CITY OF MANITOWOC ZONING REWRITE

SUMMER 2025 OPEN HOUSE MEETING

WELCOME!

September 24th, 2025
5pm-6pm Open House
6pm-7pm Plan Commission Presentation

Manitowoc City Hall
900 Quay Street
Manitowoc, WI 54220

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CITY OF MANITOWOC

PROJECT OVERVIEW:
SUMMARY & TIMELINE

PROJECT SUMMARY

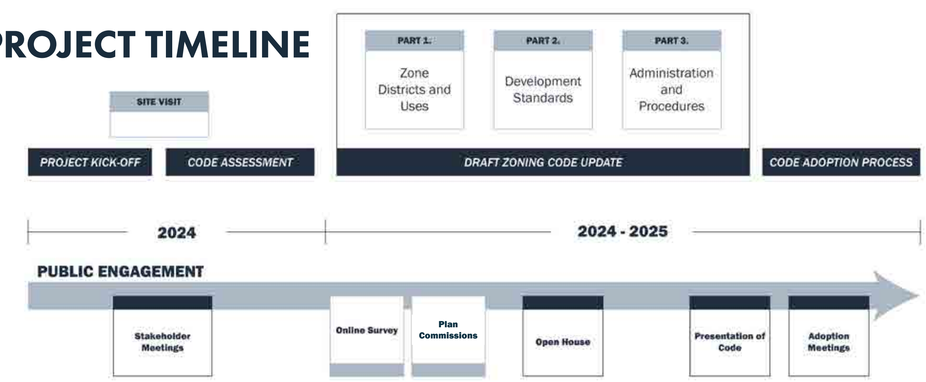
The City of Manitowoc has embarked on a comprehensive rewrite of its Zoning Code to balance the City's diverse needs and goals, make the code easier to understand and administer, and align with the City's recent planning efforts including the Comprehensive Plan and Downtown Master Plan. The project team including City staff and consultants GRAEF and Civi Tek have been working diligently for a year and a half to produce a draft zoning code for community input.

This board includes the project schedule and status along with community feedback. Early in the zoning rewrite process, the project team shared a community survey to determine what the community would like to see as a part of the zoning rewrite. The results from that survey were shared at the October 2024 Plan Commission and are included below.

WHY UPDATE THE ZONING CODE?

- The original zoning ordinance was written more than 50 years ago and is now outdated and does not aways reflect best zoning and planning practices.
- The code has also become more confusing as needed amendments have been made over the years.
- State statutes have also changed, so we need to align our code to those new requirements.
- Aside from that, we have a unique opportunity to update our zoning code to pursue our vision for the future of Manitowoc.
- New technology allows us to develop a zoning code designed for ease-of-use with graphics, tables, and online compatibility to create a modernized code.

PROJECT TIMELINE



WHAT HAVE WE HEARD SO FAR?

The October 2024 community survey results provide insights from 88 community members. Below are some highlights:

How important are the following to you in Manitowoc?

% responded "Very important" or "Important"	
Attracting new businesses and industries	90%
Public safety	89%
Local businesses	84%
Public access to the lakefront, parks, and river	84%
Property maintenance	77%
Environmental protection	77%
Walking and biking	76%
Housing affordability	71%
Revitalizing downtown	67%
Architectural design	66%
Climate change/resiliency	63%
Increasing the property tax base through new development/redevelopment	63%
Landscaping	61%
Public transportation	54%
Parking	51%

Top issues by selected groups:

Overall:	< 65 years old:	65+ years old:	Families w/ children	Households w/ no children
Business, Industry, Safety, Public Access	Business, Industry, Safety, Public Access	Business, Industry, Public Access, Safety, Property Maintenance	Business, Industry, Safety, Environment, Affordability	Business, Safety, Public Access, Walking and Biking

Majority (>50%) of users listed all issues as at least "Important."

- Attracting new business and industry was rated most important by all groups, along with public safety and local businesses.
- Parking and Public Transportation were rated least important across most groups, especially compared to walking and biking.
- Users 65+ also emphasized property maintenance.
- Families w/ children also emphasized environmental protection and affordability.
- Households w/ no children also emphasized walking and biking.

Thinking of your neighborhood, which of the following uses would you add?

Neighborhood Use	Support	Neutral	Oppose
Parks/open space	75%	19%	6%
Medium single family homes (900-1,800 square feet)	72%	24%	4%
Small-scale neighborhood retail (café, bookstore, convenience store, bike shop, etc.)	67%	21%	12%
Senior housing	53%	37%	10%
Small condos or apartments (3-4 units)	49%	30%	21%
Small single family homes (under 900 square feet)	48%	29%	23%
Urban agriculture and/or community gardens	45%	40%	15%
Accessory dwelling units	41%	38%	21%
Duplexes	41%	36%	23%
Daycare/childcare facility	40%	46%	14%
Large single family homes (1,800-3,000 square feet)	40%	40%	20%
Townhomes	37%	36%	27%
Condos or apartments with ground-level retail in the same building (mixed use)	36%	35%	29%
Medium condos or apartments (5-9 units)	35%	35%	29%
Non emergency medical services (clinic, dentist, optometrist, etc.)	32%	52%	16%
Dog park	29%	45%	26%
Large condos or apartments (10+ units)	26%	28%	46%
Very large single family homes (3,000+ square feet)	14%	40%	46%

Broad support for increased neighborhood retail uses and parks.

- Strong support also expressed for medium/small homes, apartments, and condos, including accessory dwellings.
- Large single family homes, townhomes, mixed-use, and medium condos/apartments were similarly rated.
- Strongest opposition expressed towards very large single-family homes and large condos or apartments.

