



A COMPREHENSIVE PLAN FOR THE KENOSHA URBAN PLANNING DISTRICT

KENOSHA COUNTY WISCONSIN

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**COMMUNITY ASSISTANCE PLANNING REPORT
NUMBER 212**

**A COMPREHENSIVE PLAN FOR THE KENOSHA URBAN PLANNING DISTRICT
KENOSHA COUNTY, WISCONSIN**

Prepared by the
Southeastern Wisconsin Regional Planning Commission
P. O. Box 1607
Old Courthouse
916 N. East Avenue
Waukesha, Wisconsin 53187-1607

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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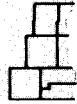


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December 7, 1995

TO: County Executive John R. Collins and the County Board of Supervisors of Kenosha County

The Honorable John M. Antaramian, Mayor of the City of Kenosha, and Members of the Common Council and City Plan Commission

Mr. John P. Steinbrink, President of the Village of Pleasant Prairie Board, and Members of the Village Board and Village Plan Commission

Mr. David D. Holtze, Chairman of the Town of Somers, and Members of the Town Board and Town Plan Commission

The Regional Planning Commission is pleased to transmit to you this document, setting forth a comprehensive plan for the Kenosha Urban Planning District, the District consisting of all that area of Kenosha County lying east of IH 94. The plan was prepared in response to a request submitted in 1990 by the Superintendent of the Kenosha Unified School District No. 1 on behalf of the School District, Kenosha County, the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers. Work on the plan began in June 1992, with the Regional Planning Commission providing the staff services required for the conduct of the planning program. The Commission staff was assisted by the planning and public works staffs of Kenosha County, the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers. The work was carried out under the direction of an intergovernmental coordinating and advisory committee, whose membership included elected and appointed officials representing Kenosha County and the concerned local units of government, representatives of concerned State agencies, and representatives of private interests.

The plan set forth in this report is a second-generation comprehensive plan for the Planning District. It revises and extends to a new design year, the year 2010, an initial plan for the District which was completed in 1967 and prepared for a design year of 1990. The new comprehensive plan continues a strong history of planning for orderly growth and development within the Planning District, a history which dates back to 1925, when a city plan was first prepared for the City of Kenosha by the consulting firm of Harland Bartholomew and Associates.

The planning program resulting in the new comprehensive plan involved extensive inventories and analyses of the factors and conditions affecting land use development in the Kenosha area, including inventories and analyses of the demography and economy, natural resources, land uses, transportation and other community facilities, and public utilities of the area. The planning program further involved the preparation of forecasts of future population, household, and economic activity levels; the formulation of community development objectives and standards; and the design of a land use plan and supporting transportation, community facility, and public utility plan elements. The new comprehensive plan includes recommendations concerning the type, amount, and spatial location of the various land uses required to serve the needs of the area residents and industries to the year 2010. The plan also includes recommendations concerning transportation facilities, public utilities, and community facilities, including public park and outdoor recreation facilities needed to support the proposed pattern of land use. The plan is intended to serve as a master, or comprehensive, plan for each of the three communities which comprise the Planning District.

The initial plan for the Planning District, prepared in 1967, served as a useful guide for making development decisions affecting the area for a quarter of a century. The new plan provides a guide for the continued orderly and economical growth and development of the District over the coming decades and for the preservation and enhancement of its unique and desirable environmental qualities. Consistent application of the plan will help assure that individual development proposals are properly related to the overall development of the District and will help avoid the creation of costly developmental and environmental problems.

The Regional Planning Commission is pleased to have been of assistance in this important planning project. The Commission, of course, stands ready to assist the City of Kenosha, the Village of Pleasant Prairie, the Town of Somers, and Kenosha County in implementing the recommended plan over time.

Sincerely,

Kurt W. Bauer
Executive Director

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Chapter I

INTRODUCTION

BACKGROUND

In 1964, the City of Kenosha, the Town of Somers, and the then Town of Pleasant Prairie, recognizing their commonality of interests and the need to plan cooperatively for orderly growth and development, determined to prepare collectively a comprehensive development plan for all that area of Kenosha County located east of IH 94, an area identified as the Kenosha Planning District. The City and Towns requested the assistance of the Regional Planning Commission in preparing the desired plan. With the assistance of the consulting planning and engineering firm of Harland Bartholomew and Associates, the requested comprehensive plan was completed in 1967. The plan included detailed recommendations relating to the protection and preservation of the natural resource base; the proper arrangement of land uses; and the development of transportation facilities, other public facilities, and public utilities to meet anticipated needs in the planning area through the year 1990. The plan was subsequently adopted by the City of Kenosha, the Towns of Pleasant Prairie and Somers, and the Regional Planning Commission and has served as a useful guide to development in the area for a quarter of a century. The plan is documented in the two-volume SEWRPC Planning Report No. 10, A Comprehensive Plan for the Kenosha Planning District.¹

In February 1990, the Superintendent of the Kenosha Unified School District No. 1, acting on behalf of the City of Kenosha, the Village of

Pleasant Prairie, the Town of Somers, and Kenosha County, requested that the Regional Planning Commission prepare a prospectus outlining the work required to revise, as necessary, and extend the 1990 comprehensive plan to a new design year. The Commission prepared the requested prospectus under the guidance of an advisory committee consisting of representatives of the units and agencies of government concerned.² Recognizing that the design year of the 1990 plan had been reached and also recognizing the prospect of continued urban growth, including growth spurred by the continuing outward decentralization of urban development from northeastern Illinois, the Prospectus Advisory Committee recommended that a planning program to update and extend the comprehensive plan be mounted and that the planning program be carried out with the assistance of the Regional Planning Commission. The City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers, along with Kenosha County, agreed to provide the funding necessary for the planning program. It was agreed by all parties that the Unified School District's contribution to the planning program would be in the form of a school facilities needs assessment which would be made available to the planning program. The Regional Planning Commission initiated work on the planning program in 1992, adhering to the outline of work set forth in the prospectus. The findings and recommendations of the planning program are documented in this report.

It should be noted that the Regional Planning Commission has since its inception encouraged the preparation of comprehensive plans for urbanizing areas, such as the Kenosha Urban Planning District, as a means for carrying regional plans into greater depth and detail. Such planning efforts provide a means for the proper integration of regional and local land use and public facility development objectives and,

¹The first comprehensive plan for Kenosha and its environs was completed in 1925 by the firm of Harland Bartholomew and Associates, St. Louis, Missouri, more than four decades prior to completion of the 1967 plan. Considered to be a classic city plan, the 1925 plan included such important recommendations as the development of the Kenosha Civic Center at the intersection of 56th Street and Sheridan Road. The cluster of buildings remaining today at that location is evidence the acceptance of that plan.

²See SEWRPC Prospectus for the Preparation of a Comprehensive Plan for the Kenosha Urban Planning District, December 1990.

Table 1

AREA AND POPULATION OF CIVIL DIVISIONS IN THE KENOSHA PLANNING DISTRICT: 1990

Civil Division	U. S. Public Land Survey		Area		Population	
	Township	Sections	Square Miles	Percent of District	Persons	Percent of District
City of Kenosha	T1N, R22E T1N, R23E T2N, R22E T2N, R23E	1-6, 9-14 5-8, 18 13-14, 23-27, 29-36 18, 19, 29-32	21.5	25.0	80,426	80.3
Village of Pleasant Prairie	T1N, R22E T1N, R23E	2-11, 13-36 7-8, 17-20, 29-32	32.1	37.4	12,037	12.0
Town of Somers	T1N, R22E T2N, R22E T2N, R23E	3-6 1-35 5-8, 18-19	32.3	37.6	7,748	7.7
Total	--	--	85.9	100.0	100,211	100.0

Source: U. S. Bureau of the Census and SEWRPC.

ultimately, provide a basis for the adjustment of regional and local plans and of local plan implementation devices in accordance with those regional and local development objectives. The Kenosha Planning District was the first urban planning district so designated by the Regional Planning Commission and it is the first for which a second-generation comprehensive plan has been prepared.

THE KENOSHA URBAN PLANNING DISTRICT

The Kenosha Urban Planning District represents an area of common community interests and, as such, constitutes a logical area for which specific and detailed land use and public facility plans may be prepared. As shown on Map 1, the 86-square-mile District is defined by stable and identifiable boundaries, including IH 94 on the west, Lake Michigan on the east, the Kenosha-Racine County line on the north, and the Wisconsin-Illinois State line on the south. The resident population of the District stood at about 100,200 persons in 1990, representing 78 percent of the total resident population of Kenosha County. Employment within the District totaled about 38,300 jobs in 1990, accounting for about 82 percent of all jobs in the County. The District contained real property worth about \$2.46 billion as measured in equalized valuation, or about 67 percent of all tangible wealth in the County as so measured. While the District is an urbanizing area, about two-thirds of its area remained in nonurban uses in 1990.

Three general-purpose local units of government, the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers, along with Kenosha County, are responsible for the physical, economic, and social development of the District. The proportions of the total District area and population within each of these local units of government are set forth in Table 1. The area is served by a single school district, the Kenosha Unified School District No. 1.

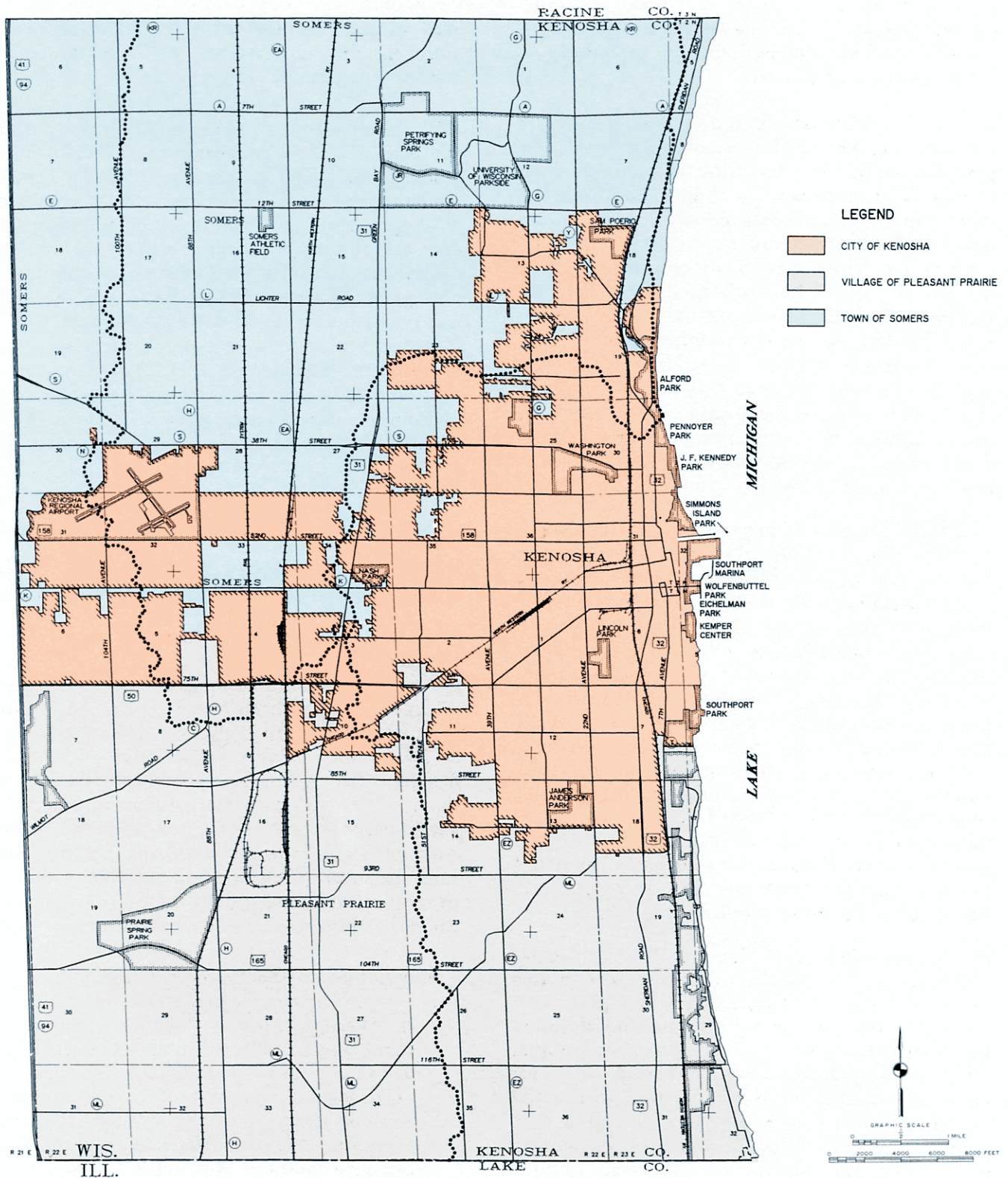
It should be noted that, during the preparation of the study prospectus, alternative boundaries for the District, including the inclusion of certain lands located west of IH 94, were considered. Ultimately, the City of Kenosha and Kenosha County agreed that the District boundaries should remain identical to those used in the first comprehensive District planning program. The City and County further agreed to support the conduct of a countywide land use planning program in two phases. Under this approach, two companion but sequential land use planning efforts would be undertaken in a coordinated manner, with the first conducted for that portion of Kenosha County lying east of IH 94 and the second for that portion of the County lying west of IH 94.

NEED FOR THE NEW COMPREHENSIVE PLAN

During the preparation of the prospectus, five major factors dictating the need to revise and extend the comprehensive plan for the Kenosha Urban Planning District were identified.

Map 1

THE KENOSHA URBAN PLANNING DISTRICT



First, the initial comprehensive plan for the District was, in 1992, 25 years old and the design year of the plan had been reached. In this respect, it should be noted that good planning practice dictates that development plans be reviewed and updated periodically, preferably at intervals of about 10 years.

Second, the economic base and structure of the District has changed dramatically since the preparation of the plan, and is continuing to change. The most notable change has been the decline of the automobile industry, which dominated the area economy for much of the 20th century, but which has nearly ceased to exist in the Kenosha area. Most of the historic automobile manufacturing facilities have been demolished and the sites made available for other land uses. Economic development efforts in the Kenosha area are under way to help attract new jobs and to diversify the local economy. Changes in the structure of the economy and changes in the distribution of economic activity have important land use and public facility ramifications.

Third, the impacts of urbanization in northeastern Illinois, particularly in adjacent Lake County, are increasingly affecting the Kenosha area, especially in terms of providing housing for those who may choose to live in the Kenosha area while maintaining jobs in northeastern Illinois. The current disparity in housing costs, which significantly favors the Kenosha area over northeastern Illinois, may be expected to result in a growing housing demand in the Kenosha area. In addition, a growing demand for retail centers targeting, in part, northeastern Illinois consumers, may be expected, as may industrial relocation from northeastern Illinois into the Kenosha area. These factors all have important implications for land use and infrastructure development in the greater Kenosha area.

Fourth, the increased demand for residential building sites in the Kenosha area accentuates the need for a new District land use plan as a basis for the preparation of needed detailed neighborhood plans. Such neighborhood plans, which provide local street, block, and lot layout recommendations, must be prepared within the framework of a community land use plan that identifies recommended locations for residential, commercial, and industrial development and for such important public facilities as schools and parks. A community land use plan thus provides

the framework for the preparation of neighborhood plans which, in turn, provide an orderly basis for accommodating the increased demand for housing and supporting neighborhood land uses and for important infrastructure-related planning and engineering, such as for storm-water management.

Fifth, because of their many mutual interests and concerns, the three general-purpose local units of government that together comprise the District should be making decisions affecting growth and development on the basis of a common plan. The political climate for reaching agreement on a new community land use plan in the Kenosha area is now good. In recent years, the City of Kenosha has reached agreement with the former Town of Pleasant Prairie, now incorporated as the Village of Pleasant Prairie, on the City's future geographic extent east of IH 94 and with the Town of Somers. Given basic political agreement on geographic jurisdiction, it should be possible to secure mutual agreement on a community land use plan.

RECENT PLANNING EFFORTS IMPACTING ON THE KENOSHA PLANNING DISTRICT

While the initial comprehensive plan for the Kenosha Planning District has become outdated, much has been accomplished recently in terms of functional planning for the provision of basic urban services and facilities within the District and in terms of the preparation of land use development and redevelopment plans for portions of the District. The following planning programs were completed just prior to, or were conducted concurrently with, the District planning program. The recommendations of these programs were integrated as appropriate into the new comprehensive District plan.

- A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor

Completed in 1991, this plan sets forth a land use and transportation system development plan for an approximately six-mile-wide corridor lying on either side of IH 94 and extending from the Wisconsin-Illinois State line into southern Milwaukee County. About 48 square miles of that corridor are located within the Kenosha Planning District.

- **Kenosha Transit Development Program**
Completed in 1991, this program recommends a coordinated set of transit service and transit system capital improvements intended to be implemented between 1991 and 1995 within the Kenosha Planning District.
- **City of Kenosha Corridor Land Use Plan**
Completed in 1991, this plan provides land use development recommendations for a corridor generally bounded by CTH S on the north, STH 50 on the south, 43rd Avenue on the east, and IH 94 on the west.
- **Kenosha Downtown Plan**
Completed in 1991, this plan presents detailed development and redevelopment recommendations for the downtown and adjacent marina area of the City of Kenosha.
- **Neighborhood Revitalization Study: Kenosha, Wisconsin**
Completed in 1992, this study resulted in revitalization plans, projects, and strategies for three neighborhoods located just west of downtown Kenosha: the Washington Park, Columbus Park, and Wilson Heights neighborhoods.
- **Kenosha School District Facilities Study**
Completed in 1991, this study estimates probable future school enrollment in Kenosha Unified School District No. 1, which is coterminous with the Kenosha Planning District, and identifies the need for new schools and for the expansion and renovation of existing schools to meet estimated future space requirements.
- **STH 50 Highway Access and Development Plan**
Completed in 1986, this plan recommends the number and location of private and public access points and median openings, as well as the location and configuration of frontage roads, along STH 50 between IH 94 and 60th Avenue.
- **52nd Street Arterial Development Plan**
Completed in 1992, this plan identified types of urban development appropriate for lands immediately adjacent to 52nd Street (STH 158) within the Kenosha Urban Planning District.
- **Industrial Park Site Analysis**
Completed in 1993, this study analyzed the infrastructure needs and marketability of potential major industrial sites in the City of Kenosha.
- **Kenosha Area Sanitary Sewer and Water Supply System Plan**
Completed in 1992, this plan sets forth facility recommendations for the provision of sanitary sewerage and water supply facilities and services, along with recommendations regarding the institutional structure for the provision of these facilities, within the greater Kenosha area.
- **Kenosha Airport Master Plan**
The City of Kenosha in 1992 initiated a program to update the master plan for the Kenosha Regional Airport. An airport expansion proposal considered in that program generated significant public opposition and, in 1995, the City terminated the master planning program. The City subsequently created an advisory committee to study airport operation and infrastructure needs.
- **A Park and Open Space Plan for Kenosha County**
Completed in 1987, this plan represents a refinement of the regional park and open space plan, adopted by the Regional Planning Commission in 1977, as that plan pertains to Kenosha County. This plan provides a guide for the preservation, acquisition, and development of park and open space sites in Kenosha County to the year 2000.
- **Pike River Watershed Plan Environmental Impact Statement**
Prepared by the Wisconsin Department of Natural Resources concurrently with the comprehensive District planning program, this environmental impact statement is intended to provide an analysis of the environmental impacts attendant to implementation of the 1983 comprehensive plan for the Pike River watershed as documented in SEWRPC Planning Report No. 35, **A Comprehensive Plan for the Pike River Watershed**.

In addition, the Regional Planning Commission in 1992 prepared a new regional land use plan

for Southeastern Wisconsin with a design year extended to 2010. The new plan is a third-generation plan, replacing the second-generation design year 2000 regional land use plan adopted by the Commission in 1977, which, in turn, replaced the first-generation design year 1990 land use plan adopted by the Commission in 1966. The plan includes recommendations regarding the amount, arrangement, and spatial distribution of urban land use development needed within the Region through the year 2010; the preservation of primary environmental corridors and prime agricultural lands; and the development of major commercial, industrial, and outdoor recreation centers. The design of the new comprehensive plan for the Kenosha Urban Planning District was carried out within the framework provided by the year 2010 regional land use plan.

PURPOSE OF THE PLANNING PROGRAM

The primary purpose of the District planning program was the development of a detailed land use and public facility plan needed to help guide urban development and redevelopment within the greater Kenosha area through the year 2010. As part of the planning program, consideration was also given to an ultimate development pattern within the District in order to recognize the uncertainties that exist with respect to forecasting resident population and employment levels and attendant land use requirements in a time of rapid socio-economic change.

The main emphasis in the work program was on the preparation of a detailed community-level land use plan suitable as a basis for the preparation of more detailed neighborhood plans. Much of the effort was, therefore, devoted to the identification of areas suitable for commercial, industrial, and residential development, as well as for public school and park development. Those elements of the plan related to public infrastructure, including transportation, sanitary sewerage, and water supply, were drawn largely from other recently completed functional planning studies for the District enumerated above. The plan thus served to integrate the key recommendations of those various planning studies into a single comprehensive plan document for the District.

STAFF, CONSULTANT, AND COMMITTEE STRUCTURE

The planning program was undertaken by the Regional Planning Commission with the assistance of planning consultants with extensive experience in planning and development matters within the District. The program was carried out under the guidance of an Intergovernmental Coordinating and Advisory Committee consisting of elected and appointed officials from the City of Kenosha, the Village of Pleasant Prairie, the Town of Somers, Kenosha Unified School District No. 1, and Kenosha County and representatives of concerned State agencies and private interests. The Committee provided important guidance in the required data collection and analysis work; the formulation of land use development, community facility development, and resource preservation objectives; the design of the new comprehensive plan for the District; and the formation of plan implementation recommendations. The membership on the Advisory Committee is indicated in the inside front cover of this report.

SCHEME OF PRESENTATION

The findings and recommendations of the comprehensive District planning effort are documented in this report. Following this introductory chapter, Chapters II through VIII present new benchmark inventory data and historic trend data essential to the planning program. Separate chapters are devoted to the description and analysis of the demographic and economic base, the natural resource base, the land use base, transportation facilities, utility and communications facilities, community facilities, and community plans and land use regulations. Chapter IX presents a set of objectives, principles, and standards pertaining to land use development, natural resource base protection, transportation system development, public utility development, and community facility development within the District. Chapter X presents projections of population and economic activity levels and the attendant demand for urban land use and transportation facilities, utilities, and community facilities. Chapter XI presents the new recommended comprehensive plan for the District, consisting of a land use element, a transportation element, a

public utilities element, a community facilities element, and a park and open space element. Chapter XII describes the actions which should be taken by the various units and agencies of government concerned to facilitate implementation of the recommended plan. Importantly, that chapter includes

recommendations regarding the revision of local zoning, land subdivision, and official map ordinances necessary to facilitate implementation of the plan. Chapter XIII provides a summary of the findings and recommendations of the comprehensive District planning program.

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Chapter II

DEMOGRAPHIC AND ECONOMIC BASE

INTRODUCTION

Urban land development and public facility needs within any area are largely dependent upon population and economic activity levels. Inventories of population and economic activity are, therefore, essential to sound comprehensive planning. This chapter presents the findings of the socio-economic inventories conducted under the comprehensive District planning program. In particular, this chapter presents information on the size, distribution, and characteristics of the resident population of the District; the size and characteristics of the housing stock which accommodates that population; and the level and type of economic activity in the District as indicated by the size of the civilian labor force and the number and type of jobs. Information on personal income levels is also presented. Information is provided regarding existing conditions and historic trends as appropriate. Forecasts of future population and economic activity levels in the District are presented in Chapter X of this report.

POPULATION

Historic Trends

The resident population of the Kenosha Urban Planning District totaled 100,211 persons in 1990, representing 78 percent of the total population of Kenosha County. The District population increased substantially, by between 10,000 and 20,000 persons, during each of the first seven decades of this century, with the exception of the depression era of the 1930s. Following rapid population growth between 1940 and 1970, however, the District population remained virtually unchanged between 1970 and 1980. Between 1980 and 1990, the District population increased by about 2,100 persons, or 2 percent (see Table 2 and Figure 1).

In order to provide perspective, population levels for Kenosha County, the adjacent Counties of Racine and Lake County, Illinois, and the seven-county Southeastern Wisconsin Region are presented in Table 3. As indicated, the decline in

the population growth rate observed in the Planning District after 1970 is also apparent in Kenosha County, Racine County, and the Southeastern Wisconsin Region. In contrast, the population of Lake County, Illinois, which increased very rapidly between 1950 and 1970, increased significantly during the 1970s and 1980s, although at rates relatively lower than during the two previous decades.

Within the District, the City of Kenosha has historically accounted for the largest share of the total District population. The City population stood at 80,426 in 1990, compared to 12,037 in the Village of Pleasant Prairie and 7,748 in the Town of Somers. It is important to note that population levels presented herein reflect corporate limits as they existed at the time of each Federal decennial Census of Population and Housing. Changes in population levels as reported in the Census are, therefore, affected by annexations and boundary adjustments. A particularly noteworthy change in this respect occurred at the time of the incorporation of the Town of Pleasant Prairie as a village in 1989. It is estimated that about 75 persons resided in areas of the former Town of Pleasant Prairie which were annexed to the City of Kenosha and that about 588 persons resided in areas of the former Town of Pleasant Prairie which were detached to the Town of Somers at the time of the Village of Pleasant Prairie incorporation.

While population is normally counted once every 10 years as part of the Federal Census, community-level population estimates are prepared each year by the Wisconsin Department of Administration. Those estimates indicate that the resident population of the District totaled 102,633 persons at the beginning of 1992 (see Table 4). The estimated 1992 population was about 2,400 persons greater than the 1990 Census count. The population growth estimated to have occurred within the District in 1990 and 1991 exceeds the population growth that occurred during the entire preceding decade, as indicated by the Federal Census counts.

Table 2

**POPULATION IN THE KENOSHA URBAN PLANNING
DISTRICT BY MINOR CIVIL DIVISION: CENSUS YEARS 1900-1990**

Year	Kenosha Planning District			City of Kenosha			Village of Pleasant Prairie			Town of Somers		
	Persons	Change from Preceding Year		Persons	Change from Preceding Year		Persons	Change from Preceding Year		Persons	Change from Preceding Year	
		Persons	Percent		Persons	Percent		Persons	Percent		Persons	Percent
1900	15,426	--	--	11,606	--	--	1,776	--	--	2,044	--	--
1910	26,376	10,950	71.0	21,371	9,765	84.1	3,217	1,441	81.1	1,788	-256	-12.5
1920	44,586	18,210	69.0	40,472	19,101	89.4	2,030	-1,187	-36.9	2,084	296	16.6
1930	56,765	12,179	27.3	50,262	9,790	24.2	3,457	1,427	70.3	3,046	962	46.2
1940	56,298	-467	-0.8	48,765	-1,497	-3.0	3,892	435	12.6	3,641	595	19.5
1950	66,105	9,807	17.4	54,368	5,603	11.5	6,207	2,315	59.5	5,530	1,889	51.9
1960	85,325	19,220	29.1	67,899	13,531	24.9	10,287	4,080	65.7	7,139	1,609	29.1
1970	98,094	12,769	15.0	78,805	10,906	16.1	12,019	1,732	16.8	7,270	131	1.8
1980	98,112	18	0.0	77,685	-1,120	-1.4	12,703	684	5.7	7,724	454	6.2
1990	100,211	2,099	2.1	80,426	2,741	3.5	12,037	-666	-5.2	7,748	24	0.3

NOTE: Population levels presented in this table reflect corporate limits as they existed at the time of each Federal Census. Change in civil division population levels as reported by the Census Bureau are, therefore, affected by annexations and boundary adjustments.

Source: U. S. Bureau of the Census and SEWRPC.

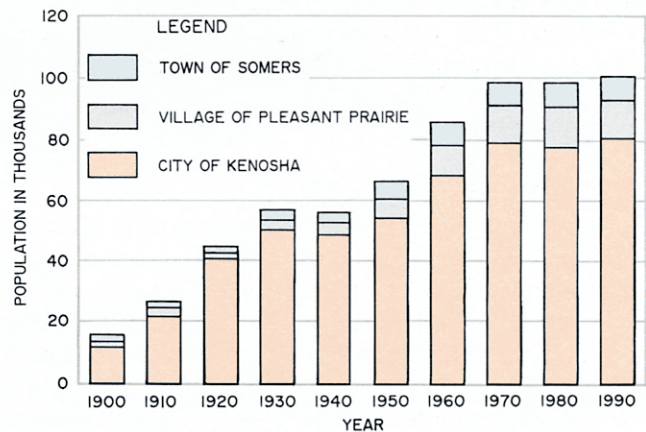
Population Characteristics¹

The age and sex composition of the resident population of the District as reported in the 1990 Federal Census is presented in Table 5. For the District over all, females outnumbered males, particularly in the higher age groups, reflecting, in part, the longer life expectancy of females. The male population was slightly larger than the female population in the Town of Somers and Village of Pleasant Prairie, where the number of males per 100 females was 104 and 101, respectively. Conversely, in the City of Kenosha, the female population outnumbered the male population, with 93 males per 100 females in 1990.

As indicated in Figure 2, the age composition of the District population has changed somewhat over the past three decades. The most notable

Figure 1

**POPULATION IN THE KENOSHA URBAN
PLANNING DISTRICT: CENSUS YEARS 1900-1990**



Source: U. S. Bureau of the Census and SEWRPC.

¹Population data by age, sex, and race from the 1990 Federal Census presented in this section are slightly different from the final 1990 population levels for the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers presented in Tables 2 and 4. The population levels presented in Tables 2 and 4 represent final population counts from the 1990 Census. The Census Bureau is not expected to reconcile the data regarding population by age, sex, and race with the final population counts.

changes are a decrease in the relative share of the younger population and an increase in the older population. The proportion of the population under age 15 decreased from 32 percent in 1960 to 22 percent in 1990, while the proportion of the population 65 years and older increased from 9 percent in 1960 to 13 percent in 1990.

As further indicated in Figure 2, the most significant changes in the age composition of the District population between 1980 and 1990 include an increase in the youngest age group,

Table 3

**POPULATION IN KENOSHA AND RACINE COUNTIES, THE SOUTHEASTERN
WISCONSIN REGION, AND LAKE COUNTY, ILLINOIS: CENSUS YEARS 1950-1990**

Year	Southeastern Wisconsin Region			Kenosha County			Racine County			Lake County, Illinois		
	Persons	Change from Preceding Year		Persons	Change from Preceding Year		Persons	Change from Preceding Year		Persons	Change from Preceding Year	
		Persons	Percent		Persons	Percent		Persons	Percent		Persons	Percent
1950	1,240,618	--	--	75,238	--	--	109,585	--	--	179,097	--	--
1960	1,573,614	332,996	26.8	100,615	25,377	33.7	141,781	32,196	29.4	293,638	114,541	64.0
1970	1,756,083	182,469	11.6	117,917	17,302	17.2	170,838	29,057	20.5	382,638	89,000	30.3
1980	1,764,796	8,713	0.5	123,137	5,220	4.4	173,132	2,294	1.3	440,372	57,734	15.1
1990	1,810,364	45,568	2.6	128,181	5,044	4.1	175,034	1,902	1.1	516,418	76,046	17.3

Source: U. S. Bureau of the Census and SEWRPC.

Table 4

**POPULATION IN THE KENOSHA URBAN PLANNING
DISTRICT BY MINOR CIVIL DIVISION: 1990, 1991, AND 1992**

Civil Division	Actual Population from Federal Census April, 1990	Population Estimated by Wisconsin Department of Administration January, 1991	Population Estimated by Wisconsin Department of Administration January, 1992
City of Kenosha	80,426	80,968	82,203
Village of Pleasant Prairie	12,037	12,216	12,498
Town of Somers	7,748	7,887	7,932
Total	100,211	101,071	102,633

Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

those under five years; an increase in the oldest age group, those 75 years of age and older; a decrease in the population between the ages of 10 and 24; and an increase in the population between the ages of 30 and 49. The latter increase reflects the aging of the baby-boom population.

As indicated in Table 6, the racial composition of the District has also changed somewhat over the past three decades. In the 1990 Census, about 91 percent of District population reported their race as white, compared to almost 99 percent in 1960. The balance of the population was nonwhite, a category which by Federal definition includes persons reporting their race as Black, American Indian, Japanese, Chinese, Filipino, or other race. The black population comprised 60 percent of the nonwhite population in 1990, down from 90 percent in 1960. In 1990, about

94 percent of the nonwhite population of the District, including almost 98 percent of the black population, resided in the City of Kenosha.

Persons of Spanish origin are considered in the Federal Census to constitute an ethnic, rather than a racial, minority population group. Persons reporting Spanish origin totaled 5,143 in 1990, representing 5.1 percent of the District population in 1990, compared to 3.4 percent in 1980 (see Table 7). Of the population reporting Spanish origin, about 51 percent reported their race as white; the balance reported their race as nonwhite. In 1990, about 92 percent of the District population of Spanish origin resided in the City of Kenosha.

One of the most important characteristics of the population with respect to land use and public facility planning is the number and size of

Table 5

**AGE AND SEX COMPOSITION OF THE POPULATION IN THE
KENOSHA URBAN PLANNING DISTRICT BY MINOR CIVIL DIVISION: 1990**

Age Group	Kenosha Planning District			City of Kenosha			Village of Pleasant Prairie			Town of Somers		
	Persons		Number of Males per 100 Females	Persons		Number of Males per 100 Females	Persons		Number of Males per 100 Females	Persons		Number of Males per 100 Females
	Male	Female		Male	Female		Male	Female		Male	Female	
Under 5	4,113	3,799	108.3	3,473	3,160	109.9	402	401	100.2	238	238	100.0
5-9	3,797	3,632	104.5	3,089	2,995	103.1	471	406	116.0	237	231	102.6
10-14	3,626	3,409	106.4	2,915	2,767	105.3	468	419	111.7	243	223	109.0
15-19	3,763	3,614	104.1	2,996	2,880	104.0	443	391	113.3	324	343	94.5
20-24	3,764	3,832	98.2	2,977	3,126	95.2	388	355	109.3	399	351	113.7
25-29	4,246	4,388	96.8	3,518	3,694	95.2	403	390	103.3	325	304	106.9
30-34	4,231	4,481	94.4	3,420	3,646	93.8	485	532	91.2	326	303	107.6
35-39	3,882	3,832	101.3	3,081	3,040	101.3	495	513	96.5	306	279	109.7
40-44	3,269	3,254	100.5	2,464	2,480	99.4	522	486	107.4	283	288	98.3
45-49	2,634	2,761	95.4	1,908	2,059	92.7	431	456	94.5	295	246	119.9
50-54	2,430	2,238	108.6	1,754	1,704	102.9	418	337	124.0	258	197	131.0
55-59	1,963	2,127	92.3	1,465	1,610	91.0	317	317	100.0	181	200	90.5
60-64	1,950	2,210	88.2	1,494	1,788	83.6	261	237	110.1	195	185	105.4
65-69	1,795	2,241	80.1	1,413	1,824	77.5	216	243	88.9	166	174	95.4
70-74	1,371	1,926	71.2	1,117	1,647	67.8	140	150	93.3	114	129	88.4
75 and Older	1,905	3,728	51.1	1,603	3,245	49.4	177	328	54.0	125	155	80.6
Total	48,739	51,472	94.7	38,687	41,665	92.9	6,037	5,961	101.3	4,015	3,846	104.4

NOTE: Population data by age and sex from the 1990 Federal Census presented in this table are slightly different from the final 1990 population levels for the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers presented in Tables 2 and 4. The population levels presented in Tables 2 and 4 represent final population counts from the 1990 Census. The Census Bureau is not expected to reconcile the data regarding population by age and sex with the final total population counts.

Source: U. S. Bureau of the Census and SEWRPC.

households. For purposes of the Federal Census, a household is defined as the person or persons occupying a separate dwelling unit, as opposed to persons who reside in such group quarters as dormitories or boardinghouses or who are inmates of institutions. As indicated in Table 8, the number of households in the District increased from 25,300 in 1960 to 37,100 in 1990, an increase of 47 percent. During the last two decades, the number of households in the District increased by 25 percent despite the fact that there was very little change, only 2 percent growth, in the District resident population. The growth in the number of households is particularly significant for land use and public facility planning since the household comprises a basic consuming unit, generates much of the demand for urban land, and is an important component in the generation of the demand for transportation and other urban facilities and services.

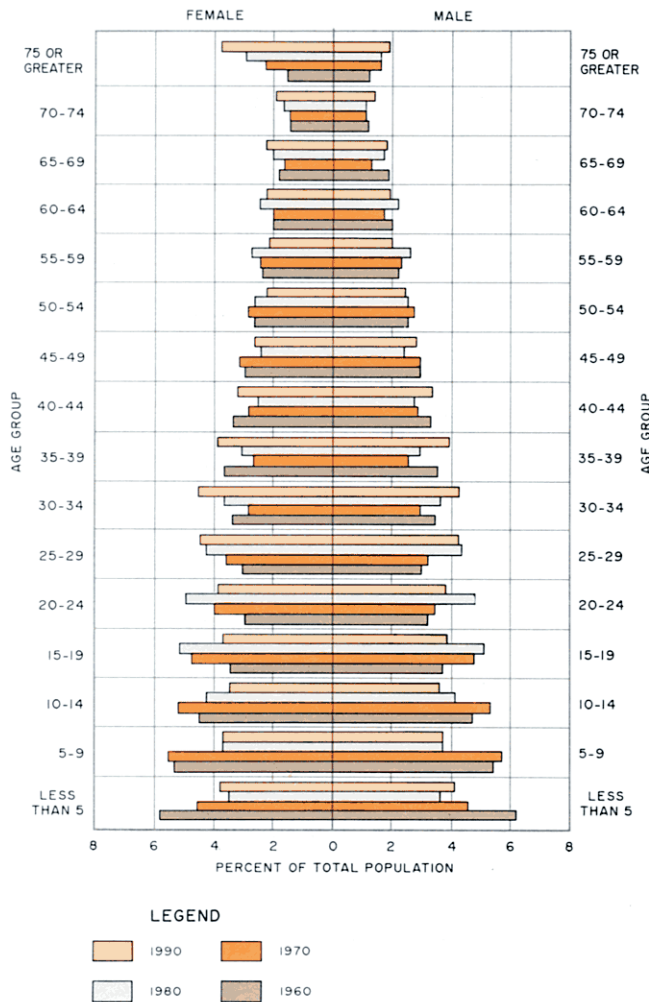
As further indicated in Table 8, the average size of households in the District has declined significantly, from 3.34 persons in 1960 to 3.24

persons in 1970, to 2.75 persons in 1980, and to 2.63 persons in 1990. From a review of Table 9, it is clear that the decrease in household size is closely related to an increase in the number of single-person households in the District. Single-person households more than tripled in number between 1960 and 1990; they accounted for almost 25 percent of all households in the District in 1990, compared to about 12 percent in 1960.

Each minor civil division in the Planning District experienced a substantial increase in the number of households and a substantial decrease in average household size during the past three decades. Between 1960 and 1990, the number of households increased by 45 percent in the City of Kenosha, by 52 percent in the Village of Pleasant Prairie, and by 60 percent in the Town of Somers. By 1990, the average household size stood at 2.61 persons in the City of Kenosha, 2.83 in the Village of Pleasant Prairie, and 2.60 in the Town of Somers.

Figure 2

TOTAL POPULATION BY AGE AND SEX IN THE KENOSHA URBAN PLANNING DISTRICT: 1960, 1970, 1980, AND 1990



Source: U. S. Bureau of the Census and SEWRPC.

According to the 1990 Federal Census, about 26,200 households, or 71 percent of all households in the Planning District, consisted of family households; the balance consisted of nonfamily households, that is, single-person households or households comprised of unrelated individuals living together. Family households comprised 69 percent of all households in the City of Kenosha, 80 percent in the Village of Pleasant Prairie, and 69 percent in the Town of Somers. Single-parent families, reported in Table 10 as family households with no spouse present but with related children, totaled about 3,900 in 1990, representing about 11 percent of

all households. Single-parent households comprised just over 5 percent of all households in the Village of Pleasant Prairie and Town of Somers, but almost 12 percent in the City of Kenosha.

HOUSING STOCK

The Federal Census indicated that there was a total of about 38,700 housing units in the District in 1990. As reported by the Census Bureau, the housing stock in the District increased by about 4,500 housing units, or 17 percent, during the 1960s; by about 6,100 units, or 20 percent, during the 1970s; and by 2,100 units, or 6 percent, during the 1980s. Within the District in 1990, the City of Kenosha accounted for 31,200 housing units, or 81 percent of the total. The Village of Pleasant Prairie contained about 4,400 housing units, or 11 percent of the total, while the Town of Somers contained about 3,200 housing units, or 8 percent (see Table 11).

Of the total housing stock, 37,100 housing units, were "occupied" at the time of the 1990 Census.² Of this total, 24,400 units, or 66 percent, were owner-occupied, while the balance were renter-occupied. The percentage of housing occupied by owners as opposed to that occupied by renters in the District stood at about 68 percent in 1960, 1970, and 1980 before decreasing to about 66 percent in 1990. Within the City of Kenosha and the Town of Somers, the proportion of owner- and renter-occupied housing was virtually unchanged between 1960 and 1980; both communities experienced a slight decrease in the proportion of owner-occupied housing between 1980 and 1990. Within the Village of Pleasant Prairie, the proportion of owner-occupied housing increased from about 81 percent in 1960 and 1970 to about 88 percent in 1980 and 1990.

Vacancy rates for homeowner and rental housing based upon the occupancy status of housing as indicated by the Federal Censuses are presented for 1960, 1970, 1980, and 1990 in Table 12.

²By definition, a housing unit is classified as occupied if it is the usual place of residence of the person or persons living in it at the time of the census, or if the occupants are only temporarily absent.

Table 6

**RACIAL COMPOSITION OF THE POPULATION IN THE KENOSHA URBAN
PLANNING DISTRICT BY MINOR CIVIL DIVISION: 1960, 1970, 1980, AND 1990**

Year	Race ^a	Kenosha Planning District		City of Kenosha		Village of Pleasant Prairie		Town of Somers	
		Persons	Percent of Total	Persons	Percent of Total	Persons	Percent of Total	Persons	Percent of Total
1960	White	84,271	98.8	66,884	98.5	10,257	99.7	7,130	99.9
	Nonwhite								
	Black	952	1.1	943	1.4	1	0.0	8	0.1
	Other	102	0.1	72	0.1	29	0.3	1	0.0
	Subtotal	1,054	1.2	1,015	1.5	30	0.3	9	0.1
	All Races	85,325	100.0	67,899	100.0	10,287	100.0	7,139	100.0
1970	White	95,845	97.7	76,625	97.2	11,962	99.5	7,258	99.8
	Nonwhite								
	Black	1,926	2.0	1,921	2.5	5	0.1	0	0.0
	Other	323	0.3	259	0.3	52	0.4	12	0.2
	Subtotal	2,249	2.3	2,180	2.8	57	0.5	12	0.2
	All Races	98,094	100.0	78,805	100.0	12,019	100.0	7,270	100.0
1980	White	93,052	94.9	72,940	93.9	12,561	98.8	7,551	97.8
	Nonwhite								
	Black	2,881	2.9	2,813	3.6	20	0.2	48	0.6
	Other	2,179	2.2	1,932	2.5	122	1.0	125	1.6
	Subtotal	5,060	5.1	4,745	6.1	142	1.2	173	2.2
	All Races	98,112	100.0	77,685	100.0	12,703	100.0	7,724	100.0
1990	White	91,492	91.3	72,139	89.8	11,744	97.9	7,609	96.8
	Nonwhite								
	Black	5,262	5.3	5,137	6.4	52	0.4	73	0.9
	Other	3,457	3.4	3,076	3.8	202	1.7	179	2.3
	Subtotal	8,719	8.7	8,213	10.2	254	2.1	252	3.2
	All Races	100,211	100.0	80,352	100.0	11,998	100.0	7,861	100.0

NOTE: Population data by race from the 1990 Federal Census presented in this table are slightly different from the final 1990 population levels for the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers presented in Tables 2 and 4. The population levels presented in Tables 2 and 4 represent final population counts from the 1990 Census. The Census Bureau is not expected to reconcile the data regarding population by race with the final total population counts.

^a "Other" includes persons reporting their race as American Indian, Japanese, Chinese, Filipino, or other race.

Source: U. S. Bureau of the Census and SEWRPC.

Table 7

**PERSONS OF SPANISH ORIGIN IN THE KENOSHA URBAN
PLANNING DISTRICT BY MINOR CIVIL DIVISION: 1980 AND 1990**

Year	Kenosha Planning District		City of Kenosha		Village of Pleasant Prairie		Town of Somers	
	Persons	Percent of Total Population	Persons	Percent of Total Population	Persons	Percent of Total Population	Persons	Percent of Total Population
1980	3,383	3.4	3,110	4.0	128	1.0	145	1.9
1990	5,143	5.1	4,732	5.9	238	2.0	173	2.2

Source: U. S. Bureau of the Census and SEWRPC.

Table 8

**NUMBER OF HOUSEHOLDS, HOUSEHOLD POPULATION, AND AVERAGE HOUSEHOLD SIZE IN THE
KENOSHA URBAN PLANNING DISTRICT BY MINOR CIVIL DIVISION: 1960, 1970, 1980, AND 1990**

Year	Households											
	Kenosha Planning District			City of Kenosha			Village of Pleasant Prairie			Town of Somers		
	Number	Change from Preceding Year		Number	Change from Preceding Year		Number	Change from Preceding Year		Number	Change from Preceding Year	
		Absolute	Percent		Absolute	Percent		Absolute	Percent		Absolute	Percent
1960	25,251	--	--	20,593	--	--	2,774	--	--	1,884	--	--
1970	29,663	4,412	17.5	24,245	3,652	17.7	3,303	529	19.1	2,115	231	12.3
1980	34,746	5,083	17.1	27,964	3,719	15.3	4,041	738	22.3	2,741	626	29.6
1990	37,149	2,403	6.9	29,919	1,955	7.0	4,207	166	4.1	3,023	282	10.3

Year	Household Population											
	Kenosha Planning District			City of Kenosha			Village of Pleasant Prairie			Town of Somers		
	Number	Change from Preceding Year		Number	Change from Preceding Year		Number	Change from Preceding Year		Number	Change from Preceding Year	
		Absolute	Percent		Absolute	Percent		Absolute	Percent		Absolute	Percent
1960	84,232	--	--	67,154	--	--	10,195	--	--	6,883	--	--
1970	96,045	11,813	14.0	76,861	9,707	14.5	11,914	1,719	16.9	7,270	387	5.6
1980	95,542	-503	-0.5	75,256	-1,605	-2.1	12,579	665	5.6	7,707	437	6.0
1990	97,704	2,162	2.3	77,951	2,695	3.6	11,897	-682	-5.4	7,856	149	1.9

Year	Average Household Size											
	Kenosha Planning District			City of Kenosha			Village of Pleasant Prairie			Town of Somers		
	Persons per Household (average)	Change from Preceding Year		Persons per Household (average)	Change from Preceding Year		Persons per Household (average)	Change from Preceding Year		Persons per Household (average)	Change from Preceding Year	
		Absolute	Percent		Absolute	Percent		Absolute	Percent		Absolute	Percent
1960	3.34	--	--	3.26	--	--	3.68	--	--	3.65	--	--
1970	3.24	-0.10	-3.0	3.17	-0.09	-2.8	3.61	-0.07	-1.9	3.44	-0.21	-5.8
1980	2.75	-0.49	-15.1	2.69	-0.48	-15.1	3.11	-0.50	-13.9	2.81	-0.63	-18.3
1990	2.63	-0.12	-4.4	2.61	-0.08	-3.0	2.83	-0.28	-9.0	2.60	-0.21	-7.5

Source: U. S. Bureau of the Census and SEWRPC.

Table 9

**HOUSEHOLDS BY SIZE IN THE KENOSHA URBAN
PLANNING DISTRICT BY MINOR CIVIL DIVISION: 1960 AND 1990**

Year	Number of Persons per Household	Kenosha Planning District		City of Kenosha		Village of Pleasant Prairie		Town of Somers	
		Households	Percent of Total	Households	Percent of Total	Households	Percent of Total	Households	Percent of Total
1960	1	2,950	11.7	2,616	12.7	191	6.9	143	7.6
	2	7,137	28.3	5,926	28.8	700	25.2	511	27.1
	3	4,489	17.8	3,631	17.6	533	19.2	325	17.3
	4	4,595	18.2	3,669	17.8	562	20.3	364	19.3
	5	3,144	12.4	2,532	12.3	360	13.0	252	13.4
	6 or More	2,936	11.6	2,219	10.8	428	15.4	289	15.3
	Total	25,251	100.0	20,593	100.0	2,774	100.0	1,884	100.0
1990	1	9,095	24.5	7,704	25.8	681	16.2	710	23.5
	2	11,614	31.2	9,192	30.7	1,364	32.4	1,058	35.0
	3	6,642	17.9	5,267	17.6	844	20.1	531	17.6
	4	5,795	15.6	4,559	15.2	816	19.4	420	13.9
	5	2,597	7.0	2,062	6.9	371	8.8	164	5.4
	6 or More	1,406	3.8	1,135	3.8	131	3.1	140	4.6
	Total	37,149	100.0	29,919	100.0	4,207	100.0	3,023	100.0

Source: U. S. Bureau of the Census and SEWRPC.

Table 10

HOUSEHOLDS BY HOUSEHOLD TYPE IN THE KENOSHA URBAN PLANNING DISTRICT: 1990

Type of Household	Kenosha Planning District		City of Kenosha		Village of Pleasant Prairie		Town of Somers	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Family								
Married Couple								
With Related Children	9,816	26.4	7,644	25.5	1,421	33.8	751	24.8
With No Related Children	10,540	28.4	7,932	26.5	1,556	37.0	1,052	34.8
Other								
Male Head of Household, No Wife Present								
With Related Children	654	1.8	545	1.8	70	1.7	39	1.3
With No Related Children	589	1.6	474	1.6	61	1.4	54	1.8
Female Head of Household, No Husband Present								
With Related Children	3,262	8.8	2,991	10.0	156	3.7	115	3.8
With No Related Children	1,385	3.7	1,193	4.0	111	2.6	81	2.7
Subtotal	26,246	70.7	20,779	69.4	3,375	80.2	2,092	69.2
Nonfamily	10,903	29.3	9,140	30.6	832	19.8	931	30.8
Total	37,149	100.0	29,919	100.0	4,207	100.0	3,023	100.0

Source: U. S. Bureau of the Census and SEWRPC.

As indicated, the homeowner vacancy rate within the District has been 1.0 percent or less during each of the past four Censuses. The rental vacancy rate has ranged between 2.1 and 9.0 percent; it stood at 5.1 percent in 1990. It should be noted that vacancy rates reflect conditions in the housing market on the Census date, that is, the first day of April of each Census year. The rates are affected by any socio-economic conditions existing at the time of the Census; for example, a new rental housing development which comes on the market just prior to the Census could cause the rental vacancy rate to be higher than normal. In general, vacancy rates for smaller areas are more susceptible to such fluctuation than those for larger areas.

Information regarding the structure type of the District housing stock is presented in Table 13. About 62 percent of all housing units in the District were identified as single-family detached structures in the 1990 Census. Within the District, the percentage of single-family detached units was 59 percent in the City of Kenosha, 64 percent in the Town of Somers, and 81 percent in the Village of Pleasant Prairie. Mobile homes constituted about 3 percent of the total District housing stock, including 1 percent in the City of Kenosha and about 10 percent each in Village of Pleasant Prairie and the Town of Somers.

Information regarding the value of single-family housing as reported in the 1990 Federal Census is presented for the District in Table 14. The housing value data represent the Census respondent's estimate of how much the property would sell for if it were for sale. Data in Table 14 pertain to single-family owner-occupied housing units situated on parcels less than 10 acres in size, excluding mobile homes. As indicated, about 26 percent of all such units were valued at less than \$50,000; 44 percent were valued at \$50,000 to \$74,999; and 30 percent were valued at \$75,000 or more.

The median value of single-family housing units in the District, the value above and below which there is an equal number of units, stood at \$62,600 in 1990 (see Table 15). By comparison, the median value of single-family housing was \$65,100 for Kenosha County overall, and \$73,700 for the seven-county Southeastern Wisconsin Region. A median value of \$136,700 indicates that housing values are substantially higher in neighboring Lake County, Illinois.

Insight into recent trends in housing construction is provided by the record of residential building permits authorized by local units of government in the District. As indicated in Table 16 and shown on Figure 3, a total of about 5,319 housing units were authorized for construction in the District between 1980 and 1992, an

Table 11

**OCCUPANCY AND TENURE STATUS OF HOUSING UNITS IN THE KENOSHA URBAN
PLANNING DISTRICT BY MINOR CIVIL DIVISION: 1960, 1970, 1980, AND 1990**

Year	Occupancy and Tenure Status	Kenosha Planning District			City of Kenosha			Village of Pleasant Prairie			Town of Somers		
		Housing Units	Percent of Subtotal	Percent of Total	Housing Units	Percent of Subtotal	Percent of Total	Housing Units	Percent of Subtotal	Percent of Total	Housing Units	Percent of Subtotal	Percent of Total
1960	Occupied												
	Owner-occupied	17,167	68.0	65.9	13,526	65.7	64.2	2,241	80.8	75.0	1,400	74.3	71.2
	Renter-occupied	8,084	32.0	31.1	7,067	34.3	33.5	533	19.2	17.8	484	25.7	24.6
	Subtotal	25,251	100.0	97.0	20,593	100.0	97.7	2,774	100.0	92.8	1,884	100.0	95.8
	Vacant												
	For sale	154	19.8	0.6	123	25.7	0.6	25	11.6	0.8	6	7.2	0.3
	For rent	177	22.8	0.7	146	30.5	0.7	17	7.9	0.6	14	16.9	0.7
	Other vacant	446	57.4	1.7	210	43.8	1.0	173	80.5	5.8	63	75.9	3.2
	Subtotal	777	100.0	3.0	479	100.0	2.3	215	100.0	7.2	83	100.0	4.2
	Total	26,028	--	100.0	21,072	--	100.0	2,989	--	100.0	1,967	--	100.0
1970	Occupied												
	Owner-occupied	20,326	68.5	66.6	16,075	66.3	64.6	2,698	81.7	77.9	1,553	73.4	71.3
	Renter-occupied	9,337	31.5	30.6	8,170	33.7	32.8	605	18.3	17.5	562	26.6	25.8
	Subtotal	29,663	100.0	97.2	24,245	100.0	97.4	3,303	100.0	95.4	2,115	100.0	97.1
	Vacant												
	For sale	114	13.4	0.4	89	14.2	0.4	14	8.6	0.4	11	17.2	0.5
	For rent	327	38.3	1.1	273	43.5	1.1	32	19.8	0.9	22	34.4	1.0
	Other vacant	412	48.3	1.3	265	42.3	1.1	116	71.6	3.3	31	48.4	1.4
	Subtotal	853	100.0	2.8	627	100.0	2.6	162	100.0	4.6	64	100.0	2.9
	Total	30,516	--	100.0	24,872	--	100.0	3,465	--	100.0	2,179	--	100.0
1980	Occupied												
	Owner-occupied	23,762	68.4	64.9	18,174	65.0	61.8	3,543	87.7	83.9	2,045	74.6	68.9
	Renter-occupied	10,984	31.6	30.0	9,790	35.0	33.3	498	12.3	11.8	696	25.4	23.4
	Subtotal	34,746	100.0	94.9	27,964	100.0	95.1	4,041	100.0	95.7	2,741	100.0	92.3
	Vacant												
	For sale	234	12.6	0.6	162	11.2	0.6	41	22.8	1.0	31	13.5	1.0
	For rent	1,083	58.4	3.0	923	63.8	3.1	23	12.8	0.5	137	59.8	4.6
	Other vacant	539	29.0	1.5	362	25.0	1.2	116	64.4	2.8	61	26.7	2.1
	Subtotal	1,856	100.0	5.1	1,447	100.0	4.9	180	100.0	4.3	229	100.0	7.7
	Total	36,602	--	100.0	29,411	--	100.0	4,221	--	100.0	2,970	--	100.0
1990	Occupied												
	Owner-occupied	24,409	65.7	63.0	18,547	62.0	59.4	3,703	88.0	85.0	2,159	71.4	67.9
	Renter-occupied	12,740	34.3	32.9	11,372	38.0	36.5	504	12.0	11.6	864	28.6	27.2
	Subtotal	37,149	100.0	95.9	29,919	100.0	95.9	4,207	100.0	96.6	3,023	100.0	95.1
	Vacant												
	For sale	206	13.0	0.5	171	13.4	0.5	20	13.3	0.4	15	9.7	0.5
	For rent	681	43.0	1.8	585	45.8	1.9	10	6.6	0.2	86	55.5	2.7
	Other vacant	697	44.0	1.8	522	40.8	1.7	121	80.1	2.8	54	34.8	1.7
	Subtotal	1,584	100.0	4.1	1,278	100.0	4.1	151	100.0	3.4	155	100.0	4.9
	Total	38,733	--	100.0	31,197	--	100.0	4,358	--	100.0	3,178	--	100.0

Source: U. S. Bureau of the Census and SEWRPC.

Table 12

**HOUSING VACANCY RATES IN THE KENOSHA URBAN PLANNING
DISTRICT BY MINOR CIVIL DIVISION: 1960, 1970, 1980, AND 1990**

Year	Kenosha Planning District		City of Kenosha		Village of Pleasant Prairie		Town of Somers	
	Homeowner	Rental	Homeowner	Rental	Homeowner	Rental	Homeowner	Rental
1960	0.9	2.1	0.9	2.0	1.1	3.1	0.4	2.8
1970	0.6	3.4	0.6	3.2	0.5	5.0	0.7	3.8
1980	1.0	9.0	0.9	8.6	1.1	4.4	1.5	16.4
1990	0.8	5.1	0.9	4.9	0.5	1.9	0.7	9.1

NOTE: The homeowner vacancy rate is calculated as the number of vacant-for-sale housing units divided by the sum of vacant-for-sale units and owner-occupied units. The rental vacancy rate is calculated as the number of vacant-for-rent housing units divided by the sum of vacant-for-rent units and renter-occupied units.

Source: U. S. Bureau of the Census and SEWRPC.

Table 13

**STRUCTURE TYPE OF HOUSING UNITS IN THE KENOSHA
URBAN PLANNING DISTRICT BY MINOR CIVIL DIVISION: 1990**

Structure Type	Kenosha Planning District		City of Kenosha		Village of Pleasant Prairie		Town of Somers	
	Housing Units	Percent of Total	Housing Units	Percent of Total	Housing Units	Percent of Total	Housing Units	Percent of Total
One-Unit, Detached	23,907	61.7	18,327	58.7	3,541	81.3	2,039	64.2
One-Unit, Attached	674	1.7	551	1.8	60	1.4	63	2.0
Two-Unit	5,068	13.1	4,835	15.5	141	3.2	92	2.9
Three- to Four-Unit	1,901	4.9	1,769	5.7	75	1.7	57	1.8
Five- to Nine-Unit	1,740	4.5	1,572	5.0	14	0.3	154	4.8
10- to 49-Unit	3,489	9.0	3,036	9.7	56	1.3	397	12.5
50- or More-Unit	456	1.2	456	1.5	0	0.0	0	0.0
Mobile Home	1,082	2.8	289	0.9	449	10.3	344	10.8
Other	416	1.1	362	1.2	22	0.5	32	1.0
Total	38,733	100.0	31,197	100.0	4,358	100.0	3,178	100.0

Source: U. S. Bureau of the Census and SEWRPC.

Table 14

**VALUE OF SINGLE-FAMILY OWNER-OCCUPIED HOUSING UNITS IN THE
KENOSHA URBAN PLANNING DISTRICT BY MINOR CIVIL DIVISION: 1990**

Value	Kenosha Planning District		City of Kenosha		Village of Pleasant Prairie		Town of Somers	
	Housing Units	Percent of Total	Housing Units	Percent of Total	Housing Units	Percent of Total	Housing Units	Percent of Total
Less than \$20,000	100	0.5	91	0.6	5	0.2	4	0.2
\$20,000 to 29,999	393	1.9	351	2.2	22	0.7	20	1.3
\$30,000 to 39,999	1,600	7.9	1,447	9.2	81	2.7	72	4.5
\$40,000 to 49,999	3,244	16.0	2,944	18.7	189	6.3	111	7.0
\$50,000 to 74,999	8,909	43.8	7,510	47.6	863	28.9	536	33.7
\$75,000 to 99,999	3,376	16.6	2,238	14.2	736	24.7	402	25.3
\$100,000 to 124,999	1,252	6.2	614	3.9	407	13.7	231	14.5
\$125,000 to 149,999	750	3.7	330	2.1	317	10.6	103	6.5
\$150,000 to 199,999	499	2.4	156	1.0	262	8.8	81	5.1
\$200,000 or More	208	1.0	78	0.5	100	3.4	30	1.9
Total	20,331	100.0	15,759	100.0	2,982	100.0	1,590	100.0

NOTE: Value is presented for single-family owner-occupied housing units situated on parcels less than 10 acres in size, excluding mobile homes.

