan-Meeting #2

Muller continued his presentation of the update to the Comprehensive Land Use Plan. He discussed existing land use throughout the hour. Hanten pointed out to the Plan Commission that utilizing the existing park classification and location maps will be important to review when presented a preliminary plan that includes park dedication requirements. Muller said that 94% of all people live within ½ mile from a park within city limits. It was brought to Muller's attention that there have been recently annexed land that was not included in the comp plan map and that it should be added as well as the dedicated park area. Hanson expressed his frustration between the Park Board and Plan Commission opposing views on accepting park dedication as land or cash in lieu. Mayor Caron informed the Plan Commission that she has joined the Trust for Public Land which is partnering with mayors to make the 10-minute walk the standard for park access and quality in every city across America. Mayor said that she would like to see a statement of purpose to express a partnership between the Plan Commission and Park Board on deciding where and when parks are needed but to strive to accept useable, unobstructed land to provide walkability to parks for neighborhoods. Dahle felt that a ½ mile is misrepresented when the path crosses over a highway or collector route. Hanten asked if all of the parks can be consolidated into one map with their radiuses to use as a tool when observing park dedication requirements in subdivisions. While looking at industrial zoning throughout the community, Kays pointed out the lack of available I-2 heavy industrial district lots. Dargatz-Johnson pointed out that there was no total acres like what was shown for commercial and residential zones. Muller gave an overview of existing redevelopment areas. As we understand what our demographics and lot areas and requirements within various zoning districts, the Plan Commission can evaluate what needs to be updated as far as our ordinances go. We can develop new districts to alleviate unique land use issues. Mayor asked the Plan Commission what their thoughts were as far as referring our central business district as uptown or downtown. City Engineer Heath VonEye explained that he and Hanten had discussed that topic previously and that consistency should be kept and that we should refer to it as downtown as central business districts are referred to by planning and zoning definitions. Kays explained that the term "uptown" came from a marketing ploy. Kays asked how the Chamber, WDC or the Urban Renewal Board brand themselves to keep consistency. The H2O20 charrette revealed the reference to downtown, as well which included community member contributions. Muller explained that the next phase of the presentation discussion includes future land uses. Hanten asked that perhaps breaking up the information for the redevelopment areas to smaller portions so that greater detail in how we want our community to grow and progress can be studied more carefully.

Discussion of R-2A Single Family Attached Residential District Front Yard Setbacks

Dahle explained illustrations he had provided showing the setbacks in relation to R-2A lots compared to R-1 lots. Since R-2A lots are retrofitted to fit the existing structures into the single family attached residential district, Dahle posed the question if we do something different with the front yard setbacks by distinguishing between primary and secondary front yards this will allow for more buildable area for corner lots. Currently the Board of

**OFFICIAL PROCEEDINGS
PLAN COMMISSION
CITY OF WATERTOWN, SD**

September 6th, 2018

Adjustment hears a lot of variance requests in regard to corner lots in the R-2A districts, and Dahle feels this may be a solution to solve a historical issue. Hanten brought up that we usually do not distinguish between primary or secondary front yards as far as setbacks. Hanten proposed changing the front yard to 20' for consistency. Dahle suggested allowing 15' as long as there is no street access (driveway). Kays feels this amendment will encourage redevelopment within the R-2A district. Clear view triangles will also have to be taken into consideration when establishing setbacks. VonEye mentioned that we should include the clear view triangle standard when we look at adopting Engineering Design Standards. Kays asked that staff research corner lots within the R-2A district and examine structure setbacks in relation to the clear view triangle. Dahle wants to allow for people to develop their properties if there is a realistic buildable area where then the Board of Adjustment could have reasoning for granting variances within these neighborhoods.

Open Public Comment

None.

New Business

Hanten brought up the new business discussion about an overlay district expanding over the downtown area in regard to aesthetics and preserving the historic nature of downtown. This would be similar to what the Gateway overlay district is that the city currently has adopted on the commercial development on the east side of town along Willow Creek Drive. Culhane made reference to the previous conditional use the Board of Adjustment heard which involved the aesthetics of a metal building that was approved to be constructed downtown. Whereas Culhane mentioned he appreciated brick, historic buildings, he doesn't want to limit development downtown to unattainable standards either. Kays directed staff to talk to Sioux Falls and ask them what their standards are for Phillips Avenue. Dargatz-Johnson finds tin or metal buildings inappropriate for downtown and would like to see a higher standard in our downtown area. Culhane would like for staff to look at what Aberdeen, Brookings, or Sioux Falls are doing in their downtown areas. Hanten agreed to look into the various mentioned communities with images to review at a later date with the Plan Commission.

Old Business

Hanten reviewed what changes were recommended by the Plan Commission at the previous meeting after Muller's Comp Plan update presentation. Those changes included: reference to our transportation plan should consistently be "Major Street Plan", revise language regarding Joint Jurisdiction District between the city and county to state that the partnership between the two entities will continue within that district, add Sioux Rural Water and Watertown Municipal Utilities judgement agreement, add Sioux Rural Water territory map, find consistency with the DOT Functional Classification Map and the Major Street Plan, add narrower street standard section, reference the City's Engineering Design Standards as a placeholder for when those are adopted, add CRS language to Flood Plain Section in the Comp Plan. Muller said that there was no map of the Sioux Rural Water territory map. Hanten said there is a map but agreed that it may not be necessary to include in the comp plan but reference it and acknowledge where it's available for viewing.

Executive Session

None.

Motion to Adjourn

Motion to adjourn was made by Stein and seconded by Culhane. Motion carried unanimously.

Blake Dahle
Watertown Plan Commission

Signs

Existing signs in this redevelopment area include primarily ground/monument signs except at the intersection of US HWY 81 and 14th Avenue where pole signs are used. This area is devoid of any off-premise advertising. Most land uses north of 10th Avenue NE are restricted either by zoning district or by land use in terms of sign height, area, and type.

Building Materials and Loading Areas

Typically loading areas in this redevelopment area face the rear of the lot. Steel siding is not used on commercial/office uses in this area. All buildings are constructed with residential siting and/or brick or similar material.

FUTURE LAND USE

The future land use section of this plan addresses redevelopment of established areas of the City as new development on the fringe of the City. The review of existing development within the City revealed issues with potential for conflict as infill and redevelopment efforts continue. Expansion of intensive special uses such as healthcare facilities, Lake Area Technical Institute, and the proliferation of commercial storage and contractor shops in addition to development differences within the established portion of the community present opportunity to allow for the continuation and expansion of these potential points of conflict in an orderly manner. Recommendations for developed portions of the city pragmatically approach redevelopment of the areas identified in the existing land use section above.

Land consumption projections provide an estimate of land necessary to support the population growth projected for the City. Whether accommodated through the redevelopment of long established areas of town, infill development, or expansion of city boundaries into previously undeveloped areas the City needs to plan for how much developable area is necessary. While still pragmatic in nature, recommendations for the fringe of the City address future land use with an orderly development pattern based upon compatibility of future development and the ability to efficiently extend infrastructure to serve the future uses. It is not expected that all areas identified for development will develop within the specified period. Instead this plan identifies where certain development may be accommodated and when.

Residential

Factors the City considers when determining an area's residential land use are availability of utilities, the development's impact on the local and regional traffic system, vehicle accessibility, and proximity to and impact upon community facilities such as schools, parks, and open space. Vehicular, bicycle, and transit routes should be accessible, yet residential areas should be protected from heavy traffic. Most residential areas should be within convenient proximity to neighborhood retail centers. Public and other institutional uses such as churches and schools are generally allowed within residential districts. Assisted care residential facilities (elderly care, nursing homes, etc.) will generally be allowed in single-family, multi-family, or planned development land use categories. These will be reviewed on a case-by-case basis, taking into consideration surrounding uses, intensity of development, and traffic impacts.

Single-Family

The single-family land use classification is designated for conventional single-family dwellings. Lot sizes may vary according to the characteristics of each area. Portions of new developments and redevelopment of existing single family neighborhoods may reach densities of up to five (5) units per acre. However housing densities in most of the newer residential subdivisions will generally range from 2.5 to three (3) units per acres.

Multiple-Family

The multiple-family use classification provides areas within the community for medium to high-density neighborhoods (six to forty units per acre). Housing types in the multiple-family use classification would include duplexes, town houses, condominiums and apartments. Duplexes and similar multiple-family units may be placed in most neighborhoods with single-family residences as long as the overall appearance and density of the neighborhood is neither affected nor exceeded. In most cases medium to higher density residential development (apartment, town houses and condominiums) is a compatible use in areas adjacent to major traffic corridors or near major centers of employment or education.