Top uses by selected groups:

Overall:	< 65 years old:	65+ years old:	Families w/ children	Households w/ no children
Parks, Medium-scale Homes, Neighborhood Retail	Parks, Neighborhood Retail, Medium-scale Homes	Parks, Medium and Small-scale Homes, Senior Housing	Medium-scale Home, Parks, Neighborhood Retail	Medium-scale Home, Parks, Neighborhood Retail

Downtown

As the Downtown evolves, which of the following uses and features would you like Manitowoc to explore?	Support	Neutral	Oppose
Require waterfront development to provide public access to the waterfront (boardwalks, riverwalks, parks, piers, docks, etc.)	88%	9%	3%
Allow sidewalk sales and outdoor merchandise sales	76%	13%	11%
Encourage more outdoor dining	72%	24%	5%
Grant height/density bonuses to incentivize historic preservation, improved architectural design, and public way improvements	63%	26%	11%
Grant height/density bonuses to incentivize sustainability improvements (green roofs, energy efficient buildings, solar power, green stormwater infrastructure, etc.)	60%	24%	16%
Require public space as part of new large-scale developments and redevelopments	54%	30%	16%
Allow taller buildings	53%	35%	11%
Allow increased density	48%	34%	18%
Grant height/density bonuses to incentivize affordable housing and equitable development	45%	34%	20%
Allow reduced parking requirements for new residential developments Downtown (non-residential development Downtown currently requires no minimum parking)	42%	42%	15%
Encourage dog-friendly establishments	38%	35%	27%
Allow small-scale, light manufacturing and production Downtown	35%	41%	24%

Calumet Avenue

Which of the following would you like Manitowoc to explore along Calumet Avenue?	Support	Neutral	Oppose
Safer sidewalks and pathways separated from the roadway	81%	17%	2%
Allow residential apartments/condos above retail buildings (mixed-use buildings)	79%	13%	8%
Allow houses and apartments/condos on side streets connecting to Calumet Avenue	78%	20%	2%
More trees and landscaping	69%	24%	8%
Improve the design, maintenance, and aesthetic quality of parking lots	69%	25%	6%
Improved streetscaping (decorative streetlights, seating areas, trash cans, decorative paving, etc.)	65%	22%	12%
Allow taller buildings	64%	26%	10%
More open space/green space	61%	34%	5%
Allow small-scale, light manufacturing and production along Calumet Avenue	59%	28%	13%
Encourage more bicycle parking at stores	58%	34%	8%
Reduce the size of large parking lot expanses	57%	33%	10%
Require public space as part of new large-scale developments and redevelopments	51%	45%	4%
Allow houses and apartments/condos directly along Calumet Avenue	40%	31%	28%
Encourage dog-friendly establishments	34%	36%	30%

Zoning Reforms

Housing Affordability

Which of the following reforms would you like Manitowoc to explore to make new housing more affordable?	Support	Neutral	Oppose
Allow smaller homes	72%	17%	11%
Allow a mix of single-family homes and duplexes in new neighborhoods	62%	17%	21%
Allow smaller lots to build homes on	55%	26%	19%
Allow accessory dwelling units to be built on lots with existing single family homes	43%	26%	31%
Allow some single-family homes to be converted into duplexes	44%	36%	21%
Allow increased building heights	42%	19%	39%
Allow a reduced amount of required parking	33%	42%	26%
Allow homes to be built closer together side-by-side (i.e. reduced setbacks)	27%	27%	45%
Reduce the number of public hearings required for new housing development	25%	40%	35%

Economic Development

Which of the following reforms would you like Manitowoc to explore to promote economic development and address vacant commercial spaces?	Support	Neutral	Oppose
Allow shared parking lots between compatible uses	85%	13%	2%
Allow small, low-impact businesses in residential neighborhoods	64%	16%	20%
Allow ground-floor residential uses in commercial spaces	45%	36%	18%

Industrial

As older industrial areas are redeveloped and newer industrial areas grow, which of the following reforms would you like Manitowoc to explore?	Support	Neutral	Oppose
Require increased environmental protection standards for protection mature trees and wetlands	73%	18%	9%
Limit the visual/noise impacts of trucking, loading, logistics, and outdoor storage	70%	24%	6%
Require increased landscaping and buffering from non-industrial uses	65%	32%	3%
Allow multifamily housing nearby industrial areas	59%	25%	16%
Require detailed architectural review of new building designs	53%	34%	13%
Allow for larger and taller industrial buildings	46%	39%	15%
Require industrial employers to provide walking and biking paths that connect to their facilities	44%	43%	13%

Design

Which of the following reforms would you like Manitowoc to explore to improve the design of new, neighborhood-compatible construction?	Support	Neutral	Oppose
Limit the amount of parking to prevent large expanses of parking lots that sit empty most of the time	64%	31%	6%
Require a detailed architectural review of new building design in high-visibility locations (Downtown, Calumet Avenue, Memorial Drive, etc.)	64%	23%	14%
Require high-quality landscaping on new large developments and parking lots	60%	25%	15%
Require enhanced building materials such as brick, stone, masonry, and other highly durable materials in high visibility locations (Downtown, Calumet Avenue, Memorial Drive, etc.)	56%	27%	17%
Require new buildings to match some of the design (style, massing, setbacks, etc.) of surrounding buildings in high-visibility locations (Downtown, Calumet Avenue, Memorial Drive, etc.)	48%	34%	18%