Source: U. S. Bureau of the Census and SEWRPC.

annual average of 409 units. The total of 5,319 units included 2,667 single-family units, 148 units in two-family structures, and 2,504 units in multi-family structures. As shown on Figure 3, there has been a significant increase in the residential construction in the District since 1987. In this respect, there was an annual average of 650 units authorized by the local units of government in the District between 1987 and 1992, about three times the annual average of 203 units between 1980 and 1986.

ECONOMIC BASE

Labor Force Size and Composition

The segment of the population which can be most closely related to the economy is the labor force. The labor force of an area is defined as those residents 16 years of age and older who are employed or are actively seeking employment. The size of the labor force is indicative of the availability of labor in the District. It cannot be equated with the number of available jobs in the

Table 15

**MEDIAN VALUE OF SINGLE-FAMILY
OWNER-OCCUPIED HOUSING UNITS IN
THE KENOSHA URBAN PLANNING DISTRICT,
KENOSHA AND RACINE COUNTIES, THE
SOUTHEASTERN WISCONSIN REGION,
AND LAKE COUNTY, ILLINOIS: 1990**

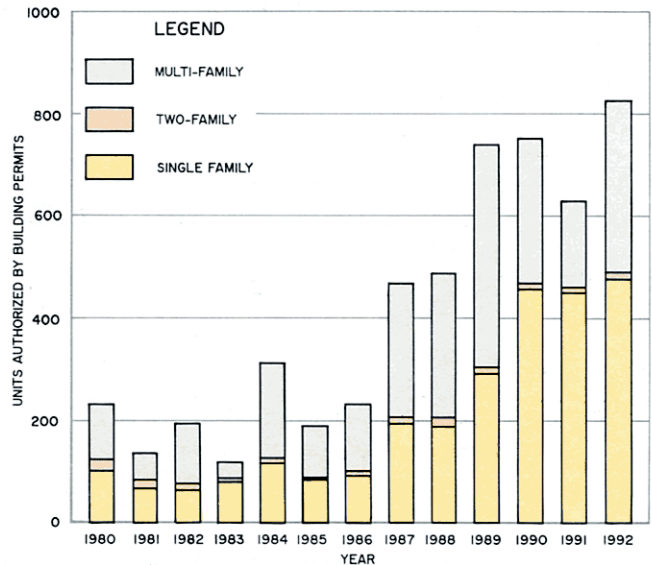
Area	Median Value (dollars)
Kenosha Planning District	
City of Kenosha	58,700
Village of Pleasant Prairie	86,300
Town of Somers	78,200
District	62,600
Kenosha County	65,100
Racine County	64,200
Southeastern Wisconsin Region	73,700
Lake County, Illinois	136,700

NOTE: Value is presented for single-family owner-occupied housing units situated on parcels less than 10 acres in size excluding mobile homes.

Source: U. S. Bureau of the Census and SEWRPC.

Figure 3

**NEW HOUSING UNITS AUTHORIZED
BY BUILDING PERMITS IN THE KENOSHA
URBAN PLANNING DISTRICT: 1980-1992**



Source: Local building inspection offices and SEWRPC.

Table 16

**NEW HOUSING UNITS AUTHORIZED BY BUILDING PERMITS IN THE
KENOSHA URBAN PLANNING DISTRICT BY MINOR CIVIL DIVISION: 1980-1992**

Year	Housing Units Authorized by Building Permits															
	Kenosha Planning District				City of Kenosha				Village of Pleasant Prairie				Town of Somers			
	Single-Family	Two-Family	Multi-Family	Total	Single-Family	Two-Family	Multi-Family	Total	Single-Family	Two-Family	Multi-Family	Total	Single-Family	Two-Family	Multi-Family	Total
1980	102	22	108	232	58	22	108	188	34	--	--	34	10	--	--	10
1981	67	16	52	135	51	10	44	105	8	--	--	8	8	6	8	22
1982	65	10	120	195	51	10	120	181	10	--	--	10	4	--	--	4
1983	81	6	32	119	53	6	32	91	24	--	--	24	4	--	--	4
1984	119	8	188	315	79	6	188	273	30	2	--	32	10	--	--	10
1985	85	2	104	191	60	2	104	166	15	--	--	15	10	--	--	10
1986	93	10	132	235	50	10	132	192	34	--	--	34	9	--	--	9
1987	197	10	258	465	123	10	258	391	53	--	--	53	21	--	--	21
1988	191	18	275	484	97	18	275	390	71	--	--	71	23	--	--	23
1989	296	12	435	743	190	10	435	635	74	2	--	76	32	--	--	32
1990	456	8	288	752	285	8	288	581	133	--	--	133	38	--	--	38
1991	443	12	173	628	305	10	165	480	95	2	8	105	43	--	--	43
1992	472	14	339	825	257	14	327	598	150	--	--	150	65	--	12	77
Total	2,667	148	2,504	5,319	1,659	136	2,476	4,271	731	6	8	745	277	6	20	303

Source: Local building inspection offices and SEWRPC.

District, however, because some resident labor force members are employed at jobs located outside of the District, some have jobs at two or

more places, and some are unemployed but are seeking employment, and because some jobs in the District are held by nonresidents.

Table 17

**CIVILIAN LABOR FORCE IN THE KENOSHA URBAN PLANNING DISTRICT,
KENOSHA COUNTY, AND SOUTHEASTERN WISCONSIN: 1960, 1970, 1980, AND 1990**

Year	Civilian Labor Force					
	City of Kenosha	Village of Pleasant Prairie	Town of Somers	Kenosha Planning District	Kenosha County	Southeastern Wisconsin Region
1960	27,631	4,093	2,518	34,242	39,726	636,901
1970	31,735	4,857	2,891	39,483	47,171	736,078
1980	37,344	6,468	4,212	48,024	59,625	876,152
1990	38,996	6,353	4,334	49,683	64,192	934,153

Period	Percent Change in Civilian Labor Force					
	City of Kenosha	Village of Pleasant Prairie	Town of Somers	Kenosha Planning District	Kenosha County	Southeastern Wisconsin Region
1960-1970	14.9	18.7	14.8	15.3	18.7	15.6
1970-1980	17.7	33.2	45.7	21.6	26.4	19.0
1980-1990	4.4	-1.8	2.9	3.5	7.7	6.6
1960-1990	41.1	55.2	72.1	45.1	61.6	46.7

Source: U. S. Bureau of the Census and SEWRPC.

Table 18

**SEX COMPOSITION OF THE CIVILIAN LABOR FORCE IN THE KENOSHA URBAN PLANNING
DISTRICT, KENOSHA COUNTY, AND SOUTHEASTERN WISCONSIN: 1960, 1970, 1980, AND 1990**

Year	Civilian Labor Force											
	Kenosha Planning District				Kenosha County				Southeastern Wisconsin			
	Male		Female		Male		Female		Male		Female	
	Persons	Percent of Total	Persons	Percent of Total	Persons	Percent of Total	Persons	Percent of Total	Persons	Percent of Total	Persons	Percent of Total
1960	24,363	71.1	9,879	28.9	28,392	71.5	11,334	28.5	430,601	67.6	206,300	32.4
1970	24,806	62.8	14,677	37.2	29,713	63.0	17,458	37.0	451,094	61.3	284,984	38.7
1980	27,753	57.8	20,271	42.2	34,844	58.4	24,781	41.6	496,957	56.7	379,195	43.3
1990	26,595	53.5	23,088	46.5	34,726	54.1	29,466	45.9	497,262	53.2	436,891	46.8

Period	Change in Civilian Labor Force											
	Kenosha Planning District				Kenosha County				Southeastern Wisconsin			
	Male		Female		Male		Female		Male		Female	
	Persons	Percent	Persons	Percent	Persons	Percent	Persons	Percent	Persons	Percent	Persons	Percent
1960-1970	443	1.8	4,798	48.6	1,321	4.7	6,124	54.0	20,493	4.8	78,684	38.1
1970-1980	2,947	11.9	5,594	38.1	5,131	17.3	7,323	41.9	45,863	10.2	94,211	33.1
1980-1990	-1,158	-4.2	2,817	13.9	-118	-0.3	4,685	18.9	305	0.1	57,696	15.2
1960-1990	2,232	9.2	13,209	133.7	6,334	22.3	18,132	160.0	66,661	15.5	230,591	111.8

Source: U. S. Bureau of the Census and SEWRPC.

As indicated in Table 17, the civilian labor force in the District increased from 34,200 persons in 1960 to 39,500 in 1970, to 48,000 in 1980, and to 49,700 in 1990, a 45 percent increase over the 30-year period. The relative increase in the labor force was less than that for Kenosha County overall, 62 percent, and about the same as that for the seven-county Southeastern Wisconsin Region, 47 percent.

As indicated in Tables 18 and 19, the increase in the civilian labor force in the District is due in large measure to an increase in the female labor force. The female component of the labor force increased by 13,200 persons, or 134 percent, between 1960 and 1990. The male component increased by 3,400 persons between 1960 and 1980 and then decreased by 1,200 persons between 1980 and 1990, for a net gain of 2,200 persons, or 9 percent, during the 30-year period.

Table 19

**SEX COMPOSITION OF THE CIVILIAN LABOR FORCE IN THE KENOSHA URBAN
PLANNING DISTRICT BY MINOR CIVIL DIVISION: 1960, 1970, 1980, AND 1990**

Year	Civilian Labor Force											
	City of Kenosha				Village of Pleasant Prairie				Town of Somers			
	Male		Female		Male		Female		Male		Female	
	Persons	Percent of Total	Persons	Percent of Total	Persons	Percent of Total	Persons	Percent of Total	Persons	Percent of Total	Persons	Percent of Total
1960	19,373	70.1	8,258	29.9	3,073	75.1	1,020	24.9	1,917	76.1	601	23.9
1970	19,703	62.1	12,032	37.9	3,112	64.1	1,745	35.9	1,991	68.9	900	31.1
1980	21,347	57.2	15,997	42.8	3,924	60.7	2,544	39.3	2,482	58.9	1,730	41.1
1990	20,638	52.9	18,358	47.1	3,489	54.9	2,864	45.1	2,468	56.9	1,866	43.1

Period	Change in Civilian Labor Force											
	City of Kenosha				Village of Pleasant Prairie				Town of Somers			
	Male		Female		Male		Female		Male		Female	
	Persons	Percent	Persons	Percent	Persons	Percent	Persons	Percent	Persons	Percent	Persons	Percent
1960-1970	330	1.7	3,774	45.7	39	1.3	725	71.1	74	3.9	299	49.8
1970-1980	1,644	8.3	3,965	33.0	812	26.1	799	45.8	491	24.7	830	92.2
1980-1990	-709	-3.3	2,361	14.8	-435	-11.1	320	12.6	-14	-0.6	136	7.9
1960-1990	1,265	6.5	10,100	122.3	416	13.5	1,844	180.8	551	28.7	1,265	210.5

Source: U. S. Bureau of the Census and SEWRPC.

Table 20

**PLACE OF WORK FOR WORKERS 16 YEARS OF AGE AND OLDER
RESIDING IN THE KENOSHA URBAN PLANNING DISTRICT: 1980**

Place of Work	Workers 16 Years of Age or Older							
	Kenosha Planning District		City of Kenosha		Village of Pleasant Prairie		Town of Somers	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Inside Planning District or Elsewhere in Kenosha County . . .	31,313	73.8	24,766	75.5	3,907	66.8	2,640	69.9
Outside Kenosha County								
Racine County	3,280	7.7	2,347	7.2	203	3.5	730	19.3
Milwaukee County	474	1.1	362	1.1	62	1.0	50	1.3
Waukesha County	32	0.1	32	0.1	0	0.0	0	0.0
Walworth County	43	0.1	43	0.1	0	0.0	0	0.0
Illinois	3,683	8.7	2,327	7.1	1,181	20.2	175	4.7
Elsewhere	94	0.2	94	0.3	0	0.0	0	0.0
Subtotal	7,606	17.9	5,205	15.9	1,446	24.7	955	25.3
Not Reported	3,504	8.3	2,827	8.6	495	8.5	182	4.8
Total	42,423	100.0	32,798	100.0	5,848	100.0	3,777	100.0

Source: U. S. Bureau of the Census and SEWRPC.

Federal Census data provide insight into the job locations of the District civilian labor force. Data from the 1980 Census indicate that 74 percent of workers age 16 years and older who lived in the District worked inside Kenosha County, about 8 percent worked in Racine County, about 9 percent worked in Illinois (see Table 20). Among the minor civil divisions in the District, the Village of Pleasant Prairie had the large-

est percentage of employed workers, 20 percent, working in Illinois. Similar data from the 1990 Census were not available at the time of preparation of this report. It may be expected, however, that the number of persons living in the District while holding jobs in Illinois has increased because of the relative cost advantage of housing in Kenosha.

The occupational profile of the employed civilian labor force in the District as reported by the U. S. Bureau of the Census is presented in Table 21. In 1990, the employed civilian labor force in the District was distributed among general occupational groupings as follows: managerial and professional, 21 percent; technical, sales, and administrative support, 32 percent; service occupations, 15 percent; farming, forestry, and fishing, 1 percent; precision production, craft, and repair, 13 percent; and operators, fabricators, and laborers, 18 percent. Only one of the various occupational categories presented, operators, fabricators, and laborers, experienced a significant decrease between 1980 and 1990. That loss is due in part to the closing at the end of 1988 of the Chrysler automobile assembly plant in the City of Kenosha.

The Wisconsin Department of Industry, Labor and Human Relations provides monthly and annual average estimates of the employment status of the civilian labor force for counties in Wisconsin. Estimated average annual unemployment rates for Kenosha County are presented in Table 22. Particularly high unemployment rates of up to 17 percent were reported during the first half of the 1980s, in part a reflection of the national recession of 1979 to 1983. Since 1987, the County unemployment rate has ranged between 4.8 percent and 7.7 percent. The unemployment rate of 7.7 percent in 1989 is attributable in part to the closing of the Chrysler automobile assembly plant. As shown on Figure 4, the unemployment rate for the County was higher than that of the seven-county Southeastern Wisconsin Region throughout the 1980s.

Number and Type of Jobs

The number and type of jobs in an area provide important insight into the level of economic activity and the structure of the economy. As indicated in Table 23, after substantial employment growth during the 1970s, there was a substantial decrease in the number of jobs in the District during the first half of the 1980s, due in part to the national economic recession of 1979 to 1983. In 1985 employment in the District totaled 37,700 jobs, about 8,000 jobs, or 18 percent, below the 1980 level. In 1990, employment in the District totaled 38,300 jobs, an increase of about 600 jobs, or 1.6 percent, over the 1985 level, despite the 1988 closing of the Chrysler automobile assembly plant and the related loss of about 5,500 jobs.

Information regarding the industry mix of jobs, collected by the Wisconsin Department of Industry, Labor and Human Relations for employers covered by Wisconsin's Unemployment Compensation Law, provides useful insight into the structure of the District economy. Although such data are available only at a county level, the data are believed to be representative of the District, since the District accounts for more than 80 percent of all jobs in the County. It should be noted that the Department of Industry, Labor and Human Relations employment data pertain only to employers covered by Wisconsin's Unemployment Compensation Law; information regarding self-employed persons, railroad company employees, and certain other classes of workers is not included. It is estimated that the Department's employment data pertain to more than 85 percent of the total county employment.³

As indicated in Table 24 and shown graphically in Figure 5, the industry mix of employment in Kenosha County has changed dramatically over the past decade, suggesting a major change in the structure of the Kenosha economy. Particularly noteworthy is the decline in manufacturing employment, with reported employment decreasing from 19,400 jobs in 1980 to 9,800 jobs in 1991. Conversely, employment in the retail trade sector and services sector has increased steadily, with reported employment in these sectors increasing by 3,400 jobs and 2,300 jobs, respectively, between 1979 and 1991. As shown on Figure 5, most of the increase in retail trade and service employment has occurred since 1985. Employment in the other categories was relatively unchanged during this time.

Much of the historic fluctuation in manufacturing employment in the County is due to wide fluctuation in the transportation equipment

³Information regarding the industry mix of jobs in Kenosha County was extracted from the Wisconsin Department of Industry, Labor and Human Relations *Employment and Wages* report series for the years 1979 through 1991. The data represent March employment levels for each year except 1990 and 1991. Data for 1990 and 1991 reflect April, rather than March, employment levels, because of aberrations in the March data for those years.

Table 21

**OCCUPATION OF THE EMPLOYED CIVILIAN LABOR FORCE IN THE KENOSHA
URBAN PLANNING DISTRICT BY MINOR CIVIL DIVISION: 1980 AND 1990**

Occupation Class	Employed Workers							
	Kenosha Planning District		City of Kenosha		Village of Pleasant Prairie		Town of Somers	
	1980	1990	1980	1990	1980	1990	1980	1990
Managerial and Professional Specialty								
Executive, Administrative, and Managerial	3,335	3,953	2,502	2,891	535	639	298	423
Professional Specialty	4,616	5,686	3,498	4,215	671	831	447	640
Subtotal	7,951	9,639	6,000	7,106	1,206	1,470	745	1,063
Technical, Sales, and Administrative Support								
Technicians and Related Support	1,489	1,678	1,172	1,368	158	232	159	78
Sales	3,674	5,234	2,840	4,255	564	595	270	384
Administrative Support, Including Clerical	6,744	7,544	5,262	5,822	927	997	555	725
Subtotal	11,907	14,456	9,274	11,445	1,649	1,824	984	1,187
Service Occupations								
Private Households	126	125	120	103	6	5	0	17
Protective Service	647	937	546	761	69	91	32	85
Other	5,744	5,901	4,525	4,946	668	600	551	355
Subtotal	6,517	6,963	5,191	5,810	743	696	583	457
Farming, Forestry, and Fishing	348	375	166	259	95	82	87	34
Precision Production, Craft, and Repair	5,775	6,057	4,125	4,570	1,008	858	642	629
Operators, Fabricators, and Laborers								
Machine Operators, Assemblers, and Inspectors	7,976	4,481	6,495	3,537	823	506	658	438
Transportation and Material Moving	1,772	1,802	1,377	1,392	234	224	161	186
Handlers, Equipment Cleaners, Helpers, and Laborers	2,292	2,216	1,864	1,816	313	231	115	169
Subtotal	12,040	8,499	9,736	6,745	1,370	961	934	793
Total	44,538	45,989	34,492	35,935	6,071	5,891	3,975	4,163

Occupation Class	Percent of Employed Workers							
	Kenosha Planning District		City of Kenosha		Village of Pleasant Prairie		Town of Somers	
	1980	1990	1980	1990	1980	1990	1980	1990
Managerial and Professional Specialty								
Executive, Administrative, and Managerial	7.5	8.6	7.3	8.1	8.8	10.9	7.5	10.2
Professional Specialty	10.4	12.4	10.1	11.7	11.0	14.1	11.2	15.4
Subtotal	17.9	21.0	17.4	19.8	19.8	25.0	18.7	25.6
Technical, Sales, and Administrative Support								
Technicians and Related Support	3.3	3.7	3.4	3.8	2.6	3.9	4.0	1.9
Sales	8.2	11.4	8.2	11.8	9.3	10.1	6.8	9.2
Administrative Support, Including Clerical	15.1	16.4	15.3	16.2	15.3	16.9	14.0	17.4
Subtotal	26.6	31.5	26.9	31.8	27.2	30.9	24.8	28.5
Service Occupations								
Private Households	0.3	0.3	0.3	0.3	0.1	0.1	0.0	0.4
Protective Service	1.5	2.0	1.6	2.1	1.1	1.5	0.8	2.0
Other	12.9	12.8	13.1	13.8	11.0	10.2	13.9	8.5
Subtotal	14.7	15.1	15.0	16.2	12.2	11.8	14.7	10.9
Farming, Forestry, and Fishing	0.8	0.8	0.5	0.7	1.6	1.4	2.2	0.8
Precision Production, Craft, and Repair	13.0	13.2	12.0	12.7	16.6	14.6	16.1	15.1
Operators, Fabricators, and Laborers								
Machine Operators, Assemblers, and Inspectors	17.9	9.7	18.8	9.8	13.5	8.6	16.6	10.5
Transportation and Material Moving	4.0	3.9	4.0	3.9	3.9	3.8	4.0	4.5
Handlers, Equipment Cleaners, Helpers, and Laborers	5.1	4.8	5.4	5.1	5.2	3.9	2.9	4.1
Subtotal	27.0	18.4	28.2	18.8	22.6	16.3	23.5	19.1
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: U. S. Bureau of the Census and SEWRPC.

Table 22

**AVERAGE ANNUAL UNEMPLOYMENT
RATE IN KENOSHA COUNTY AND THE
SOUTHEASTERN WISCONSIN REGION: 1980-1991**

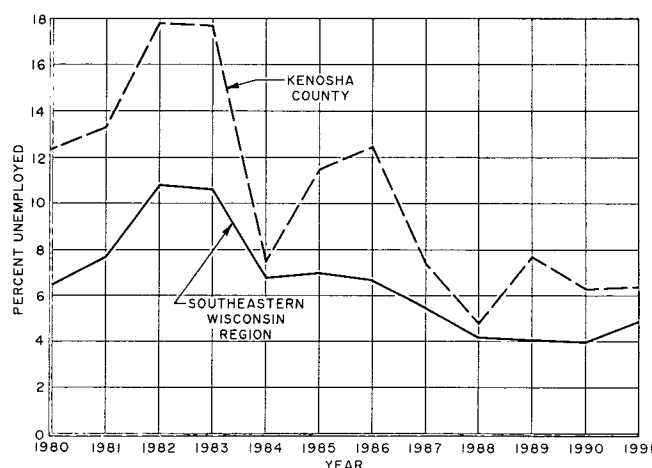
Year	Percent Unemployed ^a	
	Kenosha County	Southeastern Wisconsin Region
1980	12.4	6.5
1981	13.3	7.7
1982	17.8	10.8
1983	17.7	10.6
1984	7.5	6.8
1985	11.5	7.0
1986	12.5	6.7
1987	7.4	5.5
1988	4.8	4.2
1989	7.7	4.1
1990	6.3	4.0
1991	6.4	4.9

^aUnemployed labor force as a percent of total civilian labor force.

Source: Wisconsin Department of Industry, Labor and Human Relations and SEWRPC.

Figure 4

**AVERAGE ANNUAL UNEMPLOYMENT
RATE IN KENOSHA COUNTY AND THE
SOUTHEASTERN WISCONSIN REGION: 1980-1991**



Source: Wisconsin Department of Industry, Labor and Human Relations and SEWRPC.

Table 23

**NUMBER OF JOBS AVAILABLE IN THE KENOSHA URBAN PLANNING DISTRICT
AND THE SOUTHEASTERN WISCONSIN REGION: 1972, 1980, 1985, AND 1990**

Year	Kenosha Planning District			Southeastern Wisconsin Region		
	Jobs	Change from Preceding Year		Jobs	Change from Preceding Year	
		Jobs	Percent		Jobs	Percent
1972	38,100	--	--	748,900	--	--
1980	45,700	7,600	19.9	884,200	135,300	18.1
1985	37,700	-8,000	-17.5	871,900	-12,300	-1.4
1990	38,300	600	1.6	990,300	118,400	13.6

Source: U. S. Bureau of Economic Analysis; Wisconsin Department of Industry, Labor and Human Relations; and SEWRPC.

industry. This is particularly evident on Figure 6, which shows separately the trends in transportation equipment manufacturing employment and in other manufacturing employment. The effect on the transportation equipment component of the closing of the Chrysler automobile assembly plant after 1988 is evident on this graph.

It is important to note that the trend in manufacturing employment other than transportation equipment sector has been relatively stable over the past decade, with a modest increase occur-

ring since 1985. As shown on Figure 6, manufacturing employment excluding employment in the transportation equipment sector stood at 8,400 in 1991, compared to 7,100 in 1985. The relative strength in manufacturing employment outside the transportation equipment sector is attributable in part to employment growth at newer industrial parks, including the LakeView Corporate Park in the Village of Pleasant Prairie and developing industrial parks on the west side of the City of Kenosha. Employment at LakeView Corporate Park, which first opened in 1988, reached 2,600 jobs by the end of 1992.

Table 24

**EMPLOYMENT LEVELS BY INDUSTRY IN KENOSHA COUNTY FOR EMPLOYERS
COVERED BY WISCONSIN'S UNEMPLOYMENT COMPENSATION LAW: 1979-1991**

Industry	Number of Jobs												
	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
Agricultural Services, Forestry, Mining, and Miscellaneous	259	273	292	162	135	140	164	162	200	193	227	388	332
Construction	2,654	2,695	1,517	1,311	1,153	1,025	1,193	969	1,255	1,294	1,351	1,799	1,898
Manufacturing	17,157	19,405	12,570	13,711	14,178	16,115	10,645	11,299	12,424	14,280	13,233	10,240	9,805
Transportation, Communication, and Utilities	1,182	1,245	1,188	883	866	1,025	945	943	922	1,034	997	1,355	1,403
Wholesale Trade	889	800	806	831	809	776	901	927	944	947	982	1,236	1,262
Retail Trade	6,693	6,980	6,784	6,557	6,448	6,598	6,664	6,859	7,178	7,488	8,256	9,546	10,060
Finance, Insurance, and Real Estate	910	968	927	908	884	782	842	807	1,000	1,014	1,047	1,325	1,330
Services	6,377	6,839	6,878	7,451	6,767	6,593	6,872	6,991	6,941	6,297	7,413	7,556	8,674
Government	6,245	6,304	6,079	6,214	6,105	6,245	6,291	6,244	5,893	5,818	5,966	6,104	6,079
Total	42,366	45,509	37,041	38,028	37,345	39,299	34,517	35,201	36,757	38,365	39,472	39,549	40,843

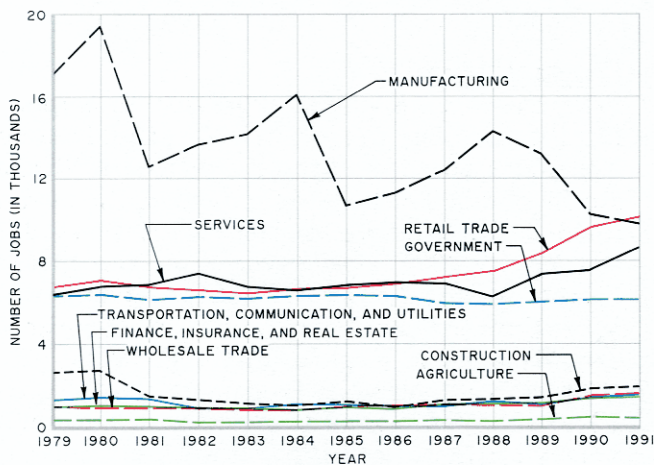
Industry	Percent of Total Jobs												
	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
Agricultural Services, Forestry, Mining, and Miscellaneous	0.6	0.6	0.8	0.4	0.3	0.3	0.5	0.5	0.6	0.5	0.6	1.0	0.8
Construction	6.3	5.9	4.1	3.5	3.1	2.6	3.5	2.7	3.4	3.4	3.4	4.6	4.7
Manufacturing	40.5	42.7	33.9	36.1	38.0	41.0	30.9	32.1	33.8	37.2	33.5	25.9	24.0
Transportation, Communication, and Utilities	2.8	2.7	3.2	2.3	2.3	2.6	2.7	2.7	2.5	2.7	2.5	3.4	3.4
Wholesale Trade	2.1	1.8	2.2	2.2	2.2	2.0	2.6	2.6	2.6	2.5	2.5	3.1	3.1
Retail Trade	15.8	15.3	18.3	17.2	17.3	16.8	19.3	19.5	19.5	19.5	20.9	24.1	24.6
Finance, Insurance, and Real Estate	2.1	2.1	2.5	2.4	2.4	2.0	2.4	2.3	2.7	2.6	2.7	3.4	3.3
Services	15.1	15.0	18.6	19.6	18.1	16.8	19.9	19.9	18.9	16.4	18.8	19.1	21.2
Government	14.7	13.9	16.4	16.3	16.3	15.9	18.2	17.7	16.0	15.2	15.1	15.4	14.9
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

NOTE: Data reflect reported March employment levels for each year, except 1990 and 1991; data for 1990 and 1991 represent reported April employment levels.

Source: Wisconsin Department of Industry, Labor and Human Relations and SEWRPC.

Figure 5

**EMPLOYMENT BY MAJOR INDUSTRY
GROUP IN KENOSHA COUNTY: 1979-1991**

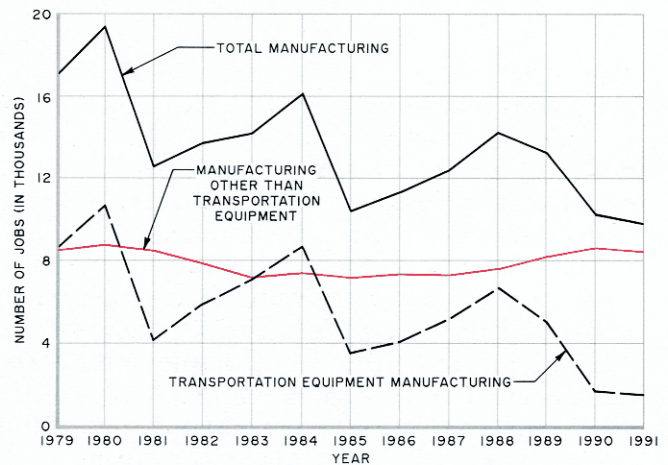


NOTE: DATA INDICATE EMPLOYMENT BY EMPLOYERS COVERED
BY WISCONSIN'S UNEMPLOYMENT COMPENSATION LAW.

Source: Wisconsin Department of Industry, Labor and Human Relations and SEWRPC.

Figure 6

**MANUFACTURING EMPLOYMENT
IN KENOSHA COUNTY: 1979-1991**



NOTE: DATA INDICATE EMPLOYMENT BY EMPLOYERS COVERED
BY WISCONSIN'S UNEMPLOYMENT COMPENSATION LAW.

Source: Wisconsin Department of Industry, Labor and Human Relations and SEWRPC.

Table 25

**MANUFACTURING EMPLOYMENT IN KENOSHA COUNTY AND THE SOUTHEASTERN WISCONSIN REGION
FOR EMPLOYERS COVERED BY WISCONSIN'S UNEMPLOYMENT COMPENSATION LAW: APRIL 1991**

Industry	Manufacturing Jobs			
	Kenosha County		Southeastern Wisconsin Region	
	Number	Percent of Total	Number	Percent of Total
Durable Goods				
Lumber and Wood Products except Furniture	225	2.3	1,791	0.9
Furniture and Fixtures	224	2.3	2,178	1.0
Stone, Clay, Glass, and Concrete Products	133	1.3	2,840	1.4
Primary Metal Industries	1,071	10.9	10,817	5.1
Fabricated Metal Products	2,162	22.0	25,882	12.3
Machinery except Electrical	694	7.1	50,194	23.9
Electrical and Electronic Machinery and Equipment	822	8.4	22,372	10.7
Transportation Equipment	1,430	14.6	8,401	4.0
Measuring and Controlling Instruments	27	0.3	13,747	6.5
Other	331	3.4	5,333	2.5
Subtotal	7,119	72.6	143,555	68.3
Nondurable Goods				
Food and Kindred Products	1,141	11.6	15,811	7.5
Apparel and Other Textile Products	45	0.5	2,340	1.1
Printing, Publishing, and Allied Industries	457	4.7	22,404	10.7
Chemical and Allied Products	234	2.4	7,464	3.6
Rubber and Miscellaneous Plastic Products	161	1.6	8,813	4.2
Other	648	6.6	9,705	4.6
Subtotal	2,686	27.4	66,537	31.7
Total	9,805	100.0	210,092	100.0

Source: Wisconsin Department of Industry, Labor and Human Relations and SEWRPC.

Table 25 presents a detailed breakdown of manufacturing employment in Kenosha County in 1991, providing further insight into the makeup of the manufacturing sector. As indicated, the primary metal, fabricated metal, transportation equipment, and food and kindred product industries each accounted for at least 10 percent of all manufacturing employment and, in combination, accounted for about 59 percent of all manufacturing employment. The transportation equipment component, which dominated the Kenosha economy for most of this century, now comprises about 15 percent of all manufacturing employment and just over 3 percent of all employment in the County, with most of this employment at the Chrysler Corporation engine plant in the City of Kenosha.

Personal Income

Personal income levels, expressed in terms of family income, are shown for the District, Kenosha County, and the Southeastern Wisconsin Region in Table 26. As indicated, the median income for families in the District stood at \$34,768 in 1989, just lower than the median income for the County, \$35,657, and somewhat lower than the median income for the Southeastern Wisconsin Region, \$38,516. Within the District, median family income for the Village of Pleasant Prairie and the Town of Somers was significantly higher than for the City of Kenosha.

As indicated in Table 27, the median income of families in the District, expressed in actual dollars, increased from \$7,041 in 1959 to \$34,768

Table 26

**FAMILY INCOME LEVELS IN THE KENOSHA URBAN PLANNING DISTRICT,
KENOSHA COUNTY, AND THE SOUTHEASTERN WISCONSIN REGION:1989**

Family Income Range	City of Kenosha		Village of Pleasant Prairie		Town of Somers		Kenosha Planning District		Kenosha County		Southeastern Wisconsin	
	Families	Percent of Total	Families	Percent of Total	Families	Percent of Total	Families	Percent of Total	Families	Percent of Total	Families	Percent of Total
Less than \$10,000	1,860	8.9	73	2.2	79	3.8	2,012	7.6	2,321	6.8	37,789	8.0
\$10,000 to 14,999	1,414	6.7	143	4.3	94	4.5	1,651	6.2	2,006	5.9	26,060	5.5
\$15,000 to 24,999	3,895	18.6	471	14.0	361	17.2	4,727	17.9	5,963	17.4	66,805	14.1
\$25,000 to 34,999	4,041	19.3	551	16.4	338	16.1	4,930	18.7	6,430	18.8	77,448	16.4
\$35,000 to 49,999	4,983	23.7	751	22.3	520	24.8	6,254	23.7	8,224	24.1	114,326	24.2
\$50,000 to 74,999	3,600	17.2	907	26.9	444	21.2	4,951	18.7	6,664	19.5	101,338	21.4
\$75,000 to 99,999	815	3.9	303	9.0	180	8.6	1,298	4.9	1,752	5.1	28,301	6.0
\$100,000 to 149,999	297	1.4	109	3.2	59	2.8	465	1.8	632	1.8	13,124	2.8
\$150,000 or More	62	0.3	58	1.7	21	1.0	141	0.5	192	0.6	7,755	1.6
Total	20,967	100.0	3,366	100.0	2,096	100.0	26,429	100.0	34,184	100.0	472,946	100.0
Median Family Income	\$32,883		\$44,089		\$41,392		\$34,768		\$35,657		\$38,516	

Source: U. S. Bureau of the Census and SEWRPC.

Table 27

**MEDIAN FAMILY INCOME IN THE KENOSHA URBAN PLANNING DISTRICT, KENOSHA
COUNTY, AND THE SOUTHEASTERN WISCONSIN REGION: 1959, 1969, 1979, AND 1989**

Year	Median Family Income: Reported Dollars					
	Kenosha Planning District		Kenosha County		Southeastern Wisconsin Region	
	Median Income	Percent Change from Previous Year	Median Income	Percent Change from Previous Year	Median Income	Percent Change from Previous Year
1959	7,041	--	6,916	--	6,908	--
1969	10,380	47.4	10,380	50.1	11,182	61.9
1979	23,243	123.9	23,161	123.1	23,515	110.3
1989	34,768	49.6	35,657	54.0	38,516	63.8

Year	Median Family Income: Constant 1989 Dollars					
	Kenosha Planning District		Kenosha County		Southeastern Wisconsin Region	
	Median Income	Percent Change from Previous Year	Median Income	Percent Change from Previous Year	Median Income	Percent Change from Previous Year
1959	31,293	--	30,738	--	30,702	--
1969	37,473	19.7	37,473	21.9	40,368	31.5
1979	41,505	10.8	41,359	10.4	41,991	4.0
1989	34,768	-16.2	35,657	-13.8	38,516	-8.3

Source: U. S. Bureau of the Census and SEWRPC.

in 1989, a relative increase of almost 400 percent. Expressed in constant dollars, however, that is, when adjusted for inflation, the median family income in the District increased by about 20 percent during the 1960s and 11 percent during the 1970s and then decreased by about 16 percent during the 1980s, resulting in a net increase of 11 percent during the 30-year period.

Median family income for Kenosha County and the Southeastern Wisconsin Region, expressed in constant dollars, also declined during the 1980s, although not by as much as the District median. Between 1959 and 1989, median family income increased by 16 percent in Kenosha County and 25 percent in the Region, compared to 11 percent in the District.

SUMMARY

This chapter has presented the findings of the socio-economic inventories conducted in support of the preparation of a comprehensive plan for the Kenosha Urban Planning District. A summary of the most important findings of this chapter follows.

1. The resident population of the District totaled 100,211 persons in 1990, representing 78 percent of the total population of Kenosha County. The District population increased significantly, by between 10,000 and 20,000 persons, during each of the first seven decades of this century, except the depression era of the 1930s. This rapid growth was interrupted during the 1970s, when there was virtually no change in the District population. Between 1980 and 1990, the District population increased by about 2,100 persons, or 2 percent. The declining rate of population growth observed in the District after 1970 parallels a similar trend in Kenosha County, Racine County, and the seven-county Southeastern Wisconsin Region. By comparison, population growth within neighboring Lake County, Illinois, was considerably greater than the growth within the District between 1970 and 1990.
2. Estimates prepared by the Wisconsin Department of Administration indicate that the population of the Planning District stood at 102,633 in January 1992. This represents an increase of about 2,400 persons over the 1990 Census. The estimated population growth in 1990 and 1991 in the District, thus, exceeds the actual population growth identified by the Census for the previous 10 years.
3. The number of households in the District increased from 25,300 in 1960 to 29,700 in 1970, to 34,700 in 1980, and to 37,100 in 1990. Between 1970 and 1990, the number of households in the District increased by 25 percent despite the fact that there was very little change, only 2 percent growth, in the resident population. The average size of households in the District has decreased significantly, from 3.34 person in 1960 to 2.63 person in 1990, a trend which is partly related to an increase in the number of single-person households.
4. The housing stock within the Planning District consisted of 38,700 housing units in 1990. This stock increased by about 4,500 housing units, or 17 percent, during the 1960s; by about 6,100 units, or 20 percent, during the 1970s; and by about 2,100 units, or 6 percent, during the 1980s. Of the total housing stock, 37,100 housing units, or about 96 percent, were occupied at the time of the 1990 Census. Of this total, 24,400 units, or 66 percent, were owner-occupied, while the rest were renter-occupied. The relative proportion of housing units occupied by owners and renters in the District has been relatively stable over the past three decades.
5. About 23,900 housing units, or 62 percent of all housing units in the District, were identified as single-family detached structures in the 1990 Census. The percentage of single-family detached housing units was 59 percent in the City of Kenosha, 64 percent in the Town of Somers, and 81 percent in the Village of Pleasant Prairie.
6. The civilian labor force, defined as those residents 16 years of age and older who are employed or are actively seeking employment, increased within the District from 34,200 persons in 1960 to 39,500 in 1970, to 48,000 in 1980, and to 49,700 in 1990, a 45 percent increase over the 30-year period. The relative increase in the labor force was less than that for Kenosha County overall, 62 percent, and about the same as that for the seven-county Southeastern Wisconsin Region, 47 percent. The increase in the District labor force is due in large measure to an increase in the female labor force. The female component of the labor force increased by 13,200 persons, or 134 percent, between 1960 and 1990. The male component increased by 3,400 persons between 1960 and 1980 and then decreased by 1,200 persons between 1980 and 1990, a net gain of 2,200 persons, or 9 percent, during the 30-year period.
7. The total number of jobs in an area provides important insight into the level of economic activity in the area. After substantial employment growth during the 1970s, a substantial decrease in the number of jobs in the District occurred during

the first half of the 1980s, due in part to the national economic recession of 1979 to 1983. In 1985, employment in the District totaled 37,700 jobs, about 8,000 jobs, or 18 percent, below the 1980 level. In 1990, employment in the District totaled 38,300 jobs, an increase of about 600 jobs, or 1.6 percent, over the 1985 level, despite the closing of the Chrysler automobile assembly plant and the attendant loss of about 5,500 jobs at the end of 1988.

8. The industry mix of employment in the District has changed dramatically over the past decade, suggesting a major change in the structure of the area economy. The most noteworthy changes in this mix of jobs during the past decade include a decline in manufacturing employment and an increase in the retail trade sector and services sector. The decrease in manufacturing employment is in large measure due to employment decreases at, and ultimately the closing of, the Chrysler automobile assembly plant. Importantly, the trend in manufacturing employment other than in the transportation equipment sector has been relatively stable over the past decade, with a modest increase occurring since 1985. This relative strength in manufacturing employment outside the transportation

equipment sector is attributable in part to employment growth at newer industrial parks, including the LakeView Corporate Park in the Village of Pleasant Prairie, and at developing industrial parks on the west side of the City of Kenosha.

9. The median income for families in the District stood at \$34,768 in 1989, just lower than the median income for the County, \$35,657, and somewhat lower than the median income for the Southeastern Wisconsin Region, \$38,516. Within the District, median family income for the Village of Pleasant Prairie and Town of Somers was significantly higher than that for the City of Kenosha. Expressed in constant dollars, that is, when adjusted for inflation, the median family income in the District increased by about 20 percent during the 1960s and 11 percent during the 1970s and then decreased by about 16 percent during the 1980s, resulting in a net increase of 11 percent during the 30-year period. The median family income for Kenosha County and the Region also declined during the 1980s. Between 1959 and 1989, the median income for the County and Region increased by 16 percent and 25 percent, respectively, a somewhat greater rate than the District increase of 11 percent.

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Chapter III

NATURAL RESOURCE BASE

INTRODUCTION

The natural resources of an area are vital to its economic development and to its ability to provide a pleasant and habitable environment for human life. Natural resources not only condition, but are conditioned by, growth and development. Any meaningful comprehensive planning effort must, therefore, recognize the existence of a limited natural resource base to which urban and rural development must be properly adjusted if serious environmental problems are to be avoided. This is particularly true in the Kenosha Urban Planning District, where the pressures of urbanization are placing increasingly greater demands upon a very limited natural resource base. A sound evaluation and analysis of that natural resource base is, therefore, particularly important to planning for the physical development of the area.

This chapter, then, presents the results of an inventory and analysis of the natural resource base of the Planning District. Included is descriptive information regarding the climate, air resources, geology, topography, mineral resources, soils, surface water resources, groundwater resources, vegetation, wildlife habitat, and natural areas. The chapter concludes with a description of the environmental corridors that have been identified within the District. These corridors represent concentrations of the most important remaining elements of the natural resource base.

CLIMATE

The Planning District has a continental climate partially modified by Lake Michigan. The effects of the Lake are most pronounced in spring and early summer, when prevailing winds are off the Lake, but less in winter, when prevailing winds are westerly. The climatic effects of Lake Michigan are most pronounced within a relatively narrow band extending a few miles inland and diminishing quite rapidly away from its shore. Weather in the District is heavily influenced by northwestern pressure systems moving southeasterly across the Continent and by southwestern pressure systems moving northeasterly across the Continent.

Four distinct seasons provide a wide variety of weather throughout the year. Summer generally spans the months of June, July, and August. The summers are relatively warm with occasional periods of hot, humid weather and sporadic periods of cool weather. Winter generally spans the months of December, January, and February, but it may, in some years, include parts of the months of November and March. Autumn and spring in the District are transitional times of the year between the dominant seasons and are usually periods of unsettled weather conditions. Temperatures are extremely varied and long periods of precipitation are common in autumn and spring.

Air temperatures within the District are subject to great seasonal change and yearly, as well as daily, variations. Air temperature characteristics, based upon observations recorded at the Kenosha weather station, located at the City of Kenosha sewage treatment plant near the Lake Michigan shoreline, during the period from 1948 to 1990, are presented in Table 28. As indicated, monthly mean temperatures at that station ranged from 20.8 degrees Fahrenheit in January to 70.3 degrees in July. The average growing season, or frost-free period, is about 190 days close to Lake Michigan.

As indicated in Table 29, total annual precipitation within the District averages just over 32 inches, expressed as water equivalent. Monthly average precipitation measured in depth of rainfall or rainfall equivalent ranges from just over one inch in February to almost four inches in July. Almost two-thirds of the total annual precipitation occurs within the six-month period from April through September. Snow is the prevalent form of precipitation from mid-November to the end of March. The seasonal total for snow and sleet at the Kenosha weather station averages about 42 inches, measured as actual depth of snowfall or sleetfall.

AIR QUALITY

The U. S. Environmental Protection Agency (EPA) has promulgated primary and secondary ambient air quality standards. Primary standards establish the maximum level of a pollutant which should be

Table 28

**AIR TEMPERATURE CHARACTERISTICS IN
THE KENOSHA URBAN PLANNING DISTRICT^a**

Month	Temperature in ° F		
	Average Daily Maximum	Average Daily Minimum	Mean
January	28.9	12.6	20.8
February	32.5	17.3	24.9
March	41.2	25.9	33.6
April	52.7	35.9	44.3
May	63.4	44.2	53.8
June	74.6	54.0	64.3
July	79.6	61.0	70.3
August	78.7	60.7	69.7
September	71.7	53.0	62.4
October	60.9	42.3	51.6
November	47.0	30.9	39.0
December	34.5	18.5	26.5
Yearly Average	55.5	38.0	46.8

^a Based on readings at the Kenosha sewage treatment plant. Period of record: 1948-1990.

Source: Wisconsin Statistical Reporting Service, National Climatic Data Center, and SEWRPC.

Table 29

**PRECIPITATION CHARACTERISTICS IN
THE KENOSHA URBAN PLANNING DISTRICT^a**

Month	Average Total Precipitation (in inches)	Average Snow and Sleet (in inches)
January	1.49	11.91
February	1.09	10.82
March	2.17	6.95
April	3.36	1.45
May	3.28	0.07
June	3.59	0.00
July	3.80	0.00
August	3.58	0.00
September	3.28	0.00
October	2.39	0.08
November	2.35	1.72
December	1.93	8.69
Yearly Average	32.31	41.69

^a Based on measurements at the Kenosha sewage treatment plant for the period of 1945-1990. The average total precipitation is expressed in inches of rainfall or rainfall equivalent; the average snow and sleet is expressed in inches of snow or sleet.

Source: Wisconsin Statistical Reporting Service, National Climatic Data Center, and SEWRPC.

permitted to occur to protect human health with an adequate margin of safety. Secondary standards specify the maximum level of a pollutant which should be permitted to occur to protect animal and plant life and property from damage and thereby to protect the public welfare from any known or anticipated adverse effect of the pollutant. These standards are based on the compilation of a large body of evidence linking air pollutant levels and adverse impacts through laboratory, clinical, and epidemiological studies. While the EPA retains responsibility for establishing ambient air quality standards, individual states are permitted to adopt alternative standards as long as they are more stringent than those set by the Federal government. Currently, EPA ambient air quality standards establish maximum acceptable levels for the following pollutant species: particulate matter, sulfur oxides, carbon monoxide, nitrogen dioxide, ozone, and lead.

Areas where observed pollutant levels exceed the established ambient air quality standards are designated "nonattainment" areas by the EPA. The Planning District is located within a multi-state area bordering Lake Michigan that has been designated

a nonattainment area for ozone. The central portion of the City of Kenosha has also been designated a secondary nonattainment area for particulate matter.

Ozone

Ozone is the principal constituent of a group of atmospheric pollutants collectively referred to as photochemical oxidants. Ozone, in sufficient concentrations, has been found to produce significant damage to the human respiratory system, to injure plants and animals, and cause materials to deteriorate.

Ozone is the most pervasive and ubiquitous of all species of air pollutants affecting ambient air quality in Southeastern Wisconsin. Ozone is not emitted directly to the atmosphere, but rather is formed in the atmosphere through a photochemical process involving volatile organic compounds, nitrogen oxides, and other air pollutants. Ozone is meteorologically dependent, requiring sufficient amounts of sunlight to initiate and sustain the photochemical process. With adequate sunlight, ozone may accumulate to unhealthy levels in the lower atmosphere many miles removed from the upwind

sources of precursor emissions. In this manner, for example, precursor emission sources in the greater Chicago area can contribute to elevated ozone levels in Southeastern Wisconsin and areas to the north. An interstate study is underway to investigate the occurrence, frequency, and severity of interstate transport of ozone and its precursor emissions in the states bordering Lake Michigan.

In order to protect human health and welfare, the EPA has promulgated primary and secondary one-hour average ozone ambient air quality standards, both at 0.12 parts per million, not to be exceeded more than once per year, averaged over a consecutive three-year period. Within the Planning District, ozone levels are measured at two monitoring stations, one at 7944 Sheridan Road in the City of Kenosha and the other at 11838 1st Court in the Village of Pleasant Prairie. The number of exceedance days at each monitoring site, that is, the number of days with a peak one-hour average ozone concentration exceeding the standard of 0.12 parts per million, is indicated Table 30.

The ozone nonattainment area in which the Planning District is located extends around the Lake Michigan shoreline from northern Indiana through the Chicago metropolitan area to Door County, Wisconsin. The Federal Clean Air Act Amendments of 1990 require an acceleration of efforts to address ozone problems within nonattainment areas. Under the amendments, nonattainment areas are classified into one of five categories, "marginal," "moderate," "serious," "severe," and "extreme," depending on the severity of the problem. Within the Southeastern Wisconsin Region, the Counties of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha fall into the "severe" classification. The 1990 Clean Air Act Amendments establish 2007 as the date by which the ozone standards are to be attained.

For land use planning purposes, one of the most important implications of the ozone nonattainment designation is that new industries which emit significant amounts of volatile organic compounds or nitrogen oxides are required to provide a greater than one-for-one reduction in such emissions from other sources in the vicinity. Moreover, land use development may be impacted by transportation control measures designed to reduce such emissions from transportation-related sources. Further description of the provisions of the Federal Clean Air Act Amendments of 1990 is presented in Chapter VIII of this volume.

Table 30

**FREQUENCY OF OZONE STANDARD EXCEEDANCES
AT OZONE MONITORING SITES IN THE KENOSHA
URBAN PLANNING DISTRICT: 1979 THROUGH 1991**

Year	Number of Days Ozone Standard Was Exceeded ^a	
	7944 Sheridan Road Monitoring Station	11838 1st Court Monitoring Station ^b
1979	11	—
1980	3	—
1981	7	—
1982	0	—
1983	6	—
1984	4	—
1985	3	—
1986	1	—
1987	8	—
1988	17	18
1989	3	4
1990	0	0
1991	1	10

^a Both the primary and secondary one-hour average ozone standards are 0.12 parts per million.

^b The 1st Court Monitoring Station began operating in 1988.

Source: Wisconsin Department of Natural Resources and SEWRPC.

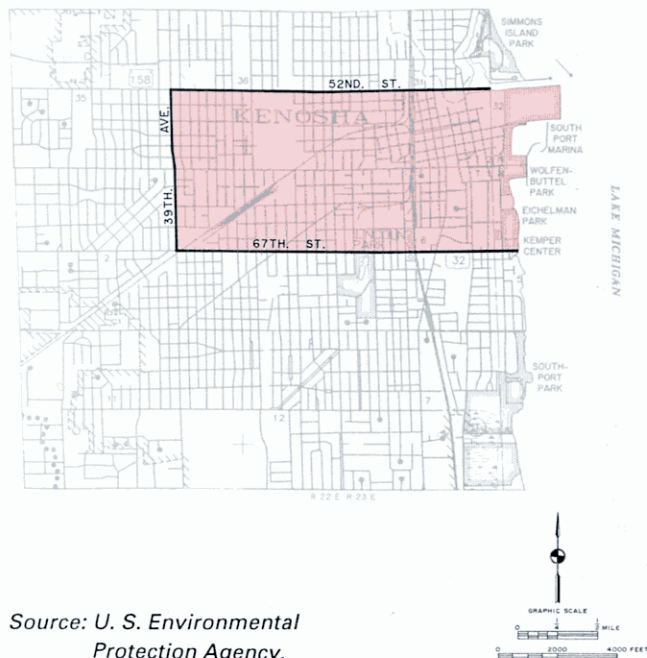
Particulate Matter

In 1978, the EPA designated a portion of Kenosha County as a secondary nonattainment area for particulate matter on the basis of exceedances of the secondary particulate matter standard recorded in the area in 1975, 1976, and 1977.¹ The area so designated is located in the central portion of the City of Kenosha and is bounded by 52nd Street on the north, 39th Avenue on the west, 67th Street on the south, and Lake Michigan on the east. This area encompasses just over two square miles, or about 3 percent of the total area of the District (see Map 2).

¹ Until 1987, Federal standards were expressed in terms of total suspended particulates, or TSP. In 1987, The U. S. Environmental Protection Agency replaced the TSP standards with standards for particulates less than 10 microns, or less than ten one-thousandths of a millimeter, in size, termed PM₁₀ standards. The State of Wisconsin, while adopting the Federal PM₁₀ standards, has retained the secondary TSP standard.

Map 2

**SECONDARY PARTICULATE MATTER
NONATTAINMENT AREA IN THE CITY OF KENOSHA**



There have been no violations of the secondary total suspended particulate matter standard within the District since 1985; particulate matter is not considered to be a significant air quality problem in the District at this time. Accordingly, the Wisconsin Department of Natural Resources has requested the EPA to remove the nonattainment designation.

GEOLOGY

The Planning District lies within the eastern ridges and lowlands geomorphic province. Within this area, depositional action by a succession of glaciers has resulted in the blanketing of a mature drainage system, developed in dolomitic bedrock formations over eons of time. This preglacial landscape has been covered with glacial drift, alluvium, lake deposits, and windblown silts and sands. The thickness of the unconsolidated material overlying the bedrock exceeds 100 feet within most of the District and ranges up to 300 feet in some areas.

The eastern portion of the District, including much of the City of Kenosha and the eastern portions of the Village of Pleasant Prairie and Town of Somers, rests on the bed of an extinct glacial lake called Lake

Chicago. The Chicago & North Western Railway right-of-way in the eastern portion of the District follows the edge of one of the many ancient beaches of this lake.

Within the Planning District, the unconsolidated materials are underlaid by rocks of the Precambrian, Cambrian, Ordovician, and Silurian ages. These bedrock formations dip gently downward toward the east. Figure 7 shows a section of the bedrock in a generally north-south direction through the eastern portion of the Planning District and the eastern portion of Racine County. The physical characteristics of the rock units underlying Kenosha and Racine Counties are set forth in Table 31.

Water contained within the underlying rock units represents a source of water supply in certain areas of the District and contributes to the base flows of streams in the District. Groundwater resources in the District are described later in this chapter.

TOPOGRAPHY

The topography, or relative elevation, of the land surface within the District is shown in a generalized manner on Map 3. The surface elevation of the planning area varies by less than 200 feet, ranging from a low of 580 to a high of about 760 feet above mean sea level. The highest elevations generally occur in the northwestern portion of the District, along the subcontinental divide; the lowest elevation occurs along the Lake Michigan shoreline.

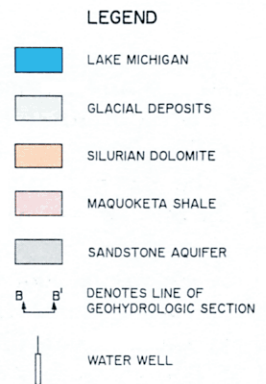
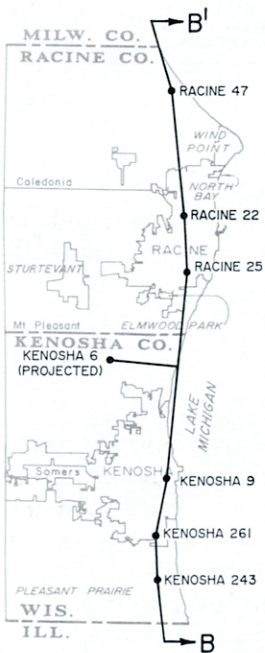
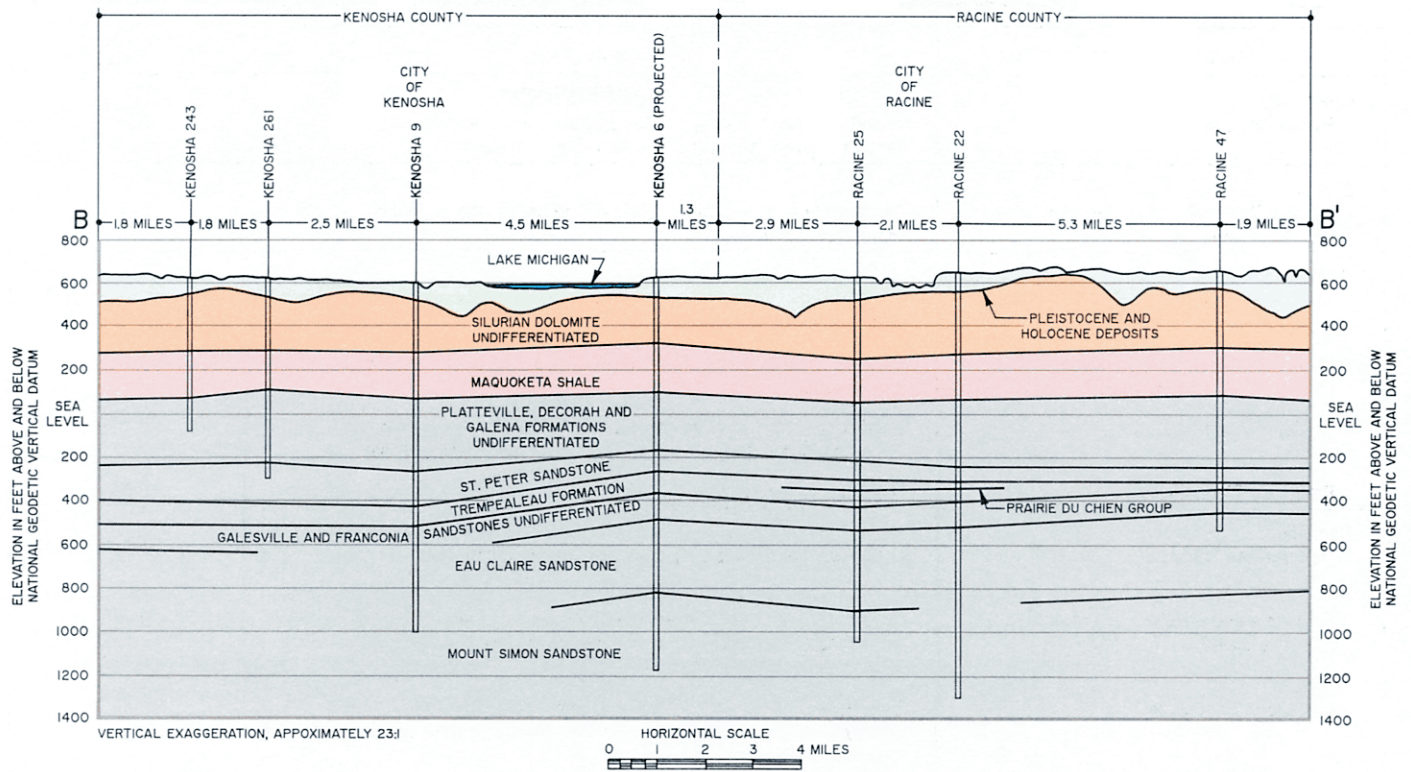
MINERAL RESOURCES

In comparison with other portions of Wisconsin, the Planning District is relatively "mineral poor." There are no metal-bearing deposits; sand and gravel deposits are generally inferior to those found in the Fox River valley, to the west of the District. The District contains no known deposits of coal or petroleum.

At the present time there are no active commercial mineral extraction operations in the District. Commercial sand and gravel operations are known to have existed at four locations in the southern half of the District: at a site south of CTH ML, east of the Chicago & North Western Railway right-of-way; at a site south of STH 165, about three-fourths mile west of STH 32; at a site east of 39th Avenue, between 80th and 85th Streets; and at a site north of STH 165, west of the CP Rail System, Inc. (previously Soo

Figure 7

BEDROCK SECTION THROUGH EASTERN KENOSHA AND RACINE COUNTIES



Source: U. S. Geological Survey.