Besides the locational factors pertaining to single-family developments, multiple-family land use developments will need adequate sized lots to provide necessary space for on-site parking which may vary depending upon the request.

Manufactured Housing

Manufactured housing developments should have requirements similar to other single-family neighborhoods. The principle distinction is that the density of the manufactured home development is usually greater than typical single-family neighborhoods. The City will continue to utilize minimum standards for manufactured homes intended to ensure the quality housing stock does not exclude manufactured homes.

Commercial

Retail commercial areas in the City tend to serve either neighborhood or regional retail needs and can be comprised of a variety of uses. The design of retail areas should provide for convenient access, efficient pedestrian and vehicular circulation, and a comfortable pedestrian environment. The design of retail commercial areas must contribute to the aesthetic character of the area.

Commercially developed areas should be compact and well defined so that their impact on adjacent neighborhoods is minimal. Major streets or natural barriers should be used as district boundaries to discourage encroachment of commercial uses into residential neighborhoods. Multiple-family housing or office uses are the most appropriate transition between commercial areas and single-family areas.

It is anticipated that additional neighborhood and community commercial centers will be integrated into residential growth areas as development in those areas occurs. Future siting of

these commercial developments should be based on access to major streets generally at one-mile intervals, and corresponding to the boundaries of two or more residential neighborhoods.

Prior to construction, each commercial development project should be subject to a specific site design, review and approval process. This should ensure that the development would have an attractive and uniform architectural design. The arrangement of the on-site buildings should provide for efficient and viable long-term usage. Further, disruption to on-site circulation or adjacent land use should be discouraged by appropriately locating and designing the development's service areas.

Vehicular access to these highway commercial areas should be sufficiently set back from intersecting streets with appropriate sight distance maintained at all entry points. Also, in order to enhance vehicular traffic flow on adjacent streets, strict controls affecting the number and location of accesses to the highway commercial areas should be established.

Mixed-Use

Mixed-use areas will provide space for retail uses in addition to office parks and industrial development, public and quasi-public uses, and some multiple-family uses in appropriate locations. These areas provide for the location of employment centers at sites which are convenient to residential development and accessible from existing or proposed transportation facilities. They should discourage strip development and encourage more compact and higher quality development.

Industrial

A well conceived land use policy should consider the development of land use areas designated for various types of industrial usage. Today's industries need areas which will afford opportunities for expansion and the provision of quality municipal services.

When designating sites for industrial usage, the future land use plan needs to consider the various types of industrial activities that may be involved. The plan will provide areas within and adjacent to the City for the development of planned industrial parks as well as smaller sites for limited industrial uses.

When selecting these areas, the Planning Commission considered the following:

- Compatible adjacent land use;
- Traffic issues such as the proximity to arterial transportation routes and/or railroad access, and the site's probability of conflicting with residential or commercial traffic;
- The economic feasibility in providing services to these areas; and
- The type of industry and room for expansion.

Public/Quasi-Public/Institutional

Public and quasi-public areas are intended to contain uses related to general community services, such as parks, fire stations, elementary/secondary and post secondary schools, community centers, hospitals, municipal centers, police stations, water and sewage treatment facilities, and municipal maintenance yards. Various factors outside of demographics of the City of Watertown influence needs for these uses since Watertown serves as a civic and healthcare hub for the region. Currently expansions are being planned for post-secondary education facilities, the public school system, court services, and the detention center. It is also expected that the need for a third fire station may arise during the planning period if development continues in the northeast part of the community. As the number of residents reaching retirement age increases, it is expected that the need for institutional living or a combination of multiple family and institutional living will also increase. Future public and quasi-public uses such as schools, churches, and parks and recreational facilities, although not shown specifically on the future land use maps, are generally allowed in residential areas subject to City review and approval.

Open Space

Open space is a desired amenity of the urban environment. Circumstances and conditions under which open space areas should be set aside relate largely to a community's commitment for improving the visual appearance of the City.

- At a minimum, wetlands, floodway and land areas with twenty (20) percent grade or greater should be protected from extensive urban development;
- Areas within and around the community that have a scenic value that enhances the quality of life should be identified and protected whenever possible;
- Roadway and utility improvements, as well as buildings and signage should be controlled so that they are sensitive to adjacent scenic areas.
- With appropriate planning, and coordination of adjacent development projects, a system of interconnected belts of permanent open space (greenway) can be created to provide a pleasant contrast the urban scene.
- Promote orderly growth of the community by establishing a restricted use zoning district for lands not yet adequately served for future development, rather than utilizing an agricultural zoning designation.

Agricultural

Land areas not expected to be developed within the planning period have been designated as agricultural in the future land use plan. No attempt has been made to project which, if any, of these areas should be permanently maintained for agricultural purposes. Contrary to a rural development plan, an "agricultural" designation does not imply the intention is for the property to

remain agricultural indefinitely; rather that urban development is not yet appropriate for that designated area.

- Protect uses which require open space and/or are of an agricultural nature by establishing a restricted use zoning district for lands not yet adequately served for future development, rather than utilizing an agricultural zoning designation.

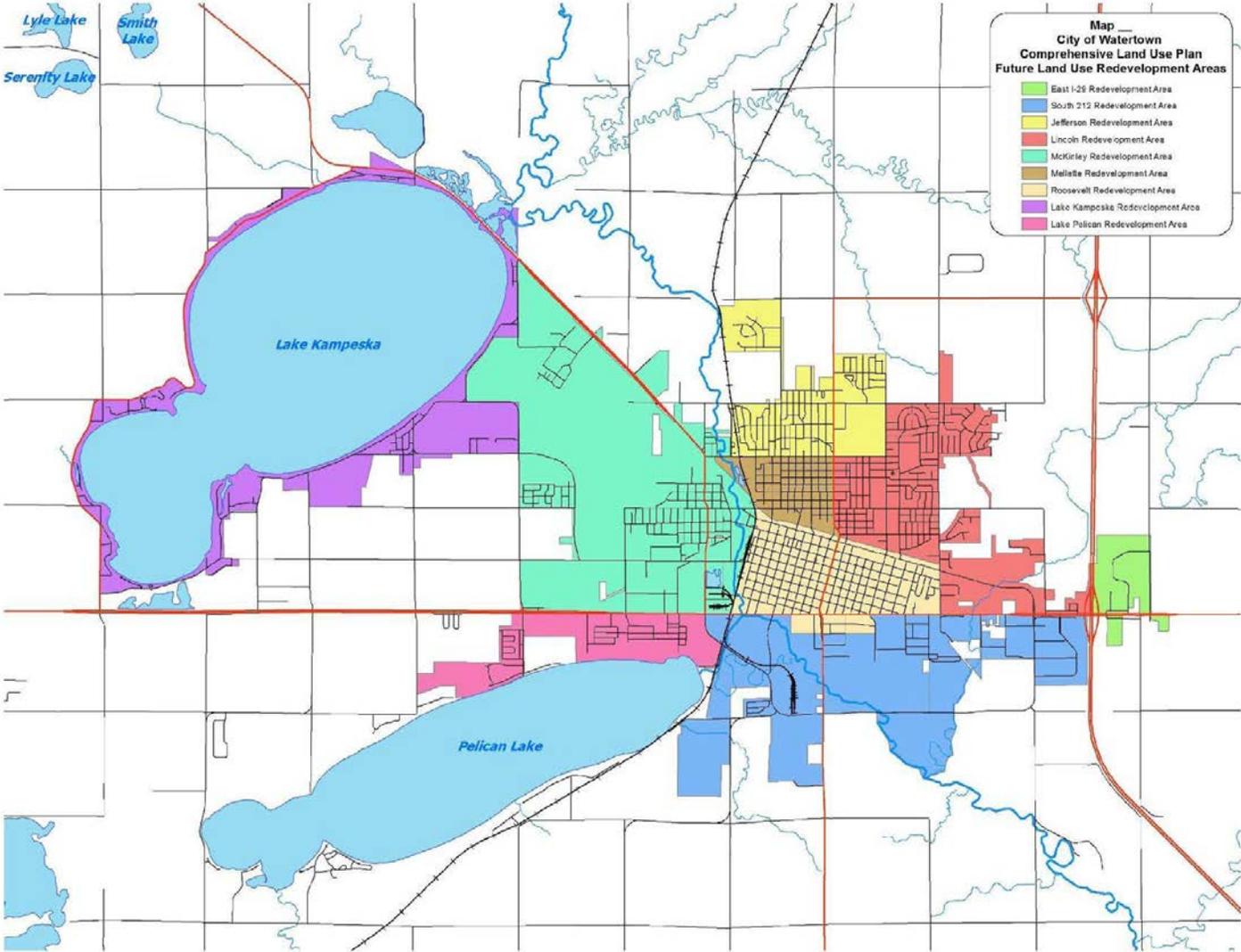
Table 29 contains land use location and design criteria for the above land use types. These criteria are the basis for growth and land use regulation for the City of Watertown.