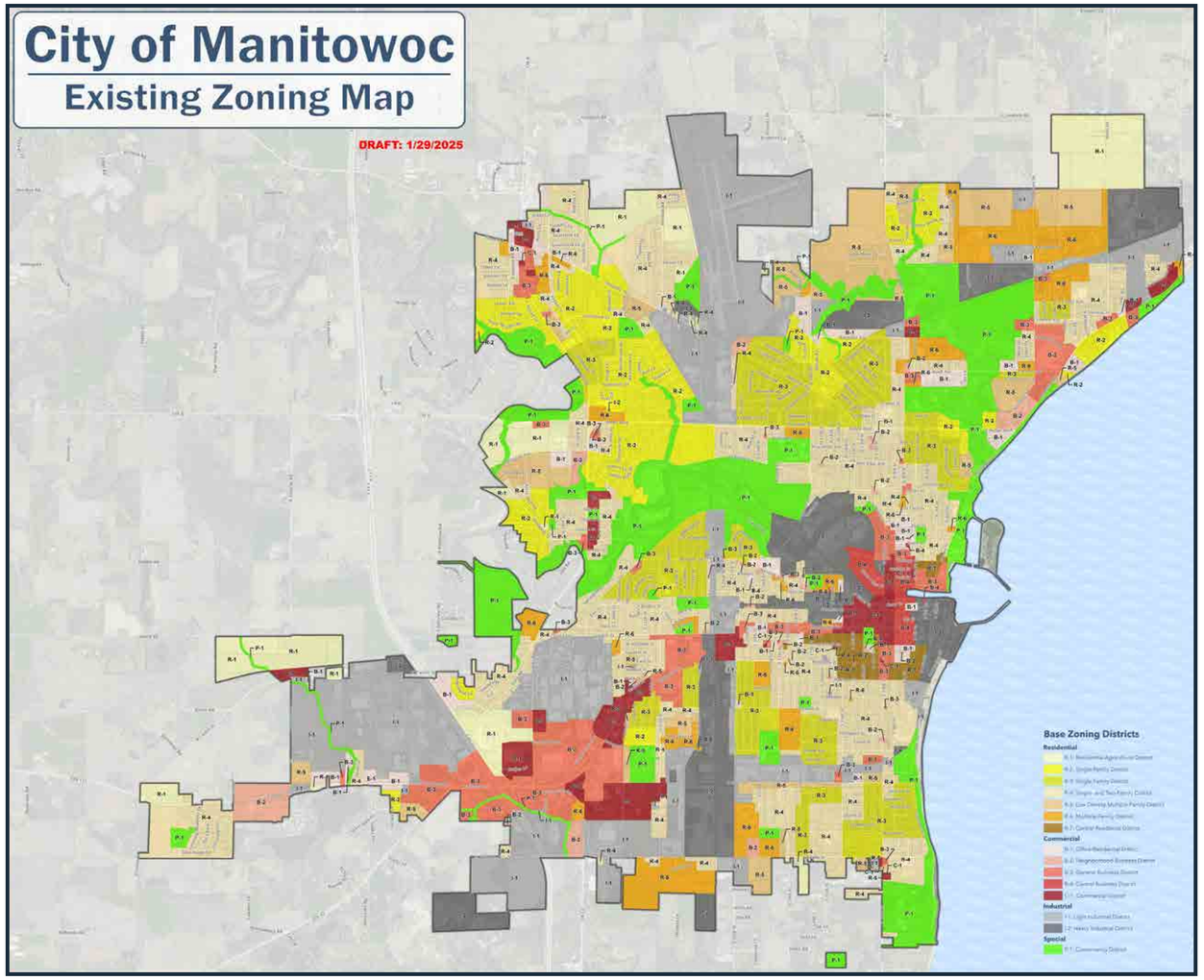
ZONING MAP:
EXISTING & PROPOSED

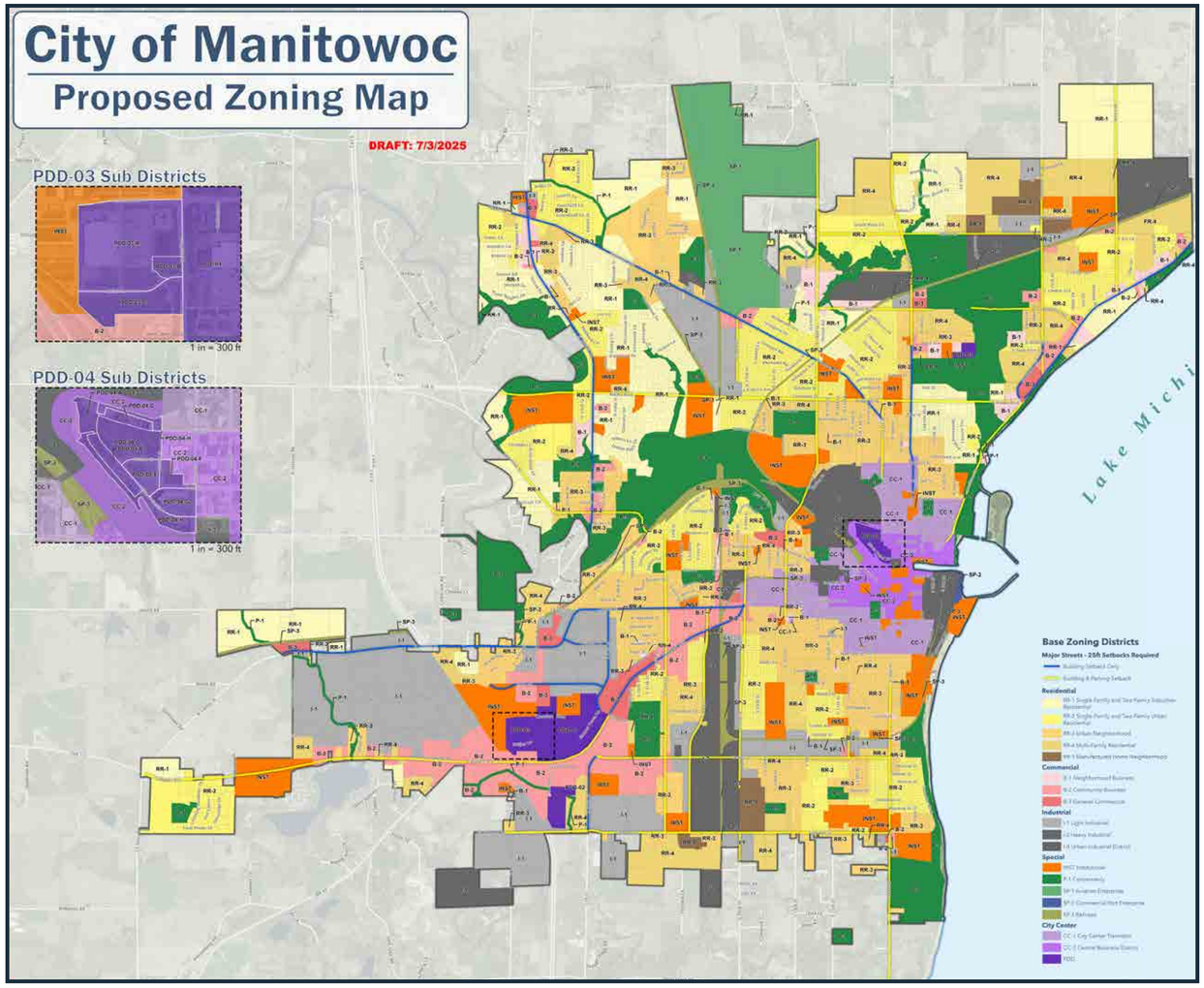
ZONING MAP EXPLAINED

Every property in the city is designated by a zoning district. Zoning districts...

The proposed zoning map looks different due to a number of proposed changes, including:

- Consolidation of Downtown districts into new "City Center" and "Central Business" districts
- Consolidation of residential districts from 7 districts to 4 districts (and 2 additional special residential districts) - See Board 4 for details
- Consolidation of B-1 and B-2 commercial districts into the B-1 district
- Creation of 5 special districts to contain specific land uses (Institutional, railroads, aviation, port/marina, and urban transition) - See Board 4 for details





WHAT IS HAPPENING TO MY PROPERTY?

Use the map and legend on the left to identify your existing property zoning, then compare with the map and legend on the right. Did your zoning district change?

Don't worry, zoning only affects what can be built in the future, not what exists today. Everything that exists today is allowed to continue existing. Furthermore, the zoning rewrite is focusing on expanding what can be built on properties, not further restricting them. For specific questions about your property, look for more details on the exhibits about your zoning district. We welcome your feedback and may incorporate additional changes before the final draft is reviewed for adoption by the Common Council.