Table 31

PHYSICAL PROPERTIES OF ROCK UNITS IN RACINE AND KENOSHA COUNTIES

Rock Units and Age	Physical Properties	Thickness
Quaternary Pleistocene and Holocene deposits	Unsorted mixture of clay, silt, sand, gravel, and boulders; stratified sand and gravel; lake silt and clay; organic remains	0-340
Silurian Niagara Dolomite and Alexandrian Series, Undifferentiated	Dolomite, fine- to medium-crystalline, and sandy chert nodules; some shale near base	0-345
Ordovician Maquoketa Shale	Shale, dolomitic; fine- to medium-crystalline dolomite and interbedded shale common near the top	180-250
Platteville, Decorah, and Galena Formations, Undifferentiated	Dolomite, fine- to medium-crystalline, dense, cherty; some sandstone and shale near base	250-345
St. Peter Sandstone	Sandstone, fine- to coarse-grained, cherty, friable; sandy dolomite and shale common in top; base may contain conglomerate or shale	45-200
Prairie du Chien Group	Dolomite, sandy, cherty	0-60
Cambrian Trempealeau Formation	Dolomite, crystalline, sandy; may contain thin dolomitic sandstone and shale	0-120
Franconia and Galesville Sandstones, Undifferentiated	Sandstone, fine- to medium-grained; fair sorting; friable; dolomite decreases toward base; grain size increases toward base; shale, siltstone and dolomite common	60-150
Eau Claire Sandstone	Sandstone, fine- to medium-grained, well-sorted, dolomitic, compact; dolomitic shale and siltstone most common in the upper two-thirds of formation	340-405
Mount Simon Sandstone	Sandstone, fine- to coarse-grained, poorly cemented, friable; shale and siltstone up to 60 feet thick near Burlington	637+ (Total thickness may be more than 1,500 feet.)
Precambrian Rocks	Unknown	Unknown.

Source: U.S. Geological Survey.

Line Railway and former Chicago, Milwaukee, St. Paul & Pacific Railroad) right-of-way. All are now inactive. The former pit located north of STH 165, west of the CP Rail right-of-way, is now the lake bed of the only major inland lake in the District.

A survey conducted cooperatively by the Wisconsin Geological and Natural History Survey and the State Highway Commission (now the Wisconsin Department of Transportation) at the time of the preparation of the initial District comprehensive plan in 1967 identified sand and gravel deposits significant for highway construction and maintenance purposes. Five undeveloped deposits were identified. Four of these were located near STH 32 in the Village of Pleasant Prairie; the fifth was located in the vicinity of Petrifying Springs Park in the Town of Somers. Though still undeveloped, mineral extraction at these sites would not be desirable because

of their locations within identified primary environmental corridors or in proximity to urban development.

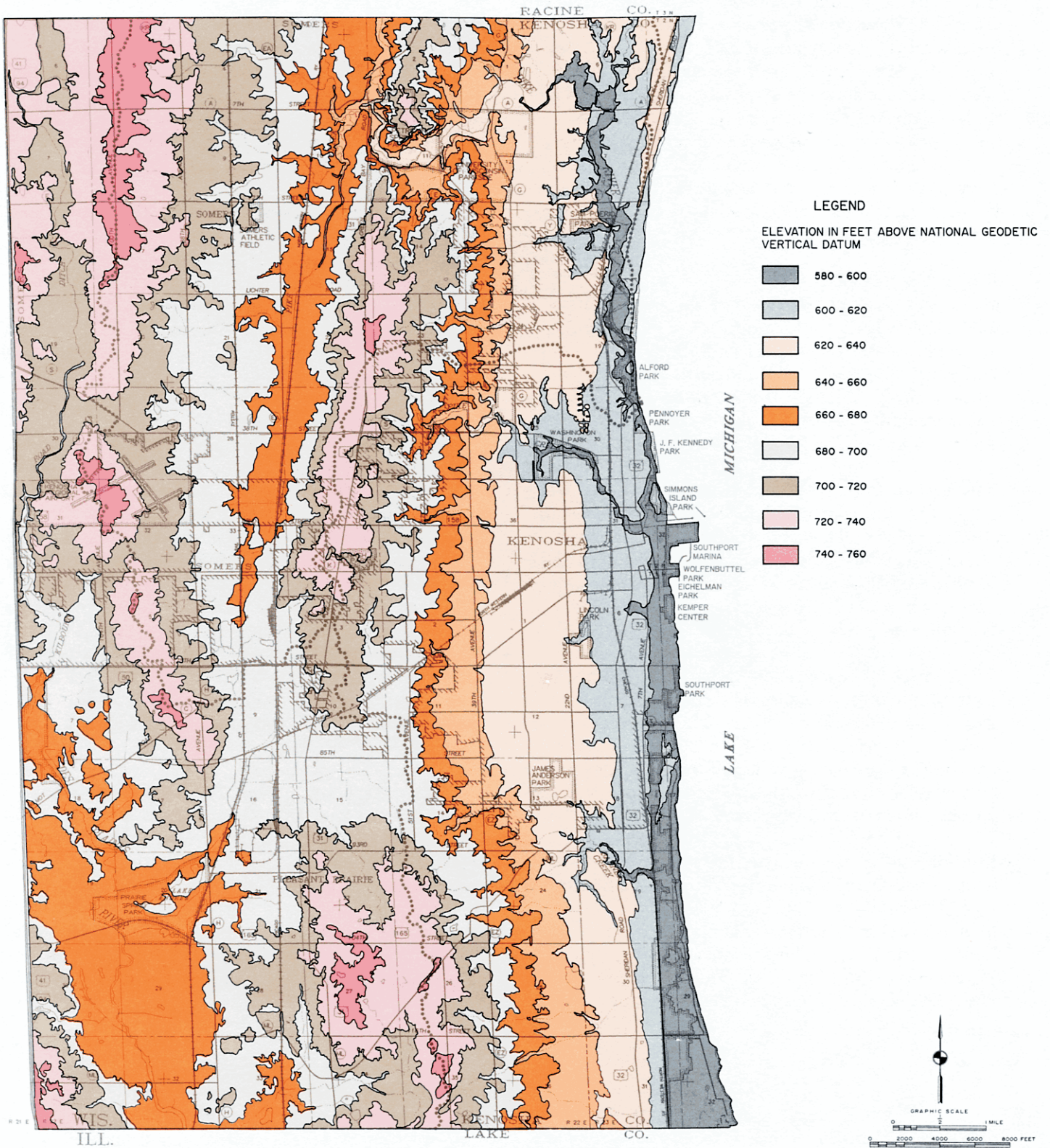
SOILS

Soil properties exert a strong influence on the use of land and on the impacts of changes in land use. Soils are an irreplaceable resource and mounting pressures upon land are constantly making this resource more and more valuable. A need exists in any comprehensive planning program to examine how soils can best be used and managed.

In order to assess the significance of the diverse soils found in Southeastern Wisconsin, the Regional Planning Commission in 1963 negotiated a cooperative agreement with the U.S. Soil Conservation

Map 3

TOPOGRAPHY OF THE KENOSHA URBAN PLANNING DISTRICT



Source: U. S. Geological Survey and SEWRPC.

Service under which detailed operational soil surveys were completed for the entire seven-county Region. The results of the surveys were published in SEWRPC Planning Report No. 8 and in soil survey reports subsequently prepared by the U.S. Department of Agriculture, Soil Conservation Service.² These surveys have resulted in the mapping of the soils within the Region in great detail. The surveys have provided definitive data on the physical, chemical, and biological properties of the soils and have provided interpretations of the soil properties for planning, engineering, agricultural and resource conservation purposes.

General Soil Groups

Map 4 provides an overview of the pattern of soils that exists within the planning area. As shown, five broad groups of soils, or soil associations, occur within the area: the Boyer-Granby association, the Fox-Casco association, the Hebron-Montgomery-Aztalan association, the Morley-Beecher-Ashkum association, and the Varna-Elliott-Ashkum association.

The Boyer-Granby association consists of well-drained to very poorly-drained soils that have a loam-to-sand subsoil. The soils are nearly level or gently sloping, occupying a low, long terrace adjoining Lake Michigan. This association encompasses about 4.5 square miles, or 5 percent of the total area of the District.

The Fox-Casco association consists of well-drained soils that have a clay-loam and silty clay-loam subsoil. The soils are nearly level to rolling and occur mainly on terraces and on hills. This association is confined to a relatively small area in the north central portion of the District; it encompasses about 2.4 square miles, or 3 percent of the District.

The Hebron-Montgomery-Aztalan association consists of well-drained to poorly-drained soils that have a loamy-to-silty clay subsoil. The soils are nearly level to rolling. Within the District they occur on lake plains close to Lake Michigan and along the Des Plaines River and Pike Creek. These soils encompass about 24.2 square miles, or 28 percent of the District.

The Morley-Beecher-Ashkum association consists of well-drained to poorly-drained soils that have a silty clay or silty clay-loam subsoil. These soils are nearly level or gently sloping and occupy low, broad ridges and knobs that are dissected by drainageways and depressions. This association occurs primarily in the south-central portion of the District; smaller areas also occur in the north-central portion. This association accounts for about 19.3 square miles, or 23 percent of the area of the District.

The Varna-Elliott-Ashkum association consists of well-drained to poorly-drained soils that have a silty clay-loam-to-clay subsoil. These soils are nearly level or gently sloping and occur on low, broad ridges and knobs. This is the largest soil association within the District, occupying about 35.5 square miles, or 41 percent of the total area of the District, primarily on the west side.

Soil Suitability Interpretations

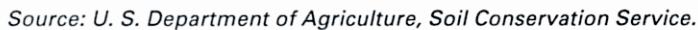
The soil surveys provide important information regarding the suitability of the land for various urban and rural land uses. Interpreting soil surveys in this manner involves evaluating those characteristics of a soil which influence the particular use and predicting the kinds and degrees of limitations those soil properties and qualities, taken together, are likely to impose on the land use in question. Of particular importance in the comprehensive district planning program are suitability interpretations for residential development with public sanitary sewer service, for residential development with onsite sewage disposal systems, and for agriculture.

Soil Suitability for Residential Development Served by Public Sanitary Sewers: The detailed soil surveys indicate that about 31 square miles, or about one-third of the planning area, are covered by soils that have severe limitations for residential development with public sanitary sewer service, or, stated differently, are poorly suited for residential development of any kind. As shown on Map 5, concentrations of these soils occur in the eastern portions of the Planning District. These soils also occur in widely dispersed enclaves intermixed with other soils in other areas of the District.

Soil Suitability for Onsite Sewage Disposal Systems: The suitability of soils in the Planning District for onsite sewage disposal systems is indicated on Maps 6 and 7. Map 6 indicates soil suitability for conventional onsite sewage disposal systems; Map 7 indicates suitability for mound sewage disposal systems. The ratings are expressed in terms of the

²SEWRPC Planning Report No. 8, *Soils of South-eastern Wisconsin*, 1966; and U.S. Department of Agriculture, Soil Conservation Service, *Soil Survey of Kenosha and Racine Counties, Wisconsin*, 1970.

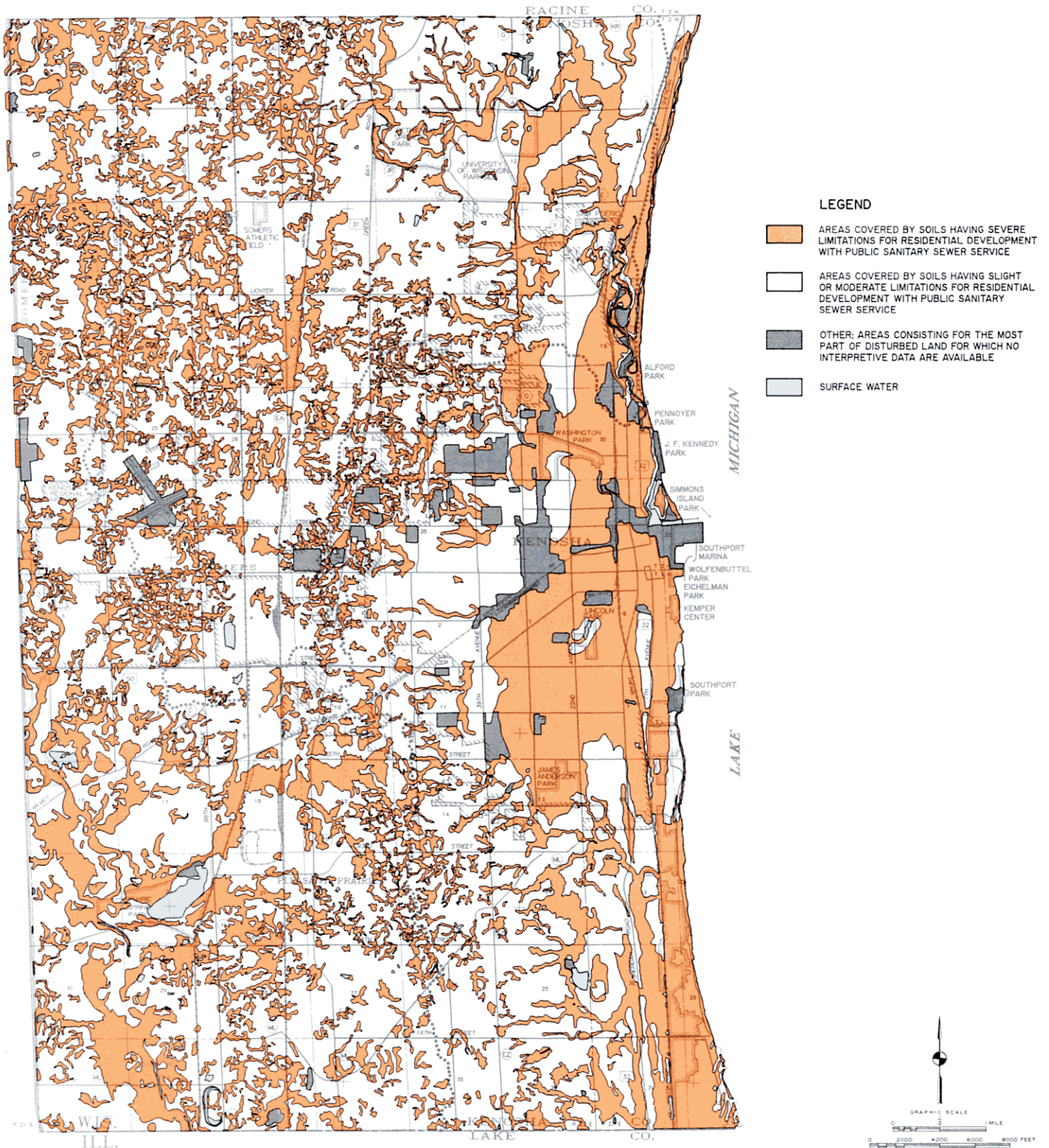
GENERAL SOIL ASSOCIATIONS IN THE KENOSHA URBAN PLANNING DISTRICT



so that no classification can be assigned without more detailed field investigations. It should be noted that Maps 6 and 7 are intended to illustrate the overall pattern of soil suitability for onsite sewage disposal systems. Detailed site investigations based upon the requirements of Chapter ILHR 83 are, however, essential to the determination of whether or not the soils on any specific tract of land are suitable for development served by onsite sewage disposal systems.

Map 5

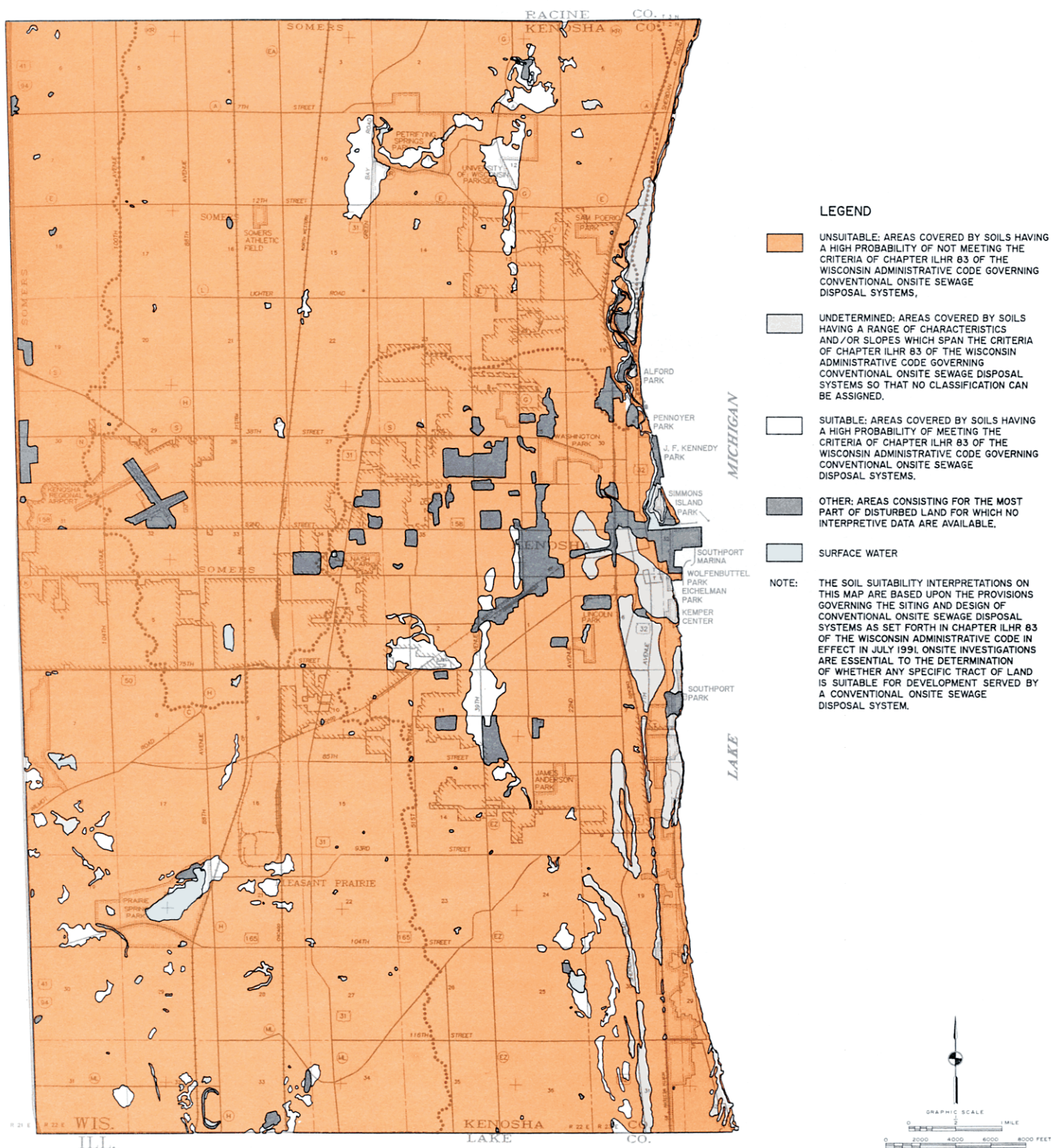
**SUITABILITY OF SOILS IN THE KENOSHA URBAN PLANNING DISTRICT
FOR RESIDENTIAL DEVELOPMENT WITH PUBLIC SANITARY SEWER SERVICE**



Source: U. S. Soil Conservation Service and SEWRPC.

Map 6

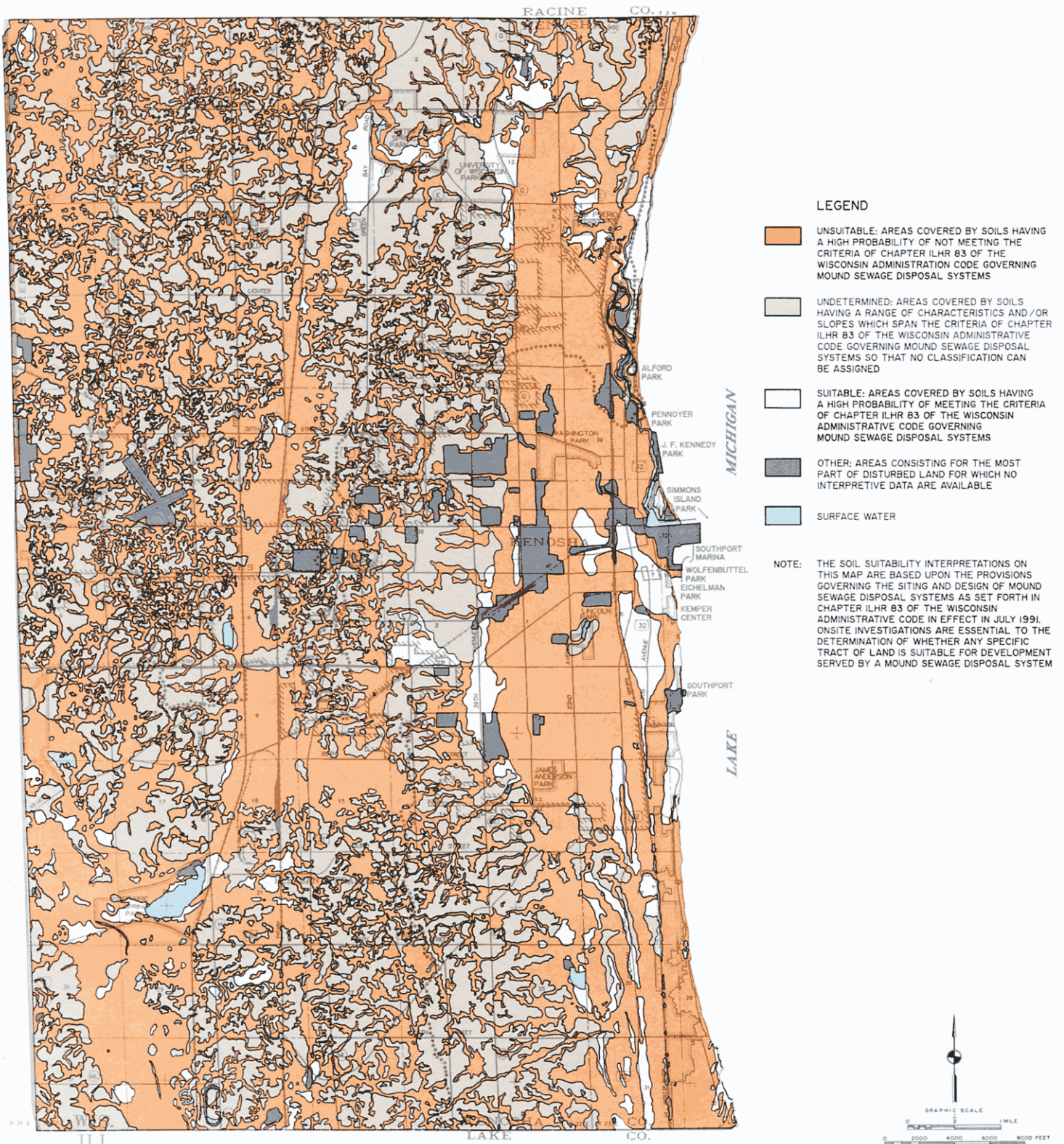
SUITABILITY OF SOILS IN THE KENOSHA URBAN PLANNING DISTRICT FOR CONVENTIONAL ONSITE SEWAGE DISPOSAL SYSTEMS



Source: U. S. Soil Conservation Service and SEWRPC.

Map 7

SUITABILITY OF SOILS IN THE KENOSHA URBAN PLANNING DISTRICT FOR MOUND SEWAGE DISPOSAL SYSTEMS



Source: U. S. Soil Conservation Service and SEWRPC.

As shown on Map 6 and in Table 32, about 78.7 square miles, or 92 percent, of the District is covered by soils classified as unsuitable for conventional onsite sewage disposal systems; about 2.5 square miles, or 3 percent, are covered by soils classified as suitable for such systems; and about 2.0 square miles, or 2 percent, are covered by soils of undetermined suitability. The remaining 2.7 square miles, or about 3 percent of the District, consist of areas for which, because of disturbed conditions, no soil survey data are available, or which consist of surface water.

The development of the mound sewage disposal system and other alternative onsite disposal systems has opened substantial additional areas of the Southeastern Wisconsin Region, including portions of the Planning District, to urban development without centralized sanitary sewer service. Within the Planning District, areas classified as unsuitable for mound systems encompass 43.9 square miles, compared to 78.7 square miles for conventional systems. About 11.4 square miles are classified as suitable for mound systems, compared to 2.5 square miles for conventional systems. About 27.9 square miles are of undetermined suitability for mound systems, compared to 2.0 square miles for conventional systems. It should be noted that the development policies adhered to by local units of government within the Planning District, including a requirement that all new subdivisions be served by public sanitary sewers, serves to minimize any widespread reliance on conventional or mound sewage disposal systems.

Agricultural Soil Suitability: Much of the area of the Planning District is covered by soils which are well suited for agricultural use. Soil suitability for agricultural use within the undeveloped portion of the Planning District, based upon the U.S. Soil Conservation Service classification system, is shown on Map 8. National prime farmland is defined as land that is well suited for the production of food, feed, forage, fiber, and oilseed crops. Such farmland has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops when properly treated and managed. Farmland of Statewide importance includes land in addition to national prime farmland which is of Statewide importance for the production of food and fiber. Areas identified on Map 8 as national prime farmland encompass 51.5 square miles, or 84 percent of the undeveloped area of the District. Areas identified as farmland of Statewide importance encompass 2.2 square miles, or 4 percent of the undeveloped area of District.

Table 32

**SOIL SUITABILITY FOR ONSITE
SEWAGE DISPOSAL SYSTEMS IN THE
KENOSHA URBAN PLANNING DISTRICT**

Classification	Conventional Systems		Mound Systems	
	Square Miles	Percent of District	Square Miles	Percent of District
Unsuitable	78.7	91.6	43.9	51.1
Undetermined	2.0	2.3	27.9	32.5
Suitable	2.5	2.9	11.4	13.3
Other ^a	2.7	3.2	2.7	3.1
Total	85.9	100.0	85.9	100.0

^a includes disturbed areas for which no soil survey data are available and surface water.

Source: SEWRPC.

SURFACE WATER RESOURCES

Surface water resources, the lakes and streams and associated floodlands and wetlands, form a particularly important element of the natural resource base of the Planning District. The contribution of these resources to the economic development, recreational activity, and aesthetic quality of the area is immeasurable.

Inland Lakes

Major lakes are here defined as those having 50 acres or more of surface water area, a size capable of supporting reasonable recreational use with relatively little degradation of the resources. The Planning District contains one of the 101 major inland lakes within the Southeastern Wisconsin Region, a 110-acre lake, Lake Andrea, recently created from an abandoned gravel mine, located just north of STH 165, west of CTH H, in the Village of Pleasant Prairie.

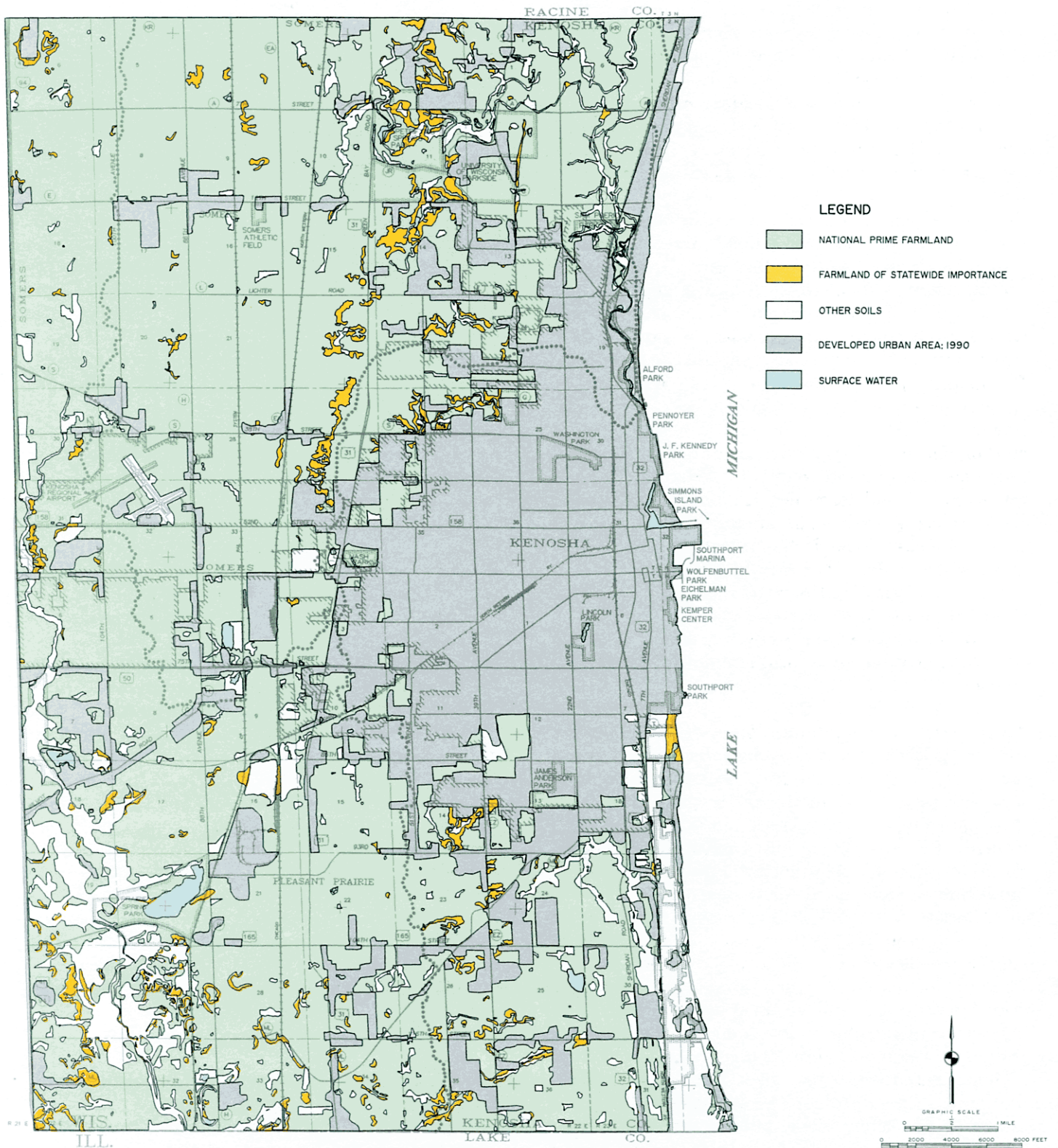
As shown on Map 9, there are, in addition, a limited number of smaller, generally unnamed, lakes and ponds in the planning area. Some of these are also the sites of former mining operations or the result of other water impoundment efforts.

Streams

The planning area includes parts of two of the eleven major watersheds of the Southeastern Wisconsin Region: the Des Plaines River watershed and the Pike River watershed. The planning area also includes areas contiguous to Lake Michigan which drain directly to the Lake by natural waterways and by

Map 8

SUITABILITY OF SOILS FOR AGRICULTURE IN THE KENOSHA URBAN PLANNING DISTRICT



Source: U. S. Soil Conservation Service and SEWRPC.

artificial drainageways. These areas, in combination, are considered a twelfth watershed in the Region. The Des Plaines River watershed, which has a total area of about 134.1 square miles within Southeastern Wisconsin, occupies about 28.8 square miles, or 33 percent of the Planning District; the Pike River watershed, which has a total area of about 51.5 square miles within Southeastern Wisconsin, occupies about 30.0 square miles, or 35 percent; and the Lake Michigan direct drainage area occupies about 27.1 square miles, or 32 percent. The extent of these watersheds within the Planning District is shown on Map 9.

Of great significance in water resources planning in the District is a subcontinental divide which traverses the District in a generally northwesterly-southeasterly direction. This divide separates the District, as well as the Region, into two major drainage areas. The Des Plaines River watershed drains to the south and southwest as part of the Mississippi River drainage system. The Pike River watershed and the Lake Michigan direct drainage area drain generally to the east and are part of the Great Lakes-St. Lawrence River drainage system. About 28.8 square miles, or 33 percent of the District, are located in the Mississippi River drainage basin; about 57.1 square miles, or 67 percent, in the Great Lakes-St. Lawrence River drainage system. The subcontinental divide has important implications for the use of Lake Michigan as a source of potable water. In general, water from Lake Michigan may be piped to areas west of the divide only if provision is made for the return of the spent water to the Lake. The diversion of water from Lake Michigan without provision for the return of the spent water is subject to complex State, Federal, and international legal and administrative restrictions. The subcontinental divide is thus an important consideration in the planning of public sanitary sewer and water supply facilities within the area, requiring the coordinated development of such facilities.

It should be noted that a diversion of Lake Michigan water to serve portions of the Village of Pleasant Prairie which lie west of the subcontinental divide began in 1990, when two water supply systems in the Village were connected to the City of Kenosha water supply system, which utilizes Lake Michigan as its source of water. The diversion became necessary when water from the wells that served those portions of Pleasant Prairie were found to contain unacceptable levels of naturally occurring radium.

Major streams are defined herein as perennial streams which maintain, at a minimum, a small continuous flow throughout the year except under unusual drought conditions. The major stream network within the Planning District is also shown on Map 9. Water quality of the major streams in the Planning District is described below.

Pike River: The Pike River originates in the Town of Mt. Pleasant just north of CTH C and flows southerly to Petrifying Springs County Park in the Town of Somers, where it is joined by Pike Creek. The river then flows easterly toward Lake Michigan and is joined approximately one mile from the Lake Michigan shoreline by Sorenson Creek. The river then again flows southerly for about 4 miles before again turning toward the east and its confluence with Lake Michigan at Pennoyer Park. The Pike River system and its tributaries include about 41 linear miles of perennial streams, of which about 26 stream miles are located in the study area.

On the basis of available data, the water quality and biological characteristics of the Pike River and its major tributaries within the study area were assessed, with the results set forth in Table 33. Fish population and diversity is considered poor in the Pike Creek and Pike River upstream of the confluence with Pike Creek and fair in the lower portion of the Pike River. Stream channelization has resulted in reduced fish and aquatic life habitat and contributed to the less than ideal quality, abundance, and diversity of the fish community. Channelized reaches of streams in the Pike River watershed typically contain little or no fish cover. The extent of degraded environmental quality in the Pike River watershed are not all habitat- or cover-related, however. The Pike River and its Waxdale Creek tributary (Racine County) have a history of recurring fish kills probably caused by industrial spills of toxic substances. Problems with dissolved oxygen concentrations and fecal coliforms occur through the entire length of the river. During wet weather, fecal coliform, oxygen demanding substances, and nutrient concentrations increase significantly. In general, the biotic index ratings, which are indicators of biological diversity within a stream system, were found to be very poor to fair. High levels of streambed sedimentation have been noted in all three reaches where observations were documented. Limited sampling of sediment in the Pike River in the vicinity of Carthage College and reaches to the south has revealed concentrations of polychlorinated biphenyls (PCBs) ranging from 0.06 to 8.3 milligrams per kilogram (mg/kg), indicating a potential toxic problem.

SURFACE WATER RESOURCES IN THE KENOSHA URBAN PLANNING DISTRICT

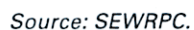


Table 33

**WATER QUALITY AND BIOLOGICAL CHARACTERISTICS OF STREAMS LOCATED
WHOLLY OR PARTIALLY WITHIN THE KENOSHA URBAN PLANNING DISTRICT**

Watershed and Stream Reach	Perennial Streams Length (miles)	1990 DNR Water Use Objective	Fish Population and Diversity	Water Quality Problems					Biotic Index Rating ^a	Composition and Degree of Streambed Sedimentation	Physical Modifications to Channel
				Fecal Coliform	Dissolved Oxygen	Ammonia Nitrogen	Nonpoint Source Toxics	Total Suspended Solids			
PIKE RIVER WATERSHED											
Pike River upstream Pike Creek ^b	16.5	Limited forage fish, full recreation (Kenosha County portion) and limited recreation (Racine County portion) ^{c,d}	Poor	Yes	Yes	Yes	Yes	Yes	Very poor	High: silt, muck, gravel	Major
Pike River downstream Pike Creek	12.0	Warmwater sport fish, full recreation ^c	Fair	Yes	Yes	No	Yes	Yes	Poor to very poor	High: silt, muck, gravel, rocks	Pike River-moderate Sorenson Creek-major
Pike Creek	8.4	Limited aquatic life with a variance, limited recreation upstream of Somers Branch; limited forage fish with a variance, limited recreation downstream of Somers Branch ^{c,e}	Poor	Yes	Yes	No	Yes	Yes	Fair to poor	High: silt, muck, gravel	Major
DES PLAINES RIVER WATERSHED											
Kilbourn Road Ditch ^b	12.1	Warmwater sport fish, full recreation	Poor	NA	NA	NA	NA	Yes	Poor	High: silt	Major
Des Plaines River downstream STH 50 ^b	13.2	Warmwater sport fish, full recreation	Fair	Yes	Yes	No	NA	NA	Poor to very poor	High: silt, clay, detritus	Major
LAKE MICHIGAN DIRECT DRAINAGE AREA											
Pike Creek (Kenosha)	4.2	Warmwater sport fish, full recreation	Poor	Yes	Yes	No	NA	NA	NA	Moderate to high: silt	Major
Barnes Creek	3.7	Limited forage fish with a variance; limited recreation ^f	Fair	Yes	No	No	NA	NA	NA	Moderate: silt, clay, sand, gravel	Major
Tobin Creek	0.7	Limited forage fish; limited recreation ^f	Fair	NA	NA	NA	NA	NA	NA	NA	Moderate

^a The biotic index is an indicator of biological conditions in a stream which is based upon sampling of the number and species of aquatic biota and the tolerance to pollution of these species.

^b Data pertain to portions of the specified reach located both inside and outside the Planning District.

^c The water use objectives recommended in the Pike River watershed plan provide for a warmwater fishery and full recreational use for all of the Pike River downstream of the confluence with Pike Creek; for Pike Creek from the confluence with Pike River downstream to CTH L; and for Upper Pike River from the confluence with Pike Creek upstream to STH 20. A limited fishery and limited recreational use objective was recommended for the remaining segments of Upper Pike River and Pike Creek.

^d Based upon field investigations, the Department of Natural Resources staff has proposed that the water use objective for the Pike River upstream of Pike Creek to STH 20 be reclassified to warmwater sport fish, full recreation, and that the objectives for Pike River upstream of STH 20 be reclassified to warmwater forage fish, full recreation.

^e The DNR staff has proposed that the water use objectives for Pike Creek from its confluence with Pike River upstream to STH 142 be reclassified as warmwater sport fish, full recreation, and that the objectives for Pike Creek upstream of STH 142 be reclassified as warmwater forage fish, limited recreation.

^f The DNR has proposed that the water use objectives for Barnes Creek and Tobin Creek be reclassified as warmwater sport fish, full recreation.

NOTE: NA indicates data are not available.

Source: Wisconsin Department of Natural Resources and SEWRPC.

Pollution of the Pike River system comes from a variety of sources, including privately owned onsite sewage disposal systems, construction activities, urban stormwater runoff, agricultural runoff, and, historically, publicly and privately owned nonindustrial sewage treatment plants discharging to the Pike River and its tributaries. The two public and two private sewage treatment plants which once discharged to the surface waters of the watershed have been abandoned as recommended in the regional water quality management plan. The Town of Somers Utility District No. 1 plant, which discharged to a tributary to the Pike River, was abandoned in 1986. The Village of Sturtevant plant, which discharged to a drainage course tributary to the Pike River, was abandoned in 1980. Two nonindustrial private treatment plants which once discharged to the watershed in Racine County were abandoned by 1980. The recommendations set forth in the regional water quality management plan relating to other point sources have largely been implemented through the Wisconsin Pollution Discharge Elimination System permitting process. No significant industrial sources of pollution or sanitary sewer system flow relief devices are known to exist in the watershed. A 1993 nonpoint pollution source assessment and ranking prepared by the Regional Planning Commission rated the nonpoint source-related water resource problems of the Pike River watershed as severe. On the basis of a consideration of the potential response of the streams in the watershed to nonpoint source controls, the watershed as a whole has been ranked high relative to other watersheds in Southeastern Wisconsin as a candidate for funding under the State nonpoint source water pollution abatement program.³

The Pike River watershed plan recommended a warmwater fishery and full recreation water use objective for all of Lower Pike River, for Pike Creek from the confluence with Pike River upstream to CTH L, and for Upper Pike River from the confluence with Pike Creek upstream to STH 20. A limited fishery and limited recreation standard was recommended

for the remaining sections of Pike Creek and Upper Pike River. The standard associated with these use objectives are not currently fully met.

Pike Creek, Barnes Creek, and Tobin Creek: Immediately south of the Pike River watershed, a number of small streams, wholly contained within the study area, flow in an easterly direction perpendicular to the Lake Michigan coastline. These streams are generally short, about 4 linear miles or less in extent, and have limited watershed areas. Pike Creek discharges through Kenosha Harbor. Barnes Creek and Tobin Creek discharge directly to Lake Michigan in the Chiwaukee Prairie-Carol Beach area in the Village of Pleasant Prairie.

Pike Creek, itself, has its origin in the Town of Somers east of Green Bay Road in the vicinity of 38th Street and flows easterly through the City of Kenosha for a distance of about 4.2 miles before entering Kenosha Harbor. This stream is highly modified, consisting of large sections of closed conduit alternating with sections of open channel and enters Kenosha Harbor through a closed conduit. The limited water quality data available for this stream suggest that the water quality fails to meet the standard for the full-body contact recreation and warmwater fishery use objectives set for the system by the Wisconsin Department of Natural Resources. Fecal coliform bacteria levels and dissolved oxygen concentrations do not consistently meet recommended standards associated with the established water use objectives.

The aforementioned 1993 nonpoint pollution source assessment rates the nonpoint source-related water resource problems in the Pike Creek watershed as severe.

Barnes Creek, a 3.7-mile-long stream, has its origin in the Village of Pleasant Prairie and flows in a northerly loop eastward to Lake Michigan. The Wisconsin Department of Natural Resources has designated this waterway as suitable for a limited forage fish fishery and partial body contact recreational use. The water quality data available for this stream suggest generally good water quality, although the fecal coliform standards are exceeded.

The aforementioned 1993 nonpoint pollution source assessment rates the nonpoint source-related problems in the Barnes Creek watershed as severe.

Tobin Creek, a one-mile-long stream, has its origin in the Village of Pleasant Prairie just west of Sheridan Road and north of 116th Street. No water

³The ranking is set forth in a SEWRPC Staff Memorandum entitled, "Assessment and Ranking of Watersheds for Nonpoint Source Management Purposes in Southeastern Wisconsin: 1993." This ranking is based upon statewide ranking criteria prepared by the Wisconsin Department of Natural Resources.

quality data were available on Tobin Creek, although fishery surveys conducted by the Wisconsin Department of Natural Resources in 1975 and 1983 indicated that a balanced and diverse aquatic life was present in this stream.

Des Plaines River: The Des Plaines River has its origin in the Town of Yorkville about 0.4 mile east of the Village of Union Grove, Racine County, and flows in a southerly direction through Kenosha County into Illinois, where it eventually joins with the Kankakee River to form the Illinois River. Of a total of about 73 lineal miles of stream in the Wisconsin portion of the Des Plaines River watershed, about 21 lineal miles of perennial stream, consisting primarily of the main stem of the Des Plaines River and the Kilbourn Road Ditch, are located within the study area.

The water quality and biological characteristics of the Des Plaines River and its major tributaries within the study area were assessed on the basis of available data, with the results set forth in Table 33. Fish population and diversity is considered poor in the Kilbourn Road Ditch and fair in the Des Plaines River. Problems with dissolved oxygen concentrations and fecal coliform levels occur in the Des Plaines River. In general, the biotic index ratings, which are indicators of biological diversity within a stream system, were very poor to poor. High levels of streambed sedimentation were noted in the Kilbourn Road Ditch and the Des Plaines River. Limited sampling of sediment in the Kilbourn Ditch downstream of CTH E, adjacent to an abandoned landfill site located in the northwest one-quarter of U.S. Public Land Survey Section 18, Township 2 North, Range 22 East, has revealed concentrations of PCBs ranging from 4.7 to 17.0 mg/kg, indicating a potential toxic-substance pollution problem.

Pollution of the Des Plaines River system comes from a variety of sources, including privately owned onsite sewage disposal systems, construction activities, urban stormwater runoff, agricultural runoff, and publicly or privately owned nonindustrial sewage treatment plants discharging to the Des Plaines River and its tributaries.

With regard to point source discharges, the only significant known sources of pollution to the Des Plaines River system within the Planning District are the two existing public sewage treatment plants, the Pleasant Prairie Sewer Utility District D and Pleasant Prairie Sanitary District No. 73-1 treatment plants. The recommendations set forth in the regional water quality management plan relating to

point sources have largely been implemented through the Wisconsin Pollution Discharge Elimination System permitting process. No significant industrial sources of pollution or sanitary sewer system flow relief devices are known to exist in the watershed.

The 1993 nonpoint pollution source assessment and ranking prepared by the Regional Planning Commission rated the nonpoint source-related water resource problems of the Des Plaines River and Kilbourn Road Ditch as severe.

The streams in the study area within the Des Plaines River watershed have been designated as having a full-body contact recreation, warmwater sport fishery water use objectives. On the basis of the available water quality data, the Des Plaines River watershed surface water in the study area does not yet fully meet the standards associated with these objectives.

Floodlands

The floodlands of a river or stream are the wide, gently sloping areas contiguous with, and usually lying on both sides of, a river or stream channel. Rivers and streams occupy their channels most of the time. However, during even minor flood events, stream discharges can increase markedly so that the channel is not able to convey all the flow. As a result, stages increase and the river or stream spreads laterally over the floodlands. The periodic flow of a river onto its floodlands is a natural phenomenon, and in the absence of major, costly structural flood control works, will occur regardless of whether or not urban land uses are present on the floodlands. The frequency and extent of such flooding is, however, increased when urban development is permitted to intrude into the natural floodplains.

For planning and regulatory purposes, floodlands are normally defined as the areas, excluding stream channels and lake beds, subject to inundation by the 100-year recurrence interval flood event. This is the flood event that may be expected to be equaled or exceeded on the average of once every 100 years; or, more precisely, the event which has a one percent chance of being equaled or exceeded any year. One hundred-year recurrence interval floodplains within the Planning District have been identified by the Regional Planning Commission as part of the Pike River watershed planning program and the Chiwaukee Prairie-Carol Beach land use planning program and by the Federal Emergency Management Agency as part of flood insurance studies conducted under the National Flood Insurance Act

of 1968. The floodlands so identified are shown on Map 9. These floodlands encompass about 9.2 square miles, or about 11 percent of the Planning District.

It should be noted that the comprehensive plan for the Pike River watershed includes a recommendation for channel improvements, consisting of channel widening and deepening, along Pike Creek extending from the confluence with Somers Branch upstream to a point just north of STH 50. The proposed improvements are recommended to be designed to carry within the enlarged channel all floods up to and including the 100-year recurrence interval flood. The improvements would resolve existing and potential agricultural and structural flooding problems along Pike Creek. The Wisconsin Department of Natural Resources is presently preparing an environmental impact statement for the recommended watershed plan.

Wetlands

Wetlands are areas in which the water table is at, near, or above the land surface and which are characterized by both hydric soils and by the growth of sedges, cattails, and other wetland vegetation. Wetlands generally occur in depressions and near the bottom of slopes, particularly along lakeshores and stream banks, and on large land areas that are poorly drained. Wetlands may, however, under certain conditions, occur on slopes and even on hilltops.

Wetlands perform an important set of natural functions which include support of a wide variety of desirable, and sometimes unique, forms of plant and animal life; stabilization of lake levels and streamflows; entrapment and storage of plant nutrients in runoff, thus reducing the rate of enrichment of surface waters and weed and algae growth; contribution to the atmospheric oxygen and water supplies; reduction in stormwater runoff by providing areas for floodwater impoundment and storage; protection of shorelines from erosion; entrapment of soil particles suspended in runoff and reduction in stream sedimentation; provision of ground water recharge and discharge areas; and provision of the population with opportunities for certain scientific, educational, and recreational pursuits.

Wetlands have severe limitations for residential, commercial, and industrial development. Generally, these limitations are due to the erosive character, high compressibility and instability, low bearing capacity, and high shrink-swell potential of wetland soils, as well as the associated high water table. If ignored in land use planning and development, those limitations may result in flooding, wet basements,

unstable foundations, failing pavements, excessive infiltration of clear water into sanitary sewers, and broken sewer and water lines. In addition, there are significant onsite preparation and maintenance costs associated with the development of wetland soils, particularly as they relate to roads, foundations, and public utilities.

Wetlands encompassed about 6.0 square miles, or 7 percent, of the planning area in 1990. The distribution of wetlands in the planning area is shown on Map 10. As shown on this map, the largest concentrations of wetlands occur along the Des Plaines River in the western portion of the Village of Pleasant Prairie and within the Chiwaukee Prairie-Carol Beach area, east of STH 32 in the Village of Pleasant Prairie.

Lake Michigan Shoreline Erosion

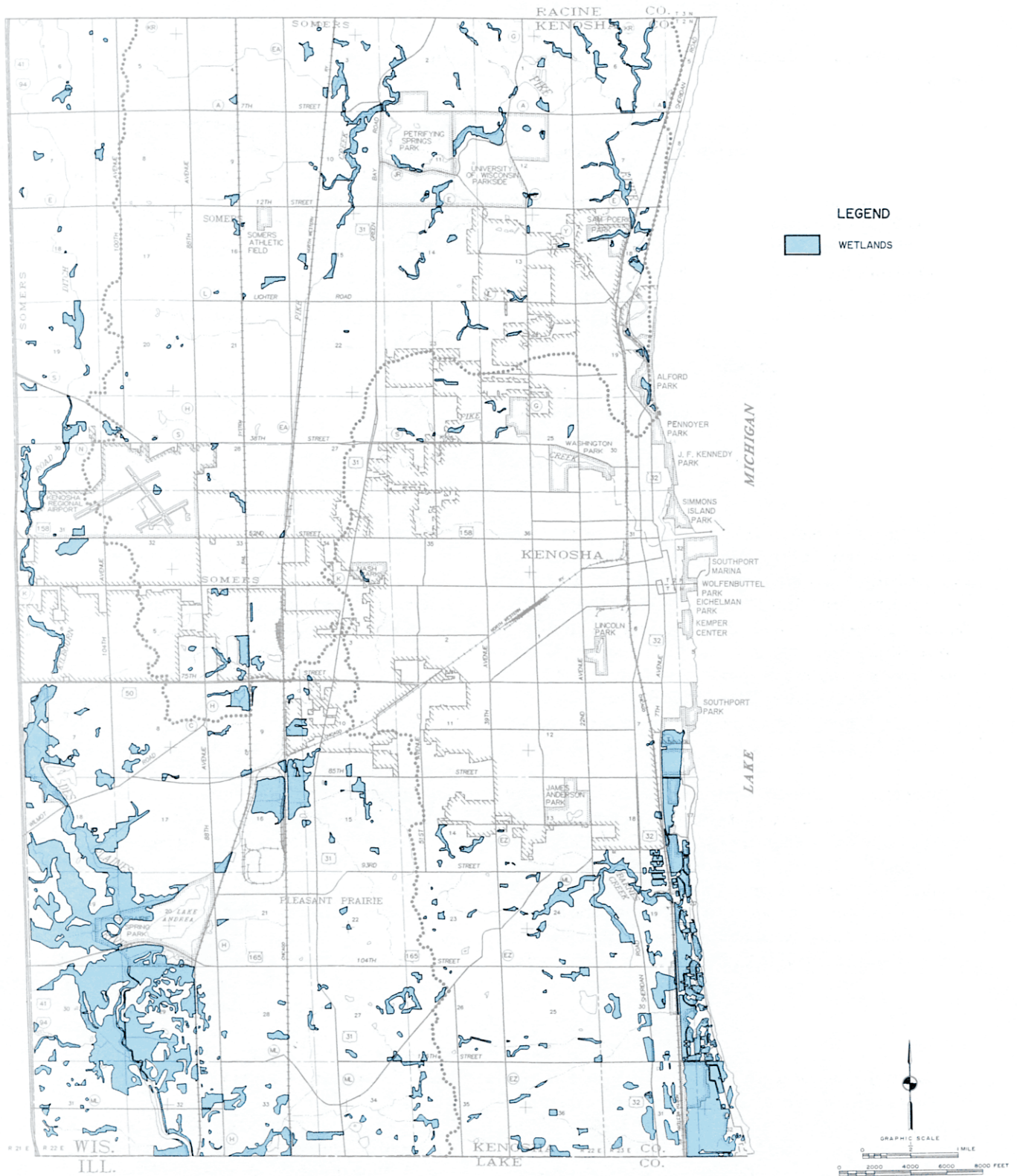
The Planning District includes about 12.6 linear miles of Lake Michigan shoreline. The nature of the shoreline varies considerably within the District. At the north end, the shoreline is characterized by clayey bluffs ranging up to about 35 feet in height. The height of the bluff decreases steadily so that it is about 20 feet high at the northern limits of the City of Kenosha and typically four or five feet along the southern shoreline reaches in the District. The beach width varies considerably, ranging from complete absence of beach in some places to over 275 feet in other places.

Shoreline erosion and bluff recession are naturally occurring phenomena affecting those portions of the Lake Michigan shoreline which are without structural shore protection. Shoreline erosion and bluff recession constitute a serious threat to land and improvements along unprotected or inadequately protected shoreline reaches. Historically, the coastal reaches in the southern portion of the District have been of greatest concern. The Shore Erosion Study, conducted under the Wisconsin Coastal Management Program in 1977, identified the four and one-half mile shoreline reach extending from the Wisconsin-Illinois State line to the southern limits of the City of Kenosha as the most critical reach of the entire Lake Michigan coast in Wisconsin in terms of shore damage and recession rates.⁴ Long-

⁴*M. Mickelson, et. al., Shore Erosion Study: Technical Report—Shoreline Erosion and Bluff Stability along Lake Michigan and Lake Superior Shorelines of Wisconsin, 1977.*

Map 10

WETLANDS IN THE KENOSHA URBAN PLANNING DISTRICT: 1990



term recession rates, average annual rates over the period 1835 to 1980, for that reach range between 1.5 and 8.8 feet per year, depending on the location. Short-term recession rates, average annual rates over the period 1970-1980, range from 0.6 to 12.6 feet per year, with shoreline accretion occurring at several points.⁵

Shoreline erosion may be mitigated or prevented through structural shore protection measures and regulatory approaches. Structural measures, including the installation of revetment, seawalls, groins, and breakwaters and measures to stabilize coastal bluffs, are particularly important where erosion threatens public and private development. One of the largest recent shore protection efforts in the District was carried out in 1987, when the former Town, now Village, of Pleasant Prairie took steps to protect threatened shoreline reaches adjacent to First Avenue in the Carol Beach area. Stone revetment and jetties were installed along about 4,450 feet of shoreline. Shore protection measures were also taken by private owners of erosion-threatened property at that time.

The design and construction of shore protection structures must take into account the coastal processes and hydrogeologic features affecting the site concerned and the interaction of that site with adjacent shoreline reaches. Recommended analytical procedures and design criteria for various shore protection measures are set forth in SEWRPC Community Assistance Planning Report No. 163, A Lake Michigan Shoreline Erosion Management Plan for Milwaukee County, Wisconsin, 1988.

Land use regulations can be used to protect proposed new development from shoreline erosion and bluff recession, particularly by establishing setback provisions which restrict the location of buildings and other land uses which are vulnerable to damage or destruction from erosion. Approaches that may be used in establishing structural setback distances are described in SEWRPC Community Assistance

Planning Report No. 86, A Lake Michigan Coastal Erosion Management Study for Racine County, Wisconsin, 1982.

GROUNDWATER RESOURCES

The rock units underlying the District differ widely in water content. Three major aquifers underlie the District, including, from the surface downward, the sand and gravel deposits in the glacial drift, the shallow dolomite strata in the underlying bedrock, and the deeper sandstone strata. Because of their relative proximity to the land surface and because of the hydraulic interconnection, the first two aquifers are commonly referred to collectively as the "shallow aquifer," while the latter is referred to as the "deep aquifer." The shallow and deep aquifers are separated by the Maquoketa shale formation, which forms a relatively impermeable barrier between the two aquifers (see Figure 7).

Some water is recharged to the deep sandstone aquifer by vertical movement through wells open to both the shallow and deep aquifers and by slight vertical movement downward through the Maquoketa shale. The principal source of recharge to the deep aquifer, however, is precipitation percolating downward through glacial deposits into the deep aquifer where the aquifer is exposed to those deposits. In the Southeastern Wisconsin Region, this recharge zone is located in the western portions of Waukesha and Walworth Counties.

The deep sandstone aquifer has historically been a good source of water supply in Southeastern Wisconsin, although the water is characteristically hard. Within the Kenosha area, however, water from the deep aquifer has been found to contain unacceptable levels of naturally occurring radium. During the 1980s, monitoring of water drawn from two municipal wells, the Ladish and the Timber Ridge wells in the Village of Pleasant Prairie, revealed radium levels in excess of adopted Federal standards. As previously noted, owing to the radium contamination, the water supply systems once served by these wells have been connected to the City of Kenosha water supply system, which relies upon Lake Michigan as a source of supply.

Whereas the primary source of recharge for the deep sandstone aquifer is located west of the study area, the shallow aquifer, composed of the glacial drift and interconnected dolomitic bedrock, is recharged locally by downward percolation of precipitation and

⁵The recession rates were measured as part of the Chiwauke Prairie-Carol Beach land use planning program and are documented in SEWRPC Community Assistance Planning Report No. 88, A Land Use Management Plan for the Chiwauke Prairie-Carol Beach Area of the Town of Pleasant Prairie, Kenosha County, Wisconsin, 1985.

surface water. Compared to the deep aquifer, the shallow aquifer is more susceptible to man-made pollution because it is nearer, both in terms of distance and time, to potential pollution sources. The shallow limestone aquifer is commonly used as a source of supply by individual onsite wells and by some community wells.

VEGETATION

At the time of settlement by Europeans, much of the District was covered by prairie and oak savannah, interspersed with stands of oak woods and lowlands. Most of these prairies and savannah lands and woodlands have been converted to agricultural and urban uses. As a result, only minor vestiges of the original vegetative pattern remain.

Woodlands

For inventory purposes, woodlands are here defined as areas of one acre or more supporting 17 or more deciduous trees per acre, providing at least a 50 percent canopy cover. Coniferous tree plantations and reforestation projects are also classified as woodlands. Lowland wooded areas, such as bottom-land forests, are classified as wetlands.

Woodlands encompassed a total of about 2.7 square miles, or 3 percent of the total area of the District, in 1990. As shown on Map 11, these woodlands are scattered throughout the District, for the most part, in tracts less than 40 acres in size.

Prairies

Prairies are treeless, or generally treeless, areas dominated by perennial native grasses. Prairies consist of four basic types: low prairies, mesic or moderately moist prairies, dry prairies, and savannahs. Most of the remaining prairies within the District are concentrated in the Chiwaukee Prairie-Carol Beach area, located east of STH 32 in the Village of Pleasant Prairie. An inventory conducted as part of the Chiwaukee-Prairie Carol Beach land use planning program identified more than 800 acres of low to dry prairie within this area as of 1980.⁶ Remnant native prairie areas encom-

passing about 13 acres occur within The Nature Conservancy's Des Plaines River project area in the Village of Pleasant Prairie. The Nature Conservancy has, moreover, initiated a prairie restoration effort in that project area with a goal of establishing about 330 additional acres of prairie.

WILDLIFE HABITAT

Wildlife in the Planning District includes both game and nongame species such as rabbit, squirrel, and woodchuck; predators such as coyote, mink, fox, and raccoon; game birds, including pheasant; and such marsh furbearers as muskrat and beaver. Other species include such songbirds as cardinals, robins, and wood thrushes, and such marsh and shorebirds as the great blue heron and killdeer. In addition, waterfowl are present and white-tailed deer are found in many areas.