REDEVELOPMENT PLAN

Redevelopment efforts that improve upon the existing land uses in the older, established areas of the City are encouraged. These efforts may come in the form of rehabilitating existing structures through modernization or from the demolition, removal and replacement of obsolete structures. It should be stressed that all redevelopment efforts within established areas of the community must comply with existing adjacent land uses and/or recommendations of the Planning Commission.

Previous sections address current land uses and development considerations within these redevelopment areas or for certain types of land uses. This section addresses recommendations to provide guidance for decisions in the redevelopment of the existing urban area of the City and for the infill of incorporated areas not yet developed. The recommendations are based upon anticipated redevelopment needs of the City as well as past policy in implementing rules in place. The Redevelopment Plan contains recommendations intended to account for various land development issues by splitting the City into nine (9) geographic areas (see Map 56). Those areas include the five (5) elementary school districts, the Lake Kampeska Redevelopment Area, the Lake Pelican Redevelopment area, the South US HWY 212 Redevelopment Area, and the East Interstate 29 Redevelopment Area. Recommendations for commercial redevelopment areas identified in the existing land use section are found within the redevelopment area containing the majority of the commercial area. The following are planning issues and development considerations common to all of the growth areas:

Map 55 – Future Land Use Redevelopment Areas Orientation Map



Planning Issues and Development Considerations Common to All Redevelopment Areas

- Regulatory tools should be developed to allow for the continuation of land uses and densities not supported by current regulations but are consistent with sound planning practices and the overall development of the community.
- Existing undeveloped but subdivided areas require infrastructure improvements prior to re-plat or issuance of building permit. If deemed appropriate by the City, developers may provide assurance that extension of streets, water, sanitary sewer, storm sewer, etc shall be extended under specified circumstances to occur in the future.
- On a case by case basis the City shall determine whether street system may be improved by expanding service capacity of existing streets, decreasing size of streets where right-of-way is deemed excessive, or elimination of streets or alleys where such streets or alleys are no longer considered necessary for the transportation system of the city while making accommodations to retain easements or rights-of-way for services.
- Encourage infill of vacant subdivision lots and the development of lots of record before allowing development of agricultural land.
- Secure through acquisition and/or dedication proper right-of-way for extension and reconstruction of major street construction along collector and arterial streets in the planning of street projects and redevelopment projects.
- Incorporate pedestrian/sidewalk trail design in reconstruction/street projects.
- Implement recommendations of Master Trail and Master Sidewalk plans in the development of new pedestrian sidewalk/trails.
- Redevelopment which cannot meet flood design standards in the flood plain is not allowed.
- A specific “Civic Use” zoning district should be created to accommodate public or civic uses may include multiple accessory uses that may not be otherwise compatible in its existing zoning districts.
- A specific “Campus” zoning district should be created to allow for multiple mixed uses provided a plan has been approved indicating possible uses upon the property, building materials, minimum setbacks between structures on the property and from property lines in addition to other specific information deemed necessary.
- A specific “Office” zoning district should be created to allow for limited commercial uses such as clinical and other professional services, as well as mixed use structures which may allow for residential units within the same structure as the listed commercial uses.
- Adoption of standard policy for conversion of private streets and utilities to public streets and utilities including but not limited to upgrading of infrastructure to meet city standards, dedication of right-of-way/easements, compliance with boulevard requirements [where applicable], and financial responsibility of all requirements.

- Aesthetic and access controls should be placed on developments along major arterials and collector routes. This can be accomplished by limiting access points and promoting aesthetics by implementing landscaping, buffering, outside storage screening, and sign measures, and other design standards through appropriate site-design and review.

Lake Kampeska Redevelopment Area

The Lake Kampeska Redevelopment Area is primarily limited to land within city limits on either side of North and South Lake Drive(s). This redevelopment area also includes any other land located west of 31st Street west and north of US HWY 212.

Development Considerations for the entire Lake Kampeska Redevelopment Area

- In order to accommodate a existing nonconforming or irregularly shaped lots as well as unique drainage, storage, parking, accessory uses, and principal uses, it is recommended that an additional residential zoning district should be created for much of the currently R-1 Single Family Residential District adjacent to South/North Lake Drive as well as property between those streets and Lake Kampeska. In addition to other standards, specifically it is expected the special zoning district will be created to address:
 - Land uses which may differ from other residential zoning districts
 - Appropriate building materials
 - Parking and outdoor storage
 - Variability in setbacks based upon:
 - Lot coverage
 - floor area ratio
 - Lake-side vs road-side
- Encourage coordinated community activities and amenities at existing golf courses and parks within this redevelopment area should be assigned a zoning designation which would accommodate the commercial activities associated with the existing land use. These uses may be allowed under a newly created zoning district for public or civic uses.
- New residential, commercial or industrial development should be discouraged west of 449th Avenue and Pompeska Drive until upgrades have been made to the sanitary sewer, water, and electrical system to support such uses.
- New residential or commercial development may only be allowed east of 449th Avenue and Pompeska Drive upon determination that such development can be accommodated without upgrading sanitary sewer, water, and electrical services to areas outside of the area to be developed.

McKinley Redevelopment Area

The primary boundaries of the McKinley Redevelopment Area are located at the Burlington Northern Railroad (on its east), US HWY 212 on its south, and 31st Street West (on its west). The McKinley Redevelopment Area includes all of Watertown Airport, in addition to the “SD HWY 20 Redevelopment Area” and the “West 212 Redevelopment Area.” Also four (4) of the City’s thirteen (13) industrial areas are located in this redevelopment area. Over eighty percent (80%) of the industrial areas in this redevelopment area are already developed. Over half of the undeveloped land includes the former north sale barn and surrounding area.

Development Considerations for the entire McKinley Redevelopment Area

- Encourage coordinated community activities and amenities at specific use parks within this redevelopment area such as: Codington County Extension and Expo/Koch Complex, Foundation Fields, Watertown Stadium, Bramble Park Zoo, Derby Downs, in addition to other parks and public/quasi-public facilities should be assigned a zoning designation which would accommodate the commercial activities associated with the existing land use. These uses may be allowed under a newly created zoning district for public or civic uses.
- Protect Watertown Regional Airport from encroaching land uses by the creation and adoption of runway protection overlay districts to prohibit incompatible structures and uses, and coordinate land uses development within approach zones with airport management.
- Provide opportunity through performance standards or by creating an overlay zoning district to allow decreased lot area, width or setback requirements in clusters of lots established before current zoning requirements. Though other areas may qualify, in this redevelopment area the decreased requirement could be confined to the areas east of 13th Street NW and north of 1st Avenue SW in addition to the area between 3rd Avenue NW and Kemp Avenue.
- Protect existing industrial uses from encroachment of incompatible uses.
- Encourage and enhance perimeter landscaping and screening where industrial uses border residential zoning districts and/or arterial or collector streets.

Development Considerations for the “SD HWY 20” Redevelopment Area

The following policies are recommended policies for redeveloping properties in the area identified as the SD HWY 20 redevelopment area. These policies should be considered when planning new projects within this area as well as redevelopment projects. Zoning ordinance amendments and Board of Adjustment actions should consider the following recommendations, if applicable to requests in this area.

Boulevard space:

- Access to SD HWY 20 shall be regulated in accordance with the requirements of SDDOT.
- Accesses for other streets shall be reviewed on a case by case bases and limited in accordance with the adopted/accepted policies regarding access for the City of Watertown.
- Minimum boulevard landscaping requirements shall be met. This includes established minimums for trees and other landscaping requirements.
- The required location for sidewalks adjacent to streets and meeting ADA requirements, is in the landscaped boulevard space.
- Sufficient right-of-way should be reserved for future trail expansion/connection in this area.