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ZONING DISTRICTS:
EXISTING & PROPOSED

ZONING DISTRICT CHANGES EXPLAINED

There are four categories of zoning districts in Manitowoc: Residential, Business, Industrial, and special districts. This exhibit shows the before and after of the proposed zoning district changes.

To see how a district would change, identify the existing district on the left side of each table, then see how it corresponds to the proposed district on the right side. Some districts, like the R-1 and R-2 district, are proposed to be consolidated into the proposed RR-1 district. As a result, all existing R-1 and R-2 properties would be regulated the same way moving forwards.

Some districts are not changing their name and will continue to be referred to the same way, including all industrial districts and the P-1 Conservancy district. There are still, however, some changes to districts without name changes.

Residence Districts

Existing District	Proposed District
R-1 Residential-Agricultural	RR-1 Single-Family Suburban Residential
R-2 Single-Family	
R-3 Single-Family	RR-2 Single-Family and Two-Family Urban Residential
R-4 Single- and Two-Family	RR-3 Urban Neighborhood
R-5 Low Density Multiple-Family	RR-4 Multi-Family Residential
R-6 Multiple-Family	
R-7 Central Residence	CC-1 - City Center Transition*
n/a	RR-8 Planned Mixed Residential
n/a	RR-9 Manufactured Home Neighborhood

*The proposed CC-1 City Center Transition District would include all existing R-7 properties and also some B-1, R-6, and R-4 properties within the City Center boundary. See exhibit 6 for details.

Existing R-7 properties become downtown properties

Business/Downtown Districts

Existing District	Proposed District
B-1 Office-Residential	B-1 Neighborhood Business
B-2 Neighborhood Business	
B-3 General Business	B-2 Community Business
B-4 Central Business	CC-2 Central Business*
C-1 Commercial	B-3 General Business

*The proposed CC-2 Central Business District would include all existing B-4 properties and also some C-1 and B-3 properties within the City Center boundary. See exhibit 6 for details.

Industrial Districts

Existing District	Proposed District
I-1 Light Industrial	I-1 Light Industrial
I-2 Heavy Industrial	I-2 Heavy Industrial
n/a	I-3 Urban Industrial

Special Districts

Existing District	Proposed District
n/a	INST Institutional[1]
P-1 Conservancy	P-1 Conservancy
n/a	RLRD Railroad[2]
n/a	AE Aviation Enterprise[3]
n/a	CPE Commercial Port Enterprise[4]
n/a	UT Urban Transition[5]

1. Several existing parcels with institutional properties (civic, governmental, cultural, public, religious, and other similar uses) would be rezoned into the INST Institutional district.
2. Existing railroad properties would be rezoned into the SP-01 Railroad district.
3. Existing airport and airport-supporting properties would be rezoned into the SP-02 Aviation Enterprise district.
4. Existing port, marina, and port enterprise supporting properties would be rezoned into the SP-03 Commercial Port Enterprise district.
5. Newly annexed properties currently outside city limits could be zoned SP-04 Urban Transition upon annexation if there is not an immediate plan for their development under another zoning district.

WHY ARE THE ZONING DISTRICTS CHANGING?

The Zoning Ordinance Working Group and consultants GRAEF and Civi Tek are proposing consolidating several districts and creating several new districts as a result of reviewing the city's plans, community engagement, and state policies. Once changes were proposed to the existing districts, some districts were extremely similar and made sense to be combined. Many new districts are proposed to separate certain land uses like railroads, airports, mobile homes, and institutional properties due to state policies that make them otherwise difficult to regulate.

RESIDENCE DISTRICTS

OVERVIEW OF PROPOSED KEY CHANGES

RESIDENCE DISTRICT CHANGES EXPLAINED

Most of the city is zoned residential, most people live in a residential district (some live in a business/downtown district, too), and most of the proposed changes to the zoning code are related to residential zoning.

The proposed changes to zoning include a number of key changes supported by the city's Comprehensive Plan and Housing Needs Assessment to allow for the creation of more affordable, smaller homes, including:

- Options for smaller minimum lot sizes and narrower lots
- Legalizing two-family/duplex and townhomes in more areas of the city
- Legalizing up to 6 housing units per structure on larger lots in the urban core
- Allowing smaller front yards in the urban core to increase buildable area
- Allowing buildings downtown to be 20 ft taller than current code allows
- Ensuring the zoning code accommodates recent, market-rate development

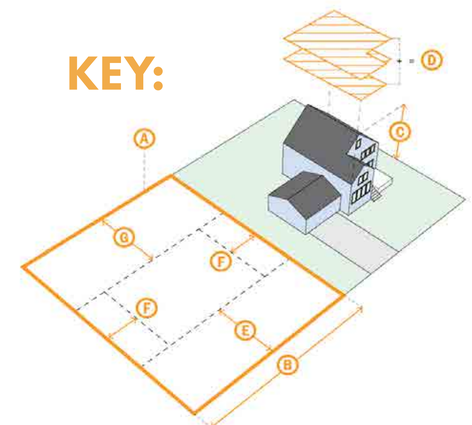
PROPOSED RR-1 SINGLE-FAMILY RESIDENTIAL DISTRICT

	Existing R-1	Existing R-2	Proposed RR-1
Lot Standards			
A. Lot area, minimum	43,560 sq. ft.	8,400 sq. ft.	8,400 sq. ft.
B. Lot width, minimum	150 ft.	70 ft.	70 ft.
Building Standards			
C. Building height, maximum	35 ft.	35 ft.	35 ft.
D. Dwelling unit size, minimum	1,000 sq. ft.	1,200 sq. ft.	1,200 sq. ft.
Housing types	Single-family	Single-family	Single-family
Setbacks			
E. Street-yard setback, minimum	35 ft.	25 ft.	20 ft.
F. Side-yard setback, minimum	20 ft.	7.5 ft.	7.5 ft.
G. Rear-yard setback, minimum	35 ft.	25 ft.	25 ft.

PROPOSED RR-2 SINGLE-FAMILY AND TWO-FAMILY RESIDENTIAL DISTRICT

	Existing R-3	Proposed RR-2
Lot Standards		
A. Lot area, minimum	5,500 sq. ft.	5,000 sq. ft.
B. Lot width, minimum	50 ft.	40 ft.
Building Standards		
C. Building height, maximum	35 ft.	35 ft.
D. Dwelling unit size, minimum	900 sq. ft.	750 sq. ft.
Housing types	Single-family	Single-family, Townhome, duplex
Setbacks		
E. Street-yard setback, minimum	25 ft.	15 ft.
F. Side-yard setback, minimum	6 ft.	6 ft.
G. Rear-yard setback, minimum	25 ft.	25 ft.