Wildlife habitat consists of areas devoted to natural open uses of a size and with a vegetative cover and structure capable of supporting a high and balanced diversity of wildlife. The most recent inventory of wildlife habitat in the District was carried out cooperatively by the Wisconsin Department of Natural Resources and the Regional Planning Commission in 1985. As part of the inventory three classes of wildlife habitat were identified and delineated:

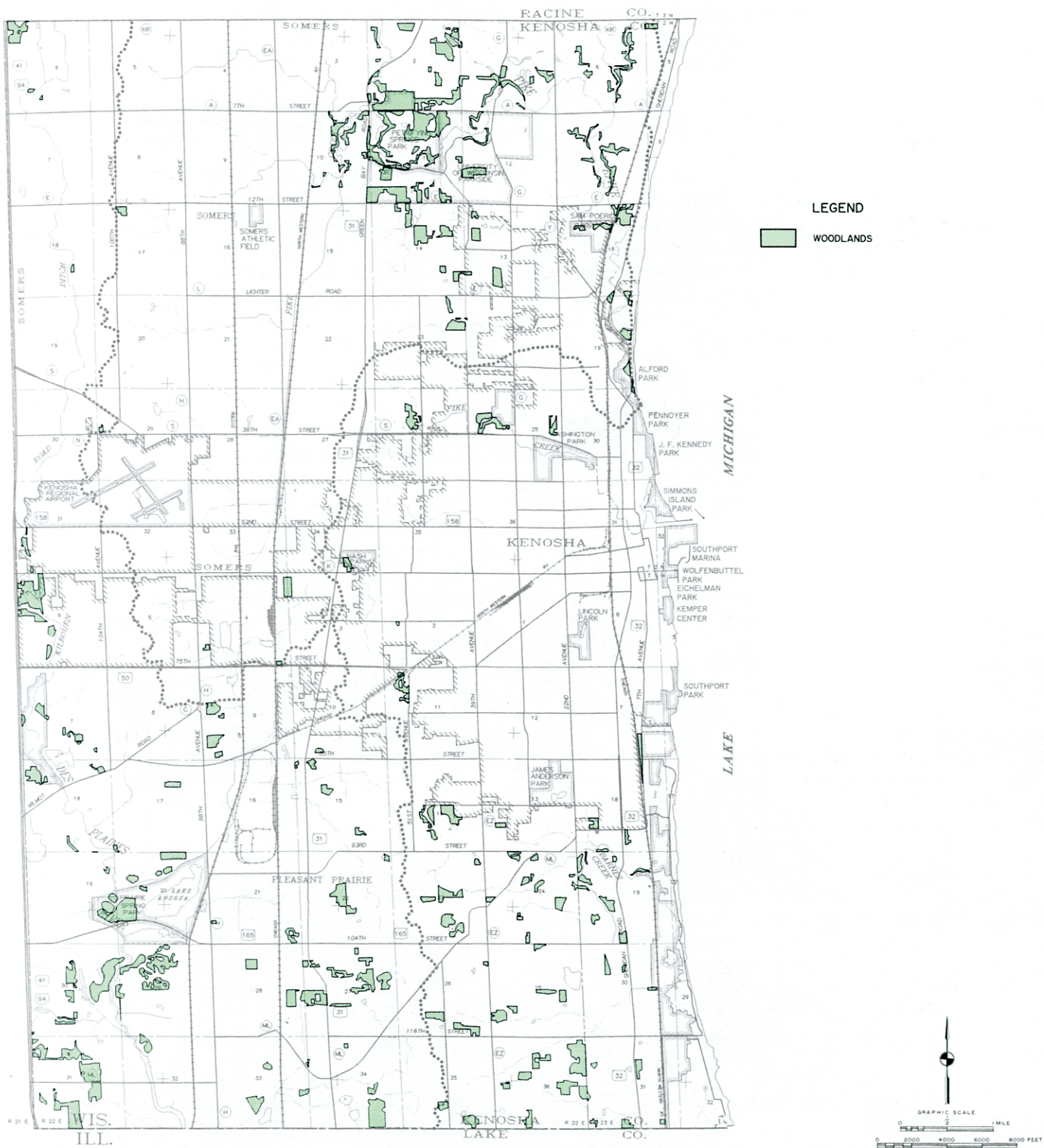
1. Class I: High-quality wildlife habitat containing a diversity of wildlife areas, adequate in size and structure to meet all of the minimum habitat requirements for most of the species characteristic of this portion of the Region, and located in proximity to other wildlife habitat areas.
2. Class II: Medium-quality habitat, or a habitat area generally lacking in one of the three requirements for a Class I area.
3. Class III: Other significant wildlife habitat, or habitat which generally lacks two of the three requirements for a Class I area, but which, nevertheless, still provides good quality wildlife habitat or the only habitat of a particular type in the area.

Wildlife habitat areas identified in the 1985 inventory are shown on Map 12. These areas encompassed a total of about 14.3 square miles, or about 17 percent, of the total area of the Planning District. This total includes about 7.2 square miles of Class I habitat,

⁶See *SEWRPC Community Assistance Planning Report No. 88, A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, Kenosha County, Wisconsin, 1985.*

Map 11

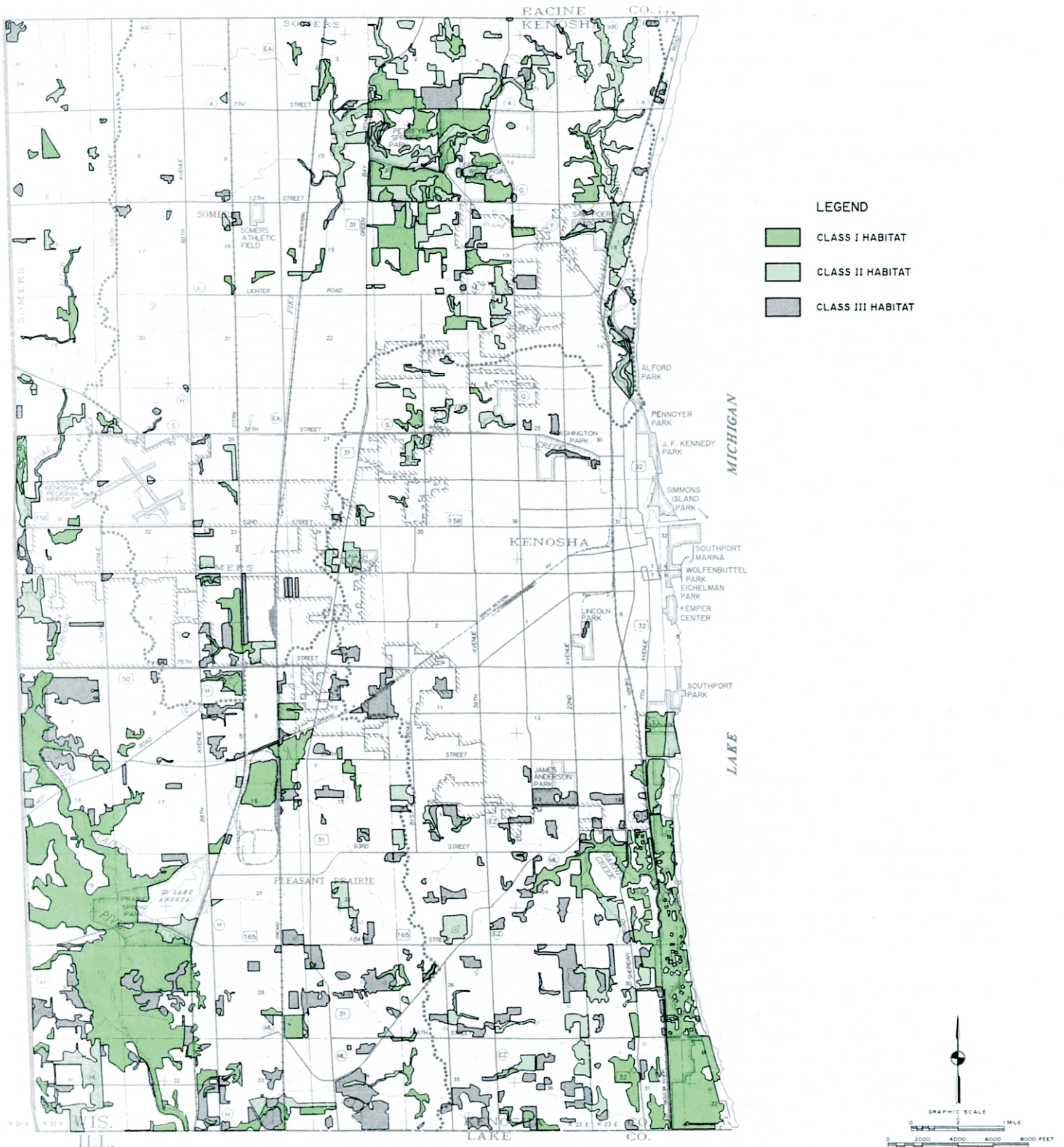
WOODLANDS IN THE KENOSHA URBAN PLANNING DISTRICT: 1990



Source: SEWRPC.

Map 12

WILDLIFE HABITAT IN THE KENOSHA URBAN PLANNING DISTRICT: 1985



Source: SEWRPC.

about 3.3 square miles of Class II habitat, and about 3.8 square miles of Class III habitat. As shown, the largest concentrations of wildlife habitat are located along the Des Plaines River and in the Chiwaukee Prairie-Carol Beach area of the Village of Pleasant Prairie and in and around Petrifying Springs Park in the Town of Somers.

Wildlife habitat areas within the Chiwaukee Prairie-Carol Beach area in the Village of Pleasant Prairie contain a unique diversity of wildlife. Studies conducted under the aforementioned Chiwaukee Prairie-Carol Beach land use planning program indicated that a total of 214 game and nongame species, including seven species of amphibians, 14 species of reptiles, 161 species of birds, and 32 species of mammals, were known to exist, or were considered likely to exist, in that area. Of those 214 species, four were identified as endangered in Wisconsin, and three were identified as threatened in Wisconsin.

NATURAL AREAS

Natural area sites, as defined by the Wisconsin Natural Areas Preservation Council, are tracts of land or water so little modified by human activity, or sufficiently recovered from the effects of such activity, that they contain intact native plant and animal communities believed to be representative of the pre-European settlement landscape. Natural area sites are classified into four categories: State Natural areas (SA), natural area of Statewide or greater significance (NA-1), natural area of countywide or regional significance (NA-2), and natural area of local significance (NA-3). Classification of an area into one of these four categories is based upon consideration of the diversity of plant and animal species and community types present; the structure and integrity of the native plant or animal community; the extent of disturbance from human activity, such as logging, agricultural use, and pollution; the commonness of the plant and animal community; any unique natural feature; the size of the site; and the educational value.

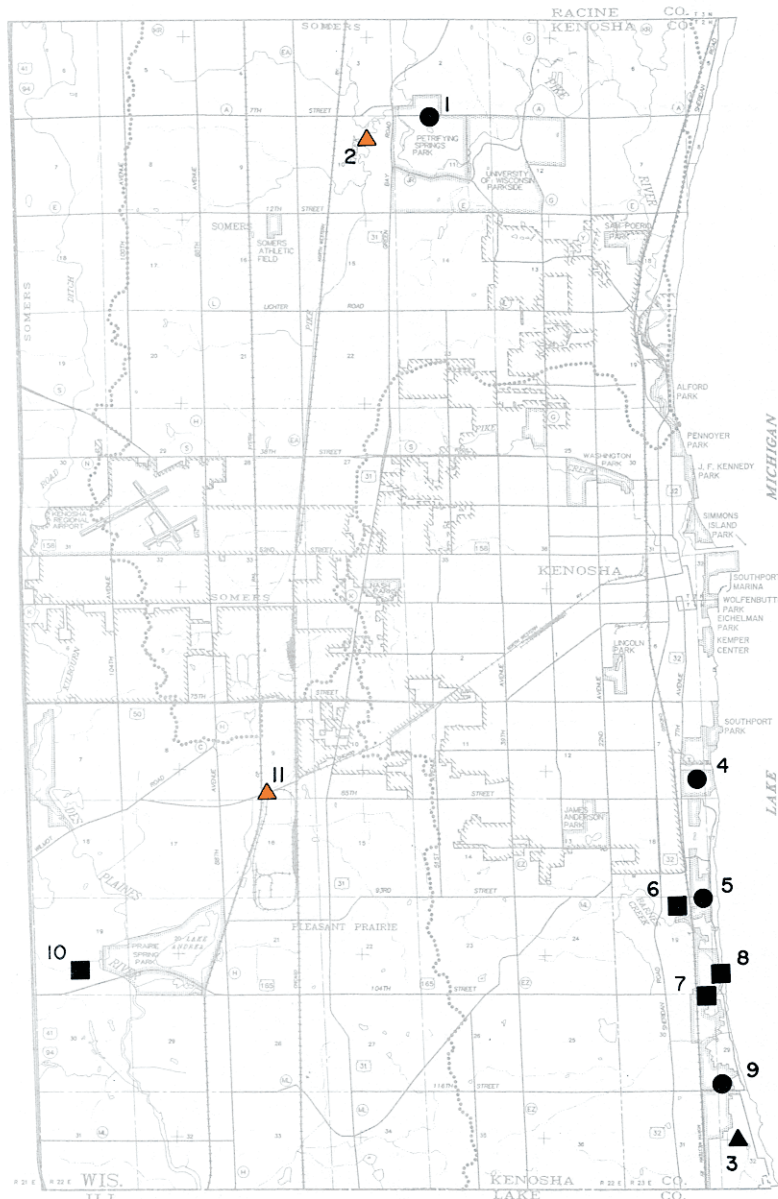
As shown on Map 13 and Table 34, eleven natural area sites have been identified in the District. Two sites are located in the vicinity of Petrifying Springs Park, in the Town of Somers; two are located on the west side of the Village of Pleasant Prairie; and seven are located in the Chiwaukee Prairie-Carol Beach area. Additional sites may be identified under the regional natural area study currently underway.

HISTORIC SITES

The District contains a variety of sites of historic and archeological interest. The most significant of these are listed on the National Register of Historic Places. A total of 11 sites in the Planning District, including nine structures and two archeological sites, and three historic districts, were listed on the National Register Places as of 1991. The location of these sites and districts is shown on Map 14.

Historic districts are areas which contain a number of historic sites or structures. When an historic district is listed on the National Register of Historic Places, structures and sites of historical significance within the district are designated as "contributing"; structures which may be located within the district but which have no particular historic significance are designated "noncontributing." Contributing structures and sites within an historic district are eligible for the same benefits and subject to the same protection as structures that are listed individually on the National Register. Each of the three historic districts within the Kenosha planning area contains a number of contributing structures. For example, the Civic Center District, listed on the National Register in 1989, contains five such structures: the Old Moose Lodge, the Kenosha Public Museum, Old Kenosha High School (now the Reuther Alternative School), the U.S. Post Office, and the Kenosha County Courthouse and Jail. Civic Center Park has been identified as a contributing site within the Civic Center Historic District. The Kenosha County Courthouse, it should be noted, is also listed individually on the National Register, having been designated a National Register site in 1982. The Third Avenue Historic District and the Library Park Historic District contain 40 and 45 contributing sites and structures, respectively.

As previously indicated, two of the National Register sites in the District, the Chesrow site and the Barnes Creek site, are archeological sites. Archeological excavation of a portion of the Chesrow site, a former Paleo-Indian settlement, located in what is now the Village of Pleasant Prairie, was carried out in 1988 and 1989. The work was commissioned by the former Town of Pleasant Prairie and the Wisconsin Department of Natural Resources to identify and catalog archeological artifacts in the portion of the site where sanitary sewers were proposed to be installed. The results of the study were expected to be published in 1993.



Map 13

NATURAL AREA SITES IN THE KENOSHA URBAN PLANNING DISTRICT: 1993

LEGEND

- ▲ STATE NATURAL AREA (SA)
- NATURAL AREA OF STATEWIDE OR GREATER SIGNIFICANCE (NA-I)
- NATURAL AREA OF COUNTYWIDE OR REGIONAL SIGNIFICANCE (NA-2)
- ▲ NATURAL AREA OF LOCAL SIGNIFICANCE (NA-3)
- 9 SITE NUMBER (SEE TABLE 34)

Source: SEWRPC.

ENVIRONMENTAL CORRIDORS

One of the most important tasks completed under the regional planning program for Southeastern Wisconsin has been the identification and delineation of those areas in the Region in which concentrations of the best remaining elements of the natural resource base occur. It was recognized that preservation of such areas is essential both to the maintenance of the overall environmental quality of the Region and to the continued provision of the amenities required to maintain a high quality of life for the resident population.

Under the regional planning program, seven elements of the natural resource base have been considered essential to the maintenance of both the ecological balance and the overall quality of life in the Region: 1) lakes, rivers, and streams and the associated shorelands and floodlands, 2) wetlands, 3) woodlands, 4) prairies, 5) wildlife habitat areas, 6) wet, poorly drained, and organic soils, and 7) rugged terrain and high relief topography. In addition, there are certain other features which, although not a part of the natural resource base per se, are closely related to, or centered on, that base and are a determining factor in identifying and

Table 34

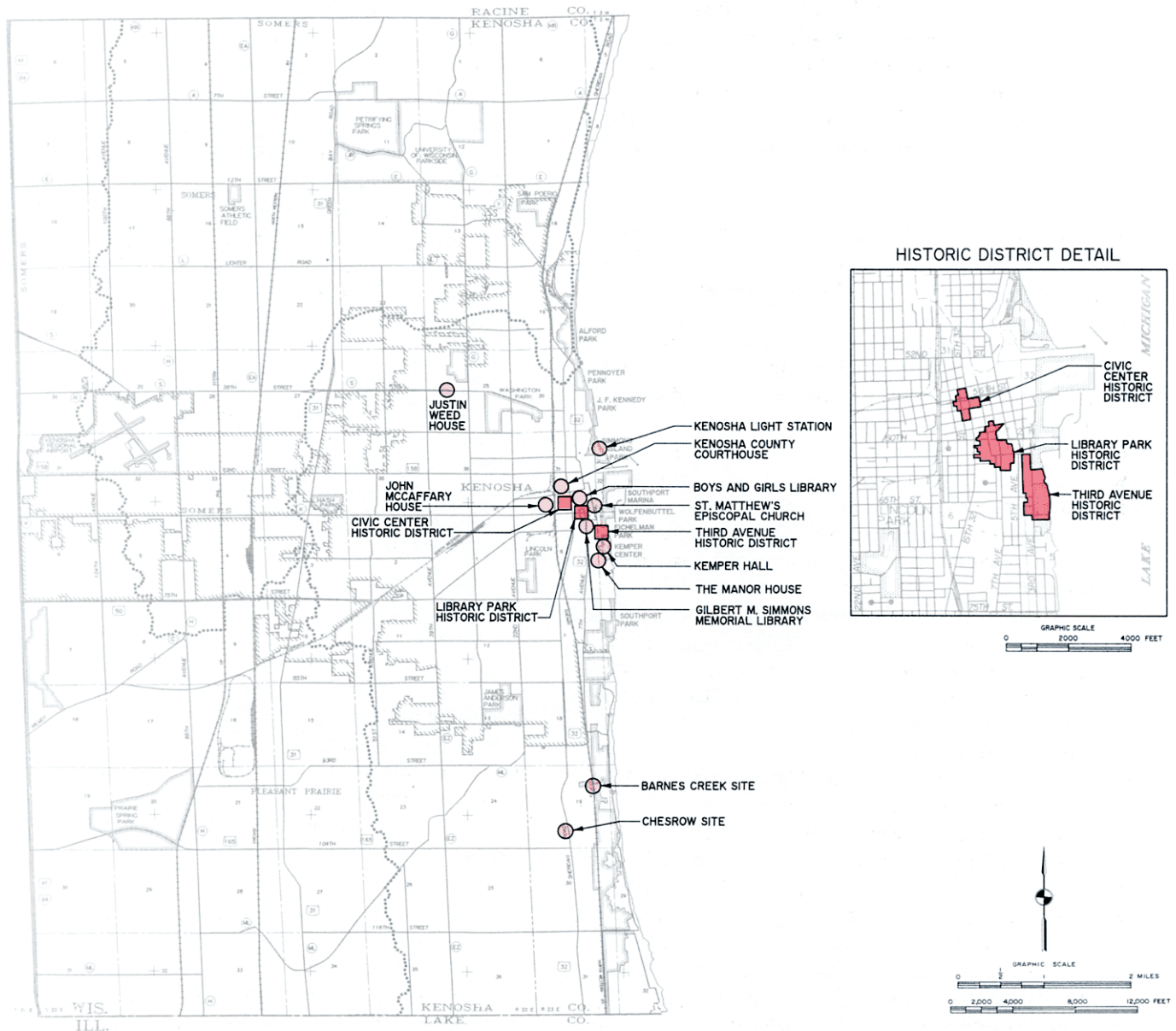
NATURAL AREA SITES IN THE KENOSHA URBAN PLANNING DISTRICT: 1993

Number on Map 13	Name	U.S. Public Land Survey Town, Range, Section, Quarter Section	Acreage	Classification Code	Description
1	Petrifying Springs Hardwoods	T2N, R22E SE, SW Sec. 2 NE, NW Sec. 11	140	NA-1	A rich southern mesic to dry-mesic hardwood forest containing white oak, red oak, ash, sugar maple, and basswood. The undulating topography is covered by a very diverse spring flora. One of the better woodland areas remaining in Southeastern Wisconsin.
2	Hawthorne Hollow	T2N, R22E SE Sec. 3 NE Sec. 10	50	NA-3	A lowland hardwood forest bordering Pike Creek. Area includes a 10-acre prairie.
3	Chiwaukee Prairie	T1N, R23E NE, SE Sec. 31 NW, SW Sec. 32	271	SA and NA-1	Rich prairie and marsh on swell and swale topography created when the level of glacial Lake Michigan was lowered in stages. Over 400 plant species have been documented in the prairie, some of which are very rare in the State. Scattered oaks in portions give a savanna aspect to the tract. A National Natural Landmark and one of the most important prairies in Wisconsin. Critical plant species present. The officially designated state scientific area represents an 82-acre portion of this area adjacent to the Chicago & North Western Railway right-of-way.
4	Kenosha Sand Dunes	T1N, R23E SE Sec. 7 SW Sec. 8	94	NA-1	One-half mile of frontage on Lake Michigan containing well-developed dunes and dune succession patterns (fore dunes to swale to wet prairie). The diversity of beach plant species is good. Some ditching has been done behind the dune area, but it remains in good condition and is an excellent observation area for migrating birds. An ancient hardwood forest bed was discovered in this area in the early 1960s as wave erosion exposed sections of the shoreline. The Lake Michigan shore has now been ripped.
5	Carol Beach Low Prairie and Panne'	T1N, R23E SE Sec. 18 NE Sec. 19	35	NA-1	A rich low prairie and calcareous fen on a dune and swale topography. Critical plant species present.
6	Carol Beach Estates Prairie	T1N, R23E SE Sec. 18 NE Sec. 19	14	NA-2	A rich wet to mesic prairie with some shrub invasion on sandy soils. Critical plant species present.
7	Carol Beach Prairie	T1N, R23E SE Sec. 19 SW Sec. 20 NW Sec. 29 NE Sec. 30	66	NA-2	A rich complex of low to dry prairie with fresh (wet) meadow, sedge meadow, shrub carr, and shallow marsh communities on a dune and swale topography. Critical plant species present.
8	Barnes Creek Dunes and Panne'	T1N, R23E SW Sec. 20	9	NA-2	An unusual mixture of dry prairie and calcareous fen plant species on a dune and swale topography adjacent to Barnes Creek. Critical plant species present.
9	Tobin Road Prairie	T1N, R23E SE Sec. 30	4	NA-1	A portion of the northern Chiwaukee Prairie area containing a rich low prairie on a dune and swale topography. Critical plant species present.
10	Des Plaines River Marsh and Woods	T1N, R22E SE Sec. 18 NE, NW, SW, SE Sec. 19 NW, SW Sec. 20 NE, NW, SW Sec. 29 NE, SE Sec. 30 NE Sec. 31 NW Sec. 32	910	NA-2	Woodland containing remnant oak-shagbark hickory with old growth of both red and white oak and black cherry timber. The undergrowth is generally shrubs, with hawthorns, black cherry, and raspberry dominant. An old meander of the Des Plaines River divides the woodland now containing various wetland species. To the south there is an extensive wetland, with ditches in places. The area is significant because of its open space and wildlife habitat.
11	Bain Station Road Prairie	T1N, R22E SE, SW Sec. 9	10	NA-3	A small wet-mesic to mesic prairie remnant dominated by big bluestem grass, switch grass, and prairie dock.

Source: Wisconsin Department of Natural Resources and SEWRPC.

Map 14

**SITES IN THE KENOSHA URBAN PLANNING DISTRICT LISTED
ON THE NATIONAL REGISTER OF HISTORIC PLACES: 1991**



Source: SEWRPC.

delineating areas with recreational, aesthetic, ecological, and cultural value. These features include 1) existing park and open space sites, 2) potential park and open space sites, 3) historic sites, 4) scenic areas and vistas, and 5) and natural area sites.

The delineation of these 12 natural resource and natural resource-related elements on maps results in a concentration of such elements in an essentially linear pattern of relatively narrow, elongated areas

which have been termed "environmental corridors" by the Regional Planning Commission. "Primary" and "secondary" environmental corridors have been identified. Primary environmental corridors include a wide variety of the most important natural resource and resource-related elements and are at least 400 acres in size, two miles long, and 200 feet wide. Secondary environmental corridors generally connect with the primary environmental corridors and are at least 100 acres in size and one mile long.

In addition, smaller concentrations of natural resource features that have been separated physically from the environmental corridors by intensive urban or agricultural land uses have also been identified. These areas, which are at least five acres in size, are referred to as isolated natural resource areas. The location of the environmental corridors and isolated natural resource areas within the Kenosha Urban Planning District is shown on Map 15.

The preservation of the environmental corridors in essentially natural, open uses can assist in flood-flow attenuation, water pollution abatement, noise pollution abatement, and air quality maintenance. Such corridor preservation is also essential to facilitate the movement of wildlife, especially in times of stress, and for the movement and dispersal of seeds for a variety of plant species. In addition, because of the many interreacting relationships which exist between living organisms and their environment, the destruction or deterioration of one important element of the total environment may lead to a chain reaction of deterioration and destruction of other elements. The drainage of wetlands, for example, may destroy fish spawning areas, wildlife habitat, groundwater recharge areas, and natural filtration and floodwater storage areas of inter-connecting stream systems. The resulting deterioration of surface water quality may, in turn, lead to a deterioration of the quality of groundwater. Similarly, destruction of ground cover may result in soil erosion, stream siltation, more rapid run-off, and increased flooding, as well as the destruction of wildlife habitat. Although the effects of any one of these environmental changes may not by itself be overwhelming, the combined effects may eventually lead to a serious deterioration of the underlying and sustaining natural resource base and of the overall quality of the environment for life. In addition, the intrusion of intensive urban land uses into such areas may result in the creation of serious and costly problems, such as failing foundations for pavements and structures, wet basements, excessive operation of sump pumps, excessive clear water infiltration into sanitary sewerage systems, and poor drainage. The need to maintain the integrity of the remaining environmental corridors and isolated natural resource areas in southeastern Wisconsin should, thus, be apparent.

Primary Environmental Corridors

As shown on Map 15, the primary environmental corridors in the District are associated with the natural resources located along the Des Plaines River, the lower portion of the Kilbourn Road Ditch,

the Pike River, and Barnes Creek; in and around Petrifying Springs Park; and in the Chiwaukee Prairie-Carol Beach area of the Village of Pleasant Prairie and along other reaches of the Lake Michigan shoreline. Together, these areas encompass a total of 8.4 square miles, representing about 10 percent of the total area of the District.

Secondary Environmental Corridors

Secondary environmental are located along the upper reaches of the Kilbourn Road Ditch and Pike Creek and along many of the intermittent streams within the District. Together, these areas encompass a total of 2.8 square miles, or about 3 percent of the District.

Isolated Natural Resource Areas

Isolated natural resource areas in the District consist largely of smaller pockets of wetlands or woodlands. As shown on Map 15, these areas are scattered throughout the District. In combination, these areas account for about 1.3 square miles, or 2 percent of the District area.

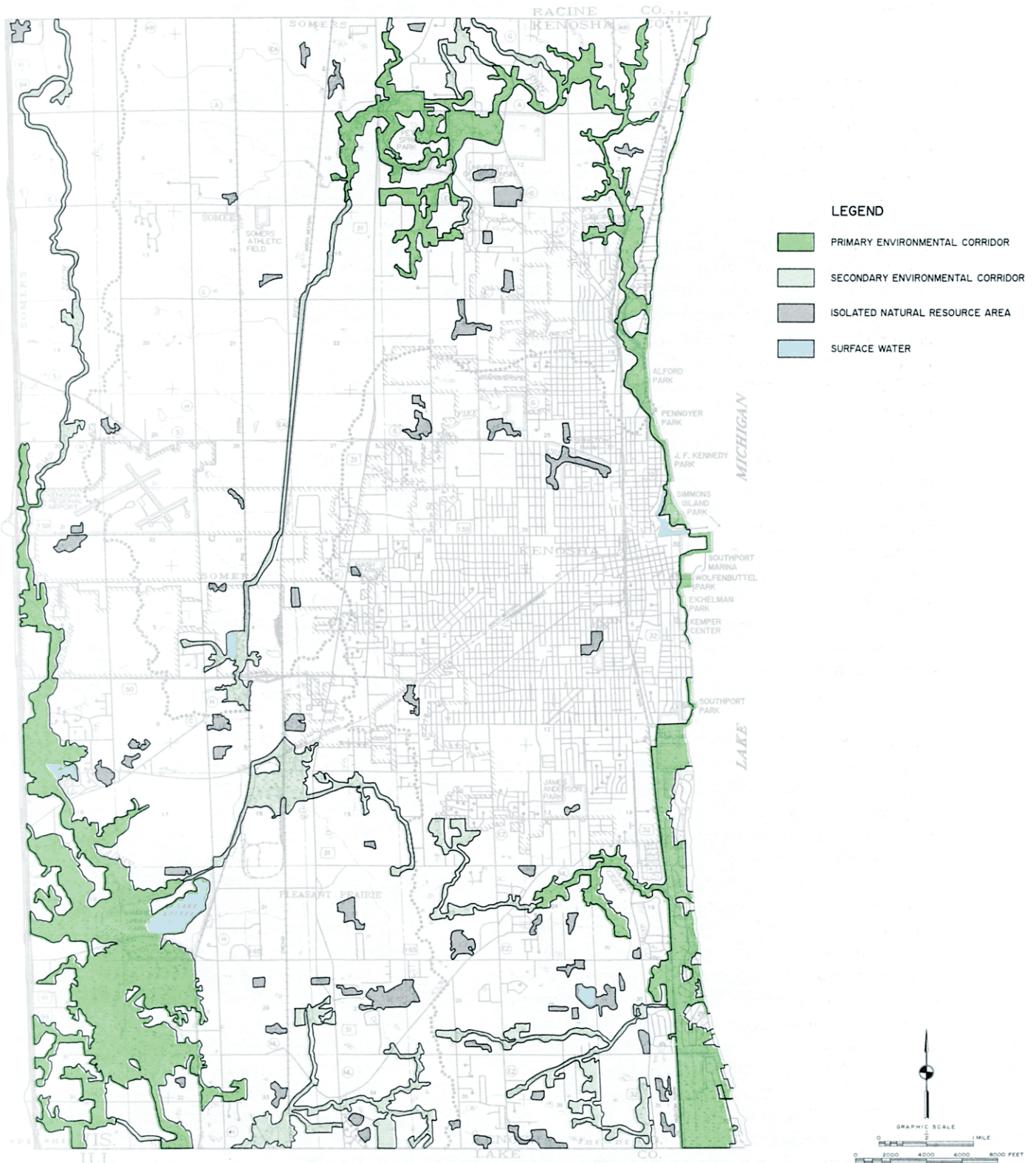
SUMMARY

This chapter has presented the results of an inventory and analysis of the natural resource base conducted in support of the preparation of a comprehensive plan for the Kenosha Urban Planning District. The most important findings of this inventory and analysis effort are summarized below.

1. Air quality is an important consideration in comprehensive planning. The most serious air-quality concern in the Planning District and throughout Southeastern Wisconsin is ground-level ozone. Such ozone is harmful to human health, can injure plants and animals, and can cause materials to deteriorate. Because of frequent exceedances of Federally promulgated ozone standards, the U. S. Environmental Protection Agency has identified a multi-state ozone "nonattainment" area along Lake Michigan, extending from northern Indiana through the Chicago metropolitan area, through the Southeastern Wisconsin Region, to Door County, Wisconsin. This designation poses a constraint on the location of industries which emit significant amounts of volatile organic compounds or nitrogen oxides, which under certain meteorological conditions, produce ozone. This designation also impacts land use

Map 15

**ENVIRONMENTAL CORRIDORS AND ISOLATED NATURAL
RESOURCE AREAS IN THE KENOSHA URBAN PLANNING DISTRICT: 1990**



Source: SEWRPC.

and transportation facility development and requires transportation control measures designed to reduce emissions from transportation related sources.

2. The planning area includes parts of two of the eleven major watersheds of the Southeastern Wisconsin Region: the Des Plaines River watershed and the Pike River watershed. The planning area also includes areas contiguous to Lake Michigan which drain directly to the Lake by natural waterways and artificial drainageways. These areas, in combination, are considered a twelfth watershed in the Region. The Des Plaines River watershed, which has a total area of 134.1 square miles within Southeastern Wisconsin, occupies about 28.8 square miles, or 33 percent of the Planning District; the Pike River watershed, which has a total area of 51.5 square miles within Southeastern Wisconsin, occupies about 30.0 square miles, or 35 percent; the Lake Michigan direct drainage area occupies about 27.1 square miles, or 32 percent. Of great significance in water resources planning in the District is a subcontinental divide which traverses the District in a generally northwesterly-southeasterly direction. This divide separates the District, as well as the Region, into two major drainage areas. The Des Plaines River watershed drains to the south and southwest and is part of the Mississippi River drainage system. The Pike River watershed and the Lake Michigan direct drainage area drain generally to the east and are part of the Great Lakes-St. Lawrence River drainage system. About 28.8 square miles, or 33 percent of the District, are located in the Mississippi River drainage basin, and about 57.1 square miles, or 67 percent, in the Great Lakes-Lawrence River drainage basin. The subcontinental divide has important implications on the use of Lake Michigan as a source of potable water. In general, water from Lake Michigan may be piped to areas west of the divide if provision is made for the return of the spent water to the Lake. The diversion of water from Lake Michigan without provision for the return of the spent water is subject to numerous State, Federal, and international legal restrictions. The subcontinental divide is thus a very important consideration in the planning of public sanitary sewer and water supply service within the area.
3. The perennial stream network is significantly impacted by sources of pollution located both within and outside the Planning District. While point sources of pollution have been largely abated, water quality conditions are generally considered poor as a result of nonpoint pollution sources and preexisting sediment sources. A nonpoint source assessment and ranking prepared by the Regional Planning Commission in 1993 rated the nonpoint source-related water resource problems of the Pike River watershed, the Des Plaines River watershed, and the Pike Creek (Kenosha) and Barnes Creek subwatersheds, which are within the Lake Michigan direct drainage area, as severe. Available water quality data indicate that Wisconsin Department of Natural Resources water use objectives for most of the major streams in the Planning district, including the Pike River, both Pike Creeks, the Des Plaines River, and the Kilbourn Road Ditch, are not being met.
4. Floodlands, areas that are subject to inundation by the 100-year recurrence interval flood event, have been identified by the Regional Planning Commission as part of the Pike River watershed planning program and the Chiwaukee Prairie-Carol Beach land use planning program and by the Federal Emergency Management Agency as part of flood insurance studies conducted under the National Flood Insurance Act of 1968. The identified floodlands encompass about 9.2 square miles, or about 11 percent of the total area of the Planning District. The comprehensive plan for the Pike River watershed recommends channel improvements along Pike Creek which would eliminate most of the 100-year recurrence interval floodlands along Pike Creek south of the confluence with Somers Branch.
5. The Planning District encompasses about 12.6 linear miles of the Lake Michigan shoreline. Shoreline erosion and bluff recession are naturally occurring phenomena affecting those portions of the Lake Michigan shoreline which are without structural shore protection. Shoreline erosion and bluff recession constitute a serious threat to land and improvements along unprotected or inadequately protected shoreline reaches. Historically, the coastal reaches in the southern portion of the District have been of greatest concern in this regard. The Shore Erosion Study, conducted under the Wisconsin Coastal Management Program in 1977,

identified the four-and-one-half mile shoreline reach extending from the Wisconsin-Illinois State line to the southern limits of the City of Kenosha as the most critical reach of the entire Lake Michigan coast in Wisconsin in terms of shore damage and recession rates. Long-term recession rates, average annual rates over the period 1835 to 1980, for that reach range between 1.5 and 8.8 feet per year, depending on the location. Short-term recession rates, average annual rates over the period 1970-1980, range from 0.6 to 12.6 feet per year, with shoreline accretion occurring at several points. The former Town of Pleasant Prairie took steps to install structural shore protection along threatened shoreline reaches in 1987, during a period when Lake Michigan water levels were exceptionally high. It is essential that new urban development along the Lake Michigan shoreline be sited and designed with appropriate consideration of the potential erosion hazard.

6. The District is underlaid by three major aquifers, including, from the land surface downward, the sand and gravel deposits in the glacial drift, the shallow dolomite strata in the underlying bedrock, and the deeper sandstone strata. Because of relative proximity to the land surface, and because of the hydraulic interconnection, the first two aquifers are commonly referred to collectively as the "shallow aquifer," while the latter is referred to as the "deep aquifer." The deep sandstone aquifer has historically been a good source of water supply in Southeastern Wisconsin, although the water is characteristically hard. Within the Kenosha area, however, water from the deep aquifer has been found to contain unacceptable levels of naturally occurring radium. During the 1980s, monitoring of water drawn from two municipal wells, the Ladish and Timber Ridge wells in the Village of Pleasant Prairie, revealed radium levels in excess of adopted federal standards. Owing to the radium contamination, the water systems served by these wells have been connected to the City of Kenosha water supply system, which relies upon Lake Michigan as a source of supply. In comparison to the deep aquifer, the shallow aquifer is more susceptible to man-made pollution because it is nearer, both in terms of distance and time, to potential pollution sources. The shallow aquifer is used as a source of supply for individual onsite wells and for some community wells.

7. The Planning District contains a wide variety of soil types, with significantly different soil types frequently intermingled in very small areas. It is essential that new urban development be properly located with respect to the soils of the District since many soils have characteristics questionable for urban development. Analysis of the detailed soil survey data indicates that 31 square miles, or about one-third of the total area of the District, are covered by soils that have severe limitations for residential development with public sanitary sewer service, or stated differently, are poorly suited for residential development of any kind.

Under current administrative rules and regulatory practice, about 78.7 square miles, or 92 percent of the total area of the District, are covered by soils classified as unsuitable for conventional onsite sewage disposal systems; about 2.5 square miles, or 3 percent, are covered by soils classified as suitable; and about 2.0 square miles, or 2 percent, are covered by soils of undetermined suitability. The remaining 2.7 square miles, or about 3 percent of the District, consist of areas for which, because of disturbed conditions, no soil survey data are available or which consist of surface water.

The development of the mound sewage disposal system and other alternative onsite disposal systems has opened substantial areas of the Southeastern Wisconsin Region, including portions of the Planning District, to urban development without centralized sanitary sewer service. Thus, within the Planning District, areas classified as unsuitable for mound systems encompass 43.9 square miles, compared to 78.7 square miles for conventional systems; areas classified as suitable for mound systems encompassed about 11.4 square miles, compared to 2.5 square miles for conventional systems; and areas of undetermined suitability for mound systems encompassed about 27.9 square miles, compared to 2.0 square miles for conventional systems.

8. Although it is a relatively urbanized area, the Planning District still contains extensive areas of environmental significance. In 1990, wetland areas encompassed about 6.0 square miles, or 7 percent of the total area of the District, while woodlands encompassed 2.7 square miles, or 3 percent. A 1985 inventory conducted jointly by

the Wisconsin Department of Natural Resources and the Regional Planning Commission identified areas encompassing a total of 14.3 square miles, or 17 percent of the District, as important wildlife habitat. Prairies, treeless, or generally treeless, areas that are dominated by native grasses, are found in the southeastern-most portion of the District. Inventories conducted under the 1980 Chiwaukee Prairie-Carol Beach land use planning program identified more than 800 acres of prairies in the portion of the Village of Pleasant Prairie lying east of STH 32. The Nature Conservancy has initiated a prairie restoration effort with a goal of establishing about 330 acres of prairie in its Des Plaines River project area in the southwestern portion of Pleasant Prairie.

9. Many of the natural resource base elements of the District occur in linear concentrations in the landscape. One of the most important tasks completed under the regional planning program for Southeastern Wisconsin has been the identification and delineation of these linear areas, or corridors. The most important elements of the natural resource base and features closely related to that base, including wetlands, woodlands, prairies, wildlife habitat, major lakes and streams and associated

shorelands and floodlands, and historic, scenic, and recreational sites, when combined, result in an essentially linear pattern referred to by the Commission as environmental corridors. Primary environmental corridors include a wide variety of important natural resource and resource related elements and are, by definition, at least 400 acres in size, two miles long, and 200 feet wide. Primary environmental corridors in the District are associated with the natural resources located along the Des Plaines River, the lower portion of the Kilbourn Road Ditch, the Pike River, and Barnes Creek; in and around Petrifying Springs Park; and in the Chiwaukee Prairie-Carol Beach area of the Village of Pleasant Prairie; and along other reaches of the Lake Michigan shoreline. Together, these areas encompass a total of 8.4 square miles, representing about 10 percent of the total area of the District. The preservation of the identified corridors in natural, open uses is essential to the maintenance of the overall environmental quality of the District. Conversely, since many corridor areas consist of wetland and floodplain areas and are, therefore, poorly suited for intensive urban development, the avoidance of urban development within the corridors serves to prevent the creation of further environmental and developmental problems.

Chapter IV

LAND USE BASE

INTRODUCTION

Information regarding historic and existing land use and land use development patterns is essential to any sound comprehensive planning effort. This chapter presents the findings of the land use inventories and analyses conducted as part of the comprehensive planning program for the Kenosha Urban Planning District. Specifically, this chapter describes historic urban growth within the Planning District; describes the existing land use base and changes in that base over the past three decades; and presents detailed analyses of the certain major land use categories, including residential, industrial, commercial, and agricultural land use, within the District.

HISTORIC URBAN GROWTH

The historical development of the Kenosha Urban Planning District, identified under the Regional Planning Commission's urban growth ring analysis, is shown on Map 16.¹ Before 1850, urban development within the Planning District was confined, for the most part, to an area approximately one-third of a square mile in size in the former Village of Southport. Throughout the following century, urban development occurred largely in concentric rings contiguous with, and outward from, existing urban development. During this time, the developed urban area increased to 7.2 square miles, or about 8 percent of the total area of the District. The period from 1950

to 1963 saw a dramatic increase in urban development within the District. The developed urban area increased from 7.2 to 16.5 square miles. While much of this new urban development occurred in proximity to established urban areas, other development occurred in scattered locations in outlying portions of the District. Since 1963 urban development has occurred both through the infilling of partially developed areas, particularly on the urban-rural fringe, and in scattered urban enclaves. By 1990, the developed urban area encompassed 24.4 square miles, or 28 percent of the area of the Planning District.

EXISTING LAND USE: AN OVERVIEW

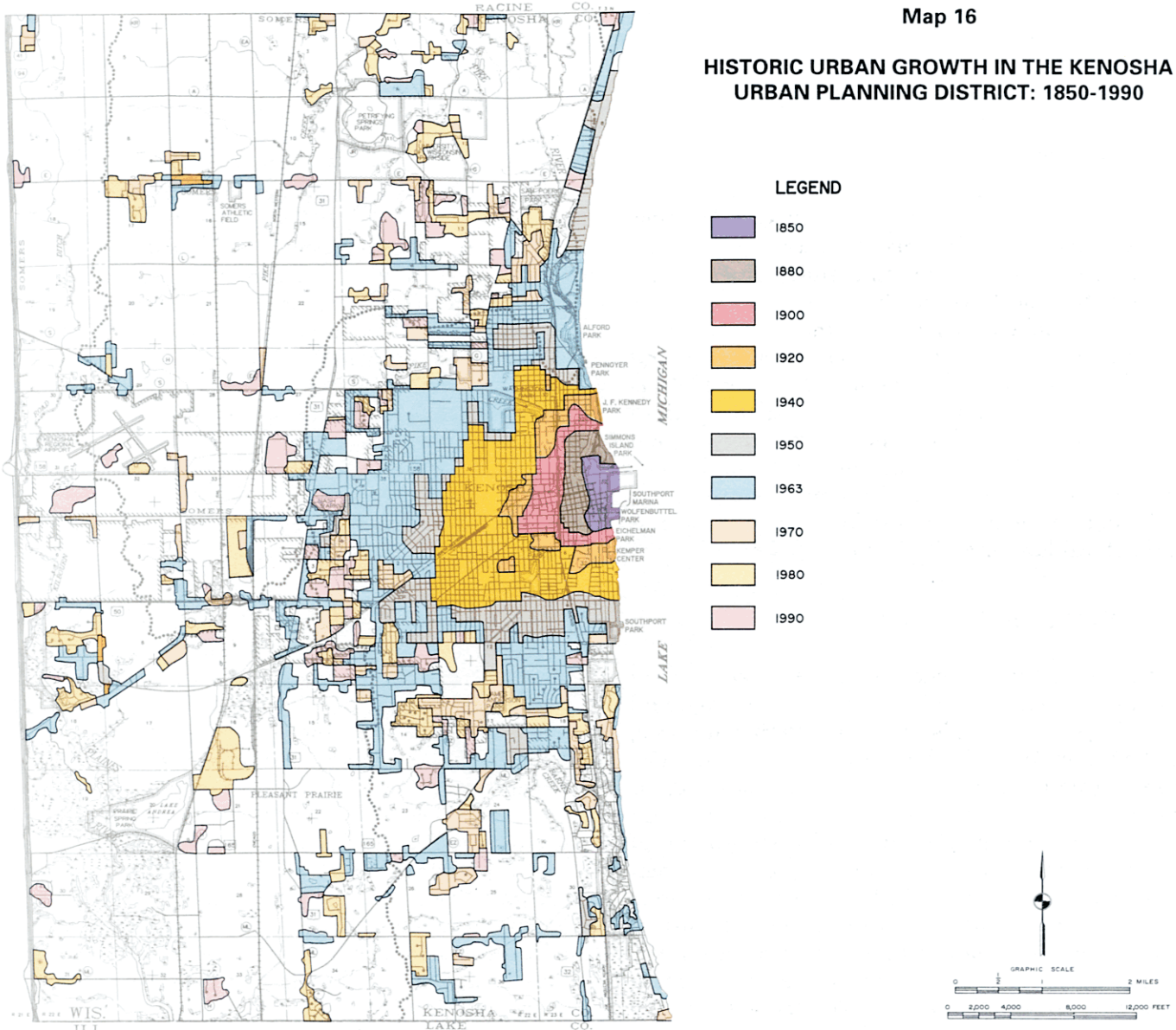
The Regional Planning Commission conducts detailed inventories of existing land use in the Southeastern Wisconsin Region, providing for a determination of the type, amount, and spatial location of major categories of land use at selected points in time. The first such inventory was conducted in 1963; the most recent inventory was conducted for the base year 1990. The trend in the various categories of land use for the District for selected years from 1963 to 1990 is presented in Table 35. Information regarding existing 1990 land use for the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers is presented in Table 36. The pattern of land use that existed within the Planning District in 1990 is shown on Map 17.

¹Information regarding historic and existing land use presented in this chapter is based on two types of inventories and analyses utilized by the Regional Planning Commission to monitor urban growth and development in Southeastern Wisconsin: an urban growth ring analysis and a land use inventory. Under the urban growth ring analysis, presented for the District on Map 16, urban development is defined as those areas wherein houses or other buildings have been constructed in relatively compact groups or where a closely spaced network of minor streets has been constructed, indicating a concentration of residential, commercial, industrial, or other urban uses. The growth rings include concentrations of lands committed to urban use as well as any open space areas within such urban areas which are

proposed to be preserved for resource conservation purposes. Under the land use inventory, presented for the District on Map 17, urban land use is defined to include all residential, commercial, industrial, governmental, intensive recreational, and transportation development wherever located. In contrast to the urban growth ring analysis, which is intended to identify the limits or boundaries of concentrations of urban land uses, the land use inventory is a precise land cover inventory, which identifies all land which has been developed for, and is actually in, urban use, regardless of location. The areal extent of the urban concentrations identified under the urban growth ring analysis and shown on Map 16 is slightly less than the area of the urban land uses identified under the land use inventory and shown on Map 17.

Map 16

HISTORIC URBAN GROWTH IN THE KENOSHA URBAN PLANNING DISTRICT: 1850-1990



Source: SEWRPC.

Urban Land Uses

As indicated on Table 35, urban land uses, lands in residential; commercial; industrial; recreational; governmental and institutional; and transportation, communication, and utility use, encompassed about 17,600 acres, or 27.5 square miles, and about 32 percent of the Planning District, in 1990. Lands devoted to these urban uses increased by about 4,600 acres, or 7.2 square miles, a relative increase of about 36 percent, between 1963 and 1990.

As further indicated in Table 35, the residential land use category, consisting of lands devoted to single-family, two-family, and multi-family housing, was

the largest urban category, some 8,400 acres in 1990, almost half of all urban land uses in the District and about 15 percent of the total area of the District. Commercial land use encompassed 753 acres, about 4.3 percent of all urban land uses and about 1.4 percent of the total District area. Industrial land use encompassed about 717 acres, about 4.1 percent of all urban land uses and about 1.3 percent of the total District area. Land used for governmental and institutional purposes encompassed about 1,137 acres, or about 6.5 percent of all urban uses and about 2.1 percent of the District total. Lands devoted to intensive recreational uses encompassed about 1,183 acres, about 6.7 percent of all urban uses and about

Table 35

LAND USE IN THE KENOSHA URBAN PLANNING DISTRICT: 1963, 1970, 1980, AND 1990

Land Use Category	Existing Land Use											
	1963			1970			1980			1990		
	Acres	Percent of Urban or Nonurban	Percent of Total	Acres	Percent of Urban or Nonurban	Percent of Total	Acres	Percent of Urban or Nonurban	Percent of Total	Acres	Percent of Urban or Nonurban	Percent of Total
URBAN												
Residential	5,994	46.2	10.9	6,688	47.0	12.2	7,920	47.9	14.4	8,443	47.9	15.3
Commercial	442	3.4	0.8	538	3.8	1.0	648	3.9	1.2	753	4.3	1.4
Industrial	718	5.5	1.3	777	5.5	1.4	893	5.4	1.6	717	4.1	1.3
Transportation, Communication, and Utilities	4,238	32.7	7.7	4,377	30.8	8.0	4,912	29.7	8.9	5,372	30.5	9.8
Governmental and Institutional	648	5.0	1.2	894	6.3	1.6	1,147	6.9	2.1	1,137	6.5	2.1
Recreational	934	7.2	1.7	943	6.6	1.7	1,031	6.2	1.9	1,183	6.7	2.2
Urban Subtotal	12,974	100.0	23.6	14,217	100.0	25.9	16,551	100.0	30.1	17,605	100.0	32.1
NONURBAN												
Natural Areas												
Surface Water	180	0.4	0.3	275	0.7	0.5	352	0.9	0.6	434	1.2	0.8
Wetlands	3,877	9.2	7.0	3,889	9.5	7.1	3,788	9.9	6.9	3,817	10.2	6.9
Woodlands	1,885	4.5	3.4	1,820	4.5	3.3	1,678	4.4	3.1	1,735	4.6	3.2
Natural Areas Subtotal	5,942	14.1	10.7	5,984	14.7	10.9	5,818	15.2	10.6	5,986	16	10.9
Landfill and Extractive ...	99	0.2	0.2	187	0.5	0.3	347	0.9	0.6	87	0.2	0.2
Agricultural	32,697	77.8	59.5	30,825	75.6	56.1	28,607	74.4	52.1	25,615	68.7	46.5
Unused Land	3,300	7.9	6.0	3,741	9.2	6.8	3,635	9.5	6.6	5,654	15.1	10.3
Nonurban Subtotal	42,038	100.0	76.4	40,737	100.0	74.1	38,407	100.0	69.9	37,342	100.0	67.9
Total	55,012	—	100.0	54,954	—	100.0	54,958	—	100.0	54,947	—	100.0

Land Use Category	Change in Land Use							
	1963-1970		1970-1980		1980-1990		1963-1990	
	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
URBAN								
Residential	694	11.6	1,232	18.4	523	6.6	2,449	40.9
Commercial	96	21.7	110	20.4	105	16.2	311	70.4
Industrial	59	8.2	116	14.9	-176	-19.7	-1	-0.1
Transportation, Communication, and Utilities	139	3.3	535	12.2	460	9.4	1,134	26.8
Governmental and Institutional	246	38.0	253	28.3	-10	-0.9	489	75.5
Recreational	9	1.0	88	9.3	152	14.7	249	26.7
Urban Subtotal	1,243	9.6	2,334	16.4	1,054	6.4	4,631	35.7
NONURBAN								
Natural Areas								
Surface Water	95	52.8	77	28.0	82	23.3	254	141.1
Wetlands	12	0.3	-101	-2.6	29	0.8	-60	-1.5
Woodlands	-65	-3.4	-142	-7.8	57	3.4	-150	-8.0
Natural Areas Subtotal	42	0.7	-166	-2.8	168	2.9	44	0.7
Landfill and Extractive ...	88	88.9	160	85.6	-260	-74.9	-12	-12.1
Agricultural	-1,872	-5.7	-2,218	-7.2	-2,992	-10.5	-7,082	-21.7
Unused Land	441	13.4	-106	-2.8	2,019	55.5	2,354	71.3
Nonurban Subtotal	-1,301	-3.1	-2,330	-5.7	-1,065	-2.8	-4,696	-11.2
Total^a	-58	-0.1	4	0.0	-11	0.0	-65	-0.1

^a Change in the area of the Planning District is the net effect of Lake Michigan shoreline erosion and accretion and Lake Michigan landfill.

Source: SEWRPC.

Table 36

LAND USE IN THE KENOSHA URBAN PLANNING DISTRICT BY MINOR CIVIL DIVISION: 1990

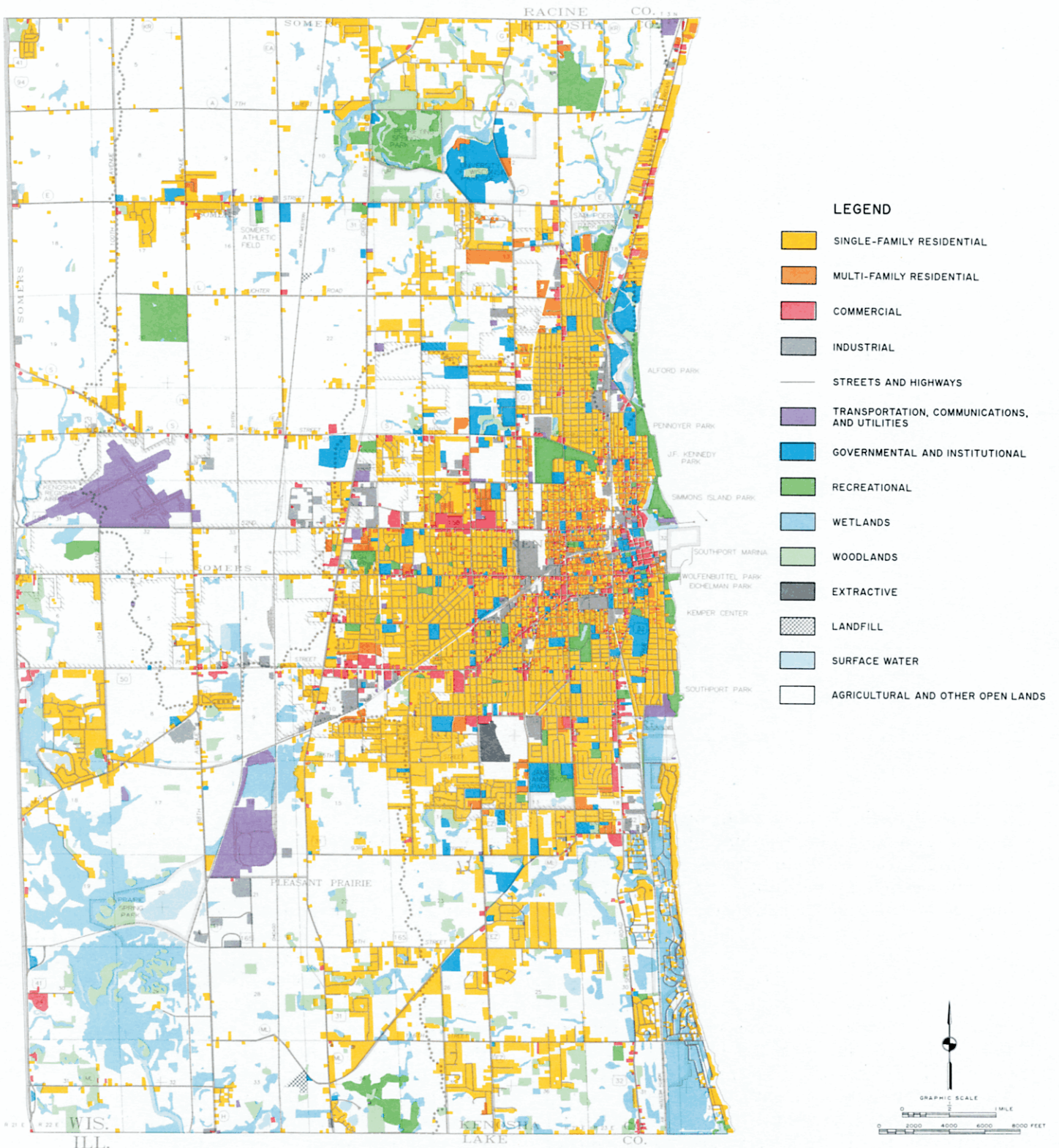
Land Use Category	Kenosha Urban Planning District		City of Kenosha		Village of Pleasant Prairie		Town of Somers	
	Acres	Percent of Total	Acres	Percent of Total	Acres	Percent of Total	Acres	Percent of Total
URBAN								
Residential								
Single-Family	7,756	14.1	3,498	25.4	2,536	12.4	1,722	8.3
Two-Family	297	0.5	291	2.1	3	-- a	3	-- a
Multi-Family								
Land and Buildings	275	0.5	225	1.6	7	-- a	43	0.2
Parking	115	0.2	99	0.7	2	-- a	14	0.1
Residential Subtotal	8,443	15.3	4,113	29.8	2,548	12.4	1,782	8.6
Commercial								
Land and Buildings	482	0.9	329	2.4	81	0.4	72	0.3
Parking	271	0.5	214	1.6	34	0.2	23	0.1
Commercial Subtotal	753	1.4	543	4.0	115	0.6	95	0.4
Industrial								
Manufacturing Land and Buildings	276	0.5	210	1.5	62	0.3	4	-- a
Wholesale and Storage Land and Buildings	324	0.6	221	1.6	27	0.1	76	0.4
Parking	117	0.2	89	0.6	25	0.1	3	-- a
Industrial Subtotal	717	1.3	520	3.7	114	0.5	83	0.4
Transportation and Utilities								
Arterial Streets and Highways	1,452	2.6	460	3.3	417	2.0	575	2.8
Local and Collector Streets	2,415	4.4	1,437	10.4	602	2.9	376	1.8
Truck and Bus Terminals	31	0.1	21	0.2	1	-- a	9	-- a
Railroads	599	1.1	161	1.2	227	1.1	211	1.0
Airport	465	0.9	465	3.4	0	0.0	0	0.0
Communication and Utilities	379	0.7	69	0.5	284	1.4	26	0.1
Transportation, Communication and Utility Parking	16	-- a	9	0.1	4	-- a	3	-- a
Multi-purpose Parking	15	-- a	14	0.1	1	-- a	0	0.0
Transportation and Utilities Subtotal	5,372	9.8	2,636	19.2	1,536	7.4	1,200	5.7
Governmental and Institutional								
Land and Buildings	967	1.8	561	4.1	102	0.5	304	1.5
Parking	170	0.3	125	0.9	13	0.1	32	0.2
Governmental and Institutional Subtotal	1,137	2.1	686	5.0	115	0.6	336	1.7
Parks and Recreational								
Land and Buildings	1,151	2.1	503	3.6	149	0.7	499	2.4
Parking	32	0.1	19	0.1	2	-- a	11	0.1
Parks and Recreational Subtotal	1,183	2.2	522	3.7	151	0.7	510	2.5
Urban Subtotal	17,605	32.1	9,020	65.4	4,579	22.2	4,006	19.3
NONURBAN								
Natural Areas								
Water	434	0.8	84	0.6	286	1.4	64	0.3
Wetlands	3,817	6.9	201	1.5	3,045	14.8	571	2.8
Woodlands	1,735	3.2	125	0.9	945	4.6	665	3.2
Natural Areas Subtotal	5,986	10.9	410	3.0	4,276	20.8	1,300	6.3
Landfill and Extractive	87	0.2	60	0.4	22	0.1	5	-- a
Agricultural	25,615	46.5	2,279	16.6	9,499	46.4	13,837	67.2
Unused Land	5,654	10.3	2,015	14.6	2,151	10.5	1,488	7.2
Nonurban Subtotal	37,342	67.9	4,764	34.6	15,948	77.8	16,630	80.7
Total	54,947	100.0	13,784	100.0	20,527	100.0	20,636	100.0

^a Less than 0.1 percent.

Source: SEWRPC.