Parking Areas:

- On street parking on arterials and collectors is prohibited.
- On street parking on other streets should be discouraged, and prohibited at intersections, and on certain streets.
- Minimum off-street parking requirements should be established for applicable uses and met.
- Properties not meeting minimum landscaping requirements for parking lots should meet minimum landscaping requirements as redevelopment occurs. This includes established minimums for trees and other landscaping requirements.
- All areas used for parking, display, and loading shall be surfaced with concrete or asphalt.

Signs:

- Temporary or portable signs should be allowed only if attached to the primary structure and the duration of use is limited.
- A wide variety of sign types (pole, monument, wall, electronic message center, etc) are encouraged provided established area and spacing requirements are met.

Buildings/Structures:

- Loading doors facing SD HWY 20 shall be appropriately screened and may be required to be setback farther than established minimum setbacks for primary structures.
- Brick, stucco, or other similar materials used for residential siding are the recommended building siding materials for exterior facing a street (facing a “front yard”).
- Vertical steel siding may be allowed on walls facing a street (facing a “front yard”) if used in combination with brick, stucco, or other similar materials used for residential siding.

General Considerations:

- Multiple frontage or reverse frontage roads are encouraged to limit direct access to arterial and collector streets in this area.
- Areas contained within the “Ag Production North” SD HWY 20 Redevelopment Area may experience a change in use from industrial and agriculturally oriented commercial uses to retail and high density residential land use. Commercial and high density residential zoning designations are encouraged for this portion of the redevelopment area.
- Areas contained within the “Commercial Strip” SD HWY 20 Redevelopment Area are largely developed with some opportunity for infill development or redevelopment of existing residential uses into commercial uses. A commercial designation supportive of retail and rental of farm and industrial equipment or services as well as highway oriented retail should be retained for this area.
- Areas contained within the “Ag Production South” SD HWY 20 Redevelopment Area are expected to remain in a mix of heavy industrial and commercial uses. While a mix of industrial and commercial designations should be applied to this area, industrial uses may be required to incorporate perimeter landscaping and to pave or vegetate open areas.

Jefferson Redevelopment Area

The Jefferson Redevelopment Area includes all property in the City north of 10th Avenue North which is east of 7th Street NW and west of 11th Street NE. This redevelopment area includes more of the “North 81” Redevelopment Area than any other redevelopment area.

Development Considerations for the entire Jefferson Redevelopment Area

- Encourage coordinated community activities and amenities at specific use parks within this redevelopment area such as: Highland Park, the newly constructed Prairie Lakes Recreational Center, and the recently constructed Middle School (at the intersection of 14th Avenue NE and 11th Street NE), in addition to other parks and public/quasi-public facilities should be assigned a zoning designation which would accommodate the commercial activities associated with the existing land use. These uses may be allowed under a newly created zoning district for public or civic uses.
- Encourage the retention and expansion of private education opportunities by allowing a mix of uses on campus of Great Plains Lutheran and other private schools provided certain building, screening, and other standards are met. These uses may be better managed in a newly created form of a planned development zoning district for uses which require large areas to provide all customary services for the use.
- Reserve areas for future expansion or location of public parks and schools in the redevelopment area.

- Provide opportunity through performance standards or by creating an overlay zoning district to allow decreased lot area, width or setback requirements in clusters of lots established before current zoning requirements. Though other areas may qualify, in this redevelopment area the decreased requirement could be confined to areas south of 14th Avenue North, between Karen Street and Maple Street.

Development Considerations for the “North 81” Redevelopment Area

The following policies are recommended policies for redeveloping properties in the area identified as the North 81 redevelopment area. These policies should be considered when planning new projects within this area as well as redevelopment projects. Zoning ordinance amendments and Board of Adjustment actions should consider the following recommendations, if applicable to requests in this area.

Boulevard space:

- Access to US HWY 81 shall be regulated in accordance with the requirements of SDDOT.
- Accesses for other streets shall be reviewed on a case by case bases and limited in accordance with the adopted/accepted policies regarding access for the City of Watertown.
- Minimum boulevard landscaping requirements shall be met or exceeded. This includes established minimums for trees and other landscaping requirements.
- The required location for sidewalks adjacent to streets and meeting ADA requirements, is in the landscaped boulevard space.
- Sufficient right-of-way should be reserved for future trail expansion/connection in this area.

Parking Areas:

- On street parking on arterials and collectors is prohibited.
- On street parking on other streets should be discouraged, and prohibited at intersections, and on certain streets.
- Minimum off-street parking requirements should be established for applicable uses and met.
- All areas used for parking, display, and loading shall be surfaced with concrete or asphalt.

Signs:

- Temporary or portable signs should be allowed only if attached to the primary structure and the duration of use is limited.
- Monument signs are preferred in this development area, however pole and wall signs may be allowed.

- Limitations on height and illumination of signs may be implemented in areas adjacent to residentially used property.

Buildings/Structures:

- Loading doors are required to face the rear of the property and may be required to be screened.
- Brick, stucco, or other similar materials used for residential siding are the required building siding materials.

General Considerations:

- Creation and implementation of an “Office” Zoning District to be modeled after existing regulations for “Specific Use Office Buildings” should be applied to the commercial redevelopment in the residential areas and allowed to expand where determined necessary.

Mellette Redevelopment Area

The primary boundaries of the Mellette Redevelopment Area are the Big Sioux River (west); 10th Avenue North (north); 1st Avenue North (south); US HWY 81 (east). This redevelopment area includes the city’s initial railroad industrial area. Three-fourths of this development area is already developed, however could see redevelopment over the planning period for industrial uses or a mix of other high density uses.

Development Considerations for the entire Mellette Redevelopment Area

- Allow for growth of the healthcare campus at Prairie Lakes Hospital by allowing a mix of uses on its campus provided certain building, screening, and other standards are met. These uses may be better managed in a newly created form of a planned development zoning district for uses which require large areas to provide all customary services for the use.
- Create a method of tracking, reviewing, and performing safety inspections on single family residences converted to multiple family structures as a “by-right” use subject to certain safety and parking requirements.
- Provide opportunity through performance standards or by creating an overlay zoning district to allow decreased lot area, width or setback requirements throughout the entire development area.
- Reserve areas for public parking near clusters of multiple family units in areas originally designed for single family residences.

- Allow the continuation of certain industrial uses subject to certain performance standards but to allow setback requirements which take into account the irregular size and shape of lots in this area through specific standards or by creating a separate zoning district to allow decreased lot area, width or setback requirements throughout the entire development area.
- Identify sites that are currently or may be classified in the future as brownfields, and discourage incompatible development over them.

Lincoln Redevelopment Area

The Lincoln Redevelopment Area extends to the eastern edge of city limits and/or Interstate 29 from its western boundary on 19th Street SE (from US HWY 212 – the southernmost boundary) to 1st Avenue NE, then west to US HWY 81 where the boundary travels north and then back east at 10th Avenue NE to 11th Street NE which is the western boundary at the north end of this redevelopment area. The Willow Creek Redevelopment Area is located within this area. In addition, the Stromseth Industrial Park is located in this redevelopment area as well. As referenced on page 77 of the plan, three-fourths of this development area remains to be developed, however improvements need to be made to streets, water, and sewer facilities to develop this area.

Development Considerations for the entire Lincoln Redevelopment Area

- Allow for growth of the Mount Marty and Lake Area Technical Institute campus by allowing a mix of uses provided certain building, screening, and other standards are met. These uses may be better managed in a newly created form of a planned development zoning district for uses which require large areas to provide all customary services for the use.
- Provide opportunity through performance standards or by creating an overlay zoning district to allow decreased lot area, width or setback requirements primarily in the area west of 7th Street NE, but also in other areas where high densities of single family residential development existed prior to current zoning regulations.
- Identify the density of industrial development which may be allowed in Stromseth Industrial Park before water, sewer, and 31st Street are improved to serve the area.
- A mix of land uses compatible with those uses south of Willow Creek should be encouraged adjacent to and north of Willow Creek.
- Planned Residential development west of Stromseth Industrial Park protected from encroachment of industrial uses by means of screening, landscaping and transition of land uses from east to west to uses more compatible with single family residential development.

Development Considerations for the entire Willow Creek Redevelopment Area

The following policies are recommended policies for redeveloping properties in the area identified as the Willow Creek redevelopment area. These policies should be considered when planning new projects within this area as well as redevelopment projects. Zoning ordinance amendments and Board of Adjustment actions should consider the following recommendations, if applicable to requests in this area.