KEY:



REFER TO THE DIAGRAM ABOVE TO UNDERSTAND THE STANDARDS IN EACH DISTRICT

Existing District	Proposed District
R-1 Residential-Agricultural	RR-1 Single-Family Suburban Residential
R-2 Single-Family	
R-3 Single-Family	RR-2 Single-Family and Two-Family Urban Residential
R-4 Single- and Two-Family	RR-3 Urban Neighborhood
R-5 Low Density Multiple-Family	RR-4 Multi-Family Residential
R-6 Multiple-Family	
R-7 Central Residence	CC-1 - City Center Transition*
n/a	RR-8 Planned Mixed Residential
n/a	RR-9 Manufactured Home Neighborhood

*The proposed CC-1 City Center Transition District would include all existing R-7 properties and also some B-1, R-6, and R-4 properties within the City Center boundary. See exhibit 6 for details.

PROPOSED RR-3 URBAN NEIGHBORHOOD DISTRICT

	Existing R-4	Proposed RR-3
Lot Standards		
A. Lot area, minimum	5,500-6,500 sq. ft.[1]	4,000-6,000 sq. ft.[2]
B. Lot width, minimum	50 ft.	40 ft.
Building Standards		
C. Building height, maximum	35 ft.	35 ft.
D. Dwelling unit size, minimum	720 sq. ft.	400 sq. ft.
Housing types	Single-family, townhome, duplex	Single-family, townhome, duplex, 3-6 unit multifamily
Setbacks		
E. Street-yard setback, minimum	25 ft.	10 ft.
F. Side-yard setback, minimum	6 ft.	6 ft.
G. Rear-yard setback, minimum	25 ft.	25 ft.

1. 5,500 sq. ft. for 1 unit, 6,500 sq. ft. for 2 units. 3+ units not permitted.
2. 4,000 sq. ft. for 1 or 2 units, plus 500 square feet per additional unit, up to 6 maximum units.

PROPOSED RR-4 MULTI-FAMILY RESIDENTIAL DISTRICT

	Existing R-5	Existing R-6	Proposed RR-4
Lot Standards			
A. Lot area, minimum	3,000-4,000 sq. ft. per dwelling unit	600-2,000 sq. ft. per dwelling unit	4,000 sq. ft. + 300 sq. ft. per dwelling unit[1]
B. Lot width, minimum	50-100 ft.	50 ft.	40 ft.
Building Standards			
C. Building height, maximum	35 ft.	60 ft.	60 ft.
D. Dwelling unit size, minimum	720 sq. ft.	720 sq. ft.	400 sq. ft.
Housing types	Any	Any	Any
Setbacks			
E. Street-yard setback, minimum	25 ft.	25 ft.	10 ft.
F. Side-yard setback, minimum	12 ft.	10+ ft.[2]	10 ft.
G. Rear-yard setback, minimum	25 ft.	25 ft.	25 ft.

1. 4,000 sq. ft. for 1 or 2 units, plus 300 sq. ft. per additional dwelling unit exceeding 2.
2. 10 ft for buildings <35 ft; 50% of building height for buildings >35 ft.

PROPOSED RR-8 PLANNED MIXED RESIDENTIAL DISTRICT

	Proposed RR-8
Lot Standards	
A. Lot area, minimum	5,000 sq. ft. + 600 sq. ft. per dwelling unit[1]
B. Lot width, minimum	40 ft.
Building Standards	
C. Building height, maximum	35 ft.
D. Dwelling unit size, minimum	600 sq. ft.
Housing types	Any
Setbacks	
E. Street-yard setback, minimum	0 ft.[2]
F. Side-yard setback, minimum	5 ft.[3]
G. Rear-yard setback, minimum	25 ft.

1. 5,000 sq. ft. for 1 or 2 units, plus 600 sq. ft. per additional dwelling unit exceeding 1.
2. Greater setbacks may be established as part of a subdivision plat, or 0 may be permissible.
3. 5 ft. within the same district. 10 ft. from other residence districts.

PROPOSED RR-8 MANUFACTURED HOME NEIGHBORHOOD DISTRICT

	Proposed RR-9
Lot Standards*	
A. Lot area, minimum	10 acres
B. Lot width, minimum	450 ft.
Building Standards	
C. Building height, maximum	24 ft.
D. Dwelling unit size, minimum	n/a
Housing types	Manufactured home park
Setbacks	
Street-yard setback, minimum	75 ft.
Side-yard setback, minimum	40 ft.
Rear-yard setback, minimum	40 ft.

*Lot standards apply to the entire manufactured home neighborhood.