Map 17

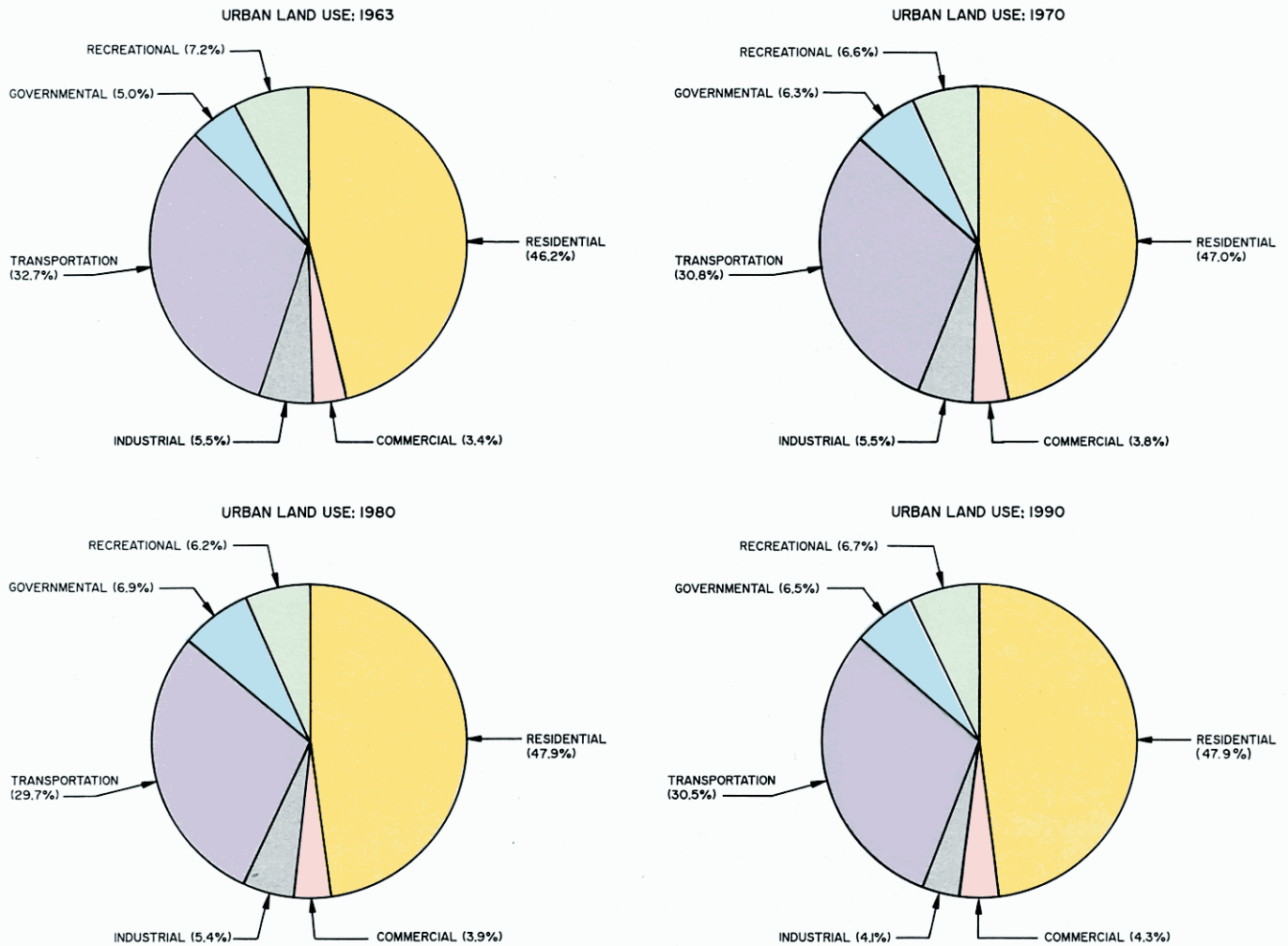
EXISTING LAND USE IN THE KENOSHA URBAN PLANNING DISTRICT: 1990



Source: SEWRPC.

Figure 8

RELATIVE DISTRIBUTION OF URBAN LAND BY MAJOR URBAN LAND USE CATEGORY IN THE KENOSHA URBAN PLANNING DISTRICT: 1963, 1970, 1980, AND 1990



Source: SEWRPC.

2.2 percent of the District total. Lands devoted to transportation, communication, and utility uses, including areas used for streets and highways, railways, airports, and utility and communication facilities, totaled about 5,372 acres, or about 30.5 percent of all urban uses and about 9.8 percent of the total District area.

As further indicated in Table 35, most of the major urban land use categories increased steadily between 1963 and 1990, although the industrial land use category is a noteworthy exception in this respect. After increasing by 8 percent between 1963 and 1970 and by 15 percent between 1970 and 1980, industrial land use in the District decreased by 20 percent between 1980 and 1990. Much of the loss is related to the closing of the Chrysler automobile assembly

operations and the idling of storage and other supporting areas in the central area of the City of Kenosha.

While there has been a substantial increase in the total amount of land in urban use, as well as significant shifts in the location of the urban lands within the District, the relative composition of urban lands in terms of the major urban land use categories has not changed significantly over approximately the last three decades. As illustrated on Figure 8, residential lands increased from about 46 percent of all urban land in 1963 to about 48 percent in 1990; the transportation, communication, and utility category decreased from about 33 percent to about 31 percent. Each of the other urban land use categories changed by less than two percent.

Table 37

RESIDENTIAL LAND USE IN THE KENOSHA URBAN PLANNING DISTRICT: 1963, 1970, 1980, AND 1990

Residential Land Use Category	Area in Acres				Change in Area							
					1963-1970		1970-1980		1980-1990		1963-1990	
	1963	1970	1980	1990	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
Single-Family	5,681	6,334	7,381	7,756	653	11.5	1,047	16.5	375	5.1	2,075	36.5
Two-Family	254	261	282	297	7	2.8	21	8.0	15	5.3	43	16.9
Multi-Family												
Land and Buildings	50	74	190	275	24	48.0	116	156.8	85	44.7	225	450.0
Parking	9	19	67	115	10	111.1	48	252.6	48	71.6	106	1,177.8
Subtotal	59	93	257	390	34	57.6	164	176.3	133	51.8	331	561.0
Total	5,994	6,688	7,920	8,443	694	11.6	1,232	18.4	523	6.6	2,449	40.9

Source: SEWRPC.

Nonurban Land Uses

Nonurban lands, agricultural lands, wetlands, woodlands, other open lands, and surface water, comprised about 37,300 acres, or 58.4 square miles and about 68 percent of the total area of the District, in 1990. Nonurban lands decreased by about 4,700 acres, or 7.2 square miles, a relative decrease of 11 percent between 1963 and 1990.

The urbanization of the Planning District has been accompanied by a steady decrease in the amount of land in agricultural use. Lands in agricultural use decreased from about 32,700 acres, or 51.1 square miles, in 1963, to about 30,800 acres, or 48.2 square miles, in 1970; to 28,600 acres, or 44.7 square miles, in 1980; and to about 25,600 acres, or 40.0 square miles, in 1990. The total loss of 7,100 acres, or 11.1 square miles, of agricultural lands between 1963 and 1990 represents an annual loss of just over 260 acres, or about 0.4 square mile per year. Despite this decrease, agricultural land remained by far the largest single land use category in the District in 1990, comprising about 47 percent of the total area of the District and 69 percent of all nonurban land use.

As indicated in Table 35, wetlands, woodlands, and surface water in combination encompassed about 6,000 acres, or 9.4 square miles and about 11 percent of the total area of the District, in 1990. The combined area of these categories has remained fairly constant since 1963. It should be noted that the change in the wetland, woodland, and surface water acreages between 1963 and 1990, like the change in all land use categories presented in Table 35, represents the net changes within the District. In this respect, the change in the wetland acreage reported between two inventory years is the net result of decreases in

certain areas of the District, due, for example, to drainage or filling activity, and increases in other areas, due, for example, to the abandonment of agricultural drainage systems or to planned wetland restoration efforts. Similarly, the change in the woodland acreage between two inventory years reflects the net effect of the clearing of woodlands in certain areas and the planned or unplanned reforestation of other areas.

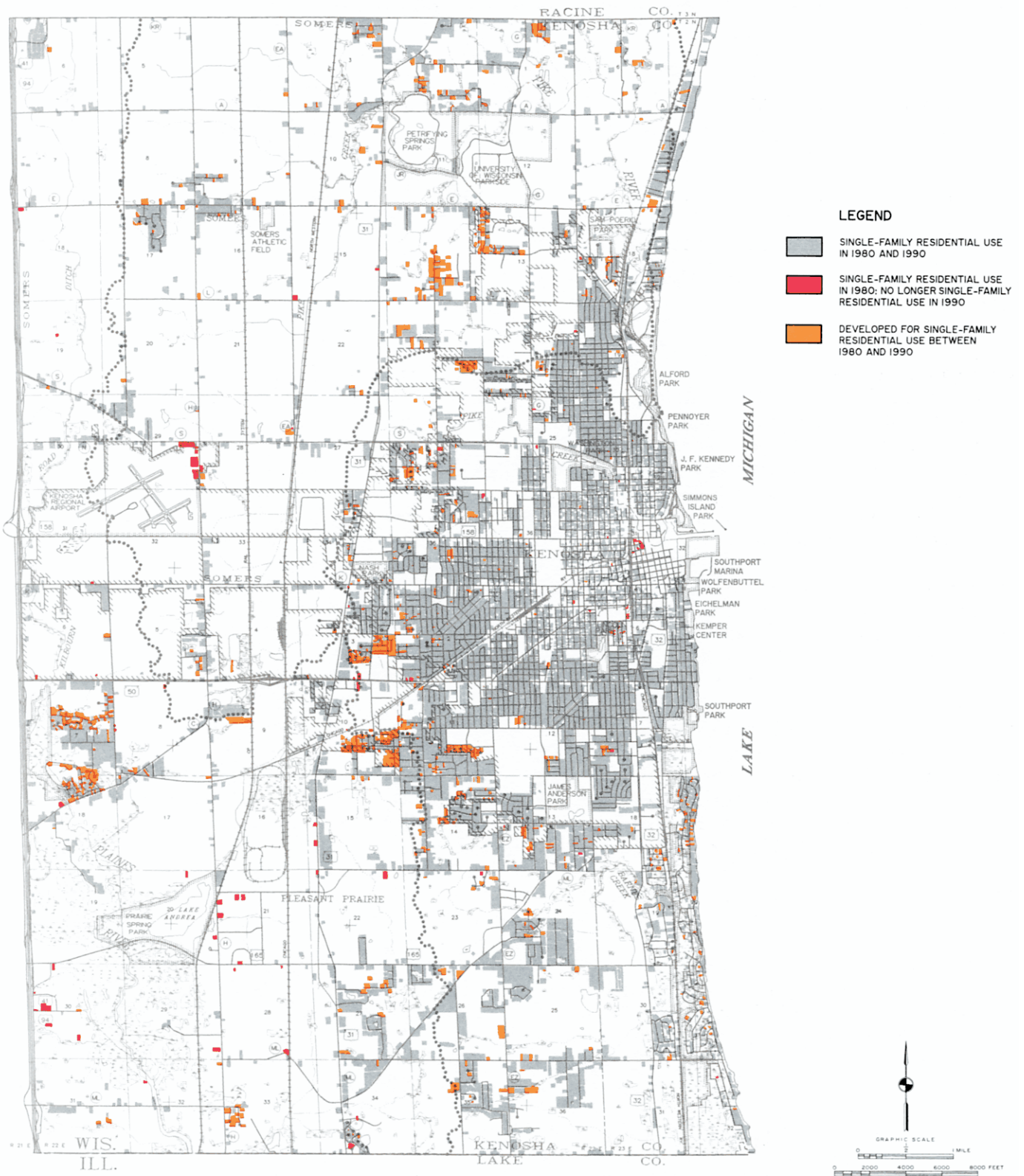
RESIDENTIAL LAND USE

In 1990, lands in residential use encompassed 8,443 acres, about 48 percent of all urban land in the District and about 15 percent of the total area of the District. Of the total residential area, about 7,756 acres or 92 percent, consisted of single-family residential development; 297 acres, or 3 percent, consisted of two-family housing development; and 390 acres, or 5 percent, consisted of multi-family development. Between 1963 and 1990, total residential land within the District increased by 2,449 acres, or 41 percent. Single-family residential development increased by 2,075 acres, or 37 percent; two-family residential development increase by 43 acres, or 17 percent; and multi-family residential development increased by 331 acres, or 561 percent (see Table 37).

Maps 18 and 19 provide some insight into trends in residential development within the District during the 1980s. Map 18 identifies changes in single-family residential land use that occurred between 1980 and 1990; Map 19 identifies changes in multi-family land use. Map 18 shows concentrations of new single-family residential development within certain areas of the District, particularly west of 104th Avenue,

Map 18

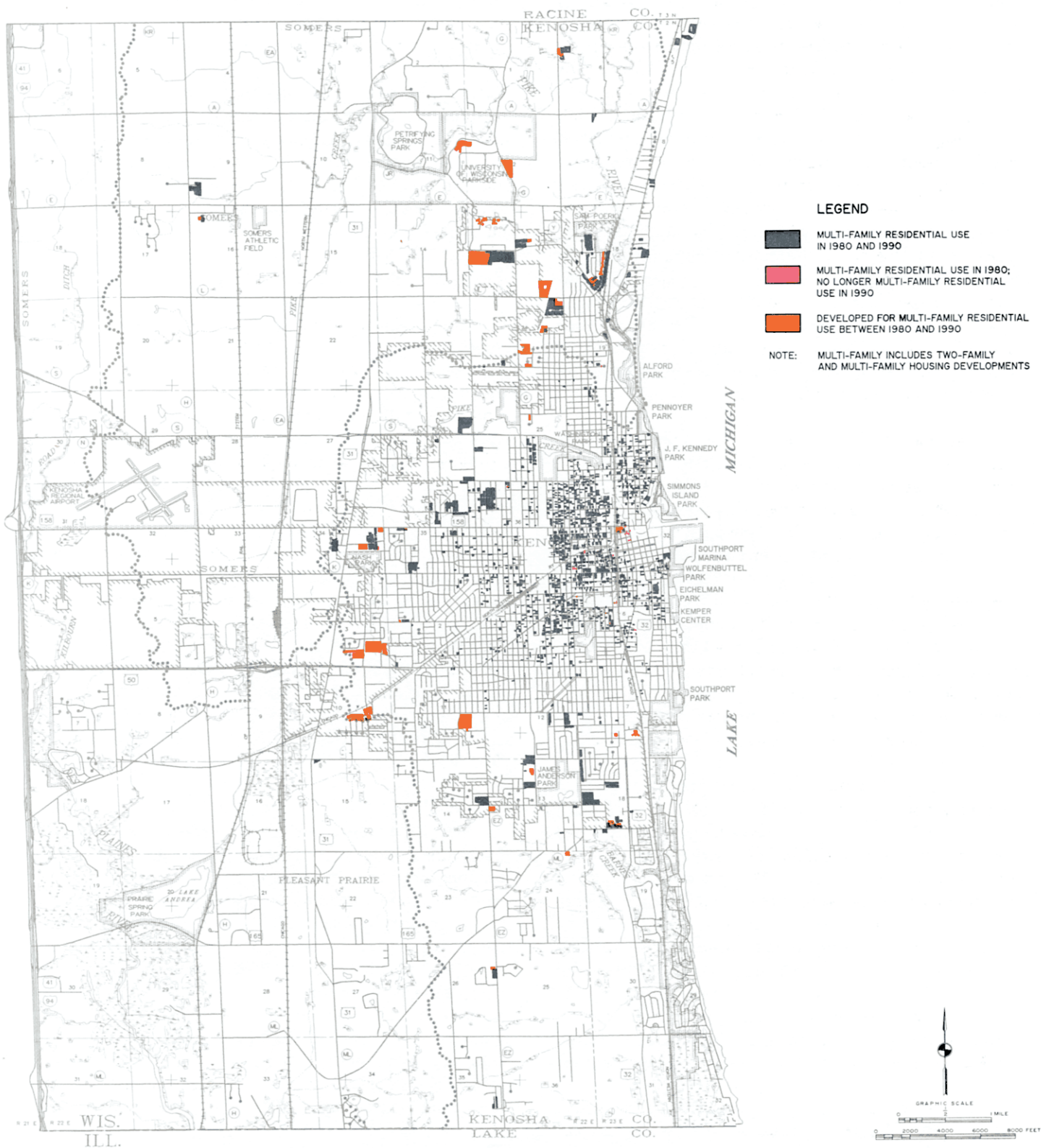
SINGLE-FAMILY RESIDENTIAL LAND USE IN THE KENOSHA URBAN PLANNING DISTRICT: 1980 AND 1990



Source: SEWRPC.

Map 19

MULTI-FAMILY RESIDENTIAL LAND USE IN THE KENOSHA URBAN PLANNING DISTRICT: 1980 AND 1990



Source: SEWRPC.

in the Village of Pleasant Prairie; east of STH 31, north of 75th Street and north of 85th Street, in the City of Kenosha; and south of Petrifying Springs Park, in the Town of Somers and City of Kenosha. Map 18 also shows widespread continued infilling of partially developed residential enclaves in many areas of the District. Map 18 further indicates that single-family homes were removed from certain areas of the District between 1980 and 1990, including certain homes in the southwest portion of the Village of Pleasant Prairie which were removed to facilitate the development of LakeView Corporate Park and Lakeside Marketplace, homes on land acquired for expansion of Kenosha Regional Airport, and certain homes in the central area of the City of Kenosha. Map 19 indicates that most new multi-family residential development within the District between 1980 and 1990 occurred in the City of Kenosha. Most of that development occurred in the outlying areas of the City, particularly on the southwest and north sides.

Because nearly three years had elapsed since the base date of the most recent land use inventory, an inventory of development projects within the District since 1990 was undertaken with the assistance of the planning staffs of the communities within the District in order to assess recent development trends. The location of recent residential development projects within the District identified through this inventory is shown on Map 20. Included on this map are residential subdivisions, multi-family developments, and mobile-home developments which were not reflected on the 1990 land use inventory but which were completed or under construction, or had a firm commitment to proceed, by December 1992.

Map 20 indicates that there has been considerable residential development activity within the District since the 1990 land use inventory. Residential development within the Town of Somers and Village of Pleasant Prairie since 1990 has been largely in the form of single-family residential subdivisions. Pleasant Prairie has also seen the expansion of two mobile-home developments. Recent residential development within the City of Kenosha has occurred in the form of single-family and multi-family development. All new subdivisions, multi-family projects, and mobile-home park expansions shown on Map 20 are served by public sanitary sewer service.

The record of building permit authorizations within the Planning District, presented in Chapter II, provides further evidence of the increase in residential development activity in the District in recent years.

The record of building permits indicates strong residential growth in the District, with an average of 650 new housing units authorized for construction between 1987 and 1992, compared to an average of 203 units per year between 1980 and 1986 (see Table 16 and Figure 3 in Chapter II).

Existing Residential Neighborhoods

Residential development within a large urban area such as the Kenosha metropolitan area can be viewed as a collection of individual residential enclaves, or neighborhoods. Within the context of a large metropolitan area, neighborhoods provide a means of bringing the size of the area in which an individual lives into a scale within which the individual can feel at home and take an active part in community affairs.

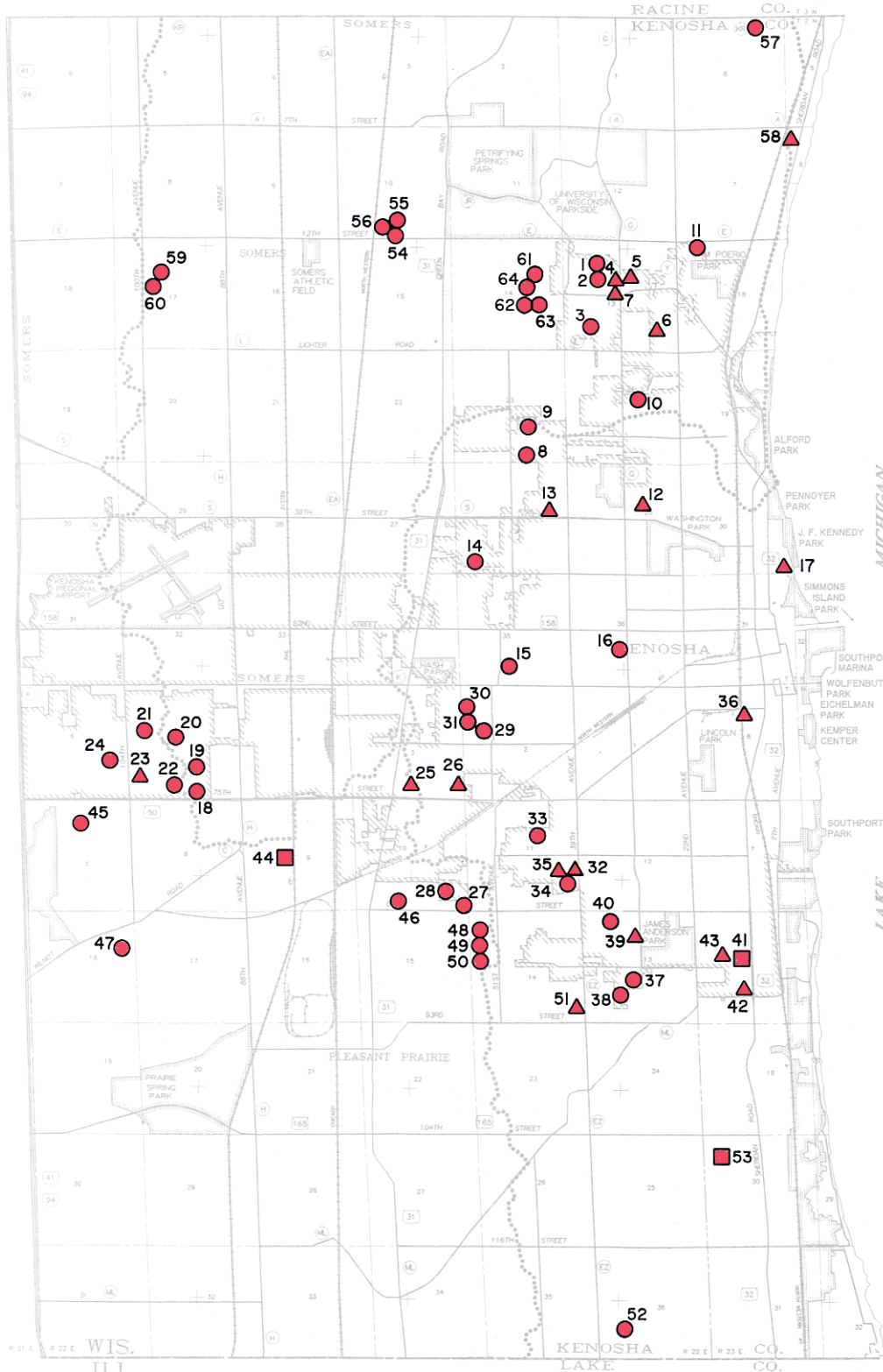
As part of this comprehensive planning effort, neighborhoods were identified within the contiguous developed urban area of the Planning District, primarily those portions of the City of Kenosha located east of STH 31, along with certain adjoining portions of the Village of Pleasant Prairie and Town of Somers. The resulting pattern of neighborhoods provides a further basis for analyzing existing residential development within the District. In addition, this neighborhood framework provides a sound basis for future neighborhood conservation and renewal planning. It should be noted that, while attention is focused here on neighborhoods within the developed urban area of the District, the comprehensive District plan will include recommended neighborhood boundaries for planned future residential areas. The additional neighborhoods will include any existing partially developed or otherwise isolated residential enclaves in outlying areas of the District.

In a newly developing area, sound planning practice dictates that residential neighborhoods be bounded by readily identifiable and relatively permanent physical features: by arterial streets, railways, major parks or parkways, major institutional lands, bodies of water, or other natural or cultural features which serve to physically separate each unit from the surrounding units. Each unit should provide a full complement of public and semi-public facilities needed by the household within the immediate vicinity of its dwelling, such as a public elementary school, a local park, and ready access to the arterial street system as a means of access to those urban activities located outside the neighborhood.

The same guidelines should be applied, to the extent practicable, in any effort to the identify neighbor-

Map 20

RECENT RESIDENTIAL DEVELOPMENT IN THE KENOSHA URBAN PLANNING DISTRICT: MARCH 1990 TO DECEMBER 1992



LEGEND

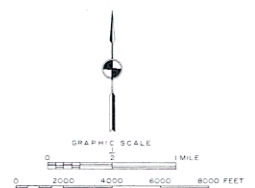
- RESIDENTIAL SUBDIVISION
- ▲ MULTI-FAMILY
- MOBILE HOME

SITE NUMBER SITE

- | CITY OF KENOSHA | |
|-----------------------------|---|
| 1 | SPRING MEADOWS 1ST EDITION |
| 2 | SPRING MEADOWS 2ND EDITION |
| 3 | HUNTER'S RIDGE |
| 4 | NORTH GATE COMMONS |
| 5 | MEADOW WOOD APARTMENTS |
| 6 | ADDITION TO PETRETTI APARTMENTS |
| 7 | ALPINE VILLA APARTMENTS |
| 8 | ROSEWOOD |
| 9 | RAVEN HILL ESTATES |
| 10 | HERITAGE GREEN |
| 11 | ASCOT PARK |
| 12 | 28TH AVENUE AND 36TH STREET |
| 13 | SHAGBARK APARTMENTS PHASE II |
| 14 | JAMESTOWN UNIT C |
| 15 | HANNAN FARM HILLS |
| 16 | 31ST AVENUE AND 55TH STREET |
| 17 | 5TH AVENUE AND 44TH STREET |
| 18 | WHITE CAPS UNITS 1 |
| 19 | WHITE CAPS UNITS 2 |
| 20 | WHITE CAPS UNITS 3 |
| 21 | WHITE CAPS UNITS 4 |
| 22 | WHITE CAPS UNITS 5 |
| 23 | WINDSONG VILLAGE APARTMENTS |
| 24 | RIVER CROSSING ONE |
| 25 | 73RD STREET, WEST OF 60TH AVENUE |
| 26 | WOODFORD TOWNHOUSES |
| 27 | COUNTRY HOME ESTATES UNIT 5 |
| 28 | COUNTRY HOME ESTATES UNIT 6 |
| 29 | GREEN MEADOW |
| 30 | HIGH VIEW HEIGHTS |
| 31 | HIGH VIEW HEIGHTS SOUTH |
| 32 | 81ST STREET, WEST OF 39TH AVENUE |
| 33 | MEADOW LANE |
| 34 | PROVINCIAL HEIGHTS 2ND EDITION |
| 35 | 4000 - 4114 81ST STREET |
| 36 | 63RD STREET, WEST OF 12TH AVENUE |
| 37 | PERRI ESTATES |
| 38 | JO AN DAN |
| 39 | EXPANSION OF PARKVIEW TERRACE CONDOMINIUMS |
| 40 | TIRABASSI HEIGHTS |
| 41 | OAKWOOD MOBILE HOME COMMUNITY EXPANSION |
| 42 | LAKEWOOD APARTMENTS |
| 43 | 17TH AVENUE EXTENDED, SOUTH OF 88TH STREET |
| VILLAGE OF PLEASANT PRAIRIE | |
| 44 | WESTWOOD ESTATES EXPANSION |
| 45 | CHATEAU EAU PLAINES |
| 46 | TUCKAWAY TRAILS |
| 47 | HERITAGE VALLEY PHASE I |
| 48 | WHITTIER HEIGHTS 1ST ADDITION |
| 49 | WHITTIER HEIGHTS 2ND ADDITION |
| 50 | WHITTIER HEIGHTS 3RD ADDITION |
| 51 | PRAIRIE VILLAGE CONDOMINIUMS |
| 52 | GREEN TREE ESTATES |
| 53 | TIMBER RIDGE MANUFACTURED HOUSING COMMUNITY EXPANSION |
| TOWN OF SOMERS | |
| 54 | HAWTHORN CREEK |
| 55 | HAWTHORN CREEK 1ST ADDITION |
| 56 | GREEN MEADOWS |
| 57 | SHANNON FARMS |
| 58 | VILLA ROSA APARTMENTS |
| 59 | MAPLERIDGE ESTATES |
| 60 | MAPLERIDGE ESTATES 1ST ADDITION |
| 61 | RUSTIC MEADOWS ESTATES |
| 62 | FAIRFIELD HEIGHTS UNIT C |
| 63 | FAIRFIELD HEIGHTS UNIT D |
| 64 | WOODLANDS PARK ESTATES |

NOTE: INCLUDES PROJECTS NOT REFLECTED ON THE 1990 LAND USE INVENTORY WHICH WERE COMPLETED OR UNDERWAY, OR HAD A FIRM COMMITMENT TO PROCEED BY DECEMBER 1992

Source: SEWRPC.



hoods within existing urban areas and, indeed, were so applied in identifying neighborhoods in the developed area of the Planning District. At the same time, an effort was made to ensure that the resulting neighborhood framework reflects local perceptions of neighborhoods and communities of interest. The City of Kenosha Planning Department was of invaluable assistance in this respect.

Existing neighborhoods within the contiguous developed urban area of Planning District are shown on Map 21.² Certain of the neighborhoods include subneighborhoods, which comprise distinct communities of interest within the larger neighborhood and the identities of which should be maintained in any future neighborhood planning activities. It should be noted that certain neighborhoods on the fringe of the contiguous developed urban area, particularly the Parkside South, St. Peter's, Poerio, Isetts, and Gateway neighborhoods, are not yet completely developed; population levels and the size and characteristics of the housing stock of those neighborhoods may be expected to change as development proceeds.

Information regarding resident population levels and the existing housing stock is presented for each neighborhood and subneighborhood in Table 38. Information regarding key characteristics of the housing stock, including the structure type, tenure status, extent of overcrowding, and outstanding housing code violations, is also presented graphically in Maps 22 through 25. Information regarding housing overcrowding and housing code violations, in particular, is intended to provide insight into the adequacy of the housing stock serving the respective neighborhoods. It should be noted that in 1992 the City of Kenosha conducted a systematic code enforcement program within portions of the Jefferson, Mt. Carmel, and Lincoln Park neighborhoods, contribu-

ting, in part, to the higher number of code violations in those areas.

INDUSTRIAL LAND

In 1990, industrial land, land devoted to manufacturing, wholesaling, and storage activities and related off-street parking, encompassed 717 acres, or 4.1 percent of all urban lands and 1.3 percent of the total area of the District. The total of 717 acres includes 276 acres of land devoted to manufacturing operations, 324 acres devoted to wholesaling and storage activities, and 117 acres devoted to related off-street parking (see Table 39).

Major shifts in the location of industrial land in the District occurred during the 1980s. As shown on Map 26, many former industrial areas in the central portion of the City of Kenosha are now vacant or used for other purposes, much of this a direct result of the decline of the automobile industry.³ Conversely, considerable industrial development has occurred in once-outlying areas of the District. However, decreases in industrial land in the central City between 1980 and 1990 more than offset increases in the outlying areas, so that the total industrial acreage in the District declined by about 176 acres, or 20 percent, during the 1980s.

Since 1990, industrial development within the Planning District has been concentrated at three industrial parks: Kenosha Industrial Park, located north of STH 158, west of STH 31, in the City of Kenosha; Westview Industrial Park, located north of 50th Street, west of 52nd Avenue, in the City of Kenosha; and LakeView Corporate Park, located at STH 165, west of STH 31, in the Village of Pleasant Prairie. Development at Kenosha Industrial Park and LakeView Corporate Park has been particularly rapid (see Map 27). The City-sponsored Kenosha Industrial Park, which was at the initial stages of development in 1985, was substantially developed

²It should be noted that the neighborhood boundaries presented herein differ somewhat from the neighborhood boundaries identified under the first-generation comprehensive plan for the District, completed in 1967. The revised neighborhood boundaries reflect the areas for which neighborhood plans have been prepared since the initial plan was prepared, changes which have occurred in development conditions, and the further identification of local perceptions of neighborhoods and communities of interest within the City of Kenosha through City planning and neighborhood renewal activities.

³The automobile marshallng yards located just north of STH 50, between the CP Rail System and Chicago & North Western Transportation Company railroad rights-of-way, was idle between the end of 1988 and the middle of 1991; accordingly, the site is shown on Map 26 as an area which was in industrial use in 1980, but not in 1990.

Table 38

**POPULATION, HOUSING UNITS, AND HOUSING OCCUPANCY CHARACTERISTICS
FOR EXISTING RESIDENTIAL NEIGHBORHOODS IN THE KENOSHA URBAN PLANNING DISTRICT: 1990**

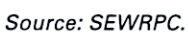
Neighborhood/ Subneighborhood (See Map 21)	Total Population	Total Housing Units	Single-Family Units ^a		Total Occupied Housing Units (Households)	Average Household Size	Renter-Occupied Housing Units		Owner-Occupied Housing Units		Housing Units with More Than 1.01 Persons Per Room		Structures with Outstanding Housing Code Violations ^b
			Number	Percent of Total Units			Number	Percent of Total Occupied Units	Number	Percent of Total Occupied Units	Number	Percent of Total Occupied Units	
Allendale	2,692	1,088	756	69.5	1,056	2.53	322	30.5	734	69.5	11	1.0	4
Central Business District													
Bain Park	1,217	440	197	44.8	405	2.86	222	54.8	183	45.2	34	8.4	12
Downtown	1,780	833	124	14.9	771	1.83	644	83.5	127	16.5	26	3.4	20
Total	2,997	1,273	321	25.2	1,176	2.18	866	73.6	310	26.4	60	5.1	32
Columbus													
Frank	3,692	1,271	324	25.5	1,181	2.86	871	73.8	310	26.2	124	10.5	39
Mt. Carmel	1,616	616	107	17.4	564	2.75	413	73.2	151	26.8	45	8.0	30
Total	5,308	1,887	431	22.8	1,745	2.82	1,284	73.6	461	26.4	169	9.7	69
Country Home													
Country Home-Kenosha	850	329	194	59.0	310	2.74	129	41.6	181	58.4	3	1.0	0
Country Home-Pleasant Prairie	793	264	246	93.2	261	3.04	29	11.1	232	88.9	4	1.5	0
Total	1,643	593	440	74.2	571	2.88	158	27.7	413	72.3	7	1.2	0
Forest Park	5,194	1,899	1,829	96.3	1,870	2.78	136	7.3	1,734	92.7	26	1.4	3
Gateway	920	305	40	13.1	293	2.02	257	87.7	36	12.3	10	3.4	3
Grant													
Petzke	2,271	869	796	91.6	861	2.64	99	11.5	762	88.5	17	2.0	0
Washington North	1,595	675	556	82.4	652	2.45	105	16.1	547	83.9	9	1.4	0
Total	3,866	1,544	1,352	87.6	1,513	2.56	204	13.5	1,309	86.5	26	1.7	0
Harborside	3,232	1,409	693	49.2	1,309	2.47	581	44.4	728	55.6	38	2.9	11
Isetts													
Isetts-Kenosha	2,731	1,018	629	61.8	1,004	2.59	381	37.9	623	62.1	6	0.6	0
Isetts-Pleasant Prairie	674	251	235	93.6	239	2.82	23	9.6	216	90.4	1	0.4	0
Total	3,405	1,269	864	68.1	1,243	2.63	404	32.5	839	67.5	7	0.6	0
Jamestown	589	208	182	87.5	205	2.87	34	16.6	171	83.4	4	2.0	0
Lance													
Lance-Kenosha	3,327	1,365	1,144	83.8	1,325	2.51	120	9.1	1,205	90.9	14	1.1	0
Lance-Pleasant Prairie	1,066	446	318	71.3	430	2.48	23	5.3	407	94.7	3	0.7	0
Total	4,393	1,811	1,462	80.7	1,755	2.50	143	8.1	1,612	91.9	17	1.0	0
Lincoln Park	3,195	1,054	725	68.8	994	3.19	369	37.1	625	62.9	68	6.8	28
McKinley	5,046	1,982	1,530	77.2	1,942	2.60	521	26.8	1,421	73.2	47	2.4	19
Nash	2,078	790	364	46.1	774	2.68	448	57.9	326	42.1	23	3.0	3
Parkside South													
Birchwood	345	197	80	40.6	191	1.81	73	38.2	118	61.8	0	0.0	0
Northgate	1,325	787	110	14.0	649	2.04	544	83.8	105	16.2	15	2.3	1
Total	1,670	984	190	19.3	840	1.99	617	73.5	223	26.5	15	1.8	1
Poerio	2,249	926	320	34.6	909	2.47	624	68.6	285	31.4	22	2.4	2
Red Arrow	3,559	1,362	756	55.5	1,333	2.59	439	32.9	894	67.1	36	2.7	1
Roosevelt	3,321	1,280	981	76.6	1,251	2.65	323	25.8	928	74.2	26	2.1	3
Southport	1,034	424	403	95.0	416	2.49	37	8.9	379	91.1	5	1.2	2
St. Joe's	2,390	963	556	57.7	932	2.55	344	36.9	588	63.1	15	1.6	7
St. Peter's	941	338	267	79.0	327	2.88	32	9.8	295	90.2	5	1.5	0
Sunnyside													
Grewenow	2,534	1,031	846	82.1	1,005	2.52	174	17.3	831	82.7	16	1.6	1
Lincoln Blvd.	1,814	756	680	89.9	741	2.45	89	12.0	652	88.0	9	1.2	1
Sunnyside South	1,374	531	381	71.8	529	2.60	149	28.2	380	71.8	8	1.5	2
Total	5,722	2,318	1,907	82.3	2,275	2.52	412	18.1	1,863	81.9	33	1.5	4
Stocker	2,971	1,135	703	61.9	1,065	2.79	362	34.0	703	66.0	22	2.1	0
Uptown	1,142	480	111	23.1	441	2.59	301	68.3	140	31.7	20	4.5	6
Villa Capri													
Petretti	2,603	1,019	781	76.6	1,009	2.57	205	20.3	804	79.7	26	2.6	0
Saxony	1,141	551	304	55.2	543	2.10	248	45.7	295	54.3	3	0.6	0
Total	3,744	1,570	1,085	69.1	1,552	2.41	453	29.2	1,099	70.8	29	1.9	0
Washington													
Holy Rosary	1,166	511	241	47.2	485	2.40	213	43.9	272	56.1	14	2.9	3
Jefferson	3,182	1,253	504	40.2	1,155	2.75	600	50.2	575	49.8	66	5.7	53
Total	4,348	1,764	745	42.2	1,640	2.65	793	48.4	847	51.6	80	4.9	56
Wilson	5,242	1,892	956	50.5	1,809	2.90	973	53.8	836	46.2	137	7.6	23

^a Includes one-unit detached or attached housing units; excludes mobile homes.

^b Residential structures under orders to repair City of Kenosha housing code violations as of December 1992.

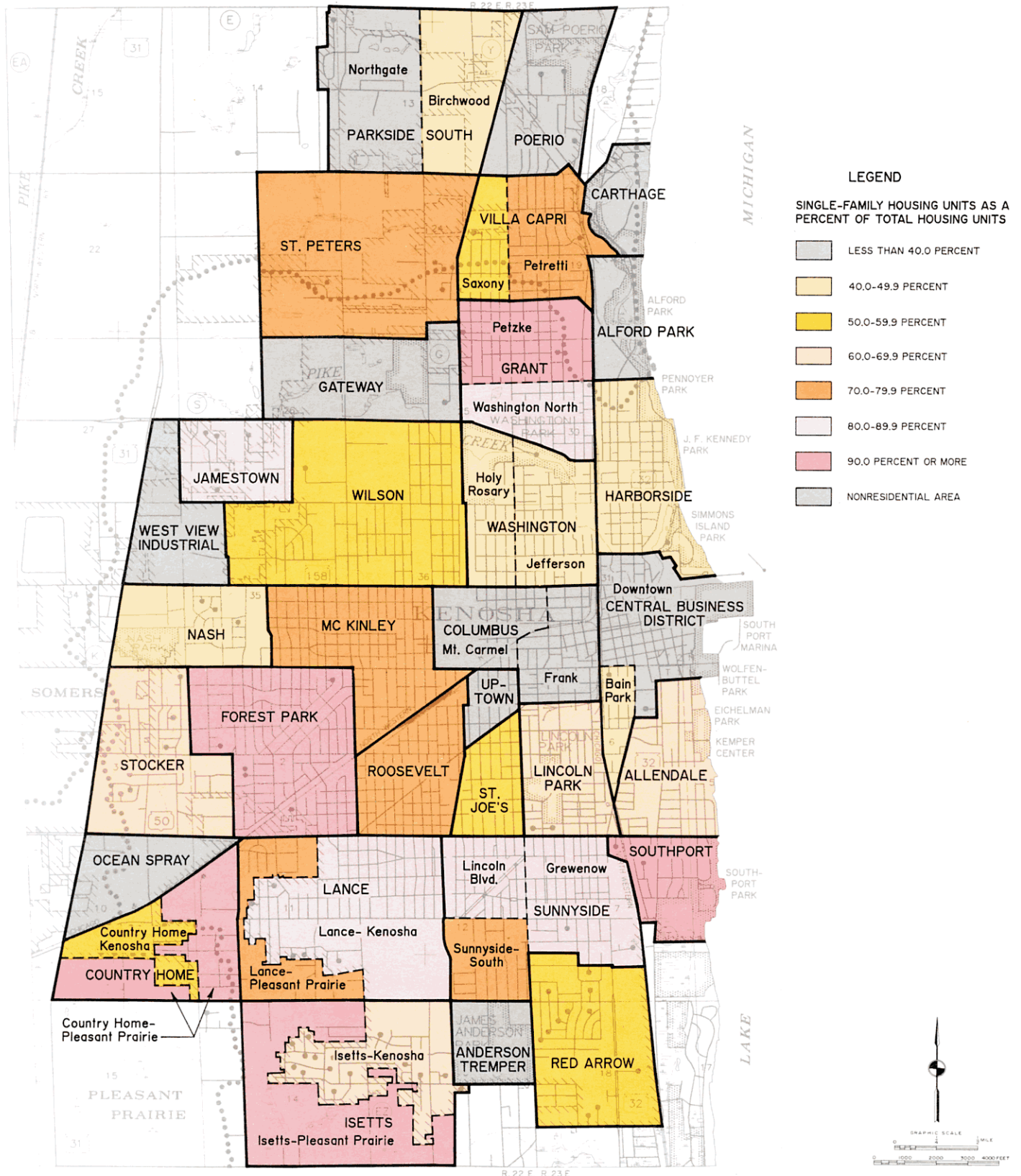
SOURCE: U. S. Bureau of the Census; City of Kenosha Department of Housing and Neighborhood Development; and SEWRPC.

**EXISTING NEIGHBORHOODS WITHIN THE CONTIGUOUS
DEVELOPED URBAN AREA OF THE KENOSHA URBAN PLANNING DISTRICT**



Map 22

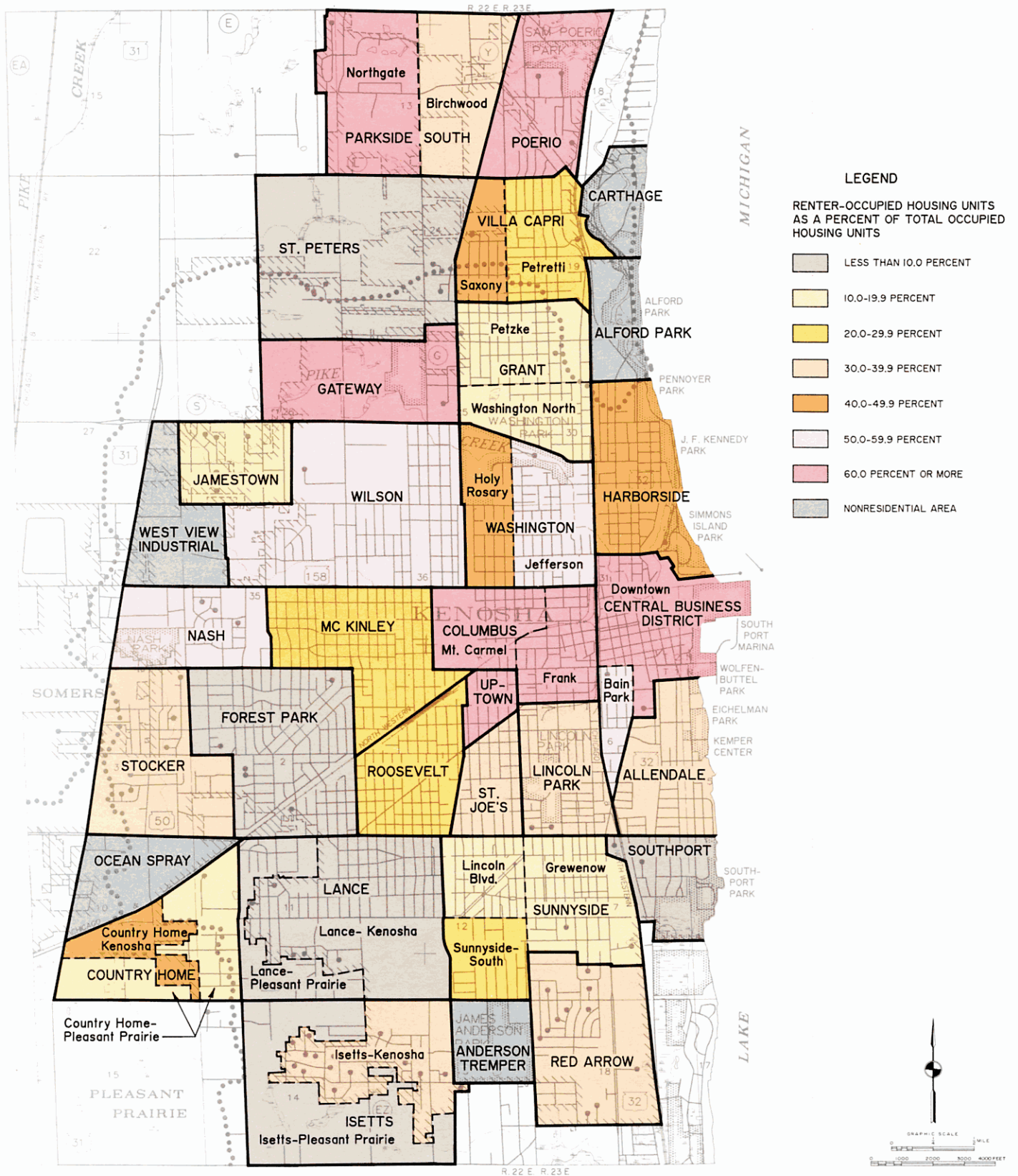
**HOUSING STRUCTURE TYPE BY NEIGHBORHOOD IN THE CONTIGUOUS
DEVELOPED URBAN AREA OF THE KENOSHA URBAN PLANNING DISTRICT: 1990**



Source: U. S. Bureau of the Census and SEWRPC.

Map 23

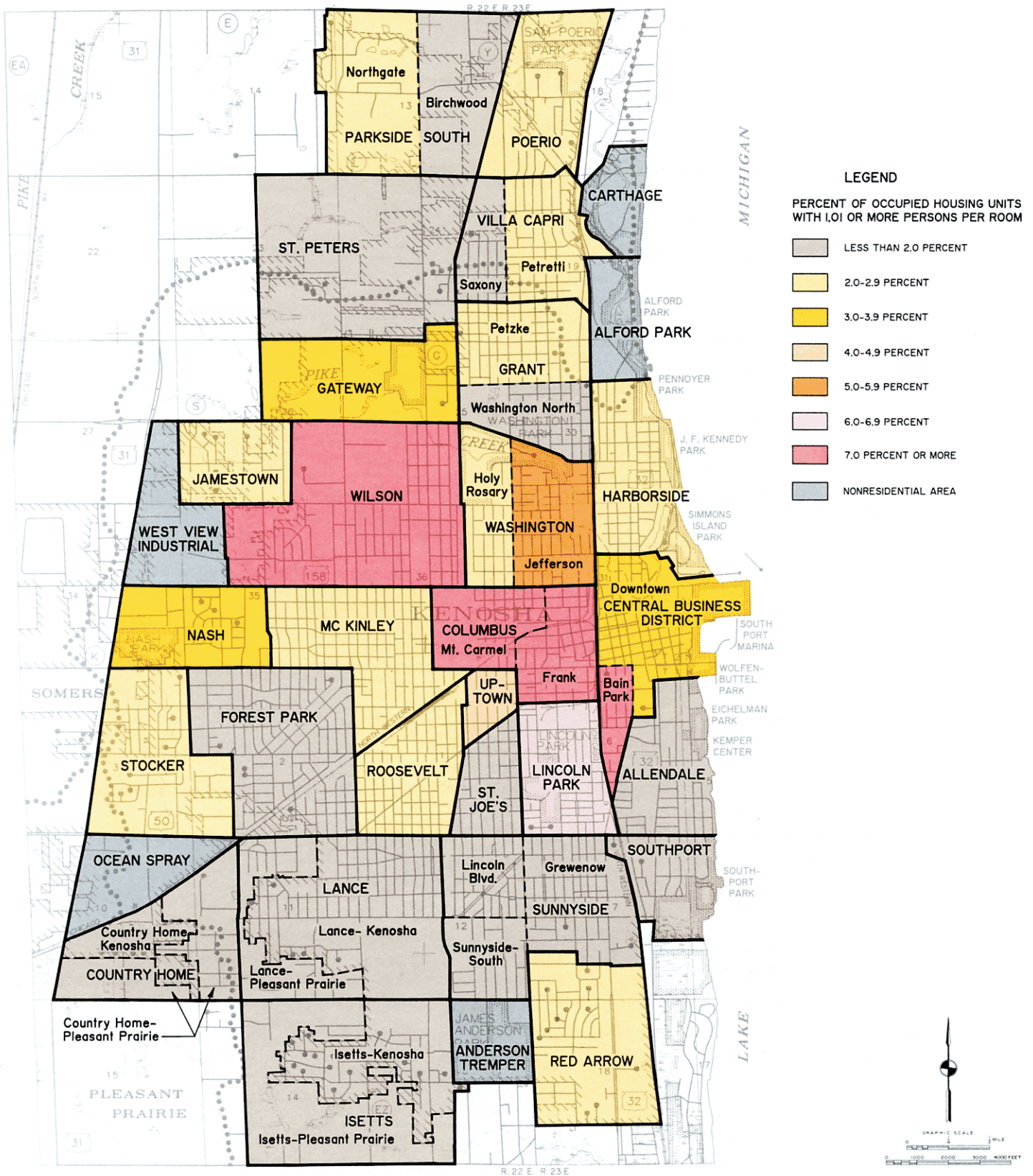
**TENURE STATUS OF HOUSING BY NEIGHBORHOOD IN THE CONTIGUOUS
DEVELOPED URBAN AREA OF THE KENOSHA URBAN PLANNING DISTRICT: 1990**



Source: U. S. Bureau of the Census and SEWRPC.

Map 24

**OVERCROWDED HOUSING BY NEIGHBORHOOD IN THE CONTIGUOUS
DEVELOPED URBAN AREA OF THE KENOSHA URBAN PLANNING DISTRICT: 1990**



Source: U. S. Bureau of the Census and SEWRPC.

OUTSTANDING CITY OF KENOSHA HOUSING CODE VIOLATIONS BY NEIGHBORHOOD IN THE CONTIGUOUS DEVELOPED URBAN AREA OF THE KENOSHA URBAN PLANNING DISTRICT: 1992

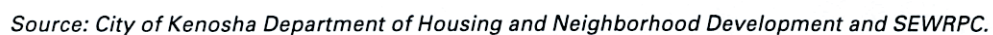


Table 39

INDUSTRIAL LAND USE IN THE KENOSHA URBAN PLANNING DISTRICT: 1963, 1970, 1980, AND 1990

Industrial Land Use Category	Area in Acres				Change in Area							
					1963-1970		1970-1980		1980-1990		1963-1990	
	1963	1970	1980	1990	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
Manufacturing Land and Buildings	207	241	281	276	34	16.4	40	16.6	-5	-1.8	69	33.3
Wholesale and Storage Land and Buildings	458	457	503	324	-1	-0.2	46	10.1	-179	-35.6	-134	-29.3
Parking	53	79	109	117	26	49.1	30	38.0	8	7.3	64	120.8
Total	718	777	893	717	59	8.2	116	14.9	-176	-19.7	-1	-0.1

Source: SEWRPC.

by the end of 1992. Only about 17 acres of the 148-acre site remained to be sold. The rapid development at LakeView Corporate Park, developed by WISPARK Corporation, a wholly-owned subsidiary of Wisconsin Energy Corporation, has been due in part to an influx of Chicago-area companies. Employment at the LakeView Corporate Park, opened in 1988, totaled an estimated 2,600 jobs by the end of 1992.

COMMERCIAL LAND

In 1990 commercial land use, including land devoted to retail and service activities and related off-street parking, totaled 753 acres, or about 4.3 percent of all urban land use and 1.4 percent of the total area of the District. Commercial buildings and related yards encompassed 482 acres; related off-street parking encompassed 271 acres (see Table 40).

Between 1980 and 1990, commercial land in the District increased by about 105 acres, or 16 percent, with most of the new development occurring in the City of Kenosha. As shown on Map 28, new commercial development during this time included new discount department stores along STH 158 east of STH 31 in the City of Kenosha; additional strip commercial development along certain arterial streets within the City of Kenosha, including, in particular, along STH 50, east of STH 31; and the development of the initial phases of Lakeside Marketplace, a retail outlet center located near the IH 94-STH 165 interchange, in the Village of Pleasant Prairie.

The 1980s also saw the development of a concentration of commercial activity abutting the west side of the Planning District, near the IH

94-STH 50 interchange, in the Town of Bristol. Development in this area included the Kenosha Outlet Centre, overnight lodging places, restaurants, and other service establishments. By 1990, employment at this location was estimated at 1,100 jobs.

Since 1990, commercial development has proceeded at a number of locations throughout the Planning District. Recent commercial development projects within the District are shown on Map 29. Shown on Map 29 are projects not reflected on the 1990 land use inventory but which were completed, underway, or had a firm commitment by December 1992. These include an expansion of the Lakeside Marketplace in the Village of Pleasant Prairie and numerous new retail and service establishments, most of these located in the City of Kenosha.

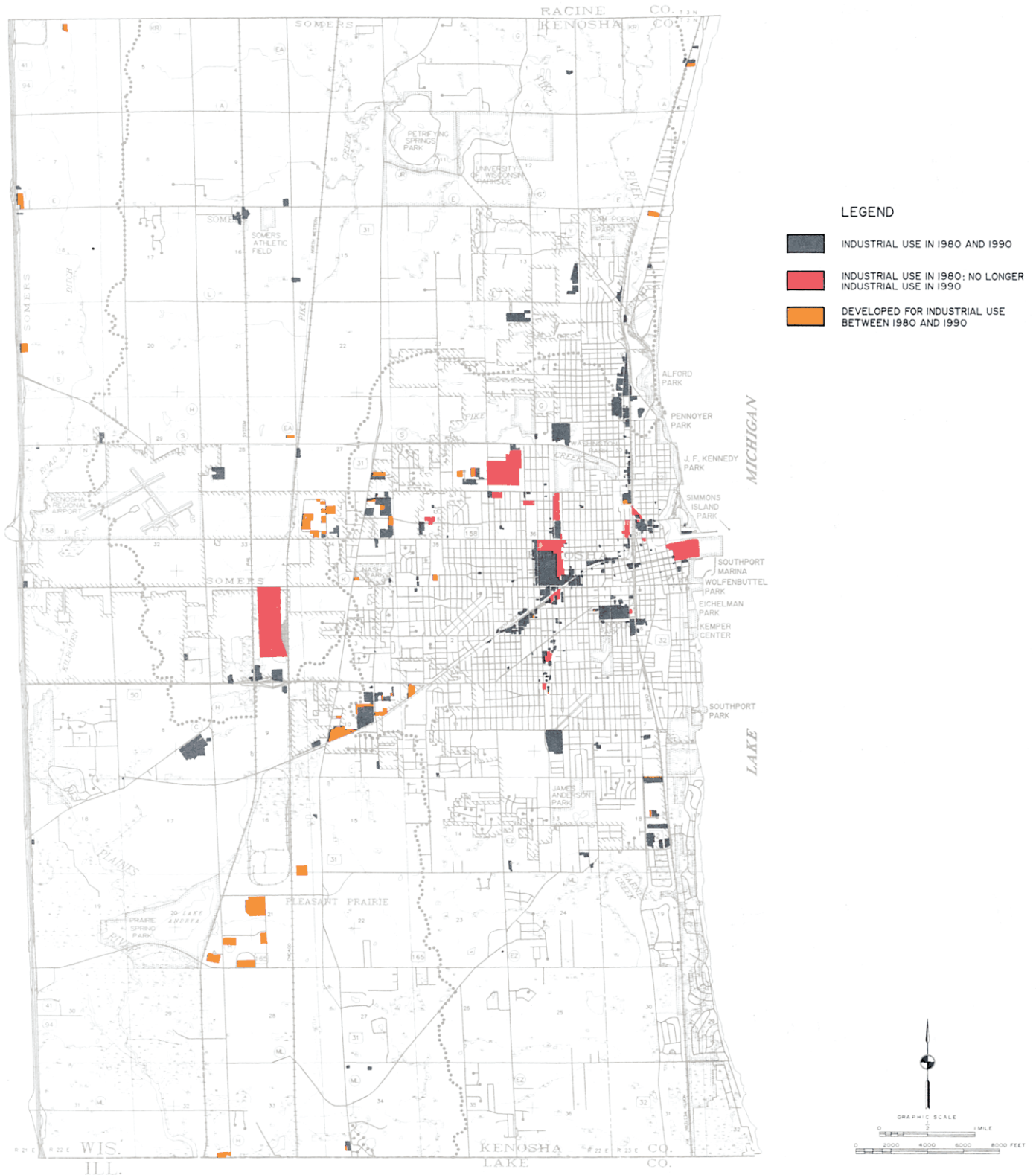
AGRICULTURAL LAND

Land in agricultural use encompassed about 25,600 acres, or about 40 square miles, or 47 percent of the total area of the Planning District, in 1990. Agricultural lands included relatively large contiguous blocks of farmland in certain areas of the District, particularly in the northwestern portion of the Town of Somers, and smaller farming areas, often intermixed with developing urban areas, in other parts of the District.

The agricultural land base of the District has declined significantly over the last approximately three decades, largely because of the conversion of farmland to urban uses. Between 1963 and 1990, the areal extent of agricultural land in the District decreased by about 7,100 acres, or about 11 square miles, a relative decrease of 22 percent. The agri-

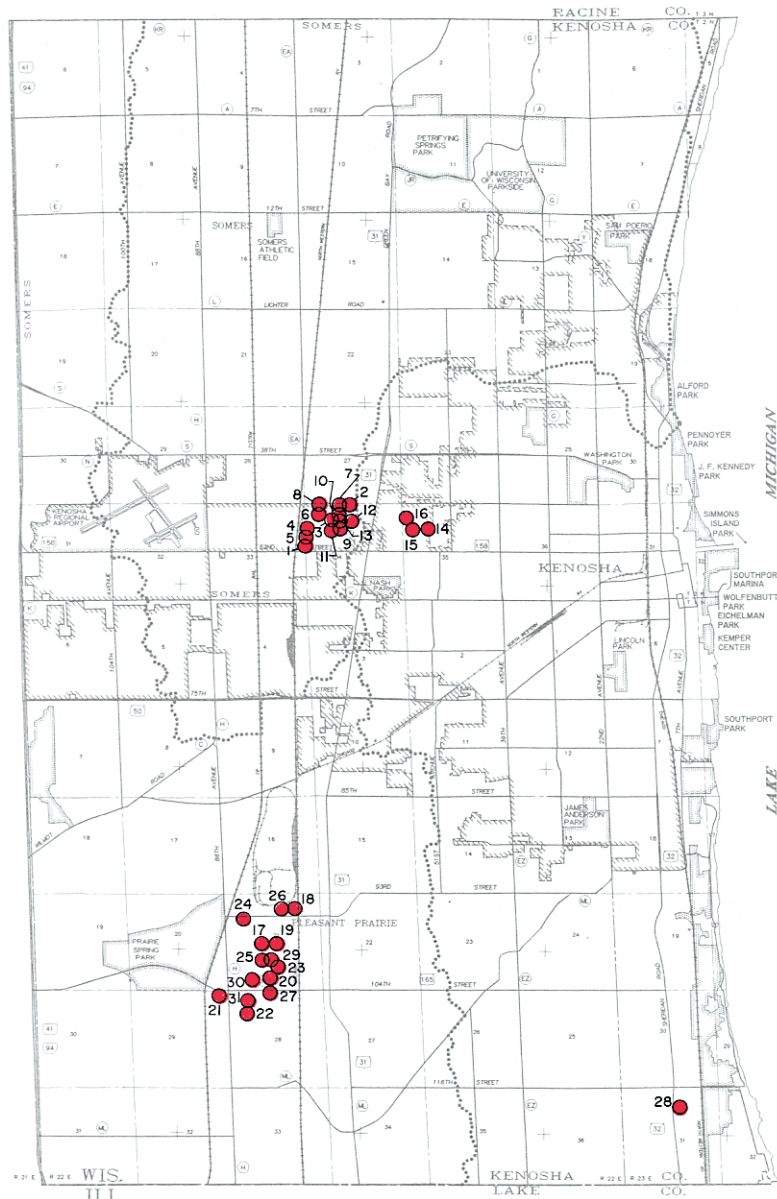
Map 26

INDUSTRIAL LAND USE IN THE KENOSHA URBAN PLANNING DISTRICT: 1980 AND 1990



Map 27

**RECENT INDUSTRIAL DEVELOPMENT IN THE
KENOSHA URBAN PLANNING DISTRICT: MARCH 1990 TO DECEMBER 1992**



LEGEND

SITE NUMBER	SITE
1	CITY OF KENOSHA
2	SCE SAGINAW CONTROL AND ENGINEERING
3	KNIGHT PRINTING
4	SLATER INC.
5	RICHTER INDUSTRIES
6	BURKE CHOCOLATE
7	TG-3 ELECTRONICS, INC.
8	FINISHING AND PLATING SERVICES, INC.
9	INTERSTATE PAINTING & DRYWALL
10	ULTRA-FAB
11	GREAT LAKES WOODWORKING
12	A. K. R. INC.
13	MILES TRUCK AND TRAILER
14	JOHNSON PRECISION GRINDING, HONING AND LAPPING
15	AMERICAN INDUSTRIAL
16	HEAT TRANSFER, INC.
17	BFI RECYCLERY
18	RITCH MIX
19	VILLAGE OF PLEASANT PRAIRIE
20	ALBANY-CHICAGO COMPANY
21	BROOKS SAUSAGE COMPANY
22	NITRO-BAR
23	OCENCO INC.
24	GOELTZ CONFECTIONARY COMPANY
25	M. G. SCIENTIFIC, INC.
26	AMERICAN STEEL
27	LAWTER INTERNATIONAL, INC.
28	AND ADDITION
29	MATTHEWS PAINT COMPANY
30	CENTRAL STORAGE AND
31	WAREHOUSE COMPANY, INC.
	NORTHERN SCREW COMPANY
	BUOY STORAGE, INC.
	CALUMET DIVERSIFIED MEATS ADDITION
	LAKEVIEW CENTER - PHASE II
	FORM CORPORATION
	TOWN OF SOMERS
	(NONE)

NOTE: INCLUDES PROJECTS NOT REFLECTED ON THE 1990 LAND USE INVENTORY WHICH WERE COMPLETED OR UNDERWAY, OR HAD A FIRM COMMITMENT TO PROCEED BY DECEMBER 1992

Source: SEWRPC.