Boulevard space:

- Access to US HWY 212 shall be regulated in accordance with the requirements of SDDOT.
- Access to Willow Creek Drive shall be limited to a minimum spacing of 400'.
- Accesses for other streets shall be reviewed on a case by case bases and limited in accordance with the adopted/accepted policies regarding access for the City of Watertown.
- Except for Willow Creek Drive, access to collector and local streets is limited to 2 driveways per standard block.
- Minimum boulevard landscaping requirements shall be met, and may be required to be exceeded in certain areas as property develops or redevelops. This includes established minimums for trees and other landscaping requirements.
- The required location for sidewalks adjacent to streets and meeting ADA requirements, is in the landscaped boulevard space.
- In dense commercially developed areas, sidewalks are recommended to be constructed to a width greater than the minimum ADA requirements.
- Sufficient right-of-way should be reserved for future trail expansion/connection in this area.

Parking Areas:

- On street parking on arterials and collectors is prohibited.
- On street parking on other streets should be discouraged, and prohibited at intersections, and on certain streets.
- Minimum off-street parking requirements should be established for applicable uses and met.
- Properties not meeting minimum landscaping requirements for parking lots should meet minimum landscaping requirements as redevelopment occurs. This includes established minimums for trees and other landscaping requirements.
- The area north of US HWY 212 and visible from Willow Creek Drive will be subject to additional landscape requirements to allow for additional planting of trees and maintenance of landscaped area.
- Exact location of internal landscaped area and transitional yards may be moved on a subject provided such landscaped area is provided in another location in conjunction with the same building project.
- All areas used for parking, display, and loading shall be surfaced with concrete or asphalt.

Signs:

- Temporary or portable signs should be allowed only if attached to the primary structure and the duration of use is limited.
- Signs located north of US HWY 212, between 19th Street and 31st Street East shall consist of monument or wall signs.

- Signs located south of US HWY 212 or north of US HWY 212 and east of 31st Street East should consist of wall and monument signs. Other sign types may be allowed as well.
- The placement of new off-premise signs and replacement of existing off-premise signs should be limited to property adjacent to Interstate 29.

Buildings/Structures:

- Loading doors shall not face US HWY 212, Willow Creek Drive, or 29th Street SE.
- Front yard setbacks may be decreased if the area between the right-of-way and structure are dedicated to landscaped area, not used for parking or driveways provided minimum parking requirements can be met.

Property West of 31st Street SE and 29th Street SE

- At a minimum siding visible from US HWY 212 or Willow Creek Drive shall consist of brick, stucco, or other similar materials used for residential siding.
- In certain cases, additional portions of commercial buildings may be required to be sided with brick, stucco, or other similar materials used for residential siding; unless appropriately screened from neighboring property.

Property East of 31st Street SE and 29th Street SE

- Vertical steel siding may be allowed on walls facing a street (facing a “front yard”) if used in combination with brick, stucco, or other similar materials used for residential siding.

General Considerations:

- Frontage or reverse frontage roads are encouraged to limit direct access to arterial and collector streets in this area. Intersections of these frontage roads with arterial or collector streets shall be separated a minimum of 350 feet from any other intersection with the specific arterial or collector street.
- Areas contained within the Willow Creek/East Watertown Redevelopment Area should be assigned zoning designations which allow for commercial/retail, office and some medium/high density residential or mixed commercial/industrial uses.
- Future plans for development adjacent to 31st Street SE shall be required to account for future potential closure of the intersection of 31st Street SE and US HWY 212.
- Landscaping plans for properties or strips of property adjacent to certain streets should be coordinated to limit occurrence of “checker-board” landscaped and otherwise improved properties in high density commercial areas.

East Interstate 29 Redevelopment Area

The East Interstate 29 Redevelopment Area does not include any residential area but includes all area in City Limits situated east of Interstate 29. Pheasant Ridge Industrial Park is located in this redevelopment area. At forty-nine (49) percent developed, approximately ninety-one (91) acres of industrial land is still available and will develop during the effective life of this plan. Though not included in any specific “commercial” redevelopment areas, this area does include several “first generation” commercial land uses which have not changed in use since the initial

construction, including a motel, truck stop, implement dealership, auto auction, fireworks manufacture and sales, and other automobile and implement services.

Development Considerations for the entire East Interstate 29 Redevelopment Area

- Access to US HWY 212 shall be regulated in accordance with the requirements of SDDOT.
- Direct access to lots is encouraged to be provided via service roads or other internal streets.
- Accesses for other streets shall be reviewed on a case by case bases and limited in accordance with the adopted/accepted policies regarding access for the City of Watertown.
- A wide variety of sign types (pole, monument, wall, electronic message center, etc) are encouraged provided established area and spacing requirements are met.
- Loading doors facing SD HWY 20 shall be appropriately screened and may be required to be setback farther than established minimum setbacks for primary structures.
- Brick, stucco, or other similar materials used for residential siding are the recommended building siding materials for exterior facing a street (facing a “front yard”).
- Vertical steel siding may be allowed on walls facing a street (facing a “front yard”) if used in combination with brick, stucco, or other similar materials used for residential siding.
- Uses requiring large overnight or long term storage of implements or trucks shall pave primary parking areas and areas of general traffic circulation. A combination of other materials may be used for parking and driving surfaces provided those appropriate stormwater runoff controls are in place and they are situated farther than the front of the primary structure from any street access.

South 212 Redevelopment Area

The South 212 Redevelopment area includes four (4) identified industrial areas and the Magic Mile Commercial Redevelopment Area. The primary boundaries of the South 212 Redevelopment Area are located south of US HWY 212 and between 10th Street SW/Big Sioux River and Interstate 29. Approximately eighty-six (86) percent of the seven hundred eighty-eight (788) acres in the three industrial areas is already developed. It should be noted that a higher density of development could be supported in several already developed areas, however. Some medium density single family development and multiple family development as well as public uses such as a soccer complex and soon-to-be-completed softball complex and ice arena are also located in this redevelopment area.

Development Considerations for the entire South 212 Redevelopment Area

- Development of outdoor and indoor recreation facilities should incorporate the plan for playground and other park facilities to serve residents and visitors south of US HWY 212.

- Appropriate areas should be reserved for the connection of public facilities to the existing and future trail system.
- Identify areas where a mix of commercial and industrial uses may be supported by establishing building standards and listing compatible uses.
- Protect existing industrial uses from encroachment of incompatible uses.
- Encourage and enhance perimeter landscaping and screening where industrial uses border residential zoning districts and/or arterial or collector streets.

Development Considerations for the “Magic Mile” Redevelopment Area

The following policies are recommended policies for redeveloping properties in the area identified as the Magic Mile redevelopment area. These policies should be considered when planning new projects within this area as well as redevelopment projects. Zoning ordinance amendments and Board of Adjustment actions should consider the following recommendations, if applicable to requests in this area.

Boulevard space:

- Access to US HWY 212 shall be regulated in accordance with the requirements of SDDOT.
- Accesses shall be reviewed on a case by case bases and limited in accordance with the adopted/accepted policies regarding access for the City of Watertown.
- Access to collector and local streets is limited to 2 driveways per standard block.
- Properties without boulevard landscaping should meet minimum boulevard landscaping requirements as property redevelops. This includes established minimums for trees and other landscaping requirements.
- Curbside sidewalks may be placed adjacent to US HWY 212 but are required to be wider than four feet.
- The required location for sidewalks adjacent to other streets and meeting ADA requirements, is in the landscaped boulevard space.

Parking Areas:

- On street parking on US HWY 212 is prohibited.
- On street parking on other streets should be discouraged, and prohibited at intersections and on certain streets.
- Minimum off-street parking requirements should be established for applicable uses and met.
 - As incentive to meet or exceed other landscaping requirements, decreasing the total required number of parking spaces may be considered.
- Properties not meeting minimum landscaping requirements for parking lots should meet minimum landscaping requirements as redevelopment occurs. This includes established minimums for trees and other landscaping requirements.

- Grass/landscape is expected next to building but not in boulevard area.
- Trees are not required within the boulevard area adjacent to arterial streets.
- All areas used for parking, display, and loading shall be surfaced with concrete or asphalt.