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DOWNTOWN DISTRICTS

OVERVIEW OF PROPOSED KEY CHANGES

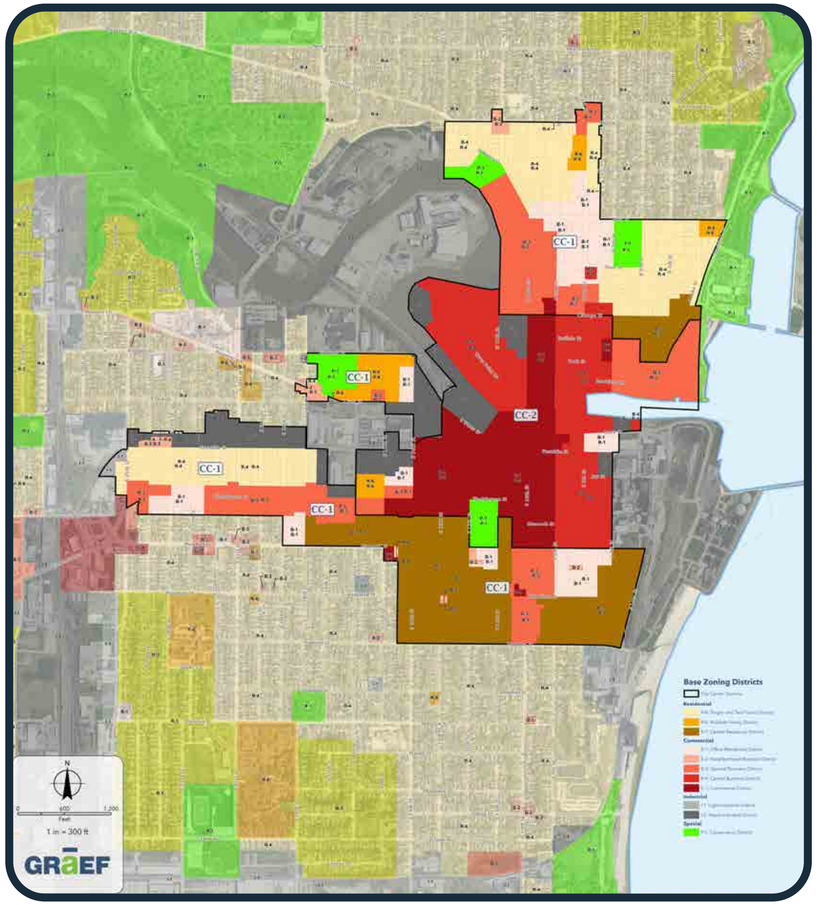
"CITY CENTER TRANSITION" AND "CENTRAL BUSINESS" DISTRICTS EXPLAINED

Downtown is intended as a mix of complementary, walkable, and dynamic uses that create a compact physical area. Today, Downtown consists of a mix of different zoning districts. Each district permits a different range of uses, sometimes within the same block. This sometimes requires unnecessary rezoning of individual properties to accommodate new construction that we know complements existing uses - slowing down investment and creating uncertainty around what is actually legally acceptable.

The proposed changes to Downtown involve consolidating the Downtown into 2 districts - "City Center Transition" and "Central Business" which better reflects the way we already think about and regulate new construction Downtown today. These boundaries largely reflect existing regulations the city uses, such as the Downtown Design Review Area and the boundaries of the existing C-1 Commercial District, B-4 Central Business District, R-7 Central Residence District, and I-2 Heavy Industrial District.

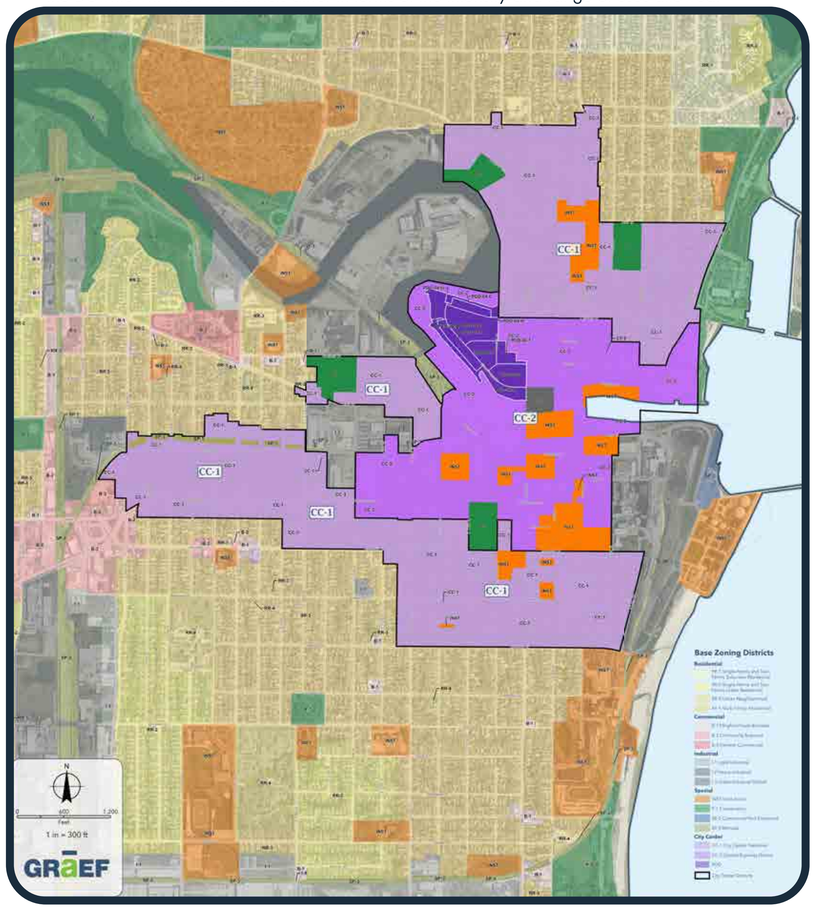
Existing Downtown Zoning

The Downtown today consists of a varied mix of land uses and zoning districts that are largely compatible with each other but regulated differently. This patchwork requires rezoning if a desirable Downtown land use happens to be proposed in a district that doesn't accommodate it.



Proposed Downtown Zoning

The proposed Downtown Zoning would consolidate the Downtown into two districts (excluding park, institutional, and governmental properties). The two districts focus on accommodating a mix of compatible uses in a walkable, mixed-use environment consistent with how we already think of the Downtown. The two districts differ in terms of the intensity and range of uses allowed.



CC-1 City Center Transition District

This district is intended to accommodate existing and new land uses that are compatible with the Central Business (CC-2) district and the surrounding areas by providing an intermediate intensity/density of compatible commercial, institutional, and residential uses.

CC-2 Central Business District

This district is intended to offer greater flexibility in area requirements and height regulations than other districts in order to encourage new construction or re-use of real estate in the Central Business District and immediately surrounding areas. The Central Business District Zone is intended to promote the viability of the Central Business District as the single most important concentration of business, professional, governmental and financial services in the City of Manitowoc.

Land Use	Proposed CC-1	Proposed CC-2
Mixed-use residential/commercial	P	P
Single-family home	P	
Townhomes/Townhouses	P	P
Two-family home/duplex	P	
Multi-family, 3+ units	P	P
Restaurant, banquet hall, tavern	P	P
Conference/expo center	C	P
Craft brewery, winery, distillery	P	P
General services		P
Personal service	P	P
Hotel, overnight lodging, hospitality	C	P
Office	P	P
Retail sales (<5,000 sq. ft.)	C	P
Retail sales (5,000-15,000 sq. ft.)	P	P
Retail sales (>15,000 sq. ft.)		P
Shared-use kitchen		P
Assisted living center, nursing home		
Adult-oriented establishment		
Commercial kennel		
Equipment rental		
Marine sales and service		
Tobacco/vape/smoke shop		
Vehicle fuel station/gas station	C	
Vehicle repair shop		
Vehicle sales and service/dealership		
Veterinary clinic		P
Indoor entertainment, recreation	P	P
Indoor shooting range		
Parks and trails	P	P
Community cultural facility	P	P
Funeral establishment		
Group day care center		P
Healthcare center		P
Healthcare clinic	C	P
Industrial uses		

Key:

P: Permitted

C: Conditional use permit*

[blank]: Not permitted

Note: *The table shows a selection of notable land uses. To view a full listing of land uses proposed in the updated zoning code, refer to* ***Appendix A - Land Use Table*** *as part of the September 24, 2025 Plan Commission agenda packet.*

*A conditional use permit is a special permit that requires, among other things, a public hearing and detailed review of the proposed use before it can be granted a zoning permit.