Table 40

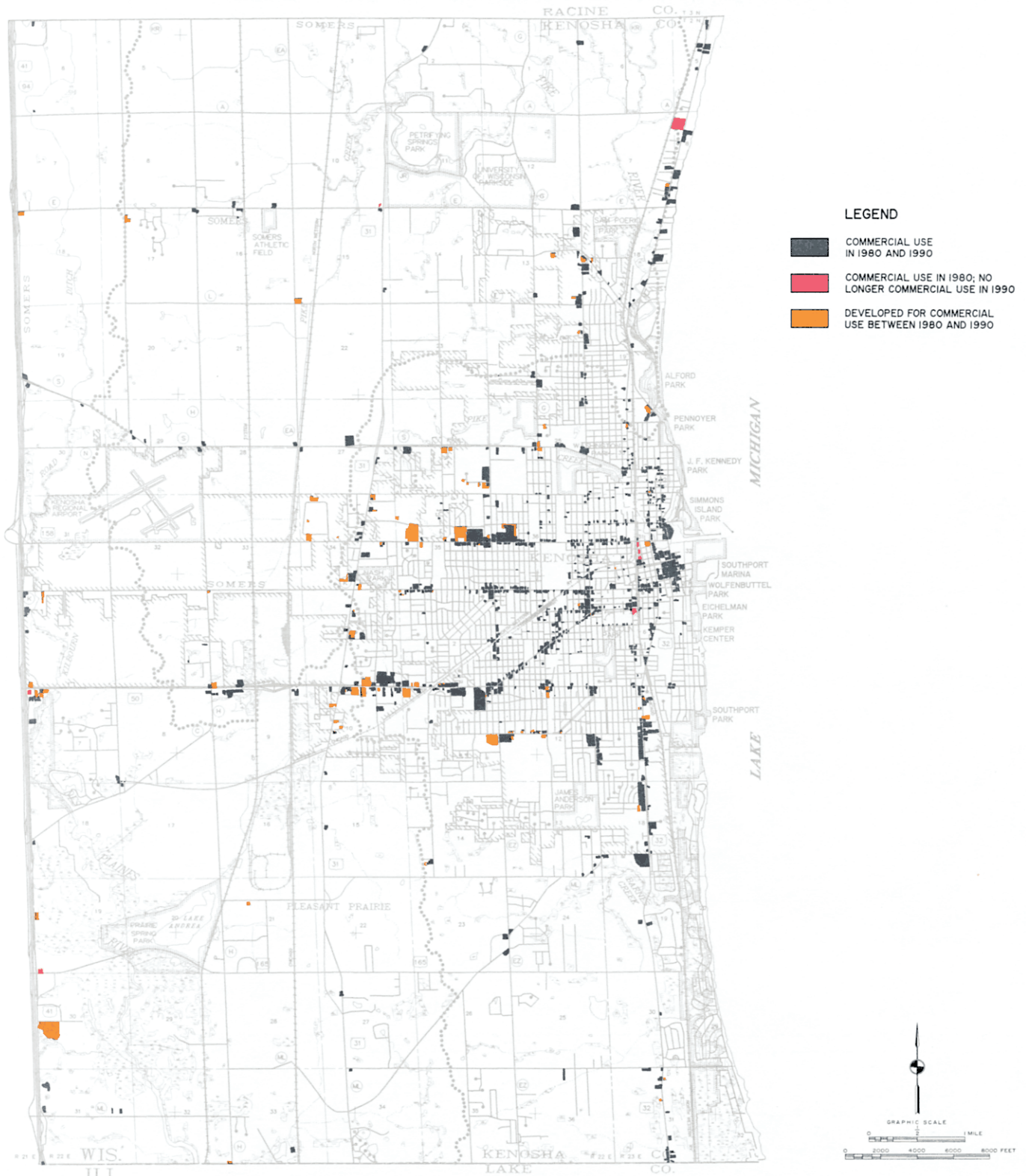
COMMERCIAL LAND USE IN THE KENOSHA URBAN PLANNING DISTRICT: 1963, 1970, 1980, AND 1990

Commercial Land Use Category	Area in Acres				Change in Area							
					1963-1970		1970-1980		1980-1990		1963-1990	
	1963	1970	1980	1990	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
Land and Buildings	341	377	433	482	36	10.6	56	14.9	49	11.3	141	41.3
Parking	101	161	215	271	60	59.4	54	33.5	56	26.0	170	168.3
Total	442	538	648	753	96	21.7	110	20.4	105	16.2	311	70.4

Source: SEWRPC.

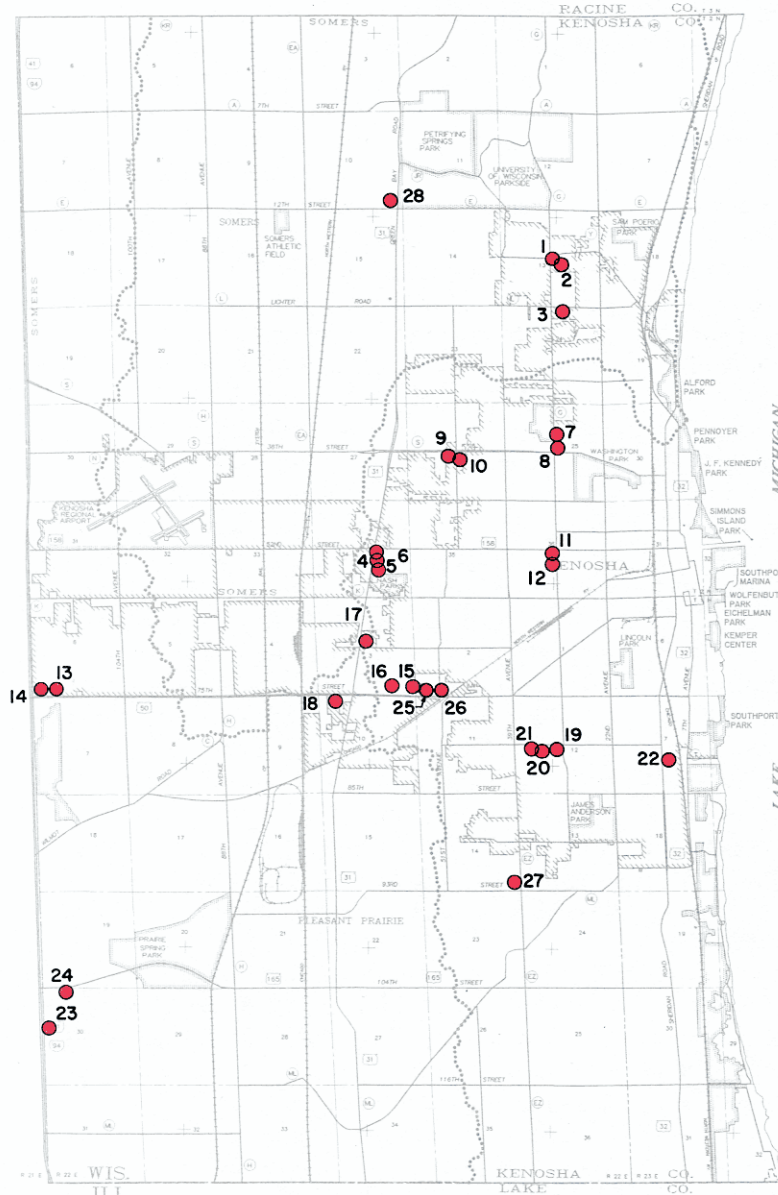
Map 28

COMMERCIAL LAND USE IN THE KENOSHA URBAN PLANNING DISTRICT: 1980 AND 1990



Map 29

RECENT COMMERCIAL DEVELOPMENT IN THE KENOSHA URBAN PLANNING DISTRICT: MARCH 1990 TO DECEMBER 1992

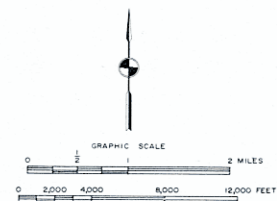


LEGEND

SITE NUMBER SITE

- 1 CITY OF KENOSHA
AL AND LOU' S GAS STATION
AND CONVENIENCE STORE
- 2 RIDGEWOOD COURT SHOPPING CENTER
- 3 GLENWOOD CROSSING
SHOPPING CENTER
- 4 JALENSKY' S SPORT AND MARINE
- 5 OFFICE BUILDING: STH 31
AND 55TH STREET
- 6 MOBIL SERVICE
- 7 KENOSHA MEDICAL PARK
- 8 THE SPOT DRIVE-IN RESTAURANT
- 9 WASHINGTON HEIGHTS
PROFESSIONAL BUILDING
- 10 OFFICE BUILDING: ADDITION TO
WOODLANDS PROFESSIONAL PARK
- 11 OIL X-CHANGE
- 12 NAPA AUTO PARTS
- 13 SHONEY' S RESTAURANT
- 14 PHILLIPS 66
- 15 OFFICE BUILDING: KENOSHA
REALTY ASSOCIATION
- 16 ADDITION TO COMMERCIAL CENTER
AT 60TH AVENUE AND 75TH STREET
- 17 OFFICE BUILDING: STH 31,
NORTH OF 67TH STREET
- 18 PINES GARDEN CENTER
- 19 COUSINS SUBMARINES
- 20 SUPER VALUE
- 21 FIRST NATIONAL BANK DRIVE-THROUGH
- 22 OFFICE BUILDING: 1150 82ND STREET
- 23 VILLAGE OF PLEASANT PRAIRIE
LAKESIDE MARKETPLACE PHASES III AND IV
- 24 AMOCO SERVICE
- 25 SPOT-NOT CAR WASH
- 26 LE MAY QUALITY AUTOMOBILES
- 27 KIDDIE KARE
- 28 TOWN OF SOMERS
AL AND LOU' S GAS STATION
AND CONVENIENCE STORE

NOTE: INCLUDES PROJECTS NOT REFLECTED ON THE
1990 LAND USE INVENTORY WHICH WERE
COMPLETED OR UNDERWAY, OR HAD A FIRM
COMMITMENT TO PROCEED BY DECEMBER 1992



Source: SEWRPC.

cultural land area decreased by about 1,900 acres, or about 2.9 square miles, between 1963 and 1970; by about 2,200 acres, or 3.5 square miles, between 1970 and 1980; and by about 3,000 acres, or 4.7 square miles, between 1980 and 1990 (see Table 41).

The Kenosha County farmland preservation plan, adopted by Kenosha County in 1982 as a refinement to the farmland preservation recommendations of the regional land use plan, identified prime agricultural lands within the County and recommended that those lands be preserved, to the extent practicable, in agricultural use. The prime

Table 41

AGRICULTURAL LAND IN THE KENOSHA URBAN PLANNING DISTRICT: 1963, 1970, 1980, AND 1990

Year	Acres	Change from Preceding Year	
		Acres	Percent
1963	32,697	—	—
1970	30,825	-1,872	-5.7
1980	28,607	-2,218	-7.2
1990	25,615	-2,992	-10.5

Source: SEWRPC.

agricultural lands were identified on the basis of soil productivity, the size of individual farm units, and the size of the farming area comprised by the individual farms. Specifically, prime agricultural lands were identified as farms meeting the following criteria: 1) the farm unit must be at least 35 acres in size, 2) at least 50 percent of the farm unit must be covered by soils meeting U. S. Soil Conservation Service criteria for national prime farmland or farmland of statewide importance, and 3) the farm unit must be part of a farming area of at least 100 acres in size. While the County farmland preservation plan recommended the preservation of most identified prime agricultural lands, it recognized that some of the prime agricultural lands would have to be developed for urban use in order to accommodate orderly urban growth within the County. Prime agricultural lands which were anticipated to be converted to urban use were identified as transition farmland under the County farmland preservation plan.

Prime agricultural lands identified under the Kenosha County farmland preservation plan encompassed about 16,700 acres, or about 58 percent of all agricultural lands in the District, in 1980. Between 1980 and 1990, the prime agricultural acreage decreased by about 700 acres, or 4 percent, to 16,000 acres, largely as a result of conversion to urban use. Significantly, much of the prime agricultural lands lost to urban development during the 1980s was identified in the County farmland preservation plan as transition farmland, an indication that these lands were expected to be developed for urban use as public utility services became available and the need for conversion to urban use was demonstrated (see Map 30).

The preservation of prime agricultural lands in a region such as Southeastern Wisconsin is important for a number of reasons. It ensures that the best farmland remains available for the production of food and fiber for future generations. Areas preserved as farmland lend desirable form and structure to urban development. The preservation of farmland helps maintain the rural lifestyle and unique cultural heritage of farming areas. In addition to its many positive impacts, farmland preservation serves to minimize scattered urban development, development to which the provision of public services is almost inevitable and usually very costly, and thereby represents a means for controlling local public service costs.

Despite the many benefits attendant to the preservation of prime agricultural lands, the difficulty of preserving farmland, particularly within an urbanizing area like the Planning District, must be recognized. Conflicts between residential or other urban uses and farming operations, along with increased traffic on formerly rural highways, encumber farming operations. As farming operations have decreased, so, too, have the agricultural support businesses on which the farmers depend. Perhaps most important is the influence of the urban land market and the property-tax structure, which affect the desire and economic capability of farmers to continue to pursue farming. Within an urbanizing area, the land market establishes land values for nonagricultural use at a levels which frequently exceed the value of the land for farming, causing lands to be directed to other uses. Higher prices for land result in higher assessed values for tax purposes, even where the land has appropriately been placed in an exclusive agricultural zoning district, and a resultant increase in tax burden on the farm owner. Table 42, which shows the average equalized value of farmland per acre for minor civil divisions in Kenosha County, clearly indicates higher equalized values per acre within the Planning District than in the area west of IH 94. While some differences in assessed value may result from productivity differences, the higher assessed values east of IH 94 reflect the potential for urban use.

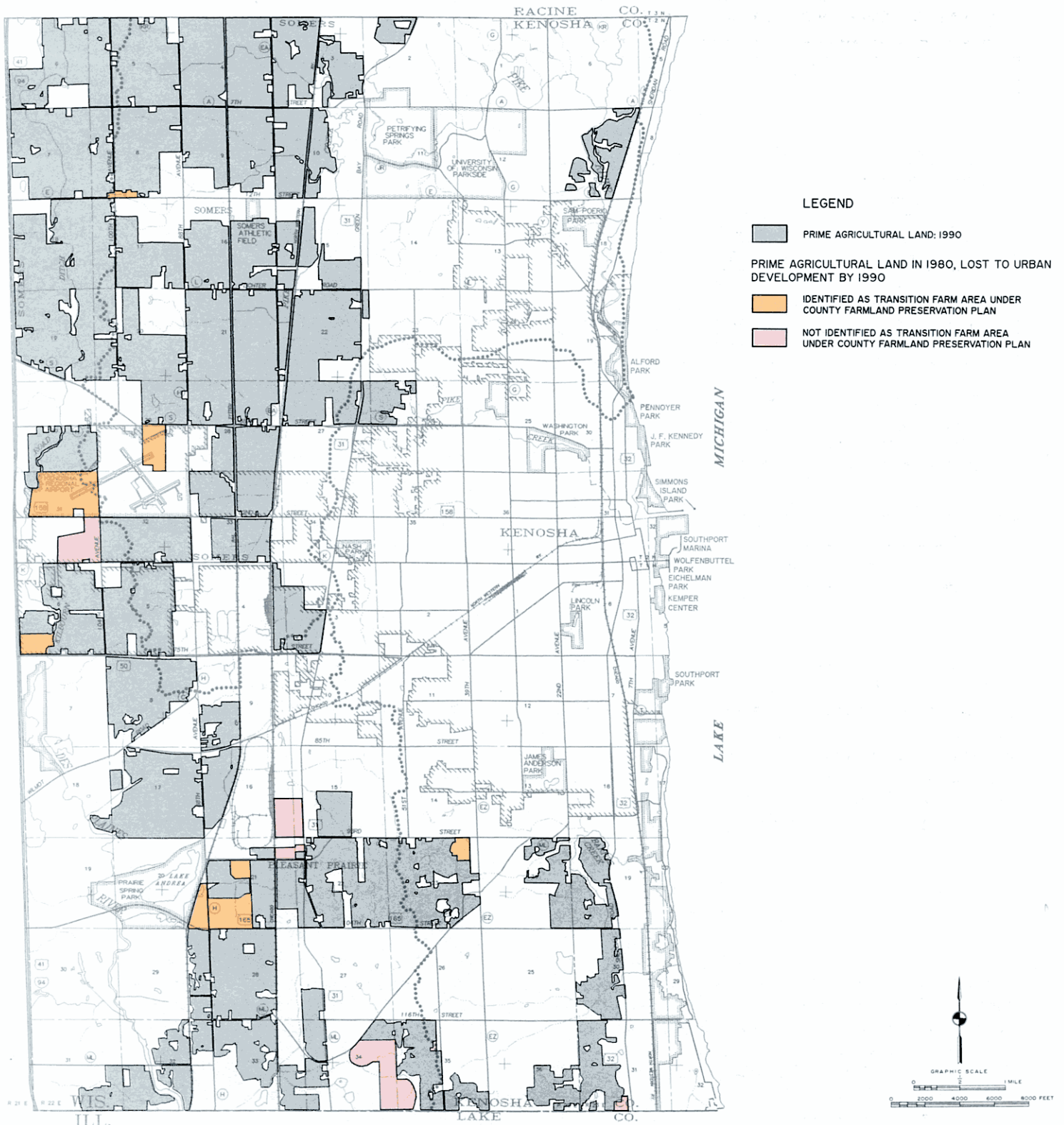
The Wisconsin Farmland Preservation Program was established in 1977 as a means for providing property-tax relief, in the form of State income-tax credits, as an incentive for farmers to maintain their lands in agricultural use. While much of agricultural land in the Planning District has been placed in exclusive agricultural zoning districts, a basic eligibility requirement for the receipt of tax credits under the farmland preservation program, only 11 landowners in the District currently participate in the program.

HAZARDOUS SITES

Urbanization of the Planning District has been accompanied by the creation of numerous sites which are of concern because of the potential contamination by toxic and hazardous substances. Such sites include, among others, areas formerly used as land-fill sites; former industrial sites which have been subject to chemical discharges, leaks, and spills; and

Map 30

PRIME AGRICULTURAL LAND IN THE KENOSHA URBAN PLANNING DISTRICT: 1980 AND 1990



Source: SEWRPC.

Table 42

**EQUALIZED VALUE OF AGRICULTURAL LAND BY
MINOR CIVIL DIVISION IN KENOSHA COUNTY: 1992**

Area	Equalized Value of Agricultural Land (Dollars)	Area Assessed as Agricultural Land (Acres)	Equalized Value Per Acre (Dollars)
Kenosha County East of IH 94			
City of Kenosha	0	0	—
Village of Pleasant Prairie	21,969,700	8,395	2,617
Town of Somers	22,077,500	11,371	1,942
Subtotal	44,047,200	19,766	2,228
Kenosha County West of IH 94			
Town of Brighton	17,313,600	13,677	1,266
Town of Bristol	25,036,200	14,723	1,700
Town of Paris	25,494,300	19,016	1,341
Town of Randall	8,963,300	6,122	1,464
Town of Salem	14,931,600	9,991	1,495
Town of Wheatland	13,694,100	10,121	1,353
Village of Genoa City ..	63,500	24	2,646
Village of Paddock Lake	809,100	338	2,394
Village of Silver Lake ..	485,000	208	2,332
Village of Twin Lakes ..	2,319,200	1,103	2,103
Subtotal	109,109,900	75,323	1,449
County Total	153,157,100	95,089	1,611

Source: Wisconsin Department of Revenue, 1992 Statistical Report of
Property Valuations, Kenosha County, Wisconsin.

sites which contain leaking underground motor fuel storage tanks. The development of a comprehensive plan for the District should, to the extent practicable, take into account the location of such potentially hazardous sites. Moreover, information regarding such sites should be available to both public and private interests for consideration in relation to land use development or development within the Planning District.

The Wisconsin Department of Natural Resources maintains an inventory of known solid waste disposal sites within the State. This inventory, known as the "Registry of Waste Disposal Sites in Wisconsin," is a listing of active, inactive, and abandoned sites where solid waste is known to have been, or is likely to have been, disposed of. Information from that Registry pertaining to solid waste disposal sites within the Planning District is set forth in Appendix A. Information regarding sites potentially contaminated by toxic and hazardous substances is also available from Department files created in the conjunction with environmental cleanup programs which the Department admin-

isters, including the Environmental Repair program and the Leaking Underground Storage Tank program. Those files are continuously changing as problem sites are remediated under the respective programs and as additional problem sites materialize. Current information regarding sites being treated or scheduled to be treated under these programs may be obtained directly from the Wisconsin Department of Natural Resources.

SUMMARY

This chapter presents the results of an inventory and analysis of existing and historic land use in the Kenosha Urban Planning District in support of the preparation of a comprehensive plan for the District. The most important findings of this inventory and analysis work are summarized below:

1. Until about 1950, urban development within the District occurred largely in concentric rings contiguous to, and outward from, existing urban development. As identified under the Regional Planning Commission urban growth ring analysis, the developed urban area of the District, those areas with concentrations of land committed to urban use, encompassed about 7.2 square miles, or about 8 percent of the total area of the District, in 1950.⁴ The period from 1950 to 1963 saw a significant increase in urban development within the District, with the developed urban area of the District more than doubling, to 16.5 square miles. While much of the development during that period occurred in proximity to established urban areas, other widely scattered development occurred in outlying portions of the District. Since 1963, urban development within the District has occurred both through the infilling of partially developed areas and in scattered urban enclaves. By 1990, the developed urban area had increased to about 24.4 square miles, or about 28 percent of the total District area.
2. The most recent land use inventory conducted by the Regional Planning Commission indicated that in 1990 urban land uses, including lands in residential, commercial, industrial, governmental, intensive recreational, and transportation uses, together encompassed about 17,600 acres, or 27.5 square miles and about 32 percent

⁴See Footnote 1 on page 65.

of the Planning District. Of the total area in urban use, 8,443 acres, or about 48 percent, were in residential use; 753 acres, or about 4 percent, were in commercial use; 717 acres, or about 4 percent, were in industrial use; 1,137 acres, or about 7 percent, were in governmental use; 1,183 acres, or about 7 percent, were in intensive recreational uses; and 5,372 acres, or 30 percent, were in transportation, communication, and utility uses. Between 1963 and 1990, lands in these urban categories together increased by about 4,600 acres, or 7.2 square miles and 36 percent. The relative composition of urban lands in terms of these major categories did not change significantly over the last approximately three decades.

3. Residential land use in the District increased from about 6,000 acres in 1963 to about 6,700 acres in 1970, to about 7,900 acres in 1980, and to about 8,400 acres in 1990. Land in residential use comprised 48 percent of all urban land use in the District in 1990, compared to 46 percent in 1963. Of the total residential land area in 1990, about 7,700 acres, or 92 percent, consisted of single-family residential development; about 300 acres, or 3 percent, consisted of two-family housing development; and about 400 acres, or 5 percent, consisted of multi-family development. An inventory of recent development projects in the District indicated that considerable additional residential development has occurred within the District since 1990. Residential development within the Town of Somers and Village of Pleasant Prairie since 1990 has been largely in the form of single-family residential development, while development within the City of Kenosha has occurred in both single-family and multi-family forms. The record of building permits authorizations for new housing units provides further evidence of strong residential growth in the District in recent years. From 1987 through 1992 an annual average of 650 housing units was authorized for construction in the District, compared to an average of about 200 units during the previous seven years.
4. Industrial land use, land devoted to manufacturing, wholesaling, and storage activities and related off-street parking areas, encompassed 717 acres, or about 4.1 percent of all land urban land use in the District, in 1990. After increasing by 59 acres, or 8 percent, between 1963 and 1970, and by 116 acres, or 15 percent,

between 1970 and 1980, industrial land use in the District decreased by 176 acres, or 20 percent, between 1980 and 1990. Much of that loss was related to the closing of the Chrysler automobile assembly operations and the idling of related storage yards and other supporting facilities in the central area of the City of Kenosha. The loss of industrial land in the central area of the District was partially offset by industrial growth in once outlying areas. Since 1990, industrial development within the District has been concentrated at three industrial parks: the City-sponsored Kenosha Industrial Park, located along STH 158 in the City of Kenosha; LakeView Corporate Park, developed by WISPARK, a wholly-owned subsidiary of Wisconsin Energy Corporation, located along STH 165 in the Village of Pleasant Prairie; and Westview Industrial Park, a privately developed industrial park located north of 50th Street in the City of Kenosha. Development of the Kenosha Industrial Park and LakeView Corporate Park has been particularly rapid since 1990.

5. Commercial land use, land devoted to retail and service activities and related off-street parking, totaled 753 acres, or about 4.3 percent of all urban land use in the District in 1990. Commercial land increased by 96 acres, or about 22 percent, between 1963 and 1970; by 110 acres, or 20 percent, between 1970 and 1980; and by 105 acres, or 16 percent, between 1980 and 1990. During the 1980s, commercial development in the District included new discount department stores along STH 158, east of STH 31 in the City of Kenosha; additional strip development along certain arterial streets in the City of Kenosha, including, in particular, along STH 50, east of STH 31; and the development of the initial phases of Lakeside Marketplace, a retail outlet center located near the IH 94-STH 165 interchange in the Village of Pleasant Prairie. The 1980s also saw the development of a concentration of commercial activity along the west boundary of the Planning District near the IH 94-STH 50 interchange in the Town of Bristol. Development there included the Kenosha Outlet Centre, overnight lodging places, restaurants, and other retail and service establishments. Additional commercial development within the District since 1990 included the expansion of Lakeside Marketplace in Pleasant Prairie and the development of numerous retail and service establishments, mostly in the City of Kenosha.

6. Agricultural land use encompassed about 25,600 acres, or about 40 square miles and about 47 percent of the total area of the Planning District, in 1990. The agricultural land base of the District has declined significantly over the past three decades, largely because of the conversion of farmland to urban uses. Between 1963 and 1990, the areal extent of agricultural land in the District decreased by about 7,100 acres, or about 11 square miles, a decrease of about 22 percent. The Kenosha County farmland preservation plan, adopted by Kenosha County in 1982 as a refinement of the farmland preservation recommendations of the regional land use plan, identified prime agricultural lands in the District encompassing a total of about 16,700 acres. During the 1980s, the prime agricultural acreage decreased by about 700 acres, or about 4 percent, to about 16,000 acres. Much of the prime

farmland lost during this time consisted of areas identified in the farmland preservation plan as "transition" land, a designation indicating that the areas could be expected to be developed for urban use as public utility services became available and the need for conversion to urban use was demonstrated. The preservation of prime agricultural land ensures that the best farmland remains available for the production of food and fiber for future generations and supports many sound land use development objectives. Despite the many benefits, however, the difficulty of preserving farmland within an urbanizing area like the Kenosha Urban Planning District must be recognized. Perhaps most important in this respect is the influence of the urban land market and the property-tax structure, which offer disincentives for farmers to sustain their farming operations.

Chapter V

TRANSPORTATION FACILITIES

INTRODUCTION

The transportation system of the District provides for the movement of goods and people into, out of, through, and within the District. An efficient transportation system is essential to the sound social and economic development of the District and of the County and the Region of which the District is a part. An understanding of the existing transportation system is fundamental to the preparation of a comprehensive plan for the District. Accordingly, this chapter presents a description of the major components of the existing transportation system. Included are descriptions and analyses of the existing arterial street and highway system, airport facilities, railway facilities, public transit facilities, parking facilities in the downtown area of the City of Kenosha, truck terminal facilities, and bicycle paths and routes.

ARTERIAL STREETS AND HIGHWAYS

The arterial street and highway system currently serving the Kenosha Urban Planning District is shown on Map 31. The system consists primarily of a grid of north-south and east-west arterial routes, which are typically spaced about one-half mile apart in the most heavily urbanized area and about one to two miles apart in the outlying areas of the District. Some diagonal routes are included in the arterial system. The system totaled about 167 miles in length in 1992.

Also shown on Map 31 is the number of traffic lanes provided on each arterial street and highway segment; an indication as to whether or not, in the case of multiple-lane highways, the highway is a divided facility; and an indication of which arterial street and highway segments are urban in character, that is, constructed to an urban cross-section with curb and gutter and storm sewerage. In 1992, a total of about 31 miles, or about 19 percent of the existing system, consisted of divided facilities; the IH 94 freeway, which constitutes the westerly boundary of the Planning District, totaled about 12 miles, or 39 percent of the divided-highway mileage. About 48 miles, or about 29 percent of the existing system mileage, were constructed to urban standards.

Annual average daily traffic volumes for the year 1990 for selected segments of the arterial street and highway system in the Planning District are reported on Map 32. As shown, traffic volumes on the IH 94

freeway through the District averaged more than 56,000 vehicles per day. The most heavily traveled surface arterial streets, those with volumes of at least 15,000 vehicles per day, included STH 31, STH 32, STH 50, STH 158, CTH K, 22nd Avenue, and 80th Street.

The existing level of traffic congestion on the arterial street and highway system, based upon a comparison of annual average daily traffic volumes and existing design capacities, is shown on Map 33. Of the approximately 167 miles of arterial streets and highways in the District, about 25 miles, or about 15 percent, were operating over design capacity. The congested facilities include STH 31 north of 31st Street; most of STH 50 east of CTH H; most of STH 158 east of the Kenosha Regional Airport; most of 22nd Avenue between 18th Street and 80th Street; and portions of 60th Street, 80th Street, 30th Avenue, 39th Avenue, Roosevelt Road, and Sheridan Road in the City of Kenosha.

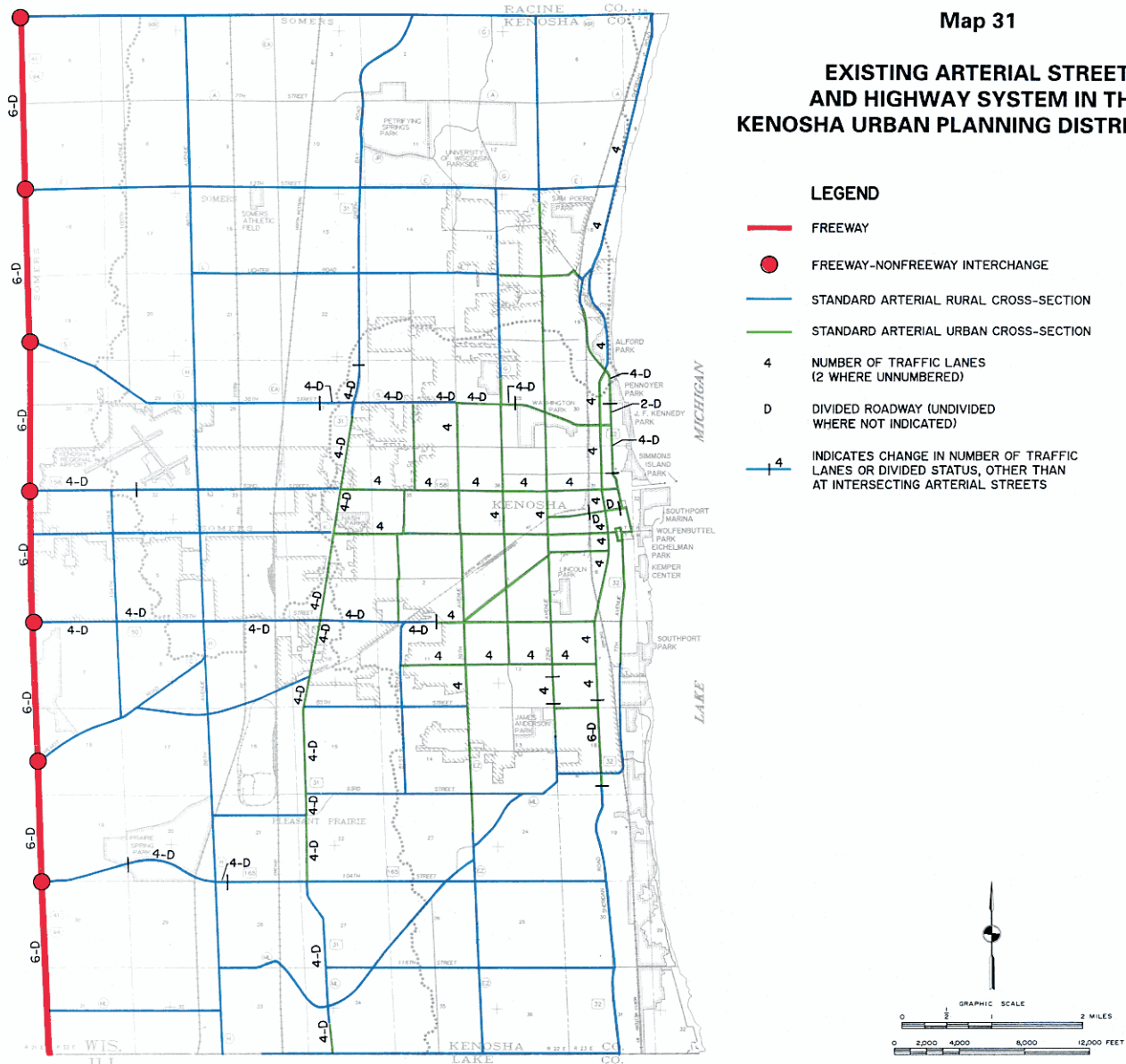
The jurisdictional responsibilities for the arterial street and highway system, as these existed in 1992, are shown on Map 34 and summarized in Table 43. Of the 167-mile arterial system, about 57 miles, or 34 percent, consist of State trunk highways; about 56 miles, or 34 percent, consist of Kenosha County trunk highways; and about 54 miles, or 32 percent, are under local jurisdiction. County trunk highways which are not included in the existing arterial system are also identified on Map 34.

Information regarding right-of-way widths and pavement widths is required in support of the transportation element of the new comprehensive plan for the District. Accordingly, information regarding right-of-way widths and pavement widths was collected for arterial streets and highways in the District, specifically, for those existing streets and highways which are included in the year 2000 regional transportation system plan.¹ The results of

¹ *The inventory of right-of-way widths and pavement widths was conducted for streets and highways attendant to the second generation, year 2000 regional transportation system plan. A third generation, design year 2010 regional transportation system plan was under preparation at the time of this inventory work. The year 2010 plan is presented in Chapter XI as the recommended arterial street and highway system plan for the Planning District.*

Map 31

**EXISTING ARTERIAL STREET
AND HIGHWAY SYSTEM IN THE
KENOSHA URBAN PLANNING DISTRICT: 1992**



Source: SEWRPC.

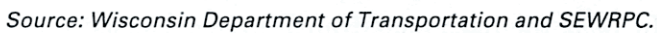
the inventories are shown graphically on Maps 35 and 36. The right-of-way and pavement widths shown on those maps represent the predominant widths for the various segments of the system.

The right-of-way inventory revealed a range of right-of-way widths, with considerable variation in the width often occurring over relatively short segments of the highway system. Some of this variation is due to varying right-of-way dedication requirements imposed upon land subdivisions as the area has developed. The most common right-of-way width throughout the District is 66 feet, a width considered

to be the minimum for both rural and urban two-lane arterial facilities. Streets and highways having a 66-foot right-of-way totaled about 70 miles, or about 40 percent of the total arterial system mileage envisioned under the year 2000 regional transportation plan.

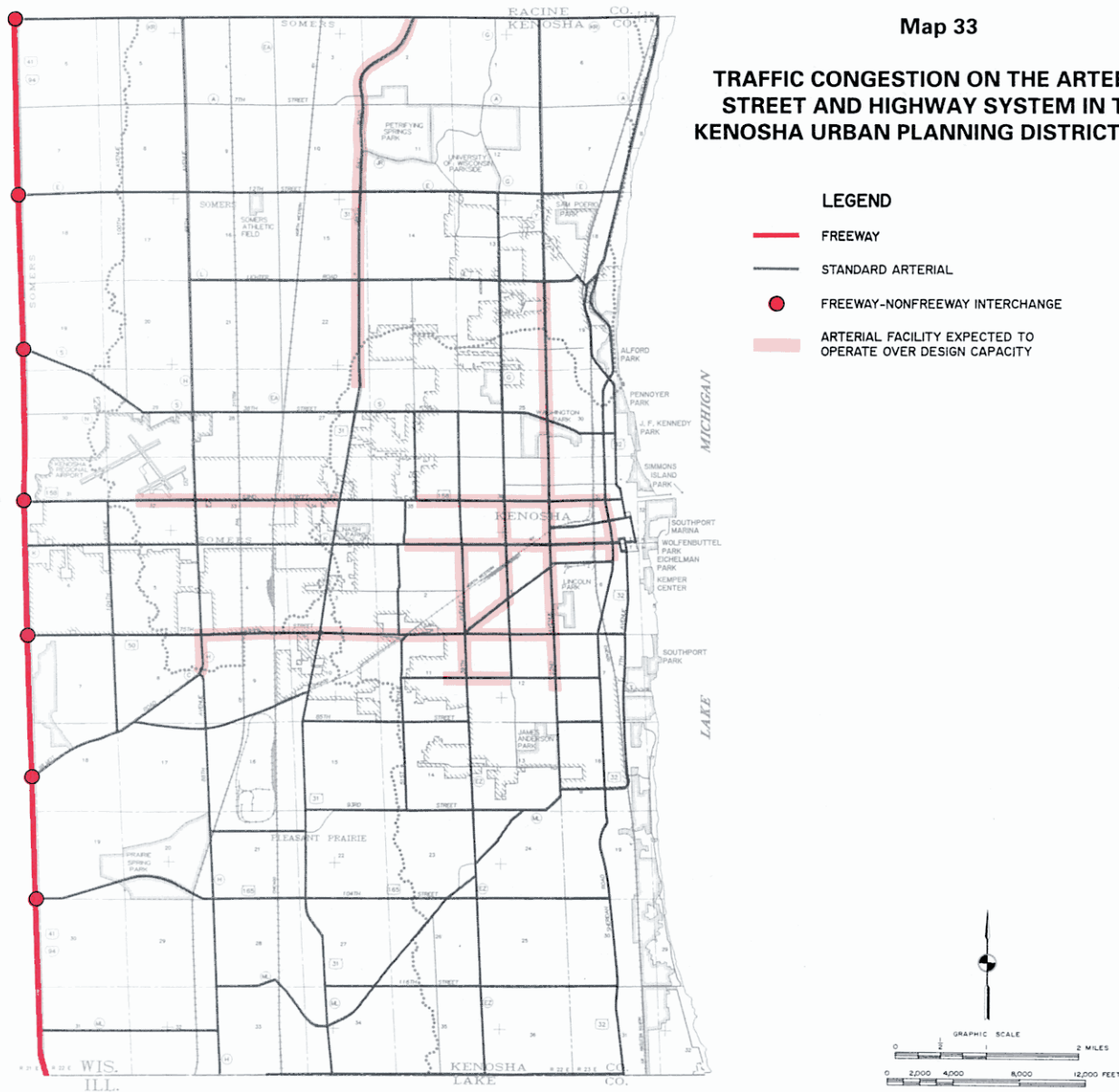
Existing pavement widths for streets and highways included in the year 2000 regional transportation system plan are shown on Map 36. It should be noted that Map 36 shows the predominant existing pavement widths, discounting turn lanes and similar widenings provided at intersections. For urban cross-

**ANNUAL AVERAGE DAILY TRAFFIC VOLUMES ON SELECTED SEGMENTS OF THE
ARTERIAL STREET AND HIGHWAY SYSTEM IN THE KENOSHA PLANNING DISTRICT: 1990**



Map 33

TRAFFIC CONGESTION ON THE ARTERIAL STREET AND HIGHWAY SYSTEM IN THE KENOSHA URBAN PLANNING DISTRICT: 1990



Source: SEWRPC.

sections, the pavement widths are curb-face to curb-face. For rural cross-sections, the pavement widths represent the width of the through travel lanes. For divided highways, the pavement width is indicated for each direction.

Truck Routes

The City of Kenosha, by local ordinance, has established a system of truck routes over arterial streets within the City (see Map 37). All vehicles with a gross weight over 6,000 pounds must operate over this system; such vehicles may deviate from the system only for pickups and deliveries, in which case, the shortest and most direct route to and from the truck route must be used. Under City ordinance, vehicles in excess of 6,000 pounds which constitute through traffic, that is, vehicles using street system

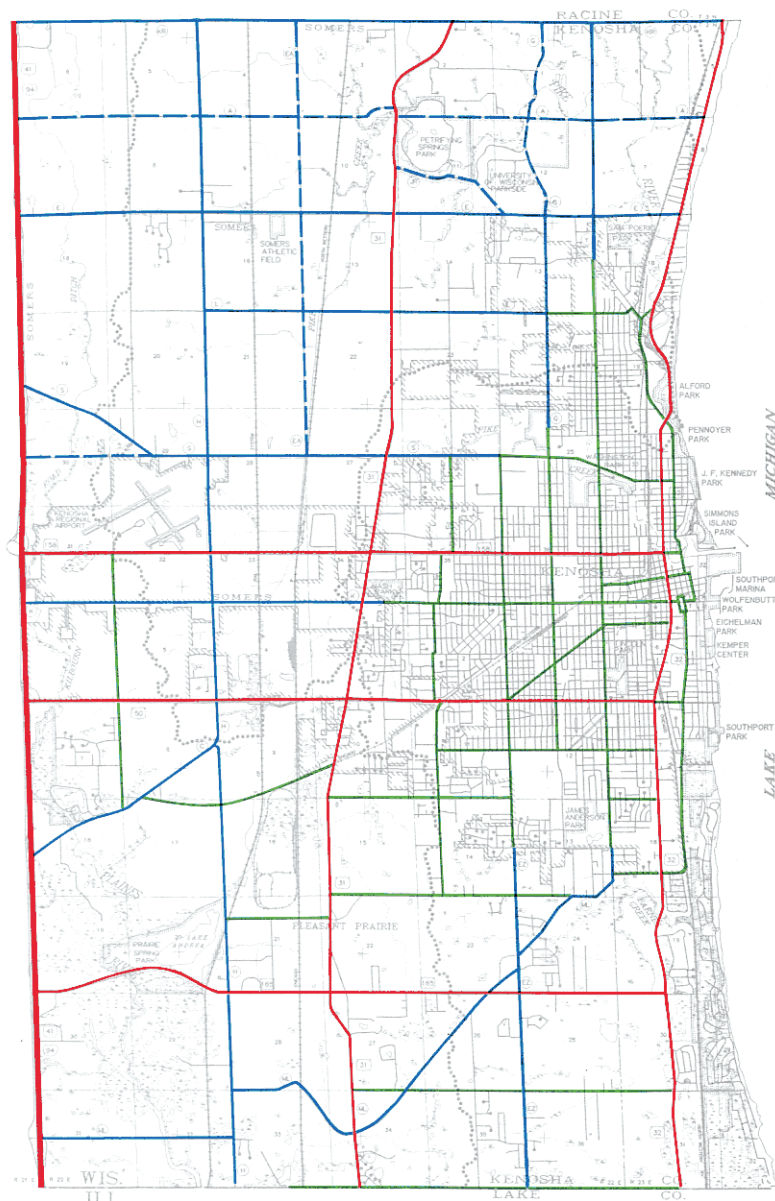
for the purposes of traveling through the City, must operate only on State and Federal highways.

TRANSIT FACILITIES

Kenosha Transit System

The City of Kenosha is the major supplier of local public transit service in the Planning District. The City provides fixed-route bus service and certain specialized transit services. The Kenosha Transit Commission is the policy-making body of the transit system. However, the Kenosha Common Council has the ultimate responsibility for review and approval of the annual budget for the system.

In 1992, the fixed-route transit system consisted of seven regular bus routes, nine peak-hour "tripper"



Map 34

**EXISTING JURISDICTIONAL
HIGHWAY SYSTEM IN THE KENOSHA
URBAN PLANNING DISTRICT: 1992**

LEGEND

ARTERIAL FACILITIES

- STATE TRUNK FREEWAY
- STATE TRUNK NONFREEWAY
- COUNTY TRUNK
- LOCAL TRUNK

NONARTERIAL FACILITIES

- COUNTY TRUNK

Source: SEWRPC.

routes intended primarily for student transportation, and two shuttle routes. As shown on Map 38, all seven of the regular local bus routes are radial in design and provide direct, no-transfer bus service to the Kenosha central business district. The schedule is structured so that all buses meet at a common transfer site in downtown Kenosha at approximately the same time to facilitate transfers between routes. Headways of 30 to 60 minutes during weekday peak periods and 60 minutes during weekday middays and all day Saturday are maintained on the regular routes. The seven regular bus routes serve the City of Kenosha primarily, with one bus route extending into the Town of Somers to serve the University of Wisconsin-Parkside. The City relocated the central transfer terminal in the downtown area in 1992. The new downtown terminal, which serves as a common

Table 43

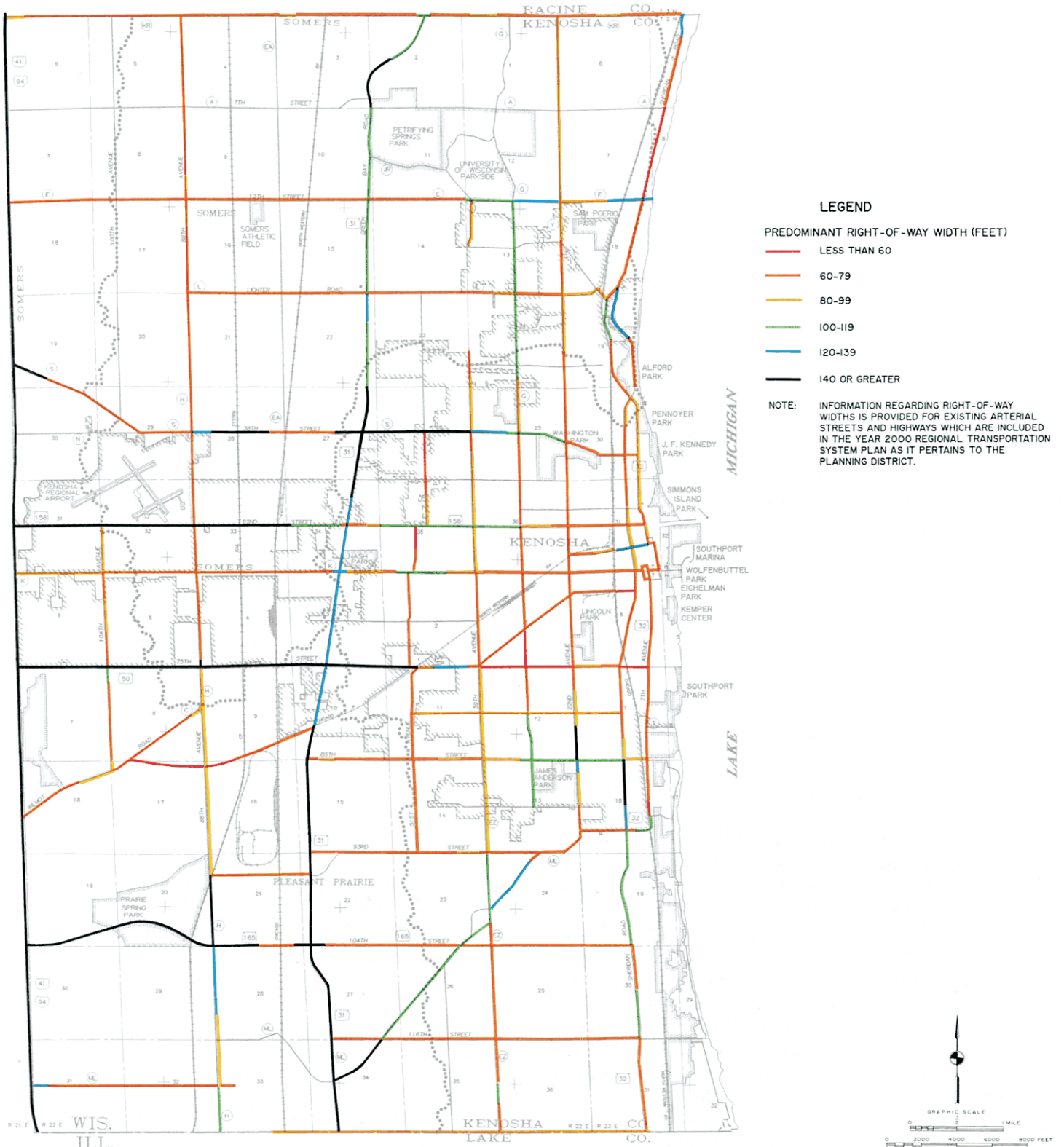
**EXISTING STREET AND HIGHWAY
SYSTEM MILEAGE BY JURISDICTION IN THE
KENOSHA URBAN PLANNING DISTRICT: 1992**

Jurisdiction	Arterial Miles	Percent of Total
State Trunk Highway		
Freeway	12.1	7.2
Standard Arterial	44.5	26.6
Subtotal	56.6	33.8
County Trunk Highway	56.3	33.7
Local Trunk Highway	54.3	32.5
Total	167.2	100.0

Source: SEWRPC.

Map 35

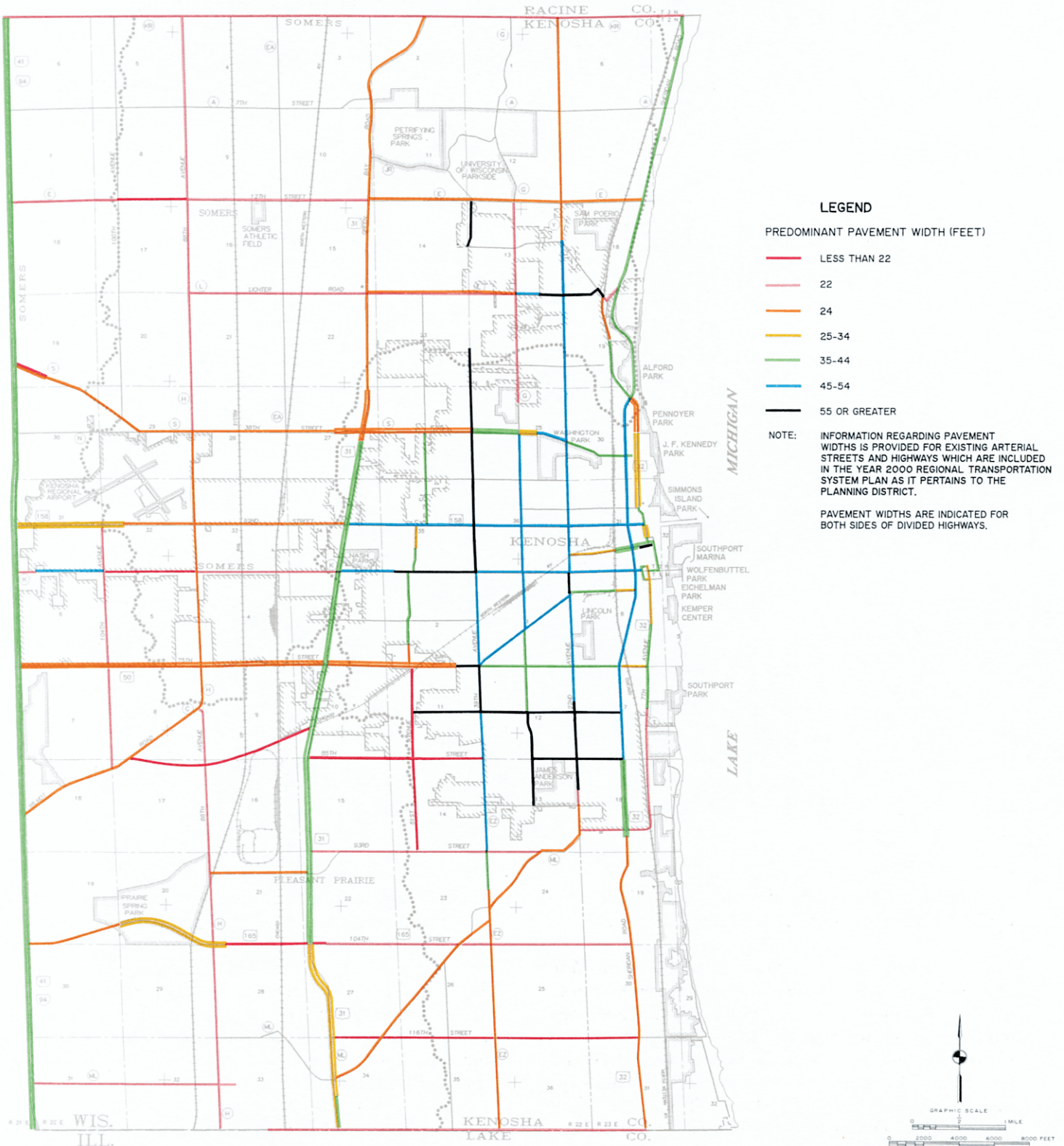
**EXISTING RIGHT-OF-WAY WIDTHS FOR ARTERIAL STREETS
AND HIGHWAYS IN THE KENOSHA URBAN PLANNING DISTRICT: 1992**



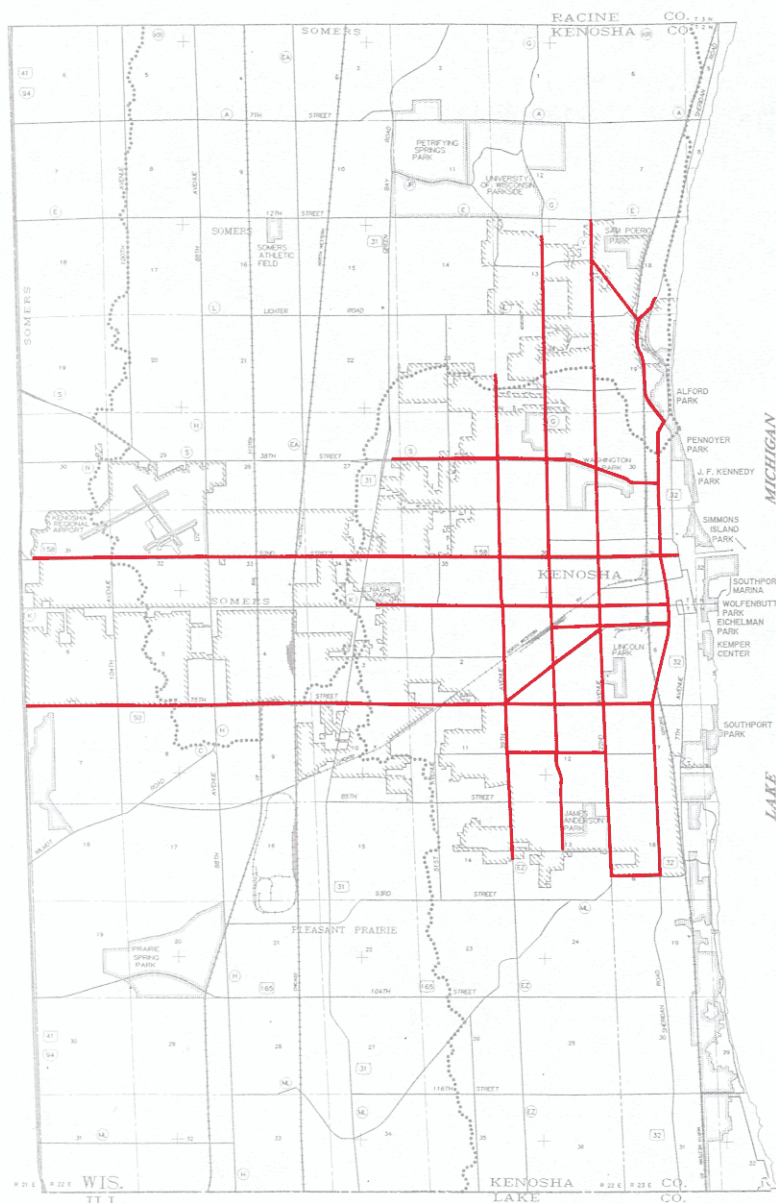
Source: SEWRPC.

Map 36

**EXISTING PAVEMENT WIDTHS FOR ARTERIAL STREETS
AND HIGHWAYS IN THE KENOSHA URBAN PLANNING DISTRICT: 1992**



Source: SEWRPC.



Source: SEWRPC.

transfer point for the fixed-route service, is located on 56th Street between 7th and 8th Avenues.

The two special shuttle routes, also shown on Map 38, provide access to major commercial, recreational, and employment centers which have developed outside the service area of the regular routes of the transit system. One shuttle serves the Dairyland Greyhound Park and the commercial development near the intersection of IH 94 and STH 50, including the Kenosha Outlet Centre. The second shuttle is designed to serve employees of the industries at LakeView Corporate Park, in the Village of Pleasant

Prairie. The shuttle routes use the common transfer point for the regular routes of the transit system as a terminus within the City.

The special peak-hour tripper routes operate only on regular school days and are designed to accommodate the movement of junior and senior high school students. Those routes can, however, also be used by the general public.

The service area for the existing transit system encompasses approximately 21 square miles, including most of the City of Kenosha and small portions

of the Village of Pleasant Prairie and the Town of Somers. The total 1990 service area population was estimated to be about 86,800 persons, or about 87 percent of the 100,200 total 1990 resident population of the Planning District. The existing transit system provides excellent areal coverage of the potential transit trip generators within the Planning District. Virtually all the transit-dependent population trip generators, such as facilities serving the elderly, disabled, and low-income transit-dependent population groups, and about 90 percent of the major land use trip generators, such as major commercial centers, educational institutions, hospitals and medical centers, governmental and public institutional centers, major employment centers, and recreational areas, are located within one-quarter mile of a route of the existing City transit system.

In addition to fixed-route transit service, the transit system also provides a special transportation service designed to serve any disabled person who is unable to use the regular bus service. The City of Kenosha provides funds for the service, which is provided under the Care-A-Van program, administered by the Kenosha County Department of Aging. The Department of Aging, in turn, contracts with the Kenosha Achievement Center, Inc., which actually provides the service.

A new five-year transit system development plan for the Kenosha Transit system for 1991-1995 was completed for the City by the Regional Planning Commission in September 1991.² The recommended plan proposes changes to all seven existing regular routes, plus the creation of a new eighth regular route serving the northern half of the City. The recommended plan also proposes changes to the two existing shuttle routes to expand service to areas of new residential, commercial, and industrial development in the Kenosha area. The City is currently refining the plan recommendations for implementation in 1993.