Signs:

- Temporary or portable signs should be allowed only if attached to the primary structure and the duration of use is limited.
- A wide variety of sign types (pole, monument, wall, electronic message center, etc) are encouraged provided established area and spacing requirements are met.

Buildings/Structures:

- Siding visible from US HWY 212 or US HWY 81/5th Street SE shall consist of brick, stucco, or other similar materials used for residential siding.
- Horizontal steel siding may be allowed on siding facing US HWY 212 or US HWY 81/5th Street SE if used in conjunction with other materials such as brick or stucco on the side facing US HWY 212.
- Vertical steel siding is not allowed on any wall visible from US HWY 212 or US HWY 81/5th Street SE.
- Loading doors should not face US HWY 212 or US HWY 81/5th Street SE.
- Front yard setbacks may be decreased if the area between the right-of-way and structure are dedicated to landscaped area, not used for parking or driveways provided minimum parking requirements can be met.

General Considerations:

- Areas contained within the Magic Mile Redevelopment Area should be assigned zoning designations which allow for commercial/retail uses. Certain industrial uses, including commercial storage and warehouses may be considered if aesthetic and operational criteria can be met, but generally discouraged.
- It is recommended that the City review location of existing intersection of streets with US HWY 212 to determine whether certain streets may be vacated to limit the number of access locations on US HWY 212.
- It is recommended to decrease minimum lot area requirements for certain developed portions of this area to better suit existing/future development.
- It is recommended that a policy be adopted requiring a minimum percentage of the value of improvements to a property (above a specified amount) be dedicated to siding, landscaping, parking, sidewalk installation or other improvements to a property which does not meet the requirements of the Zoning Ordinance or the recommendations contained herein.
- It is recommended to explore funding sources or the creation of special improvement/urban renewal districts to assist in paying for façade updates, landscaping improvements, and other beautification projects to meet recommendations for this area.

- It is recommended that more detailed redevelopment plans and projects be considered for certain portions of this area with particular reference to areas near signalized intersections.
- It is recommended that certain conditions under which mixed residential/commercial uses may be allowed should be considered for portions of this area in conjunction with certain redevelopment projects.

Lake Pelican Redevelopment Area

The Lake Pelican Redevelopment primarily includes all areas south of US HWY 212 and west of the Big Sioux River. Several manufactured home parks are located in this redevelopment area. Also, single family and two-family development near the north shore of Lake Pelican is planned and has started to develop. Infill development of the existing manufactured home parks and full development of “KAK’s Addition” along the north shore of Lake Pelican is expected to continue throughout the planning period. Finally, the West 212 [Commercial] Redevelopment Area is described in this redevelopment area.

Development Considerations for the entire Lake Pelican Redevelopment Area

- Promote the development of sidewalk and trail connection to access parks and public areas located in this redevelopment area.
- Encourage storm shelter space to provide safe shelter for residents of manufactured home parks and recreational users of Lake Pelican.

Development Considerations for the “West 212” Redevelopment Area

The following policies are recommended policies for redeveloping properties in the area identified as the Magic Mile redevelopment area. These policies should be considered when planning new projects within this area as well as redevelopment projects. Zoning ordinance amendments and Board of Adjustment actions should consider the following recommendations, if applicable to requests in this area.

Boulevard space:

- Access to US HWY 212 shall be regulated in accordance with the requirements of SDDOT.
- Accesses for other streets shall be reviewed on a case by case bases and limited in accordance with the adopted/accepted policies regarding access for the City of Watertown.
- Minimum boulevard landscaping requirements shall be met. This includes established minimums for trees and other landscaping requirements.
- The required location for sidewalks adjacent to streets and meeting ADA requirements, is in the landscaped boulevard space.
- Sufficient right-of-way should be reserved for future trail expansion/connection adjacent to 21st Street SW.

Parking Areas:

- On street parking on arterials and collectors is prohibited.
- On street parking on other streets should be discouraged, and prohibited at intersections, and on certain streets.
- Minimum off-street parking requirements should be established for applicable uses and met.
- Properties not meeting minimum landscaping requirements for parking lots should meet minimum landscaping requirements as redevelopment occurs. This includes established minimums for trees and other landscaping requirements.
- All areas used for parking, display, and loading shall be surfaced with concrete or asphalt.

Signs:

- Temporary or portable signs should be allowed only if attached to the primary structure and the duration of use is limited.
- A wide variety of sign types (pole, monument, wall, electronic message center, etc) are encouraged provided established area and spacing requirements are met.

Buildings/Structures:

- Loading doors facing US HWY 212 shall be appropriately screened and may be required to be setback farther than established minimum setbacks for primary structures.
- Brick, stucco, or other similar materials used for residential siding are the recommended building siding materials for exterior facing a street (facing a “front yard”).
- Vertical steel siding may be allowed on walls facing a street (facing a “front yard”) if used in combination with brick, stucco, or other similar materials used for residential siding.

General Considerations:

- Frontage or reverse frontage roads are encouraged to limit direct access to arterial and collector streets in this area.
- Areas contained within the West 212 Redevelopment Area should be assigned zoning designations which allow for commercial/retail and light industrial uses. Commercial storage and warehouses may be considered if aesthetic and operational criteria can be met.
- It is recommended that a policy be adopted requiring a minimum percentage of the value of improvements to a property (above a specified amount) be dedicated to siding, landscaping, parking, sidewalk installation or other improvements to a property which does not meet the requirements of the Zoning Ordinance or the recommendations contained herein.

- It is recommended to explore funding sources or the creation of special improvement/urban renewal districts to assist in paying for façade updates, landscaping improvements, and other beautification projects to meet recommendations for this area.

Roosevelt Redevelopment Area

The primary boundaries of the Roosevelt Redevelopment Area are located at the Burlington Northern Railroad (on its west), US HWY 212 on its south, and 19th Street East (on its east), and 1st Avenue North (on its north). The Roosevelt Redevelopment Area includes most of the “Central 81” Commercial Redevelopment Area and the “Uptown” Commercial Redevelopment area.

Development Considerations for the entire Roosevelt Redevelopment Area

- Protect single family residential development adjacent to commercial development by encouraging special consideration to lighting, screening, buffer areas, and other design considerations where commercial or industrial uses are adjacent to single family residential uses.
- Protect Watertown Regional Airport from encroaching land uses by the creation and adoption of runway protection overlay districts to prohibit incompatible structures and uses, and coordinate land uses development within approach zones with airport management.
- Provide opportunity through performance standards or by creating an overlay zoning district to allow decreased lot area, width or setback requirements in clusters of lots established before current zoning requirements. Though other areas may qualify, in this redevelopment area the decreased requirement could be confined to the areas west of 10th Street East.
- Establish policy to purchase and remove structures located within the 100 – year floodplain, particularly if they become nuisance issues or for nonconforming lots and/or structures.
- Require compliance with established development standards within the 100 – year floodplain.
- Encourage residential redevelopment which complies with established floodplain standards.
- Encourage the redevelopment of single family neighborhoods with new multiple family residential structures in current areas of dense single family development, particularly west of US HWY 81.

Development Considerations for the “Uptown” Commercial Redevelopment Area

The following policies are recommended policies for redeveloping properties in the area identified as the Uptown redevelopment area. These policies should be considered when planning new projects within this area as well as redevelopment projects. In addition to the policies listed below, other policies proposed in the Downtown Watertown Vitalization plan prepared by MSH Architects in 2015 may be considered in future development within this redevelopment area. Further, zoning ordinance amendments and Board of Adjustment actions should consider the following recommendations, if applicable to requests in this area.

Boulevard space:

- Identify criteria under which boulevard parking may be allowed.
- In densely developed commercial areas boulevard landscaping requirements may not be required if determined inconsistent with the character of the neighborhood.
- In dense commercially developed areas, curb-side sidewalks may be allowed.
- In dense commercially developed areas, sidewalks are recommended to be constructed to a width greater than the minimum ADA requirements.
- Sufficient right-of-way should be reserved for future trail expansion/connection in this area.

Parking Areas:

- On street parking on streets is allowed but prohibited at intersections, and on certain streets.
- Areas of public and private parking should be reserved for future public uses and “Uptown” mixed – residential development
- All areas used for parking, display, and loading shall be surfaced with concrete or asphalt.

Signs:

- Discourage placement of freestanding signs unless located within a parking lot or landscaped area.
- Encourage the placement of wall signs in the “Uptown” Area.

Buildings/Structures:

- Encourage redevelopment of buildings to include exterior improvements which reflect the character of established buildings in the Uptown area.