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LANDSCAPING

OVERVIEW OF PROPOSED KEY CHANGES

LANDSCAPING REQUIREMENTS EXPLAINED

Landscaping requirements are a common zoning tool to ensure that new construction contributes positively to the overall appearance and ecosystem of the community. In a zoning code, landscaping serves the following purposes:

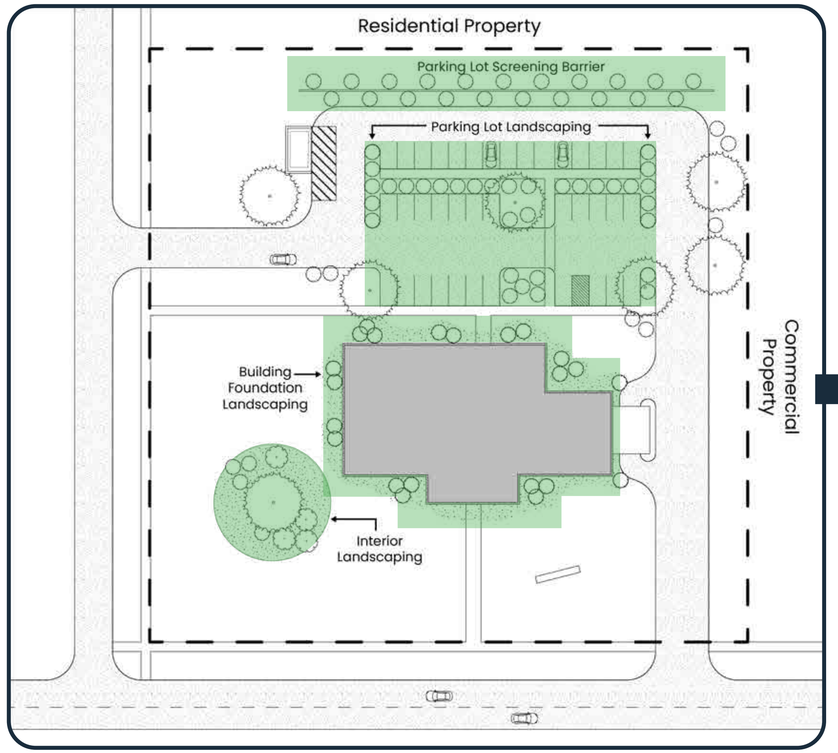
- Maintain and increase property values
- Buffer incompatible land uses
- Provide a healthy environment for a healthy community
- Protect public and private investments
- Provide lasting aesthetic benefits

The current zoning code requires minimal landscaping, mostly around parking lots, and does not adequately contribute to the community's vision. As part of the zoning rewrite, new landscaping requirements are proposed to increase requirements for landscaping in new construction while also providing additional guidance and flexibility for how to provide better landscaping, including:

- Landscape buffers between different intensities of zoning districts (i.e. between industrial and residential)
- Parking lot landscaping
- Street trees
- Interior landscaping
- Waste enclosure landscaping
- Sign landscaping

Manitowoc's current landscaping requirements focus mostly on parking lots. There's a lot more opportunity to promote healthy vegetation in new developments!

EXISTING LANDSCAPING REQUIREMENTS



Building Foundation Landscaping

Landscaping around the perimeter of a new building is required, but the current zoning code isn't specific about how much or how large the landscape area needs to be.

Parking Lot Landscaping

Parking lots are required to have landscaping around their perimeter and interior. If the parking lot is 25 spaces or fewer, only perimeter landscaping is required. The number of trees required is based on the number of parking spaces and which zoning district the parking lot is in. Parking lots bordering residential properties require a screen (fence or plantings) to block noise and light.

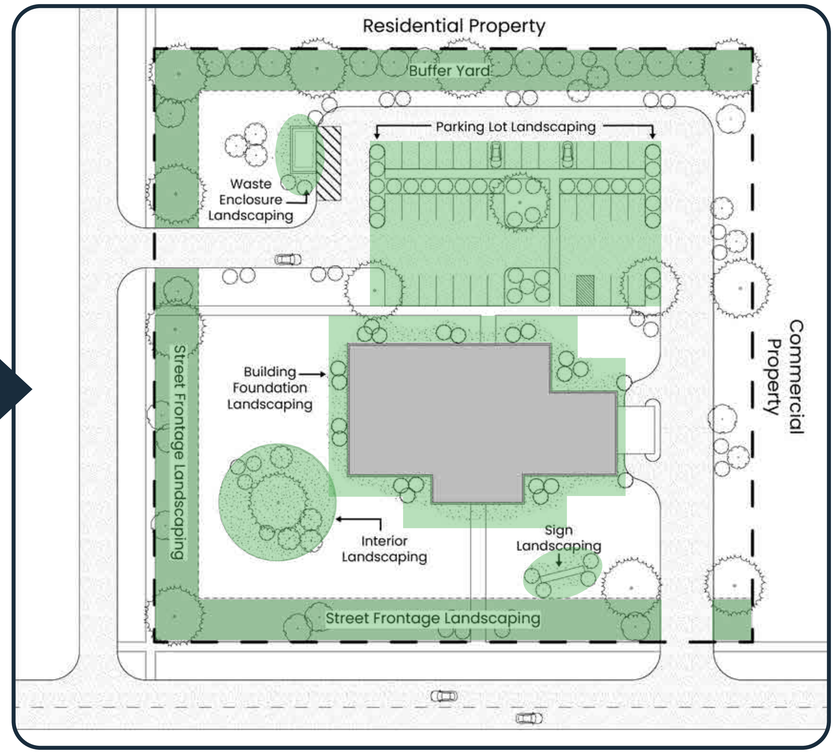
Interior Landscaping

No specific interior landscaping is required, but it is allowed and can be used to substitute other landscaping requirements to provide design flexibility.

Natural Resource Protection

The current code allows natural resources to be protected, such as wetlands and forested areas, but does not require protection beyond basic requirements from the Wisconsin Department of Natural Resources.

PROPOSED LANDSCAPING REQUIREMENTS



In addition to the existing landscaping requirements listed on the left, the proposed zoning code would add the following:

Zoning Bufferyards

When zoning districts are substantially different (i.e. commercial or industrial next to residential), a landscape bufferyard would be required. Five (5) different intensities of bufferyards are proposed based on the degree of compatibility between properties. A bufferyard generally consists of a mix of landscape materials (trees, shrubs, etc.) with defined quantities for each type.