Other Transit Services

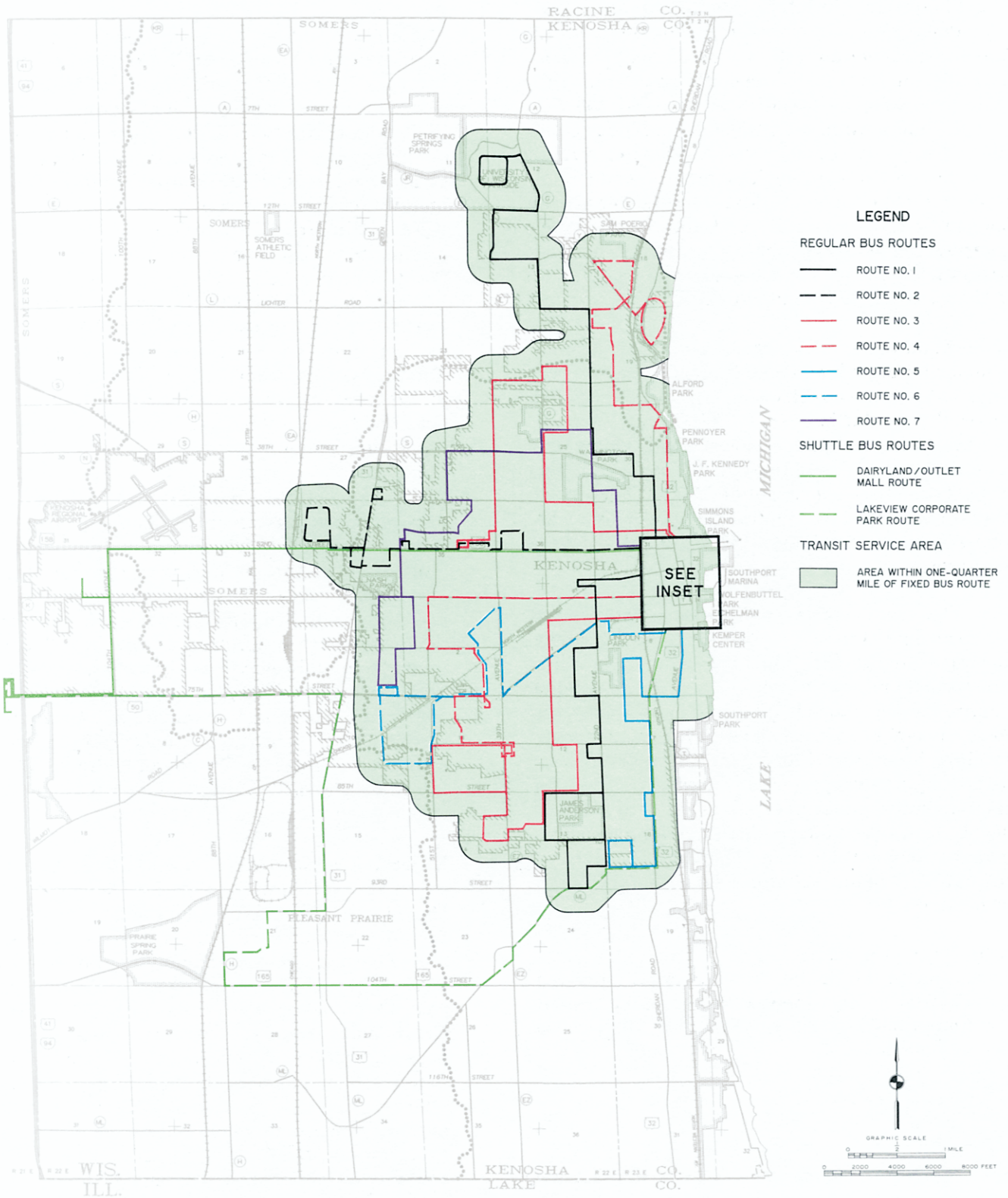
In addition to the public transit services provided by the City of Kenosha, there are other transit services provided within the Planning District, as indicated below:

- Local bus service is provided by the City of Racine, which extends one route of its transit system into the area to serve the University of Wisconsin-Parkside.
- Commuter-rail service is provided between Kenosha and Chicago, with intermediate stops throughout the north-shore suburbs of northeastern Illinois. The railway station at 54th Street and 13th Avenue is the northern terminus of this service. The service is operated by the Chicago & North Western Transportation Company under an agreement with the Northeast Illinois Railroad Corporation, or Metra, the commuter-rail division of the Regional Transportation Authority (RTA) in northeastern Illinois. On weekdays, nine trains operate in each direction on this route, five of which operate in each direction during the peak period. On Saturdays, five southbound trains and seven northbound trains operate throughout the day. On Sundays and holidays, three trains operate in each direction.
- The National Rail Passenger Corporation, or Amtrak, provides intercity passenger service between Chicago, Milwaukee, and Minneapolis-St. Paul over CP Rail System trackage. One daily round trip operates between Chicago, Milwaukee, Minneapolis-St. Paul, and Seattle. In addition, there are seven daily Milwaukee-Chicago round trips scheduled throughout the day, with the first early morning trip in each direction not operating on Sundays or holidays. Currently, there are no stops within the District; the nearest stop is located in the Village of Sturtevant in Racine County, which is served by all Milwaukee-Chicago Amtrak trains.
- Intercity bus service is provided by three private carriers: Wisconsin Coach Lines, Inc., Greyhound Lines, Inc., and Badger Coaches, Inc. Wisconsin Coach Lines, Inc., operates a route between Kenosha, Racine, and Milwaukee with eight round trips on weekdays and four round trips on weekends and holidays. Greyhound Lines, Inc., operates 20 daily round trips in the Milwaukee-Chicago corridor. Two of the southbound and one of the northbound runs operate through downtown Kenosha and another three southbound and five northbound runs stop at IH 94 and STH 50. Eleven of the southbound and ten of the northbound Greyhound buses are through runs between Chicago and Northern Wisconsin and Michigan or

²See *SEWRPC Community Assistance Planning Report No. 183, Kenosha Transit System Development Plan: 1991-1995, September 1991.*

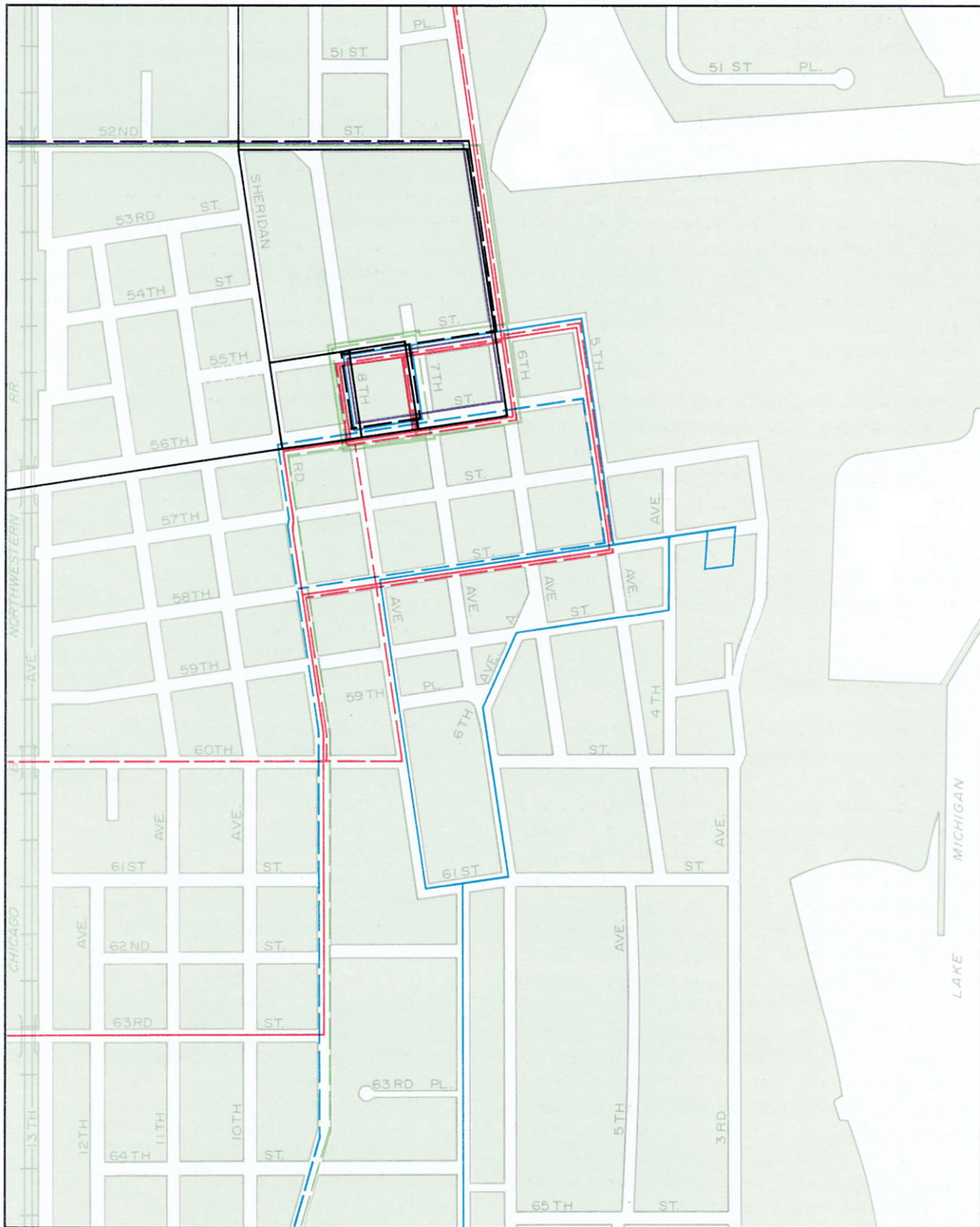
Map 38

FIXED-ROUTE TRANSIT SERVICE OPERATED BY THE KENOSHA TRANSIT SYSTEM WITHIN THE KENOSHA URBAN PLANNING DISTRICT: DECEMBER 1992



Source: City of Kenosha Transportation Department and SEWRPC.

Map 38 Inset



Minneapolis-St. Paul. Selected Wisconsin Coach Lines and Greyhound buses also stop at General Mitchell International Airport in Milwaukee. Badger Coaches operate five daily round trips between Milwaukee and Chicago's O'Hare International Airport, stopping at Mitchell International Airport and at IH 94 and STH 50.

- The Kenosha Unified School District provides special school transportation for regular education within the Planning District to pupils who either reside two miles or more from the school they are entitled to attend or who would otherwise face hazardous conditions walking to and from school. The School District also provides transportation for children with exceptional educational needs, as required by Wisconsin Statute.
- Several special transportation services intended to serve the needs of elderly and/or disabled persons are provided within the area, the principal sponsors of which are the Kenosha County Department of Aging and the Kenosha County Department of Community Programs, both of which contact with the Kenosha Achievement Center, Inc., to provide the specialized services.

RAILWAY FREIGHT FACILITIES

As of the end of 1992, railway freight service was being provided over three north-south routes through the Planning District by two railway companies. As shown on Map 39, the Chicago & North Western Transportation Company provided freight service over its New Line Subdivision, traversing the central portion of the District, and over its Kenosha Subdivision line, traversing the eastern portion. These main lines are connected by a northeasterly-southwesterly local branch line through the City of Kenosha and the Village of Pleasant Prairie, referred to as the Farm Subdivision. The CP Rail System, formerly known as the Soo Line, provided freight rail service over a north-south main line in the westerly portion of the District, the former Chicago, Milwaukee, St. Paul & Pacific Railroad. The three north-south main lines within the District are part of an important transportation corridor connecting the Planning District with the Milwaukee and Chicago metropolitan areas.

As already noted, passenger train service is provided over two of these railway lines within the District,

the Metra commuter-rail service between Kenosha and Chicago, which utilizes the Chicago & North Western Railway tracks on the east side of the City of Kenosha and Village of Pleasant Prairie, and the Amtrak Milwaukee-Chicago intercity service, which utilizes the CP Rail System tracks on the west side of the District.

Proper coordination of railway and highway facilities is an important aspect of transportation system planning for any area. Railway and highway systems should be designed to minimize at-grade crossings between railway lines and streets and highways and, when at-grade crossings are necessary, to maximize safety and to minimize delays to railway and motor vehicle operations. A general assessment of street-railway crossings within the Planning District, based upon a review of train activity and automobile traffic volume and consultations with concerned local engineering and planning staffs, follows.

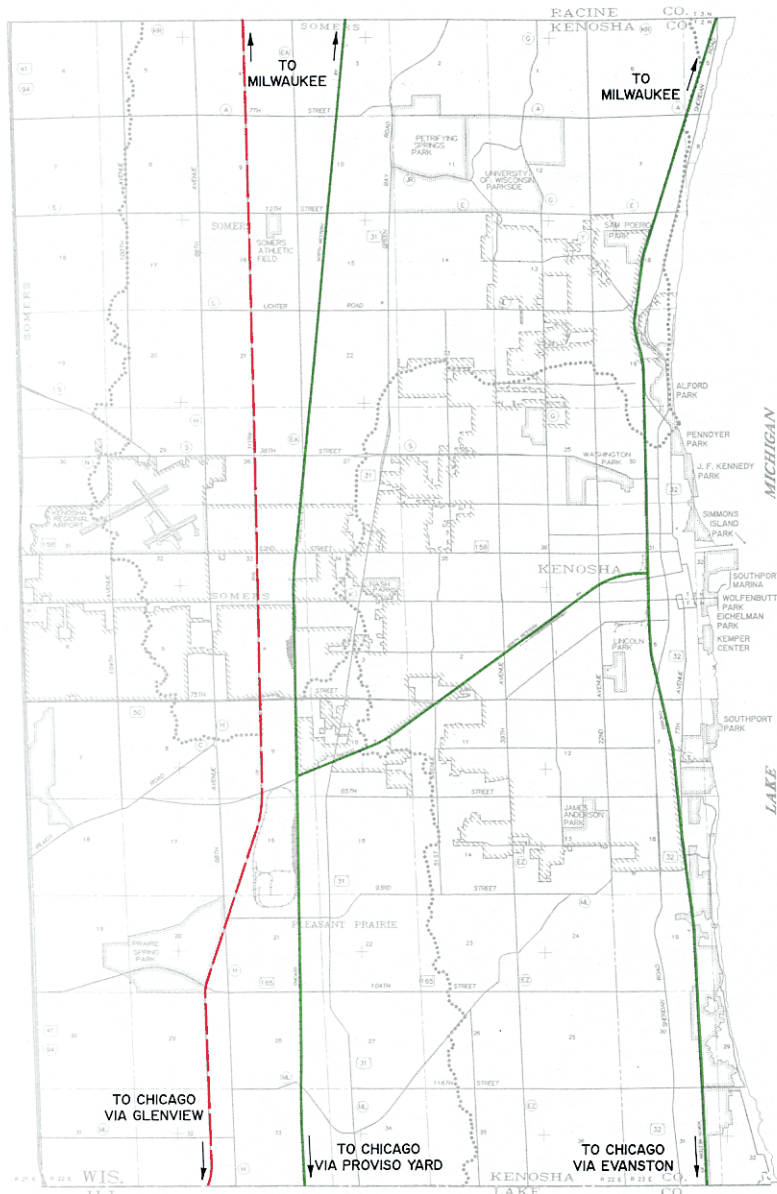
- Chicago & North Western Railway, Kenosha Subdivision: Grade-crossing problems are minimized by existing grade separations throughout most of the City of Kenosha and by the relatively low volume of freight train activity. The City of Kenosha has proposed an at-grade crossing of the Chicago & North Western Railway which would allow the extension of 85th Street from STH 32 to 7th Avenue. That extension of 85th Street is included in the currently adopted regional transportation system plan as it pertains to the District. The City has petitioned the State Office of the Commissioner of Transportation to consider such a crossing.

Lack of a street crossing of the railway between 91st Street and 116th Street is a concern insofar as it limits access by fire and rescue service vehicles to residential areas in the Carol Beach area, located east of the railway.

- CP Rail System, Main Line, and Chicago & North Western Railway, New Line Subdivision: Grade-crossing problems are minimized by grade separations on both railway lines at STH 50 and STH 158 and grade separations on the CP Rail System railway at CTH S and STH 165. A grade separation at the Chicago & North Western Railway crossing will be included in the improvement of STH 165 between CTH H and STH 31, scheduled for the summer of 1993. Most freight trains over these tracks move at

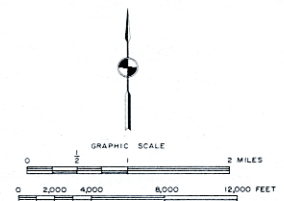
Map 39

**COMMON-CARRIER RAILWAY
FREIGHT LINES IN THE KENOSHA
URBAN PLANNING DISTRICT: 1992**



LEGEND

- CHICAGO & NORTH WESTERN
TRANSPORTATION COMPANY
- CP RAIL SYSTEM



Source: SEWRPC.

relatively high speeds through the District. Coal trains entering and leaving the Wisconsin Electric Power Company Pleasant Prairie generating plant may cause occasional delays at crossings of highways.

- **Chicago & North Western Farm Subdivision:** While freight activity on this local branch line has greatly diminished in recent years, some delays may occasionally occur on STH 50, Cooper Road, 60th Street, 39th Avenue, and 30th Avenue. The longest delays are likely to occur on STH 50. Because freight train movements are very limited on this line, however, the need for grade separations is not anticipated.

**CENTRAL BUSINESS DISTRICT
PARKING FACILITIES**

Automobile parking facilities in the Kenosha central business district are provided in the form of both on-street and off-street parking spaces, the latter, with the exception of a single parking structure, consisting exclusively of surface parking lots. Under the comprehensive planning program, an inventory and analysis of the supply and utilization of these automobile parking facilities was conducted. The central business district was, for the purpose of the inventory, defined as the approximately 0.4-square-mile area shown on Map 40. All the inventory work was conducted in May 1993.

Table 44

EXISTING AUTOMOBILE PARKING SPACES IN THE KENOSHA CENTRAL BUSINESS DISTRICT: 1993

Type of Parking	Number of Spaces	Percent of Off-Street or On-Street Parking	Percent of Total Parking
Off-Street Parking			
General-Purpose, Off-Street ^a			
Pay Parking			
City Department of Transportation ^b	368	7.2	5.3
Privately Operated Lots	176	3.5	2.5
Free Parking			
City Department of Transportation ^c	214	4.2	3.1
City Southport Marina	290	5.7	4.2
Subtotal: General-Purpose, Off-Street	1,048	20.6	15.1
Special-Purpose, Off-Street ^{d,e}	4,038	79.4	58.4
Subtotal: Off-Street Parking	5,086	100.0	73.5
On-Street Parking ^f			
Restricted ^g	885	48.3	12.8
Unrestricted	859	46.8	12.4
Mixed	90	4.9	1.3
Subtotal: On-Street Parking	1,834	100.0	26.5
Total: All Parking	6,920	—	100.0

^a General-purpose, off-street parking is parking available to the general public for any use.

^b Includes City Transportation Department lots No. 1, 3, 9, 16, 18 (part), 20, 21, and 23.

^c Includes City Transportation Department lots No. 5, 8, and 18 (part).

^d Special-purpose parking is parking intended to be used for specific purposes, in most cases, for customers, clients, or employees.

^e Includes City Transportation Department lot No. 14, which is leased to the Kenosha Postal Employees Credit Union.

^f Under this inventory, entire block faces were classified according to the predominant parking condition as follows:

“Restricted”: Most of the available parking on the block face was subject to a time limit of two hours or less.

“Unrestricted”: Most of the available parking on the block face was not subject to time limits.

“Mixed”: Parking on the block face included both restricted and unrestricted spaces, with neither predominating.

^g Includes on-street parking reserved for hospital employees.

Source: SEWRPC.

Parking Supply

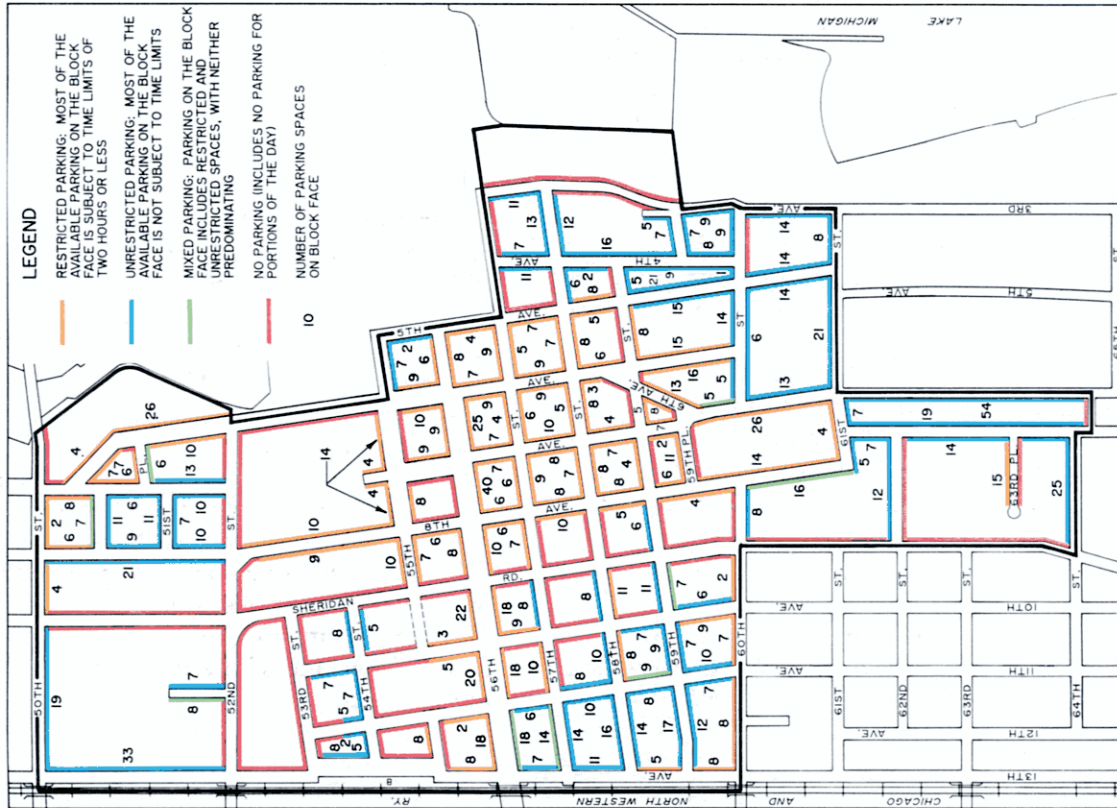
The inventory found that there were 6,920 automobile parking spaces in the study area in 1993. On-street parking accounted for 1,834 spaces, or about 27 percent of the total; the rest, about 5,086 spaces, or 73 percent of the total, consisted of general-purpose and special-purpose off-street parking facilities.³

³ All off-street parking areas capable of accommodating five automobiles or more were included in the inventory.

All on-street parking in the study area was free. Some on-street parking was subject to posted time limits; others was not. As part of this inventory, block faces were classified as “restricted,” “unrestricted,” or “mixed,” based upon the predominant parking regulations in effect. On restricted block faces, most of the available parking was subject to time limits of two hours or less. On unrestricted block faces, most of the available parking was not subject to any time limits. On mixed block faces, the available parking included both restricted and unrestricted spaces, with neither predominating. As indicated in Table 44, of the total of 1,834 on-street parking spaces, 885 spaces, or 48 percent, were restricted; 859 spaces, or

Map 40

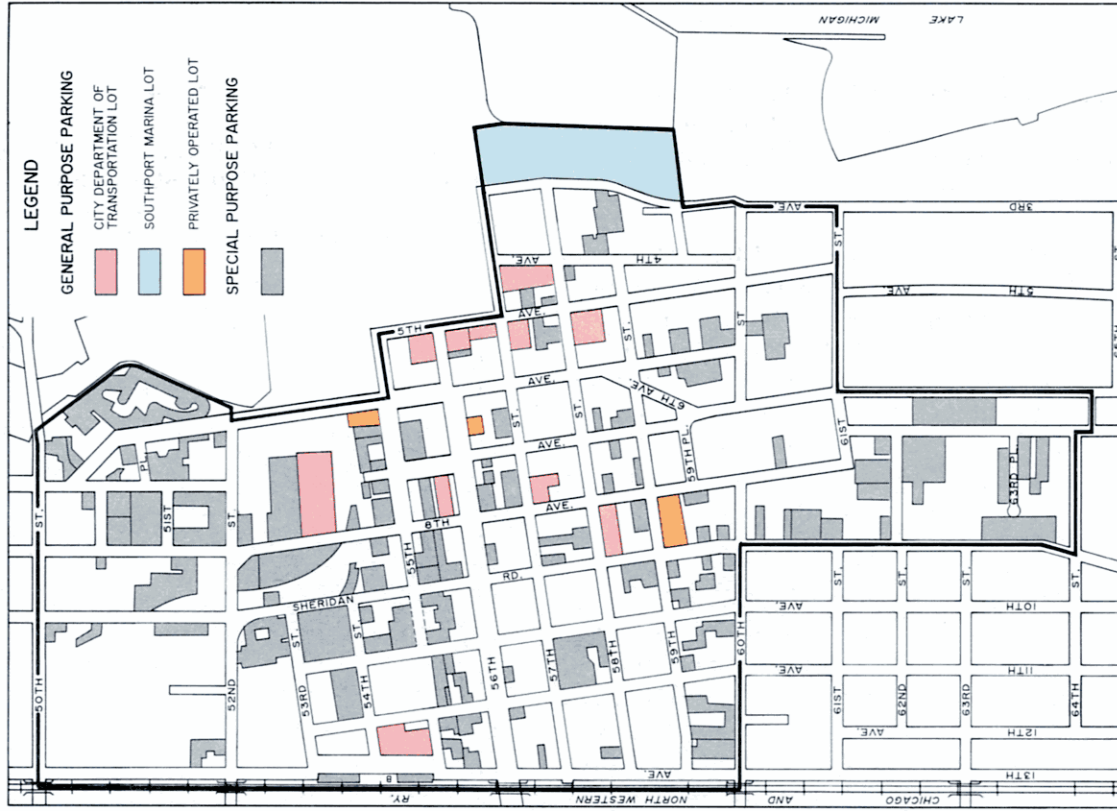
EXISTING STREET PARKING IN THE
KENOSHA CENTRAL BUSINESS DISTRICT: 1993



Source: SEWRPC.

Map 41

EXISTING OFF-STREET PARKING IN THE
KENOSHA CENTRAL BUSINESS DISTRICT: 1993



Source: SEWRPC.

47 percent, were unrestricted. The remaining 90 spaces, or 5 percent, were located on mixed block faces. The distribution of on-street parking within the study area is shown on Map 40.

Off-street parking within the study area was classified for inventory purposes as general-purpose parking and special-purpose parking. The former was defined as parking that is available to the general public for any use. The latter was defined as parking which is provided in support of specific uses, in most cases, for use by customers, clients, or employees. The distribution of general-purpose and special-purpose off-street parking in the District is shown on Map 41.

As indicated in Table 44, of the total of 5,086 off-street parking spaces in the study area, about 1,048 spaces, or 21 percent, were in general-purpose parking lots. Of the general-purpose parking, 582 spaces, or 55 percent, were provided by the City of Kenosha Department of Transportation at 11 different lots;⁴ 290 spaces, or 28 percent, were at the Southport Marina parking lot, all available for general use, except for certain spaces reserved for use by boaters on weekends during the boating season; and 176 spaces, or 17 percent, were provided at three privately owned and operated lots in the study area.

As further indicated in Table 44, most off-street parking, 4,038 spaces, or 79 percent, consisted of special-purpose parking. Such parking was provided by businesses, governmental agencies, and institutions in support of their customers, patrons, and employees. Included in this total was a parking lot leased by the City to the Kenosha Postal Employees Credit Union.

Parking Fees

As already noted, there was no charge for on-street parking in the study area. General-purpose off-street parking was free in some lots, but required a fee in others.

As shown on Map 42 and Table 45, free parking was provided in four of the 15 general-purpose lots, including the Southport Marina lot and three lots operated by the City of Kenosha Transportation

⁴The northern and southern portions of Kenosha Transportation Department Lot No. 18 were considered as separate lots in the inventory.

Map 42

GENERAL-PURPOSE OFF-STREET PARKING IN THE KENOSHA CENTRAL BUSINESS DISTRICT: 1993



Source: SEWRPC.

Department. These four lots encompassed a total of 504 spaces, or about 48 percent of all general-purpose off-street parking spaces.

A fee was charged at each of the 11 other general-purpose lots. At eight City Transportation Department lots, the monthly parking fee was \$15. At two such lots, parking was also available at a rate of \$0.25 for three hours. At the City lot adjacent to the Chicago & North Western Railway station, the charge for parking was \$1.00 per day. At the three privately operated general-purpose parking lots, the monthly parking fee was between \$15 and \$30. Metered parking at a rate of \$0.10 per hour was also available at one of the privately operated general-purpose lots.

Table 45

GENERAL-PURPOSE OFF-STREET PARKING IN THE KENOSHA CENTRAL BUSINESS DISTRICT: 1993

Type	Site Number (see Map 42)	Operator	Number of Spaces	Terms
Free Parking	8	City Department of Transportation	125	Free
	18A	City Department of Transportation	34	Free, three-hour limit
	5	City Department of Transportation	55	Free
	33	Parks Division of City Department of Public Services	290 ^a	Free
Pay Parking	23	City Department of Transportation	84	\$15 per month or \$1 per day
	32	Private	50	\$20 per month
	1	City Department of Transportation	38	\$15 per month
	31	Private	30	\$30 per month
	20	City Department of Transportation	22	\$15 per month
	18B	City Department of Transportation	12	\$15 per month
	21	City Department of Transportation	32	\$15 per month
	9	City Department of Transportation	36	\$15 per month
	3	City Department of Transportation	62	\$15 per month or \$0.25 for three hours
	16	City Department of Transportation	82	\$15 per month or \$0.25 for three hours
	30	Private	96	\$15 per month or \$0.10 per hour

^a Of these 290 spaces, 123 spaces are intended for use by boaters on weekends during the boating season (May 15 to October 15).

Source: SEWRPC.

Parking Utilization

Two surveys were conducted to identify the utilization of the existing parking facilities. One such survey was intended to identify midday occupancy rates throughout the area; the second was intended to identify parking occupancy and turnover patterns over the course of an average weekday in a portion of the study area, the downtown commercial area.

Midday Occupancy Rates: The areawide parking-use survey was intended to identify parking space utilization on a typical Friday and a typical Saturday, during midday hours, the time of day associated with peak parking occupancy in the area. The times of the inventory were 11:30 a.m. to 1:30 p.m. on Friday, May 14, 1993, and 11:00 a.m. to 1:00 p.m. on Saturday, May 15, 1993.⁵ The occupancy survey

involved one observation of each block face and lot in the study area during the survey time period on each day for the purpose of recording the number of automobiles parked at that time.

As indicated in Table 46, the Friday midday occupancy rate was 45 percent for on-street parking, including 56 percent for restricted parking and 34 percent for unrestricted parking. The Friday midday occupancy rate for off-street parking was 44 percent, including 31 percent for general-purpose off-street parking and 48 percent for special-purpose off-street parking. Saturday occupancy rates were consistently lower than the Friday rates. Midday occupancy rates are presented by city block on Maps 43 and 44. Specifically, Map 43 presents separately Friday and Saturday occupancy rates for all available parking, including on-street, general-purpose off-street, and special-purpose off-street parking. Map 44 presents separately Friday and Saturday occupancy rates for all general-purpose parking, that is, for on-street and general-purpose off-street parking combined.

Turnover Rates in the Downtown Area: A daylong parking-use survey was conducted for the downtown commercial area, a subarea of the larger parking study area. The 18-block area is bounded by 55th Street on the north, 5th Avenue on the east, 59th Street and 59th Place on the south, and Sheridan Road on the west (see Map 45). The downtown

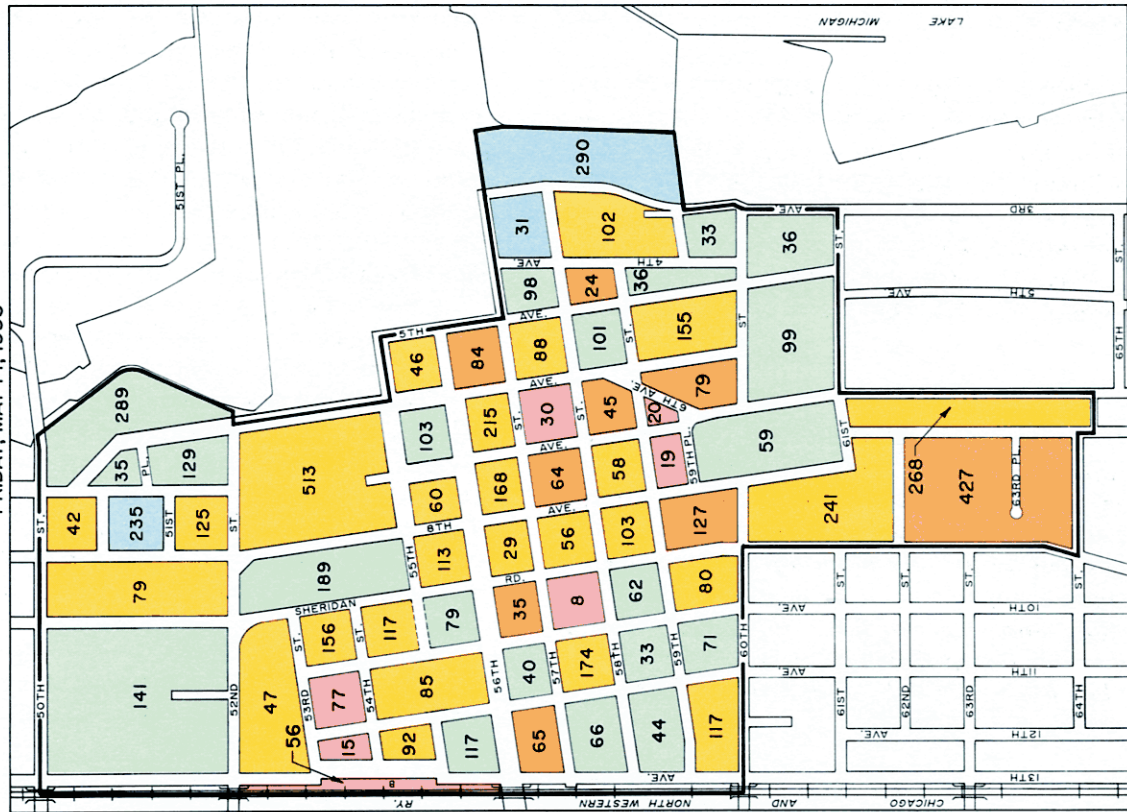
⁵ The Friday and Saturday selected for the survey were considered to be "normal" in the sense that parking patterns were not expected to be affected by any special events. The times of day for the survey were selected by the city planning and engineering staffs as representative of peak parking usage on a weekday and weekend day, respectively. Traffic volumes and parking use may be expected to be somewhat higher on a Friday than on a Tuesday, Wednesday, or Thursday.

Map 43

PARKING OCCUPANCY RATE BY CITY BLOCK IN THE KENOSHA CENTRAL BUSINESS DISTRICT--
ALL PARKING (ON-STREET, GENERAL-PURPOSE OFF-STREET, AND SPECIAL-PURPOSE OFF-STREET): 1993

FRIDAY, MAY 14, 1993

SATURDAY, MAY 15, 1993



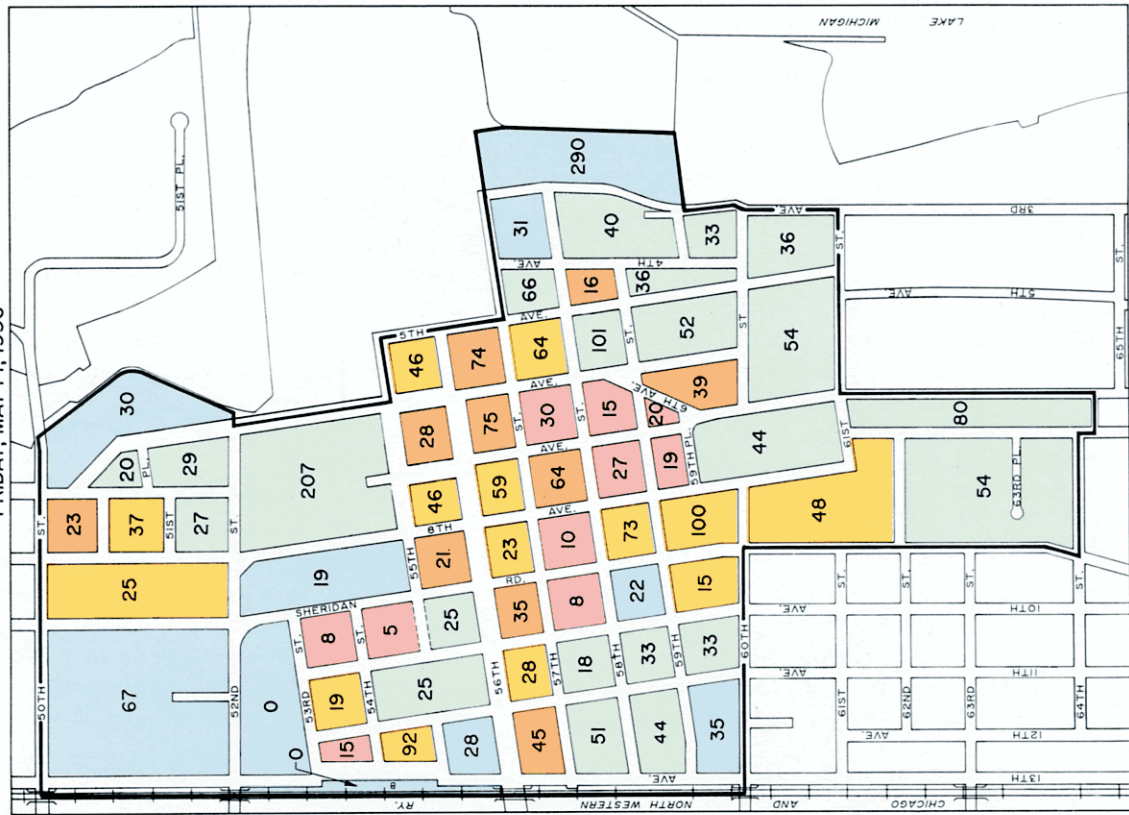
Source: SEWRPC.

Map 44

PARKING OCCUPANCY RATES BY CITY BLOCK IN THE KENOSHA CENTRAL BUSINESS DISTRICT--GENERAL-PURPOSE PARKING (ON-STREET AND GENERAL-PURPOSE OFF-STREET): 1993

FRIDAY, MAY 14, 1993

SATURDAY, MAY 15, 1993



Source: SEWRPC.

Table 46

OCCUPANCY RATE FOR AUTOMOBILE PARKING SPACES IN THE KENOSHA CENTRAL BUSINESS DISTRICT: 1993

Type of Parking	Number of Spaces	Percent Occupied (Midday)	
		Friday, May 14, 1993	Saturday, May 15, 1993
Off-Street Parking			
General-Purpose, Off-Street			
Pay Parking			
City Department of Transportation ^a	368	45.1	19.6
Privately Operated Lots	176	39.2	12.5
Free Parking			
City Department of Transportation ^b	214	32.7	6.1
City Southport Marina	290	6.6	19.3
Subtotal: General-Purpose, Off-Street Parking	1,048	30.9	15.6
Special-Purpose, Off-Street	4,038	47.7	21.3
Subtotal: Off-Street Parking	5,086	44.2	20.1
On-Street Parking			
Restricted	885	55.5	38.5
Unrestricted	859	34.2	24.3
Mixed	90	48.9	31.1
Subtotal: On-Street Parking	1,834	45.2	31.5
Total: All Parking	6,920	44.5	23.1

^a Includes City Transportation Department lots No. 1, 3, 9, 16, 18 (part), 20, 21, and 23.

^b Includes City Transportation Department lots No. 5, 8, and 18 (part).

Source: SEWRPC.

commercial area contained 1,262 parking spaces, including 447 on-street parking spaces, 348 spaces in general-purpose parking lots, and 467 spaces in special-purpose off-street lots.⁶ The survey involved hourly observation of each block face and lot on a typical weekday and recording license numbers of all parked automobiles by the hour. The survey was conducted on Tuesday, May 25, 1993, from 9:00 a.m. to 5:00 p.m.

The results of the daylong parking survey are presented in Table 47. As indicated, parking occupancy rates were relatively uniform throughout the day, with rates being the highest in the late morning for most types of parking. On-street parking generally experienced the highest occupancy rates.

⁶ A representative of a 140-space special-purpose off-street parking facility located near 57th Street and 7th Avenue requested that that facility be excluded from the parking turnover survey. Data for that facility are, accordingly, not included in this section.

The eight-hour average occupancy rate was 64 percent for on-street parking, 37 percent for general-purpose off-street parking, and 51 percent for special-purpose off-street parking.

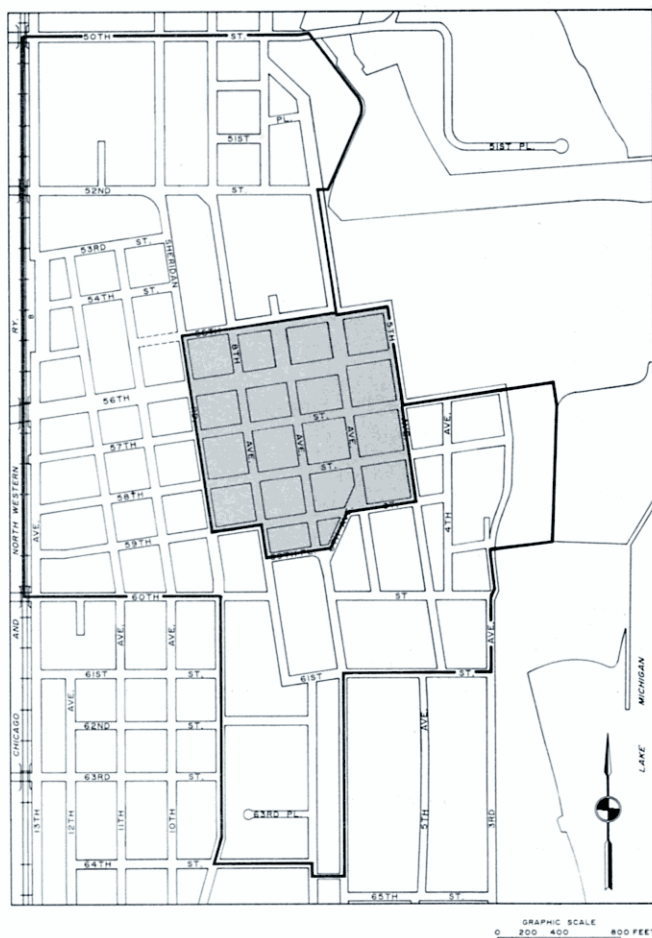
As further indicated in Table 47, on-street parking experienced relatively higher rates of turnover than off-street parking. The daylong average turnover rate for on-street parking was 3.2 vehicles per day per space, compared to 0.8 for general-purpose off-street parking and 1.3 for special-purpose off-street parking. The average length of time parked was correspondingly shorter for on-street parking than for off-street parking.

Parking Standards

The need for general-purpose parking within a central business district is dependent upon a number of factors, including the size and density of the surrounding urbanized area; the particular mixture of land uses in the central business district; the extent of provision of special-purpose parking for clients, customers, or employees by commercial and institutional uses; and the degree of reliance on transit

Map 45

HOURLY OCCUPANCY PARKING SURVEY AREA



Source: SEWRPC.

service for trips to the central business district. Parking arrangements which are sufficient in one central business district may be inadequate in another. A great deal of care is, therefore, necessary in any attempt to apply planning standards to measure the adequacy of central business district parking.

Studies have found that in most central business districts, peak-period use usually does not exceed 85 percent of the parking supply.⁷ At least two communities in Southeastern Wisconsin, the City of Hartford in Washington County and the City of Oconomowoc in Waukesha County, have adopted related central business district parking standards

as part of their local traffic management plans. The City of Oconomowoc standard calls for the provision of sufficient parking in the central business district so that the weekday peak parking demand does not exceed 85 percent of the available on-street and general-purpose off-street parking; the City of Hartford has adopted a standard of 80 percent. As already noted, the observed Friday peak-hour occupancy rates for general-purpose parking within the Kenosha central business district were well below these levels, with the rates for on-street parking and general-purpose off-street parking measured at 45 percent and 31 percent, respectively, during the Friday survey. Within the downtown commercial portion of the study area, the 8-hour average weekday occupancy rate was 64 percent for on-street parking and 37 percent for general purpose off-street parking.

Standards recommended in the year 2000 regional land use plan suggest a level of central business district parking which bases the number of spaces on the size of the urbanized area and the number of automobile trips made to the central business district. The standards indicate that for an urbanized area population of 100,000, approximately equal to the 1990 Kenosha Planning District population, central business district parking should be provided at a rate of 140 spaces per 1,000 central business district automobile destinations. Travel surveys carried out by the Regional Planning Commission in 1991 indicated that average weekday automobile trips to the Kenosha central business district, defined for purposes of the travel survey as the area bounded by 52nd Street, Lake Michigan, 60th Street, and the Chicago & North Western Railway, approximated 9,700, roughly one-half of the automobile trips reported in previous travel surveys conducted by the Commission in 1972 and 1963. The aforementioned standard suggests provision of about 1,360 parking spaces in that area. The 1993 parking inventory found that there were at least 2,300 general-purpose parking spaces, that is, on-street and general-purpose off-street parking spaces, in that area.

Parking Inventory: Concluding Remarks

The central business district of the City of Kenosha, as defined for the purposes of the parking inventory, consists of a 0.4-square-mile area. This area in 1993 contained about 6,900 automobile parking spaces. About 4,000 spaces, or 58 percent of this total, consisted of special-purpose off-street parking spaces provided by businesses, governmental agencies, and institutions for use by their customers, clients, and employees. The rest, about 2,900 parking spaces, or 42 percent of the total, were general-purpose parking

⁷Institute of Transportation Engineers, *Transportation Planning Handbook*, 1992.

Table 47

**HOURLY OCCUPANCY RATES FOR AUTOMOBILE PARKING IN
THE KENOSHA DOWNTOWN COMMERCIAL AREA: MAY 25, 1993**

Type of Parking	Total Number of Spaces Available	Hourly Occupancy Rates (Percent of Total Spaces Occupied)								8-Hour Average Occupancy Rate ^a (percent)	Number of Vehicle- Hours Parked: 8-Hour Total	Number of Different Vehicle Parked: 8-Hour Total	Average Time Parked ^b (hours)	Parking Space Turnover Rate ^c (vehicles per day per space)
		9:00 a.m.	10:00 a.m.	11:00 a.m.	12:00 p.m.	1:00 p.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.					
Off-Street Parking														
General-Purpose, Off-Street														
City Department of														
Transportation ^d	318	36	41	41	38	37	36	34	31	37	927	238	3.9	0.7
Other ^e	30	33	30	50	33	43	50	57	57	44	106	32	3.3	1.1
Subtotal	348	35	40	42	37	37	37	36	33	37	1,033	270	3.8	0.8
Special-Purpose, Off-Street														
City Department of														
Transportation ^f	40	63	68	68	70	65	60	45	20	57	183	31	5.9	0.8
Other ^g	427	52	52	53	46	51	52	51	48	51	1,718	566	3.0	1.3
Subtotal	467	52	53	54	48	52	52	50	45	51	1,901	597	3.2	1.3
Subtotal: Off-Street	815	45	47	49	43	46	46	44	40	45	2,934	867	3.4	1.1
On-Street Parking	447	64	64	70	64	57	60	63	68	64	2,279	1,436	1.6	3.2
Total: All Parking ^g	1,262	52	53	56	51	50	51	51	50	52	5,213	2,303	2.3	1.8

NOTE: Data on this table pertain to the downtown commercial area as shown on Map 45.

^a The 8-hour average occupancy rate is the mean of the eight hourly occupancy rates.

^b The average time parked is the total number of vehicle-hours parked during the day divided by the total number of different vehicles parked during the day.

^c The parking space turnover rate is the total number of different vehicles parked during the day divided by the number of spaces available.

^d Includes City of Kenosha Transportation Department Lots Number 1, 3, 9, 16, 18, 20, and 21.

^e Includes a privately operated lot located near 56th Street and 7th Avenue.

^f Includes City of Kenosha Transportation Department Lot Number 14.

^g A representative of a 140-space special-purpose, off-street parking facility located near 57th Street and 7th Avenue requested that the facility be excluded from the parking turnover survey. Data for that facility are, accordingly, not included in this table.

Source: SEWRPC.

spaces, either on-street parking or off-street parking available for use by the general public for any purpose. The availability and distribution of general-purpose parking in the central business district is an important concern from a local planning perspective. Adequate general-purpose parking is essential to the viability of commercial activity in the central business district.

The results of the parking inventory and analysis, particularly the relatively low occupancy rates, suggest that, over all, the supply of general-purpose parking in the central area of the City of Kenosha is more than adequate and that no further facilities need be planned for.

It should be noted that the occupancy rates for on-street parking were consistently greater than for general-purpose off-street parking. In this respect, peak-hour occupancy rates for on-street parking were 45 percent on a typical Friday and 32 percent on a typical Saturday, compared to 31 percent on such a Friday and 16 percent on such a Saturday for general-purpose off-street parking. This difference was more pronounced in the downtown area, where the hourly occupancy survey indicated an 8-hour average occupancy rate of 64 percent for on-street parking, compared to 37 percent for general-purpose off-street parking. As already noted, on-street parking exhibited a significantly higher turnover rate than general-purpose off-street parking in the

downtown commercial area. The greater use of on-street parking, particularly in the downtown area, may be attributed to at least two factors. First, on-street parking is convenient in that it provides direct access to abutting businesses and other uses. Second, on-street parking, though often subject to time limits, is free of charge, while most general-purpose parking lots in the area charge a fee.

TRUCK TERMINAL FACILITIES

Truck terminals warrant special attention in planning for the development of an urbanizing area because of their potentially large areal requirements; their potential impacts on surrounding land uses; and their dependency on, as well as their potential impacts on, the arterial street and highway system. An inventory of existing truck terminal facilities within the Planning District was, therefore, conducted under the comprehensive District planning program.

For purposes of this report, truck terminals were defined as facilities which provide for the transfer of goods from one vehicle to another or from one party to another. The primary function of a truck terminal, as considered in this report, is the transport of materials. Operations whose primary function is the production or manufacture of goods and materials, but which maintain a fleet of trucks and facilities for the sole purpose of shipping its own products, were not considered as truck terminals. It should be noted that under the adopted Kenosha County jurisdictional highway system plan, a major truck terminal is defined as one which generates 50 or more truck trips per average weekday.⁸

There were three known truck terminal facilities in the Planning District in 1993: a facility located in the Kenosha Industrial Park operated by Expedited Freight Systems, Inc.; a facility located near Sheridan Road and 31st Street operated by Yellow Freight Systems, Inc.; and a facility located on 91st Street east of Sheridan Road operated by CTC Distribution Services. Each of these operations reported that they generated well below 50 truck trips per day, the jurisdictional highway plan threshold for a major truck terminal.

AIRPORT FACILITIES

Kenosha Regional Airport, located north of STH 158 and east of IH 94, is the only public-use general aviation airport in the Planning District. The airport is owned, operated, and maintained by the City of Kenosha. The only other airports within the Planning District are two hospital heliports in the City of Kenosha, both of which are restricted to private use.

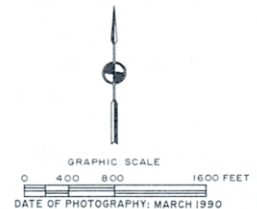
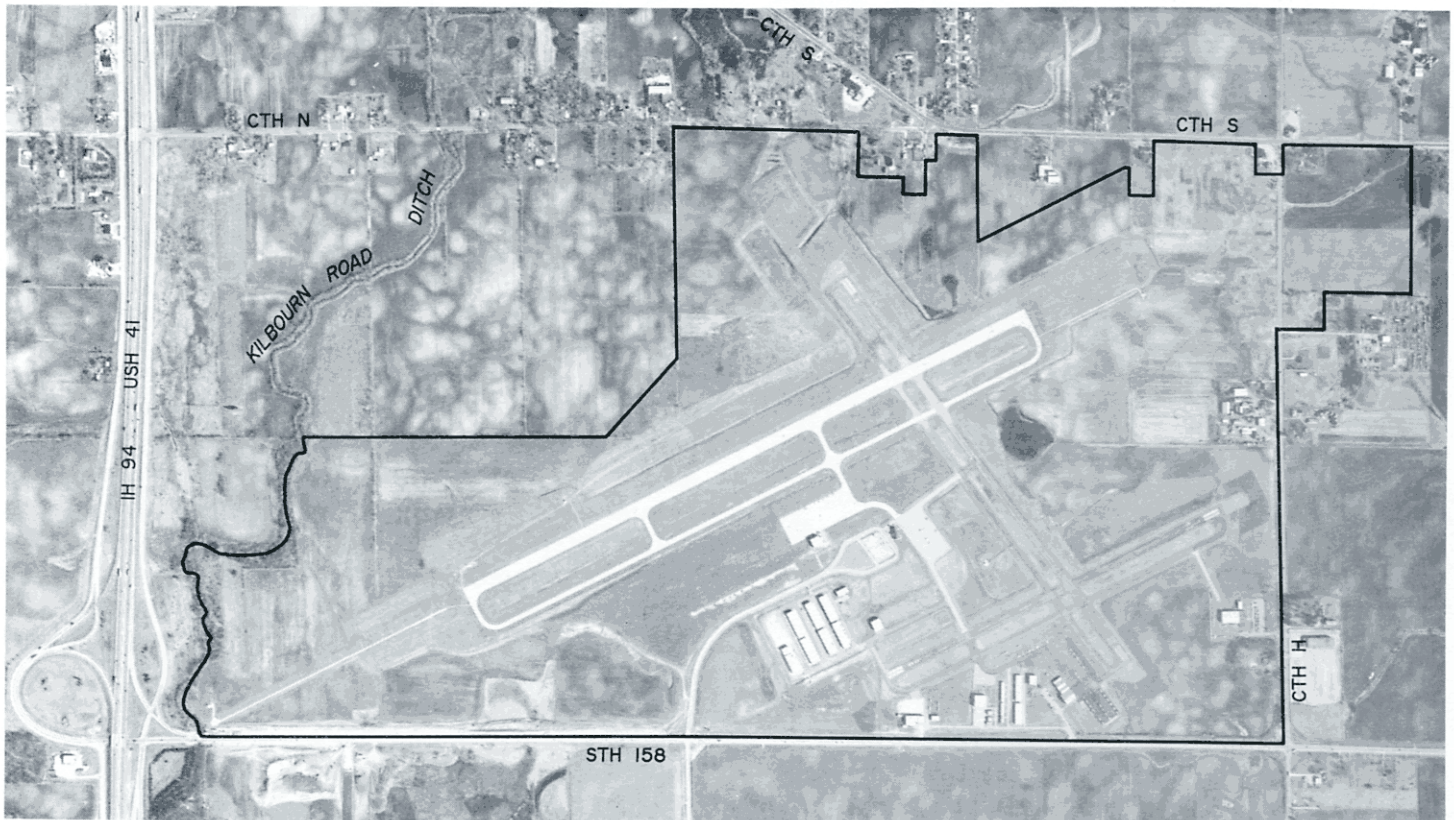
Kenosha Regional Airport has three paved runways. The primary runway is 5,500 feet in length, is oriented in a northeasterly-southwesterly direction, has high-intensity runway lighting, and is equipped with a full instrument landing system for precision approaches (see Map 46). A parallel 3,300-foot asphalt runway with medium-intensity runway lighting is also available. A 4,440-foot crosswind runway is oriented in a northwesterly-southeasterly direction, has high-intensity runway lighting, and is equipped for nonprecision instrument approach landings. Airport facilities include a terminal building serving as a terminal facility for general aviation aircraft and as an administration building for airport staff, airport maintenance buildings, and numerous hangers. A full line of aviation services is provided by fixed-base operators. An approximately 100-foot-high air traffic control tower is scheduled to be constructed in 1993. The Gateway Technical College aviation center, consisting of classroom, office, and laboratory facilities for the College's pilot and mechanic training programs, is located near the southeast corner of the airport grounds.

The year 2010 regional airport system plan, adopted in 1987 by the Regional Planning Commission as a guide to airport system development within the seven-county Region, recommended that the Kenosha airport be developed as a General Utility-Stage II airport. This class of airports is intended to serve all single-engine aircraft, virtually all twin-engine piston and turboprop aircraft, and most business and corporate jets. The plan recommended runway, lighting, and navigational aid improvements which would permit the airport to function as a General Utility-Stage II facility. The plan called for the construction of the now-in-place 5,500 northeasterly-southwesterly runway and the extension of the crosswind runway to 4,800 feet in length. The recommended improvements were intended not only to serve the aviation demand generated by Kenosha County, but also to permit the airport to continue to function as a reliever to Milwaukee's General Mitchell International Airport

⁸See *SEWRPC Planning Report No. 24, A Jurisdictional Highway System Plan for Kenosha County*.

Map 46

KENOSHA REGIONAL AIRPORT: 1995



Source: SEWRPC.

and Chicago's O'Hare International Airport. Most of the recommended improvements have been implemented and the airport now serves as a well-developed General Utility-Stage II airport.

BICYCLE PATHS AND ROUTES

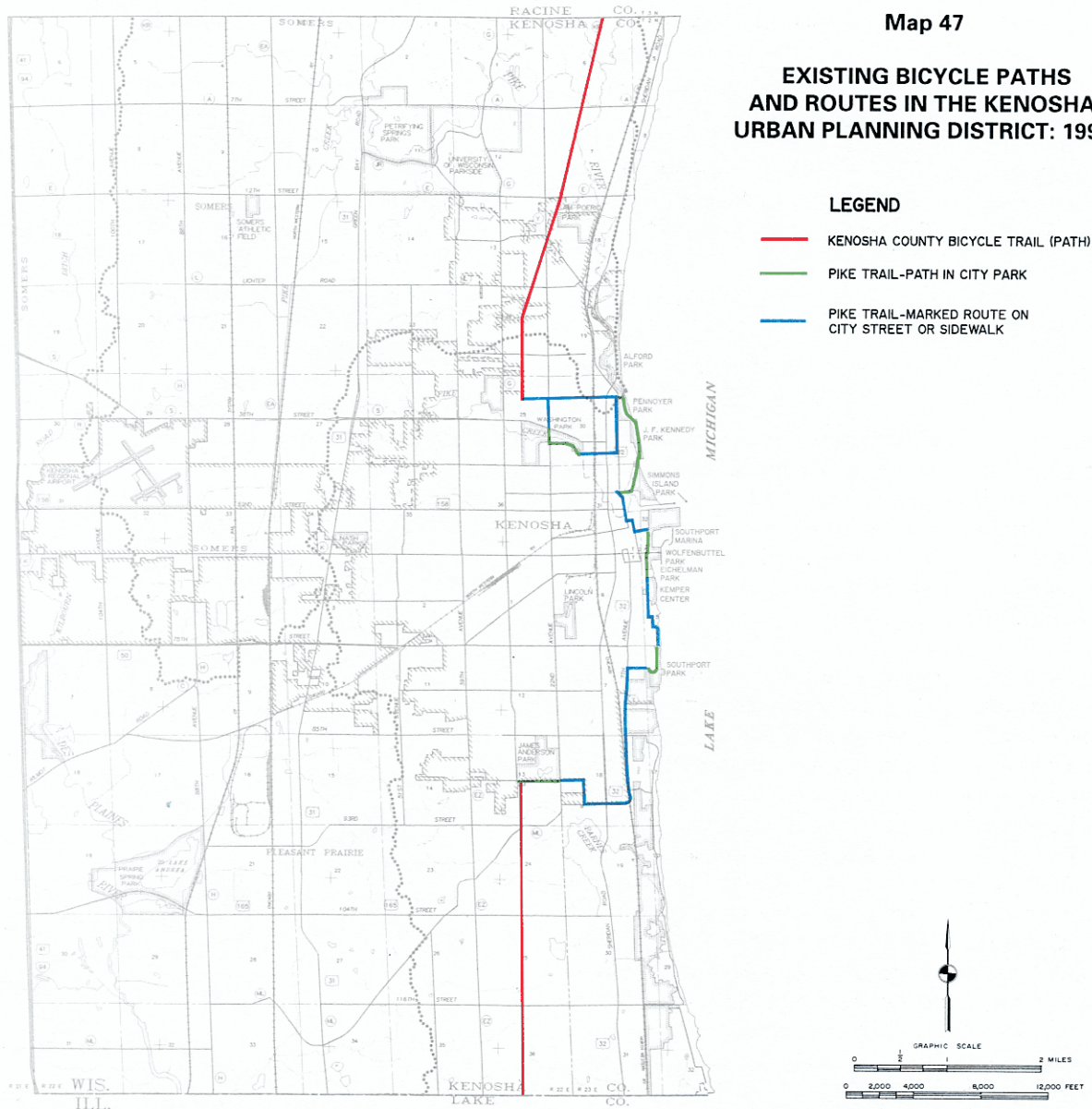
A system of bicycle paths and routes in the Planning District has been developed cooperatively by the City and County of Kenosha. These City and County paths and routes traverse the eastern portion of the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers. As shown on Map 47, there were about 17 miles of bicycle paths and routes in

the Planning District in 1992. Of this total, about eight miles, or 47 percent, were part of the Kenosha County Bicycle Trail; the remaining nine miles, or 53 percent, were part of the Pike Trail, provided by the City of Kenosha. As further shown on Map 47, of the 17 miles of bicycle paths and routes in the Planning District, about 11 miles, or 65 percent, were located in the City of Kenosha; about four miles, or 23 percent, were located in the Village of Pleasant Prairie; and the remaining two miles, or 12 percent, were located in the Town of Somers.

The Kenosha County Bicycle Trail is located on the former Chicago, North Shore & Milwaukee Railway Company right-of-way and is an "off-the-road"

Map 47

**EXISTING BICYCLE PATHS
AND ROUTES IN THE KENOSHA
URBAN PLANNING DISTRICT: 1992**



Source: Kenosha County Parks Department, City of Kenosha Parks Department, and SEWRPC.

bicycle path consisting of two segments. As shown on Map 47, the northern segment is about five miles long, extending from 35th Street in the City of Kenosha through the Town of Somers to the Kenosha-Racine County line. The northern segment connects to the Milwaukee-Racine-Kenosha (MRK) Trail in Racine County; the MRK Trail extends northward to the City of Racine and Milwaukee County. The southern segment is about three miles long, extending from 89th Street in the City of Kenosha through the Village of Pleasant Prairie to the Illinois-Wisconsin State line. The southern segment connects to the North Shore Path in Lake County Illinois; the North Shore Path extends south to the Cities of Zion and Waukegan in Lake County.