General Considerations:

- Review traffic information and public input regarding whether 1st Avenue South and Kemp Avenue should be converted from one-way to two-way traffic.
- Areas for public uses should be preserved and enhanced; and new areas or events created to encourage visitors to the “Uptown” area.
- Mixed commercial/residential structures and high density residential structures are encouraged in the Uptown Area.

Development Considerations for the “Central 81” Commercial Redevelopment Area

The following policies are recommended policies for redeveloping properties in the area identified as the Central 81 redevelopment area. These policies should be considered when planning new projects within this area as well as redevelopment projects. Zoning ordinance

amendments and Board of Adjustment actions should consider the following recommendations, if applicable to requests in this area.

Boulevard space:

- Access to US HWY 81 shall be regulated in accordance with the requirements of SDDOT.
- Accesses shall be reviewed on a case by case bases and limited in accordance with the adopted/accepted policies regarding access for the City of Watertown.
- Access to collector and local streets is limited to 2 driveways per standard block.
- Properties without boulevard landscaping should meet minimum boulevard landscaping requirements as property redevelops. This includes established minimums for trees and other landscaping requirements.
- The preferred location for sidewalks adjacent to US HWY 81 and meeting minimum ADA requirements, is in the landscaped boulevard space.
- Curbside sidewalks may be placed adjacent to US HWY 81.
- The required location for sidewalks adjacent to other streets and meeting ADA requirements, is in the landscaped boulevard space.
- Sufficient right-of-way should be reserved for future trail expansion/connection in this area.

Parking Areas:

- On street parking on US HWY 81 is prohibited.
- On street parking on other streets should be discouraged, and prohibited at intersections.
- Minimum off-street parking requirements should be established for applicable uses and met.
 - As incentive to meet or exceed other landscaping requirements, decreasing the total required number of parking spaces may be considered.
- Properties not meeting minimum landscaping requirements for parking lots should meet minimum landscaping requirements as redevelopment occurs. This includes established minimums for trees and other landscaping requirements.
- All areas used for parking, display, and loading shall be surfaced with concrete or asphalt.

Signs:

- Temporary or portable signs should be allowed only if attached to the primary structure and the duration of use is limited.
- In order to decrease potential conflicts with neighboring residential uses it is encouraged that illuminate signs be limited in their size, restrictions may be in place regarding when they are fully illuminated, or signs may be limited to wall or monument signs provided established area and spacing requirements are met.

Buildings/Structures:

- Siding visible from US HWY 81, Kemp Avenue NE, and 1st Avenue NE shall consist of brick, stucco, or other similar materials used for residential siding.
- Steel siding may be allowed on siding facing US HWY 81, Kemp Avenue NE, and 1st Avenue NE if used in conjunction with other materials such as brick or stucco on the same side.
- Loading doors shall not face US HWY 81.

General Considerations:

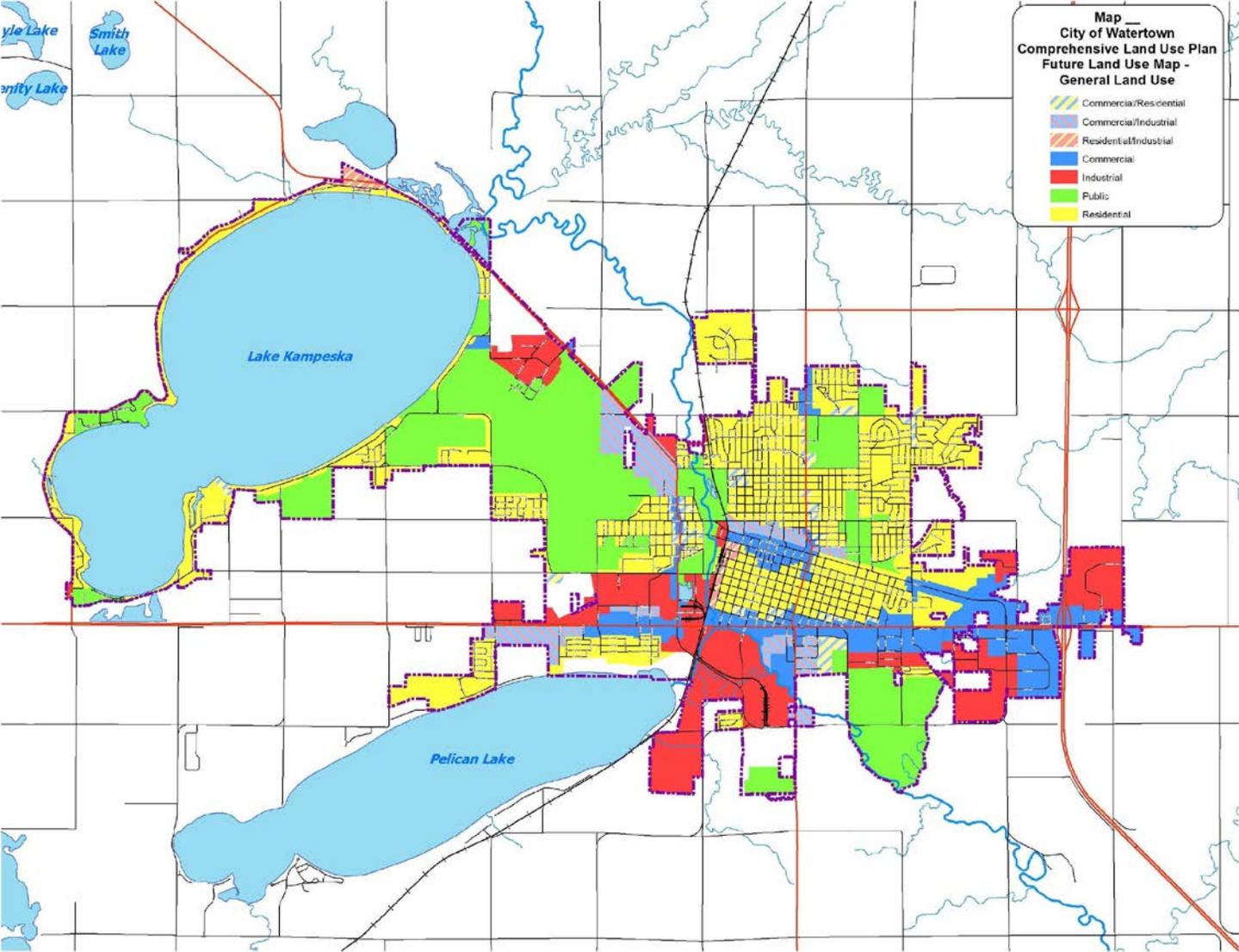
- Areas contained within the Magic Mile Redevelopment Area should be assigned zoning designations which allow for commercial/retail uses.
- Expansion of existing industrial uses should be discouraged within this area.
- It is recommended to decrease minimum lot area requirements for certain developed portions of this area to better suit existing/future development
- It is recommended that more detailed redevelopment plans and projects be considered for certain portions of this area with particular reference to areas near signalized intersections.