Street Frontage Landscaping

Street trees and additional landscaping would be required along public streets to enhance the look and feel of new developments. The required landscaping would differ based on the type of street and zoning district.

Waste Enclosure and Sign Landscaping

Dumpsters would be required to be enclosed by a solid wall or fence and include landscaping around the enclosure where visible from public areas. Freestanding signs would require landscaping around their base.

Natural Resource Protection

The project team is still exploring specific natural resource protection requirements for wetlands, trees, and other similar resources.

PARKING

OVERVIEW OF PROPOSED KEY CHANGES

PARKING REQUIREMENTS EXPLAINED

Parking requirements control how a development builds parking. These rules were adopted amid growing car ownership in the mid-20th century. However, strict application of parking requirements has led to some negative consequences the City is trying to address:

- Parking spaces dramatically increase the cost of development, about $5,000 for each surface parking space and up to $50,000 for structured/covered parking space.
- Parking minimums can prevent business expansion when properties aren't big enough to accommodate more spaces.
- Oversized parking lots contain too much asphalt and have negative aesthetic and environmental impacts.
- Overemphasis on parking reduces walkability and transit use.
- Developers often know how much parking their property needs better than one-size-fits-all parking requirements.
- Inflexible requirements lead to repeated exceptions and unfair enforcement of City policy.

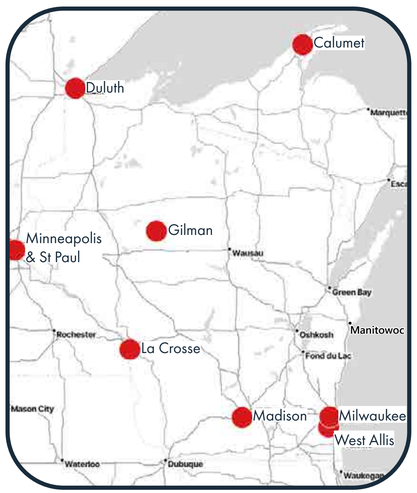
The current zoning code requires specific parking amounts for all types of development, except for non-residential development in the Downtown. However, cities across Wisconsin are reducing or eliminating parking requirements in favor of allowing new developments to propose the parking they need on a case-by-case basis.

EXISTING PARKING REQUIREMENTS:

Manitowoc uses a complex set of formulas to calculate parking requirements for each development, included in the Zoning Code Chapter 15.430. Oftentimes these requirements are viewed as overly restrictive and have to have special exceptions made to make a development pencil out.

PROPOSED PARKING REQUIREMENTS:

The proposed parking requirements would shift the focus from the quantity of spaces to the design and quality of how a site is accessed by all modes of transportation. This includes new standards for creating appropriate transit access, screening unsightly dumpsters, providing adequate fire department access, and providing connections between properties. ***No prescribed minimum amount of parking would be required for new construction***, and developers would propose the amount of parking on a case-by-case basis. The proposed parking and site design requirements will be drafted following Plan Commission discussion on this topic.



Cities that have completely eliminated minimum parking requirements:

Several cities in and around Wisconsin of varying sizes and locations have eliminated minimum parking requirements for all new developments. Instead, these communities work between City staff and developers to determine the appropriate amount of parking for each development on a case-by-case bases. These communities consider the trade-offs between parking, the environment, aesthetics, and the economy. Each of these communities report increased investment and support from development as regulations have become easier to follow and more affordable to build.

Source: Parking Reform Network | parkingreform.org

ACCESSORY DWELLING UNITS (ADU)

OVERVIEW OF PROPOSED KEY CHANGES

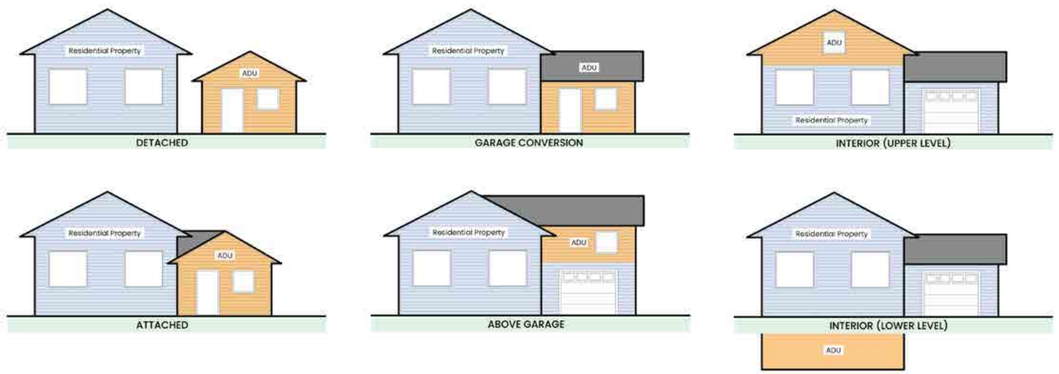
ACCESSORY DWELLING UNITS EXPLAINED

Also known as a "Granny-Flat", "In-Law Suite", "Carriage House", or "Backyard Cottage". ADUs are a second home located on the same property as a principal residential structure. They are often; but not always, detached. This is a rentable or purchasable dwelling unit separate from the primary residence, and is typically smaller in size; perfect for fresh out of college individuals, or older adults looking to downsize. The City is looking at ADU for the following reasons:

- Expand the number of housing units while using existing infrastructure (streets, sewers, etc.)
- Increase housing choices to respond to needs in the community including income levels, changes in household size, and lifestyle needs
- Create more opportunities for residents to age in place rather than leave their neighborhood to find more appropriate housing (i.e. senior living communities)

DRAFT ADU POLICY HIGHLIGHTS

The Common Council has been reviewing potential ADU policies for the past 2 years. The proposed zoning code would include the ability to construct an ADU on a single-family property under certain conditions:

- **Where permitted**: all residential "R" zoning districts and the B-1 Neighborhood Business District
- **Limit**: One per residential property
- **Rentals**: Rental ADUs must complete the City's Rental Registration
- **Setbacks**: Front yard - same as principal structure. Side and rear yards - 2 feet.
- **Size**: Minimum - 200 square feet. Maximum - 900 square feet.
- **Height**: Not to exceed principal structure
- **Outdoor** space: Must be provided with at least 100 square feet of contiguous outdoor space (not including driveways)
- **Design**: Must be designed similarly as the principal home
- **Inspections**: Inspection is required prior to occupancy, in addition to a deed restriction.

DIFFERENT TYPES OF ACCESSORY DWELLING UNITS