Redevelopment Maps

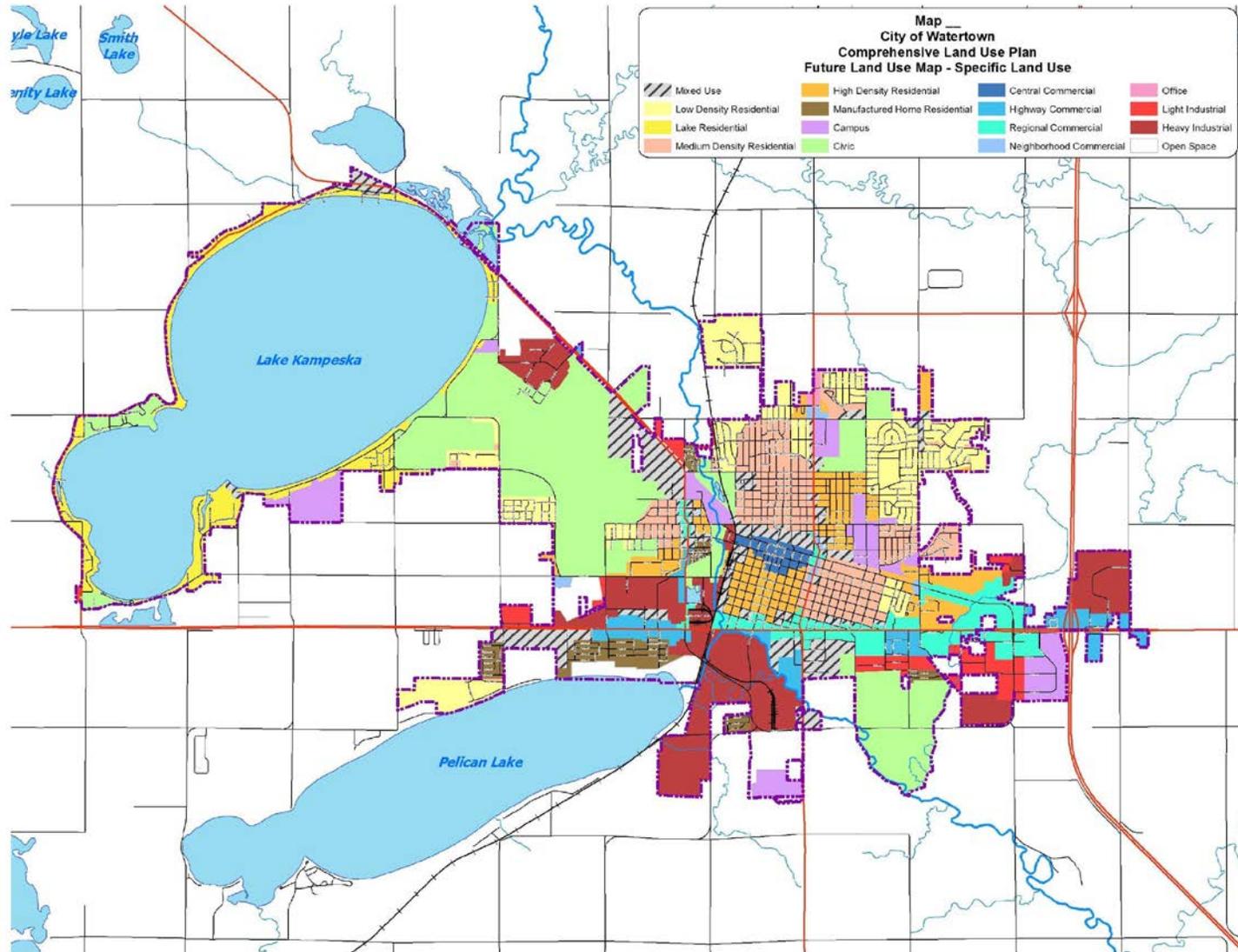
Map 57 "Future Land Use of Developed Area by General Type" displays the general redevelopment pattern of developed areas of the City. In most instances the "general development type" is not anticipated to significantly change with the exception of the fringes of neighborhoods, or to foster the continuation and expansion of existing development which may not necessarily be addressed by current development models for the city. This map splits land uses into four general types: Commercial, Industrial, Public, and Residential. Areas anticipated to see a mix or transition of uses are also identified on the map.

Map 58 "Future Land Use of Developed Area by Specific Type" displays the anticipated redevelopment pattern of developed areas of the City. This map identifies where the land uses described in Table 29 Land Use Location, Design, and Regulatory Models are anticipated to develop. This map also indicates certain areas of mixed uses. It should be noted that it may be appropriate in some instances to allow decreased residential density in areas projected for higher density development. In commercial and industrial designated areas, with the exception of boundaries between different commercial types, little deviation from the map is expected. The specialty areas such as "Campus" and "Civic" were used to identify areas currently anticipated to need the flexibility those districts provide. It is expected those areas will expand or other development may occur which necessitates new "Campus" or "Civic" areas within other designated areas. This map also indicates certain areas of mixed uses. It is these mixed areas that may experience more flexibility in the variations of specific land use type as redevelopment occurs. Map 59 "Future Land Use Map – Mixed Use Areas" provides recommendation for land uses in the mixed use areas.

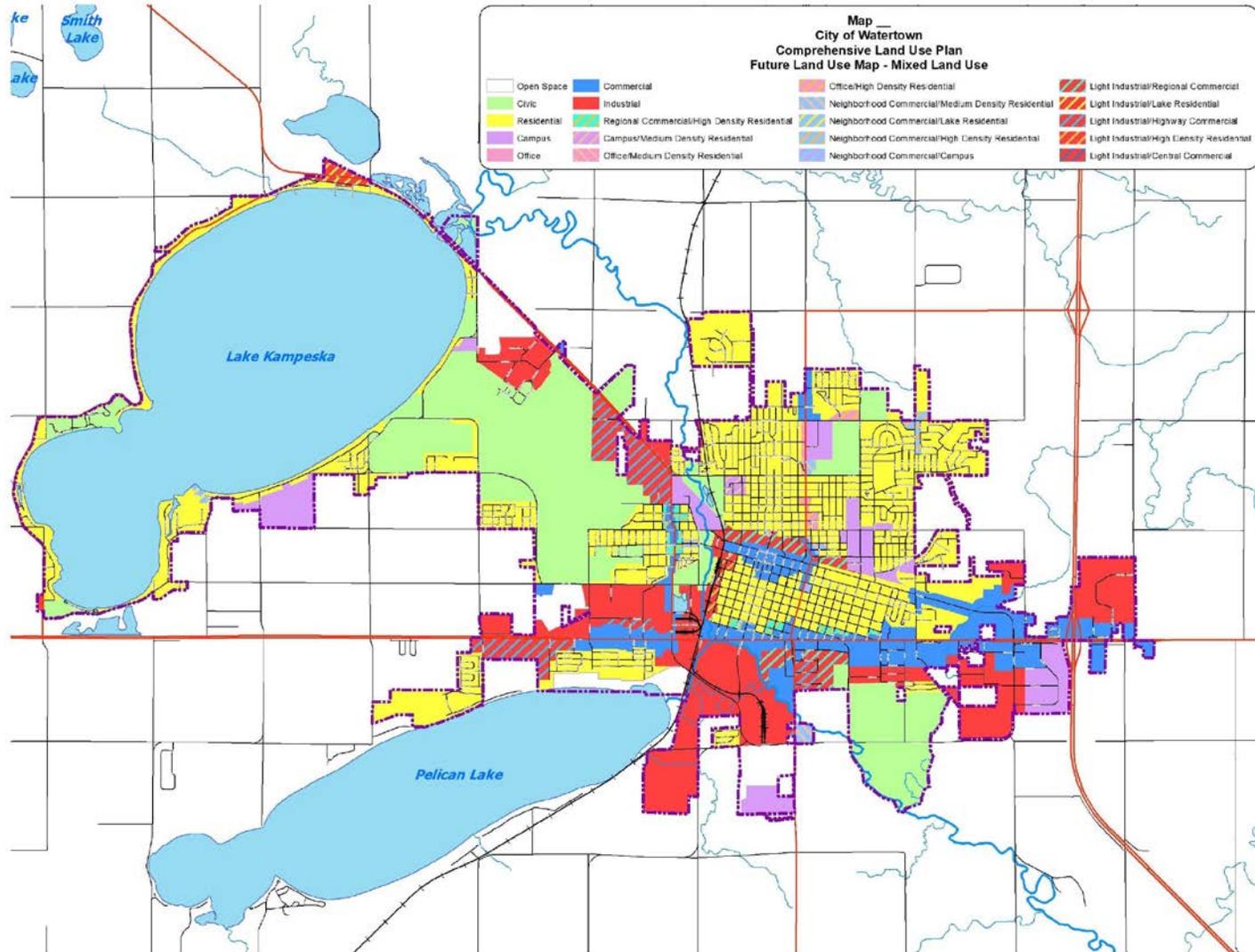
Map 56 – Future Land Use of Developed Area by General Type



Map 57 – Future Land Use of Developed Area by Specific Type



Map 58 – Future Land Use Map – Mixed Use Areas



Meeting #2 for the update to the City of Watertown's Comprehensive Land Use Plan was held at the September 6th, 2018 Plan Commission meeting. Per meeting discussion, these revisions are approved by the Plan Commission to be included in the plan:

1. 1. Add totals for existing industrial lot table
2. 2. Include map consolidating all classifications of parks with ½ mile radiuses
3. 3. Include purpose statement for park dedications
4. 4. Update information and maps to make current (city limits, parks, s bypass industrial area, etc.)
5. 5. Show ½ miles radiuses to keep consistency with Trust for Public Land mayor initiative
6. 6. Refer to "Uptown" as Downtown