The Pike Trail is located partially on City streets and sidewalks and partially on paths and trails in City parks along the Lake Michigan shoreline. As shown on Map 47, of the total nine miles of the Pike Trail, about three miles are located on “off-the-road” paths in City parks; the remaining six miles are marked routes on City streets and sidewalks. The Pike Trail connects many of the outdoor recreational and historic sites in the eastern portion of the City, including Washington Park, Pennoyer Park, Kennedy Park, Simmons Island Park, Library Park Historic District, Civic Center Historic District, Kenosha Marina and Wolfenbuttel Park, Eichelman Park, Third Avenue Historic District, Southport Park, and Anderson Park. The Pike Trail also

connects the northern and southern segments of the Kenosha County Bicycle Trail. The City of Kenosha plans to expand the Pike Trail by adding several additional segments: a segment from Washington Park through Nedweski Park to Simmons Island Park, an extension of the northern segment of the Kenosha County Bicycle Trail south from 35th Street to 38th Street and Washington Park Golf Course, and a segment from Pennoyer Park through Alford Park along the Pike River to Poerio Park.

SUMMARY

This chapter has presented the results of an inventory and analysis of the major components of the transportation system serving the Kenosha Urban Planning District in support of the preparation of a comprehensive plan for the District. The most important findings of this inventory and analysis work are summarized below.

1. The arterial street and highway system serving the Planning District consists primarily of north-south and east-west arterials, typically spaced about one-half mile apart in the most heavily urbanized areas and about one to two miles apart in the outlying areas of the District. The system totaled about 167 miles in length in 1992. A total of about 31 miles, or about 19 percent of the existing system, consisted of divided facilities, with the IH 94 freeway, which constitutes the westerly boundary of the District, comprising 12 miles, or 39 percent, of the divided highway mileage. About 48 miles, or about 29 percent, of the existing system mileage, have been constructed to urban standards. On the basis of a comparison of annual average daily traffic volumes and existing design capacities, it was determined that about 25 miles, or about 15 percent of the total system mileage, was operating over design capacity.
2. The City of Kenosha is the major supplier of local public transit service in the Planning District, providing fixed-route bus service and certain specialized transit services. During 1992, the Kenosha Transit System operated seven regular bus routes, nine peak-hour "tripper" routes intended primarily for students, and two shuttle routes providing access to major outlying commercial, recreational, and employment centers, including the Dairyland Grey-

hound Park, the Kenosha Outlet Centre, and LakeView Corporate Park. The service area for the existing system encompasses about 21 square miles and includes most of the City of Kenosha plus small portions of the Village of Pleasant Prairie and Town of Somers. The total 1990 service area population was estimated to be about 86,800 persons, or about 87 percent of the total resident population of the Planning District. Virtually all the transit dependent population trip generators and about 90 percent of the major land use trip generators, including major commercial centers, educational institutions, hospitals, governmental centers, lie within one-quarter mile of a transit system route.

3. In addition to the services provided by the City of Kenosha, other transit services provided within the District in 1992 included the following: local bus service provided by the City of Racine, which extends one route of its transit system into the District to serve the University of Wisconsin-Parkside; intercity bus service provided by three private carriers, connecting Kenosha with Milwaukee, Racine, and Chicago; transportation services provided to certain students by the Kenosha Unified School District; several special transportation services for the elderly and disabled, including programs sponsored by the Kenosha County Department of Aging and the Kenosha County Department of Community Programs; and commuter-rail service between Kenosha and Chicago provided by the Chicago & North Western Transportation Company under an agreement with the Northeast Illinois Railroad Corporation, or Metra. In addition, intercity rail passenger service between Chicago, Milwaukee, and Minneapolis-St. Paul was provided through the District by the National Rail Passenger Corporation, or Amtrak. Currently, there are no Amtrak stops within the District, the closest stop being in the Village of Sturtevant in Racine County.
4. In 1992 railway freight service was provided over three north-south main lines through the Planning District by two railroad companies. These main lines are part of an important transportation corridor connecting the Planning District with the Milwaukee and Chicago metropolitan areas. A general assessment of street-railway crossings within the District

indicated that, while train traffic results in occasional delays on certain arterial streets, no additional grade separations, other than one planned at the crossing of STH 165 and the Chicago & North Western Railway, are warranted at this time.

5. Automobile parking facilities in the Kenosha central business district are provided in the form of both on-street and off-street parking spaces, the latter, with the exception of a single parking structure, consisting exclusively of surface parking lots. A parking inventory and analysis conducted under the comprehensive planning program indicated that there were about 6,900 automobile parking spaces in the central business district in 1993. About 4,000 spaces, or 58 percent of this total, consisted of special-purpose off-street parking spaces which were provided by businesses, governmental agencies, and institutions for use by their customers, clients, and employees. The rest, about 2,900 parking spaces, or 42 percent of the total, were general-purpose parking spaces, consisting of either on-street parking or off-street parking available for use by the general public for any purpose. Relatively low parking space occupancy rates observed under the parking inventory suggest that, over all, the supply of general-purpose parking in the central business area of the City of Kenosha is more than adequate and that no further facilities need to be planned for.
6. There were three known truck terminal facilities in the Planning District in 1993. All three facilities generated fewer than 50 truck trips per day, the threshold established for "major" truck

terminals under the Kenosha County jurisdictional highway system plan.

7. Owned and operated by the City of Kenosha, Kenosha Regional Airport is the only public use general aviation airport within the Planning District. With numerous improvements over the past several years, the airport now serves as a well-developed General Utility-Stage II airport, thereby functioning in the capacity recommended under the year 2010 regional airport system plan adopted by the Regional Planning Commission in 1987. This class of airports is intended to serve all single-engine aircraft, virtually all twin-engine piston and turboprop aircraft, and most business and corporate jets.
8. The Kenosha County Bicycle trail, developed and maintained by Kenosha County, and the Pike Trail, developed and maintained by the City of Kenosha, together form a 17-mile system of bicycle paths and routes traversing the eastern portion of the Planning District. The Kenosha County Bicycle Trail is an off-the-road bicycle path located on the former Chicago, North Shore & Milwaukee Railway Company right-of-way. It consists of two segments, a northern segment through the northern portion of the City of Kenosha and the Town of Somers and a southern segment through the Village of Pleasant Prairie. The Pike Trail, which is located partially on City streets and partially on paths in City parks along Lake Michigan, provides a connection between the northern and southern segments of the Kenosha County Bicycle Trail. The existing system of bicycle paths and routes is connected to similar paths in Racine County and in Lake County, Illinois.

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Chapter VI

PUBLIC UTILITIES

INTRODUCTION

Public utility systems, including public sanitary sewerage, water supply, and stormwater management systems, are among the most important and permanent elements influencing the growth and development of an area. These utilities and the land use pattern which they serve and support are mutually interdependent in that the land use pattern determines the demand for, and loadings upon, the utility systems; the utility systems, in turn, form a basic framework for land use development. Such public utility systems are, moreover, closely linked to the natural resource base, constituting, in effect, extensions to, or modifications of, the surface and groundwater systems. For these reasons, information regarding existing public utility systems is essential to the comprehensive planning process. Accordingly, this chapter presents a description of the existing and currently planned sanitary sewerage, water supply, and stormwater management systems within the Planning District. Also presented in this chapter is a description of those quasi-public utilities upon which urban development is highly dependent, including the electric power and natural gas supply, and communications systems.

It should be noted that a set of coordinated sanitary sewerage and water supply system plans was recently completed for the greater Kenosha area, including all of the Kenosha Urban Planning District.¹ The recommended plans are intended to serve as a guide to the long-range development of sewerage and water supply facilities within the area by all levels and agencies of government concerned. The preparation of the plans was necessitated by, and the plans were designed to meet, the rapid urban development being experienced, and anticipated to continue to be experienced, within the area. Information regarding existing public sanitary sewer and water supply systems presented in this chapter is drawn from the utility study, appropriately updated, however, to reflect service exten-

sions and other facility improvements since 1988, the base year of the utility study.

SANITARY SEWERAGE FACILITIES

Existing Sanitary Sewerage Facilities

In 1993, three sewage treatment facilities were in operation within the Planning District. The large sewage treatment plant on the Lake Michigan shoreline operated by the Kenosha Water Utility served the City of Kenosha and portions of the Village of Pleasant Prairie and Town of Somers. The sewage treatment plant operated by the Village of Pleasant Prairie Sewer Utility District D served development in the northwest portion of the Village of Pleasant Prairie; that plant also received and treated wastewater from the Town of Bristol Utility District No. 3, lying immediately west of the Planning District. The third sewage treatment plant, Pleasant Prairie Sewage Treatment Plant 73-1, served two residential enclaves, the Timber Ridge and Greenhill Farm subdivisions, located in the southern portion of the Village of Pleasant Prairie.

Public sanitary sewer service is also provided within the Town of Somers by the KR Sewer Utility District, located along CTH KR, in the northernmost portion of the Town of Somers. This utility relies upon the Racine sewerage system for sewage treatment and disposal.

The capacities and certain other pertinent basic characteristics of the public sewage treatment plants within the District are presented in Table 48. The major sewerage facilities and sewer service areas in the Planning District in 1993 are shown on Map 48. The three existing public sewage treatment plants and the tributary collection and conveyance systems in the District together served about 27.3 square miles, or 32 percent of the total area of the District.² The 1990 resident population of the areas

¹*Ruekert & Mielke, Inc., A Coordinated Sanitary Sewer and Water Supply System Plan for the Greater Kenosha Area, 1991.*

²*The recently completed utility study indicated that 24.9 square miles within the Planning District, excluding the Town of Somers KR Sewer Utility District, were served by public sanitary sewers in 1988, the base year of that study. The larger area reported here reflects the expansion of the sewerage system since 1988.*

Table 48

EXISTING WASTEWATER TREATMENT FACILITIES: 1993

Name of Public Sewage Treatment Plant	Estimated Total Area Served (square miles)	Estimated 1990 Population Served	Date of Original Construction and Major Modification	Level of Treatment Provided	Disposal of Effluent	Design Capacity				
						Population	Average Hydraulic (mgd)	Peak Hydraulic (mgd)	Average Organic	
									Pounds BOD ₅ /day	Population Equivalent ^a
Kenosha Water Utility	25.6	92,300	1941, 1967, 1984	Secondary plus phosphorus removal	Lake Michigan	135,000	28.400	68.000	29,700	141,000
Village of Pleasant Prairie Sewer Utility District D	1.3	1,700	1966, 1985	Secondary	Tributary of Des Plaines River	3,300	0.499	1.120	460	2,200
Village of Pleasant Prairie Sanitary District 73-1	0.4	600	1975	Secondary	Des Plaines River	4,000	0.400	0.800	800	3,800

^aThe population equivalent is based upon an estimated per capita contribution of 0.21 pounds of BOD₅/day.

Source: Ruekert & Mielke, Inc., and SEWRPC.

served is estimated to be 94,600, or 94 percent of the total District population. The Town of Somers KR Utility District encompassed about 0.4 square mile and had an estimated 1990 resident population of 400 persons.

Sanitary Sewerage System Plan

As already noted, a study recommending a set of coordinated sanitary sewerage and water supply system plans was completed for the greater Kenosha area in 1992. The study recommended centralized sanitary sewerage and water supply systems for the area.

The major sanitary sewerage facilities and sanitary sewer service areas recommended under the recently completed utility study are shown on Map 49. With full implementation of the plan, all sewage generated in the District, with the exception of the Town of Somers KR Sewer Utility District, would be conveyed to, and treated at, the existing Kenosha Water Utility sewage treatment plant; the Town of Somers KR Sewer Utility District would continue to be served by the Racine sewerage system. Under the plan, areas in the Town of Somers and the Village of Pleasant Prairie currently served by the Kenosha sewerage system would continue to be served by the present conveyance system to Kenosha. The Pleasant Prairie sewage treatment plants D and 73-1 would eventually be abandoned and the collection systems served by those facilities connected to the larger Kenosha sewerage system. The Kenosha sewage treatment facility would be expanded through a combination of stor-

age and treatment units to handle peak hourly flows of up to 142 million gallons per day.

Since the proposed sewer plan includes numerous recommendations not contained in the currently adopted regional water quality management plan, it is necessary for the Regional Planning Commission to amend formally certain aspects of its water quality management plan as it pertains to the Kenosha area. Needed amendments include the modification of the sewer service areas identified in the regional plan to conform with those set forth in the recommended Kenosha area sanitary sewerage system plan, the designation of the Kenosha Water Utility sewage treatment plant as the sole public sewage treatment plant to serve the area, and the modification of the regional plan recommendations concerning the alignment and configuration of trunk sewers in the area to conform with the trunk sewer recommendations of the Kenosha area system plan.

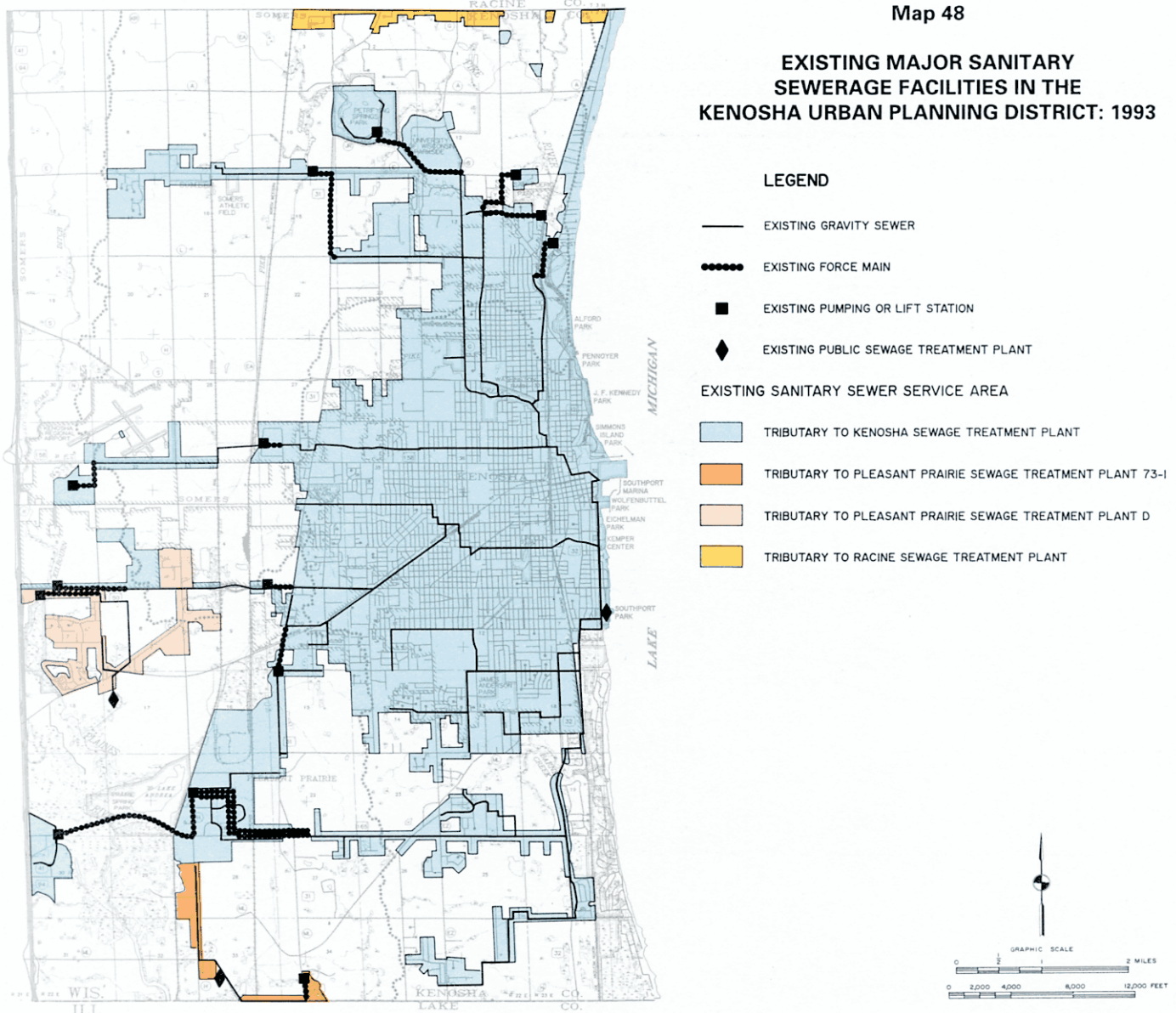
WATER SUPPLY FACILITIES

Existing Water Supply Facilities

In 1993, public water supply service in the Kenosha Urban Planning District was provided primarily through four utilities. Relying entirely on Lake Michigan as a source of supply, the Kenosha Water Utility provided public water supply service within the City of Kenosha and provided water on a wholesale basis and on a retail basis to portions of the Town of Somers and Village of Pleasant Prairie. The Village of Pleasant Prairie Water Utility pro-

Map 48

**EXISTING MAJOR SANITARY
SEWERAGE FACILITIES IN THE
KENOSHA URBAN PLANNING DISTRICT: 1993**



Source: Ruekert & Mielke, Inc., and SEWRPC.

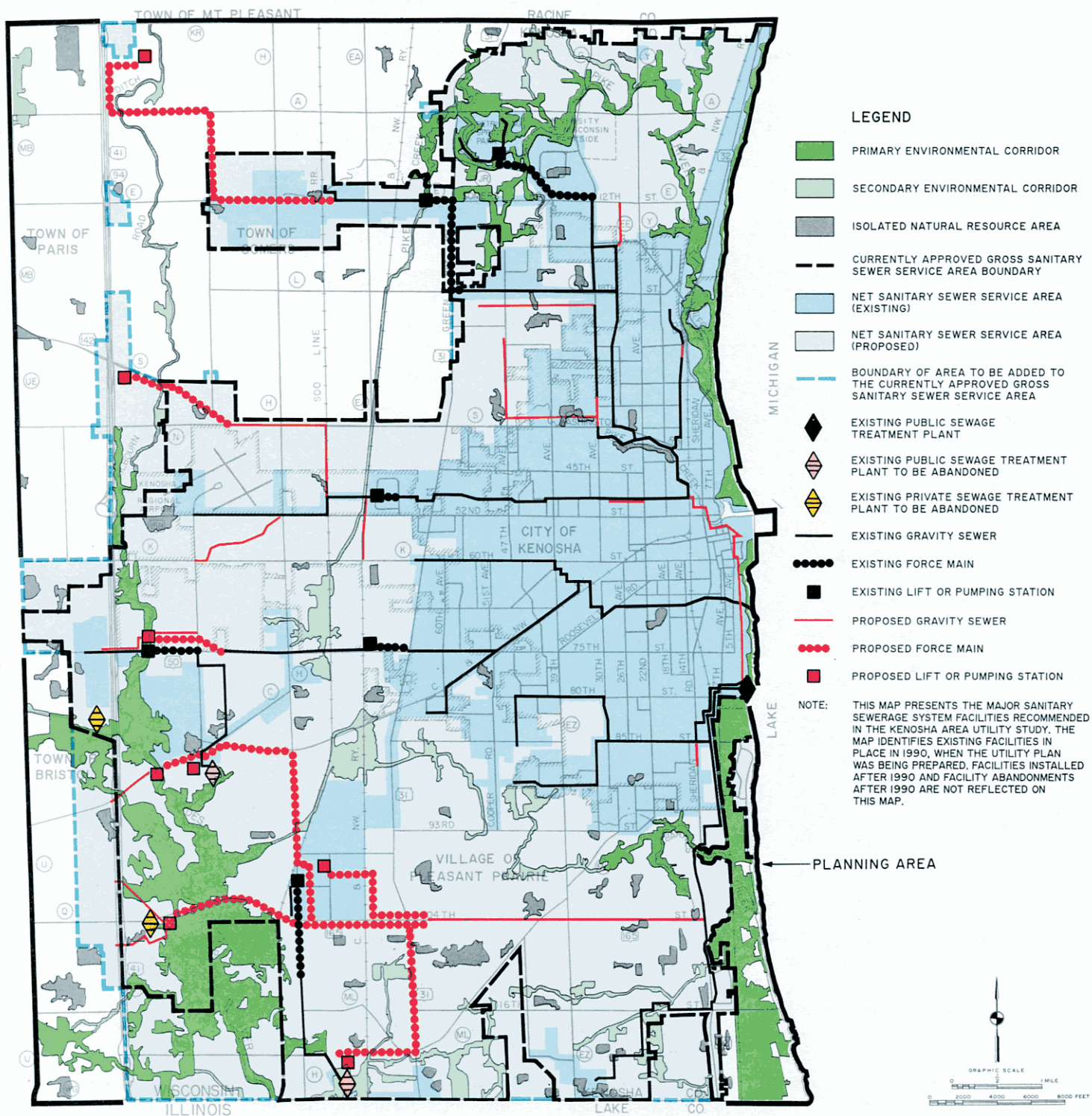
vided water supply service in portions of the Village, purchasing most of its water on a wholesale basis from the Kenosha Water Utility; the Pleasant Prairie Water Utility also utilized one well, the Zirbel well, to serve a small residential enclave in the northwestern portion of the Village. The Somers Sanitary District No. 1 provided water supply service to the area of the Town located east of the Chicago & North Western Railway Lakeshore Line, in the easternmost portion of the Town, purchasing water on a wholesale basis from the Kenosha Water Utility. The Somers Water Utility, organized in

1993, provided water supply service to certain areas of the Town located north of CTH E and west of 41st Avenue, also purchasing water on a wholesale basis from the Kenosha Water Utility. In addition to the service provided by the aforementioned utilities, water supply service was provided to the Shannon Farms subdivision located in the northeast corner of the Town of Somers, with service provided by the Racine water utility.

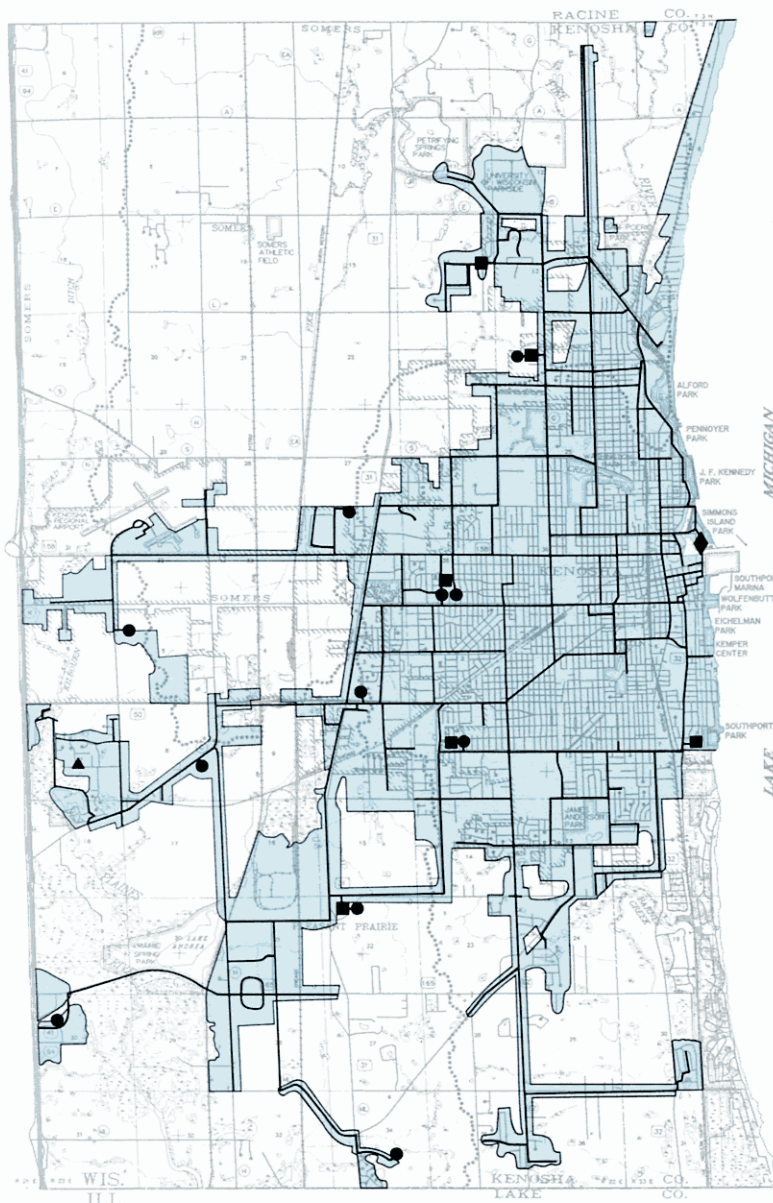
The major public water supply facilities and water supply service areas in the Planning District in

Map 49

RECOMMENDED SANITARY SEWERAGE FACILITIES AND SEWER SERVICE AREA SET FORTH IN THE PROPOSED COORDINATED SANITARY SEWER AND WATER SUPPLY PLAN FOR THE GREATER KENOSHA AREA



Source: Ruekert & Mielke, Inc., and SEWRPC.



Map 50
**EXISTING MAJOR WATER
SUPPLY FACILITIES IN THE KENOSHA
URBAN PLANNING DISTRICT: 1993**

LEGEND

- EXISTING WATER MAIN
- EXISTING STORAGE FACILITY
- ◆ EXISTING WATER TREATMENT PLANT
- EXISTING PUMPING STATION
- ▲ EXISTING WELL
- EXISTING PUBLIC WATER SUPPLY SERVICE AREA

Source: Ruekert & Mielke, Inc., and SEWRPC.

1993 are shown on Map 50. The total area served by public water supply in the District encompassed 26.7 square miles, or 31 percent of the total area of the District.³ The 1990 resident population of this area is estimated to be 91,300 persons, representing

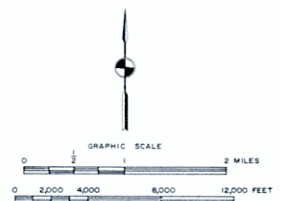
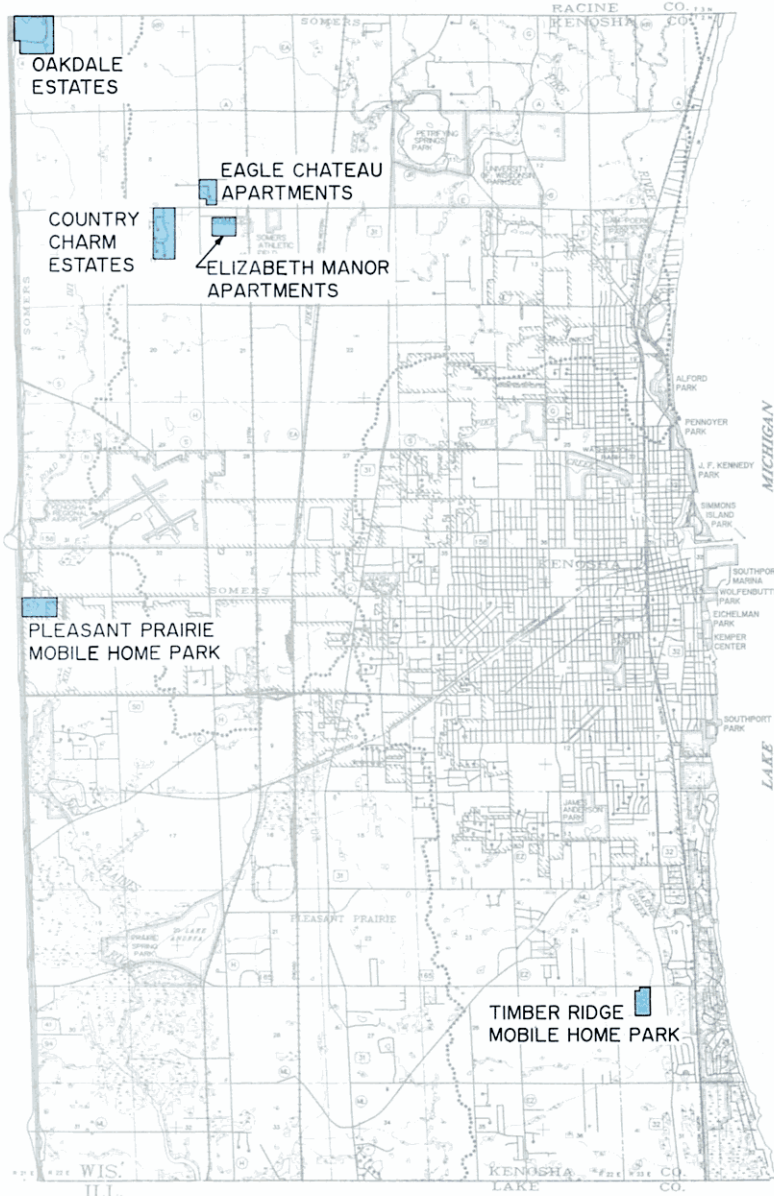
91 percent of the total District population. The Kenosha Water Utility water treatment plant, which utilizes Lake Michigan as its supply, was the source of water for all of the areas served, with the exception of the small area served by the Zirbel well and the Shannon Farms subdivision. The area served by the Zirbel well was scheduled to be connected to the Kenosha Water Utility system in summer 1993.

³The recently completed utility study indicated that 21.6 square miles within the Planning District were served by public water supply service in 1988, the base year of that study. The larger area reported here reflects the expansion of the water supply system since 1988.

In addition to the public water supply service described above, six private water supply systems are known to exist within the District: Eagle Chateau, Timber Ridge Mobile Home Park, Oakdale

Map 51

**PRIVATE WATER SUPPLY SYSTEMS IN THE
KENOSHA URBAN PLANNING DISTRICT: 1993**



Source: Ruekert & Mielke, Inc., and SEWRPC.

Estates, Country Charm Estates, Elizabeth Manor Apartments, and Pleasant Prairie Mobile Home Park. These areas have small wells, have no storage facilities, and serve very few customers. The location of these systems is shown on Map 51.

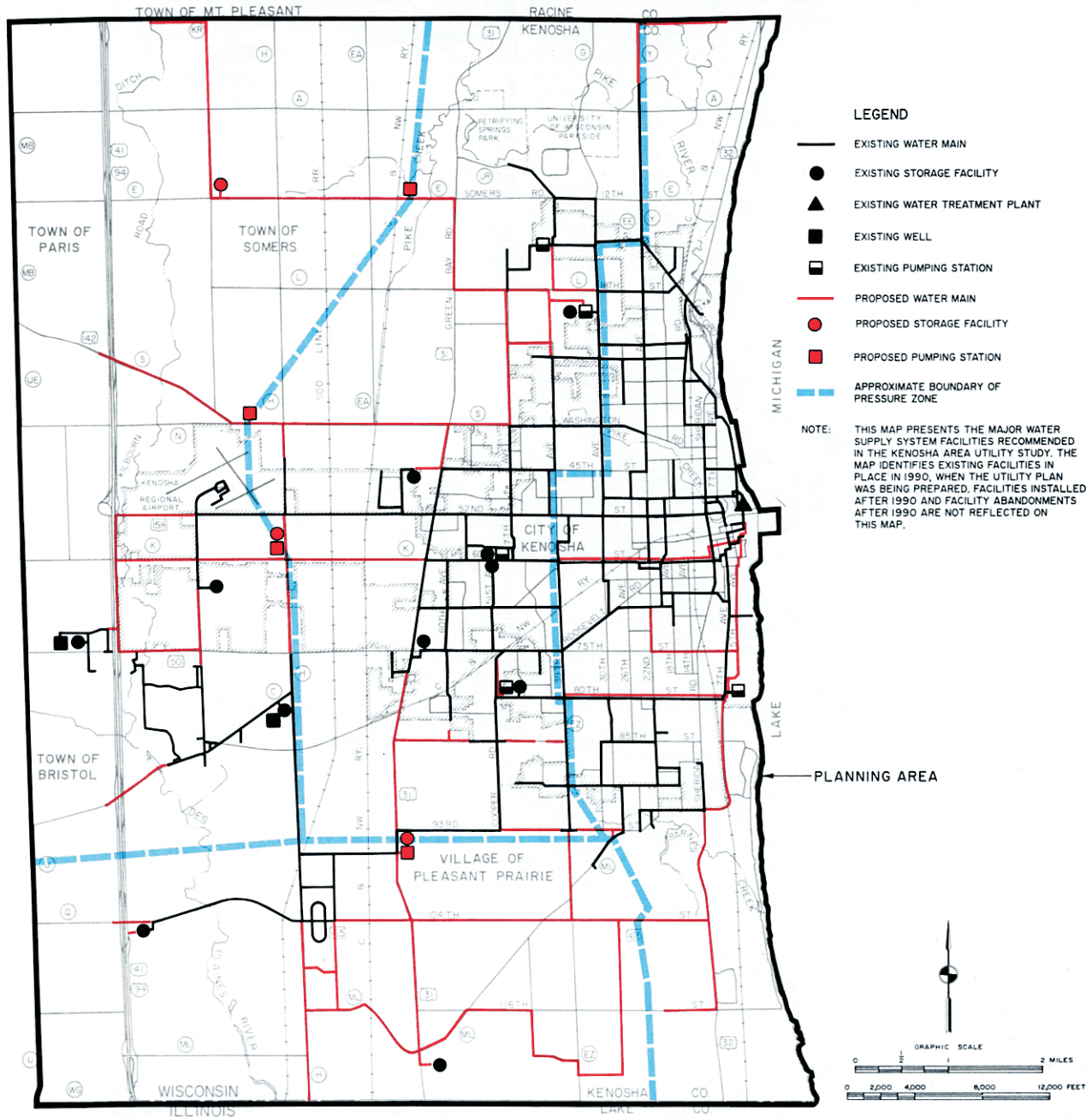
Water Supply System Plan

The recently completed Kenosha area utility study recommended a centralized water supply system for the Kenosha area, with the Kenosha Water Utility water production plant serving as the sole source of water supply. The major components of the recommended water supply system within the District are shown on Map 52.

It should be noted that a major issue requiring attention in the Kenosha area utility planning study was that of the interbasin diversion of water resources. As indicated in Chapter III, the diversion of water from Lake Michigan beyond the Lake Michigan drainage basin, including areas in the Planning District west of the subcontinental divide, without provision for the return of the spent water is subject to complex State, Federal, and international legal and administrative restrictions. The Village of Pleasant Prairie currently has permission to deliver up to 3.2 million gallons per day from Lake Michigan, discharging the spent water to the Mississippi River Basin. This approval was granted

Map 52

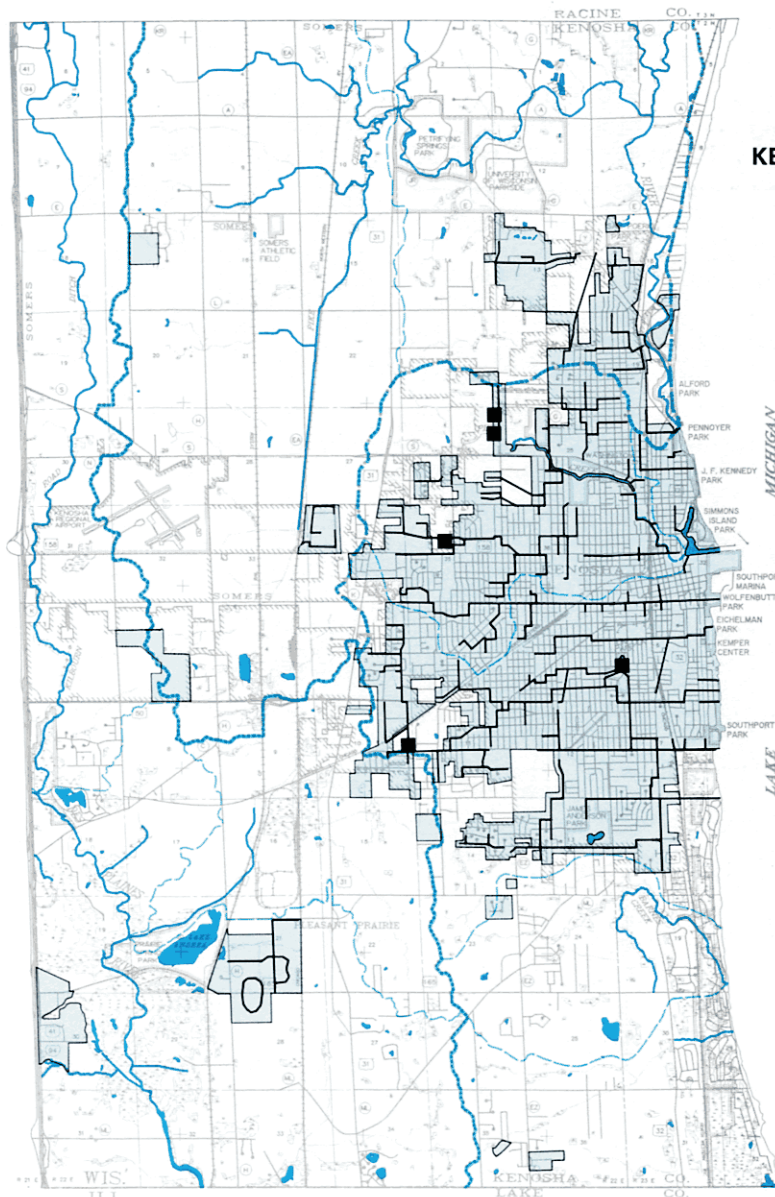
**RECOMMENDED WATER SUPPLY SYSTEM FACILITIES IN THE KENOSHA
URBAN PLANNING DISTRICT AS SET FORTH IN THE COORDINATED SANITARY
SEWER AND WATER SUPPLY SYSTEM PLAN FOR THE GREATER KENOSHA AREA**



Source: Ruekert & Mielke, Inc., and SEWRPC.

by the State of Wisconsin with the understanding that the diversion would be eliminated by the year 2010. The recommended utility plan does not envision any water diversion beyond that year. The centralized sanitary sewerage and water system recommended in the plan obviates the diversion problem inasmuch as all spent waters drawn from the Lake would be treated and returned to the Lake.

The recently completed utility study recommended the creation of an areawide sewer and water authority as the most equitable approach to implementing the recommended sewerage and water supply system plans. Such an authority would own and operate, at a minimum, all the major sewerage and water supply facilities in the area. The plan recommended that the ownership and control of the



Source: SEWRPC.

local sewerage and water supply facilities be considered further by an advisory committee which would guide the development of the areawide authority. Given the political complexities entailed in the creation of such an agency and the length of time required, the plan recommended that a modified contract option be utilized during the interim because of its ease of administration and reduced financial impact on undeveloped areas.

The Town of Somers adopted the Kenosha area utility plans in 1994. The City of Kenosha and the Village of Pleasant Prairie in 1995 adopted those aspects of the areawide plans pertaining to the configuration and capacities of the physical systems

and related service areas. However, the City and Village did not at that time adopt the plan recommendations pertaining to the creation of an area-wide sewer and water authority.

STORMWATER MANAGEMENT FACILITIES

The major features of the surface water drainage system within the Planning District are shown on Map 53. Shown on this map are watershed and subwatershed boundaries; lakes, ponds, and perennial streams; major components of the storm sewer system, including the major trunk sewers and major retention basins; and the area served by the existing storm sewer system. The total area served by

storm sewers in 1993 encompassed 15.6 square miles, or about 18 percent of the total area of the Planning District.

The diffusion of urban development within the District, described in Chapter IV, has brought with it an increase in stormwater management problems. The diffusion of urban land uses over ever-larger areas increases the runoff which must be accommodated by the stream network or engineered storm sewer system to which the new development is tributary. Stormwater management requires careful attention as development proceeds throughout the urban-rural fringe area of the District.

The first step in the stormwater management planning process for any area should be the preparation of comprehensive watershed plans which make recommendations with respect to the capacities, elevations, and grades of the major stream systems and with respect to location and extent of the associated flood hazard areas of the major streams which serve as the outlets for the stormwater management systems. As indicated in Chapter III, such a plan has been completed for the Pike River watershed; an environmental impact statement on that plan was nearing completion in 1995. Work on the preparation of a comprehensive watershed plan for the Des Plaines River was initiated in 1993. Within the framework of these watershed plans, stormwater management plans should be prepared for subwatershed areas expected to experience significant urbanization.

ELECTRIC POWER AND NATURAL GAS FACILITIES

Electric power service is provided within the Planning District by the Wisconsin Electric Power Company. Service is available on demand throughout the District; accordingly, the availability of electric power does not constitute a constraint on the location and intensity of urban development in the District.

Major electric power transmission lines traversing the District are shown on Map 54. Also shown on Map 54 is the location of the major electric power generation plant operated by Wisconsin Electric in the Village of Pleasant Prairie and the location of electric power substations within the District. The Pleasant Prairie power plant was constructed between 1980 and 1985 at a site located north of 95th Street between the CP Rail System and Chi-

cago & North Western Railway lines. The plant consists of two identical coal-fired units, with a peak capability of 1,160,000 kilowatts.

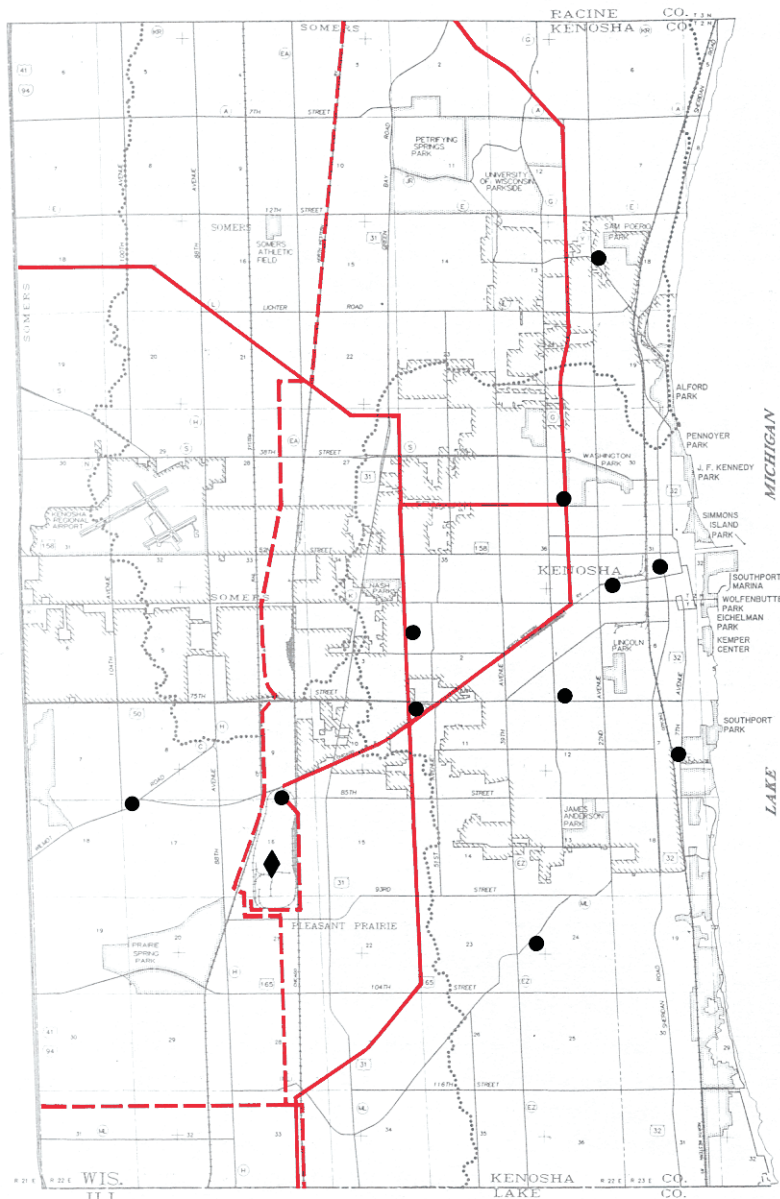
In 1993, the Wisconsin Electric Power Company had under consideration alternative alignments for a new 138-kilovolt electrical power transmission line from its Bain Station Road substation, located south of Bain Station Road and east of CTH H, to a proposed new substation in the Town of Salem. Two alternative alignments were under consideration: one proceeding in a generally westerly direction from the Bain Station Road substation, crossing IH 94 north of CTH C; and the other proceeding south along the Chicago & North Western Railway to approximately CTH ML, and then westerly into the Town of Bristol.

Natural gas service is provided within the Planning District by the Wisconsin Natural Gas Company. Wisconsin Natural Gas Company purchases natural gas from two pipeline companies, the ANR Pipeline Company and Natural Gas Pipeline Company of America. The ANR Pipeline Company operates an east-west pipeline through the Town of Somers, terminating near 22nd Avenue in the City of Kenosha. The Natural Gas Pipeline Company of America has no facilities in the Planning District, but provides natural gas to the Wisconsin Natural Gas Company at the gate station at CTH H and the Wisconsin-Illinois State line.

The major gas distribution facilities within the District, including major natural gas distribution mains, existing gate stations, and the ANR Pipeline Company pipeline, are shown on Map 55. Natural gas is available through Wisconsin Natural Gas Company's distribution system to most existing urban development in the District. Wisconsin Natural Gas Company's ability to serve new development varies throughout the District, depending on the load and pressure requirements.

COMMUNICATION FACILITIES

Telephone service within the Planning District is provided by two telephone companies. As shown on Map 56, Ameritech provides telephone service throughout the entire District except the southwestern portion of the District, which is served by General Telephone (GTE). In general, telephone service is available upon demand throughout the District. Mobile telephone service is available throughout the District; service is provided by Cellular One and Ameritech Cellular.



Source: Wisconsin Electric Power Company and SEWRPC.

Cable television service is provided within the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers by Jones Spacelink, Inc., formerly known as Jones Intercable of Kenosha. It is estimated that cable service is available to about 80 percent of the population of the District.

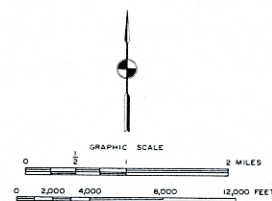
SUMMARY

This chapter has presented results of an inventory and analysis of public utilities within the Kenosha Urban Planning District in support of the preparation of a comprehensive plan for the District. The

Map 54
MAJOR ELECTRIC POWER GENERATION AND DISTRIBUTION FACILITIES IN THE KENOSHA URBAN PLANNING DISTRICT: 1993

LEGEND

- 138 KV TRANSMISSION LINE
- - - 345 KV TRANSMISSION LINE
- ◆ ELECTRIC POWER GENERATION PLANT
- ELECTRIC POWER SUBSTATION

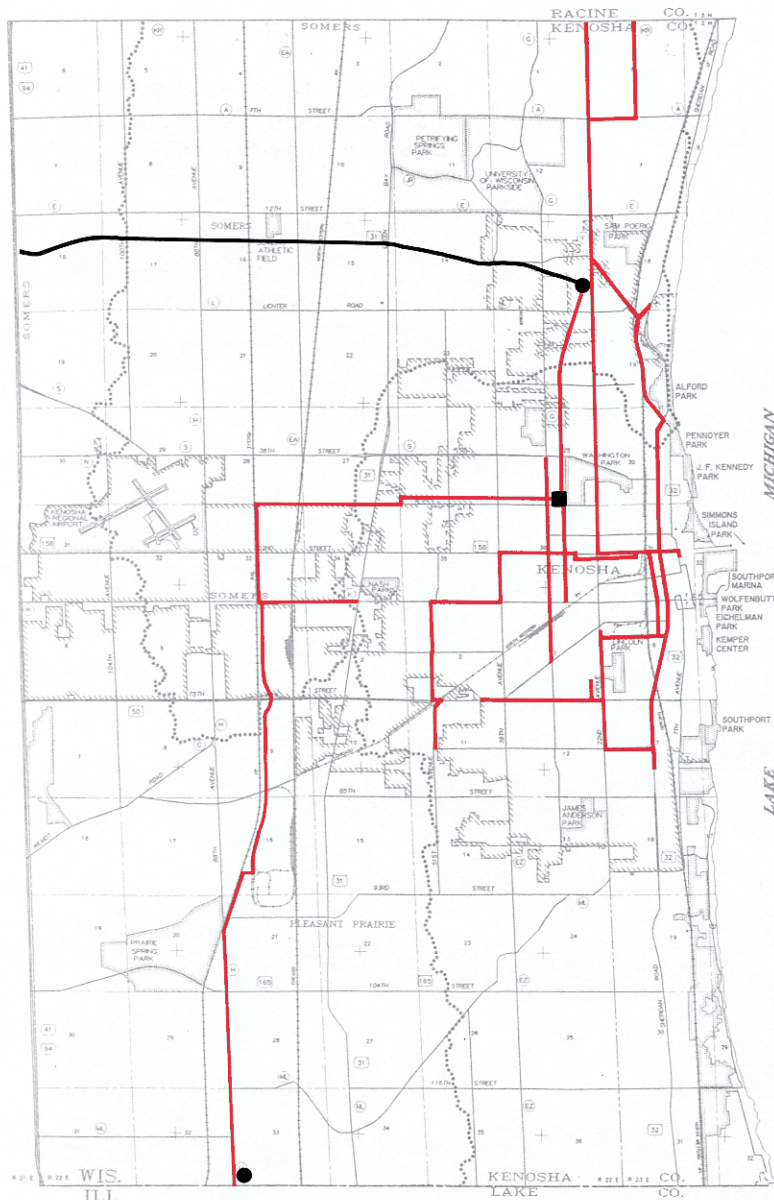


most important findings of this inventory and analysis work are summarized below.

1. In 1993, three sewage treatment facilities were in operation within the Planning District: a) the large sewage treatment plant on the Lake Michigan shoreline operated by the Kenosha Water Utility, which served the City of Kenosha and portions of the Village of Pleasant Prairie and Town of Somers, b) the facility operated by Pleasant Prairie Sewer Utility District D, which served development in the northwest portion of the Village, and c) the facility operated by Pleasant Prairie

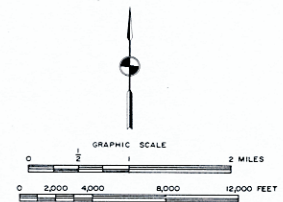
Map 55

MAJOR NATURAL GAS DISTRIBUTION FACILITIES IN THE KENOSHA URBAN PLANNING DISTRICT: 1993



LEGEND

- WISCONSIN NATURAL GAS COMPANY MAIN (8 INCH DIAMETER OR LARGER MAINS)
- ANR PIPELINE COMPANY NATURAL GAS PIPELINE
- GATE STATION
- REGULATOR STATION



Source: Wisconsin Natural Gas Company and SEWRPC.

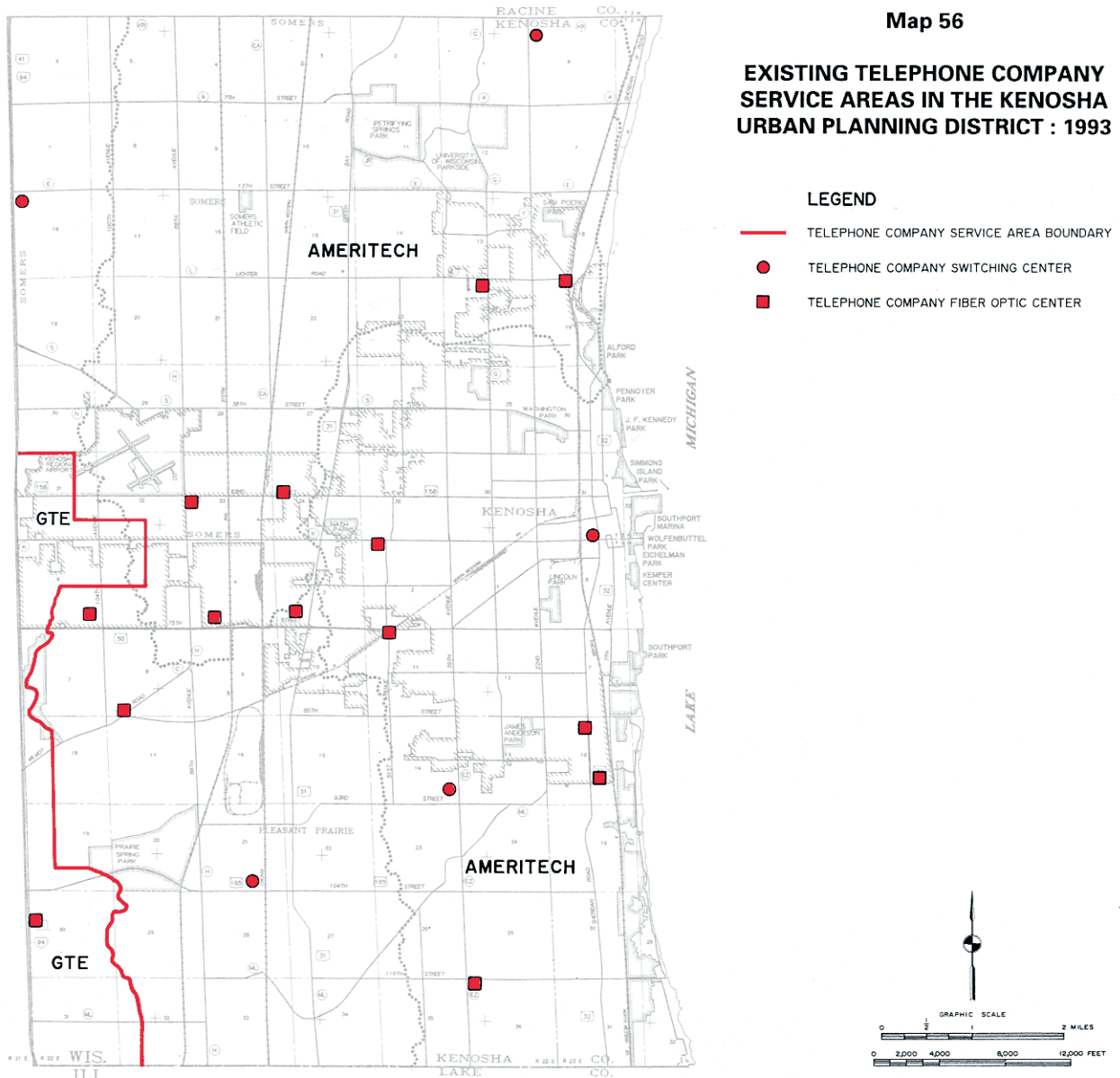
Sewer Utility District 73-1, which served two residential enclaves in the southern portion of the Village. In combination, these three systems served a total area of about 27.3 square miles within the Planning District, or about 32 percent of the total area of the District, in 1993. The 1990 resident population of the area served was 94,600, representing about 94 percent of the total District population. Public sanitary sewer service was also provided to an approximately 0.4-square-mile area in the Town of Somers KR Sewer Utility District with a 1990 resident population of about 400 persons; wastewater from that area

was conveyed to the Racine sewage treatment facility for treatment and disposal.

2. In 1993, public water supply service in the District was provided primarily through four utilities: a) the Kenosha Water Utility, which provided public water supply service within the City of Kenosha and provided water on a wholesale basis and on a retail basis to portions of the Town of Somers and Village of Pleasant Prairie, b) the Village of Pleasant Prairie Water Utility, which provided water supply service in portions of the Village, purchasing water on wholesale basis from the

Map 56

**EXISTING TELEPHONE COMPANY
SERVICE AREAS IN THE KENOSHA
URBAN PLANNING DISTRICT : 1993**



Source: Ameritech, GTE, and SEWRPC.

Kenosha Water Utility, c) the Town of Somers Sanitary District No. 1, which provided water supply service to the area of the Town located east of the Chicago & North Western Railway Lakeshore Line, in the easternmost portion of the Town, purchasing water on a wholesale basis from the Kenosha Water Utility and d) the Somers Water Utility, which provided water supply service to certain areas of the Town located north of CTH E and west of 41st Avenue, also purchasing water on a wholesale basis from the Kenosha Water Utility. Water supply service was also provided to the Shan-

non Farms subdivision located in the north-eastern corner of the Town of Somers, that service being provided by the Racine water utility. Public water supply service was provided in areas encompassing a total of 26.7 square miles, or 31 percent of the total area of District, in 1993. The 1990 resident population of the area served was 91,300, or 91 percent of the total District population. The Kenosha Water Utility water production plant, which utilizes Lake Michigan as its supply, was the source of water for all of the areas served, with the exception of a small

area served by the Zirbel well in Pleasant Prairie and the Shannon Farms subdivision in the Town of Somers. The Zirbel well was scheduled to be connected to the Kenosha Water Utility system in summer 1993.

3. A set of coordinated sanitary sewerage and water supply system plans was completed for the greater Kenosha area, including all of the Kenosha Planning District, in 1992. The study recommended centralized sanitary sewerage and water supply systems for the area. It recommended that the Pleasant Prairie Sewer Utility Districts D and 73-1 sewage treatment plants be abandoned and that all waste water generated within the District, with the exception of the Town of Somers KR Sewer Utility District, be conveyed to the existing Kenosha Water Utility sewage treatment plant. Under the plan, the Town of Somers KR Sewer Utility District would continue to be served by the Racine sewerage system. The plan likewise recommends a centralized water supply system, with the Kenosha Water Utility water production plant serving as the sole source of supply. The plan would avoid problems attendant to interbasin water diversions, since provision is made for the return of water drawn from Lake Michigan to be returned to the Lake after treatment. Currently, the Village of Pleasant Prairie is authorized to divert up to 3.2 million gallons per day from Lake Michigan, discharging the spent water to the Mississippi River Basin. This approval was granted by the State of Wisconsin with the provision that the diversion be eliminated by the year 2010.
4. In 1993, the total area served by storm sewers encompassed 15.6 square miles, or about 18 percent of the total area of the Planning

District. The diffusion of urban development within the District has brought with it an increase in stormwater management problems. The diffusion of urban land uses over ever-larger areas increases the runoff which must be accommodated by the stream network or the engineered storm sewer system to which the new development is tributary. Stormwater management is a major issue requiring careful attention as urban development continues in the District.

5. The Planning District is well served by electric power, natural gas, and communication facilities. Electric power service is provided within the Planning District by the Wisconsin Electric Power Company. Service is available on demand throughout the District; the availability of electric power does not constitute a constraint on the location and intensity of urban development. Natural gas is provided in the District by the Wisconsin Natural Gas Company. Natural gas service is available to most existing urban development in the District. While Wisconsin Natural Gas Company's ability to serve new development varies within the District, depending on the load and pressure requirements, the availability of natural gas is not considered a constraint on the location or intensity of urban development.
6. Telephone service is available upon demand throughout the District. Ameritech provides telephone service throughout the entire District except the southwestern portion, which is served by General Telephone (GTE). Mobile telephone service is also available throughout the District, service being provided by Cellular One and Ameritech Cellular. Cable television is provided by Jones Spacelink, Inc., and is available to about 80 percent of the total population of the District.

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Chapter VII

COMMUNITY FACILITIES INVENTORY

INTRODUCTION

Community facilities, including schools, libraries, municipal administration offices, police facilities, fire-suppression and emergency medical service facilities, public works garages and storage facilities, and outdoor recreation sites and facilities, have a direct bearing on the quality of life in any urban area. Such facilities enable the provision of basic, sometimes critical, community services. Significant functional efficiencies and savings can be realized if these facilities are properly sized and located with respect to existing development and if new development is properly located with respect to existing and planned facilities. Community facilities are, accordingly, a major consideration in the preparation of any comprehensive plan. This chapter presents an inventory and analysis of the existing major community facilities within the Kenosha Urban Planning District. Future community facility needs are addressed in Chapter XI of this report.

For convenience in presentation, this chapter is organized on a functional basis, with separate sections devoted to schools, libraries, municipal administration and public works buildings, police facilities, fire-suppression facilities, and outdoor recreation sites. The final section of this chapter provides a brief overview of the 1990 Federal Americans with Disabilities Act as it bears on the provision of community facilities and of the steps required to be taken by governmental units within the District in order to comply with the requirements of the Act.

This chapter makes full use of recently completed studies and plans dealing with community facilities in the Planning District. Particularly relevant are the following: a school facilities needs analysis completed in 1990 by Houlihan & Associates, Architects, for the Kenosha Unified School District No. 1¹ and a follow-up report prepared in 1991 setting forth the school facility recommendations of the

School District's long-range planning committee;² a recently completed study of four inner-city elementary schools in the School District by Partners in Design, Architects;³ and a facilities master plan recently completed by CGA Consulting Services, Inc., for Kenosha County.⁴ The salient findings of these studies are summarized, and updated as needed, in this Chapter.

PUBLIC SCHOOLS

Public School Facilities

The public school facilities in the Kenosha Urban Planning District are provided by the Kenosha Unified School District No. 1. The boundaries of the Kenosha Unified School District No. 1 are the same as the boundaries of the Kenosha Urban Planning District. In 1993, the District was served by 23 elementary schools serving up to grade six, five junior high schools serving grades seven through nine, two high schools serving grades 10 through 12, one alternative high school, one special facility for kindergarten through twelfth grade, one Head Start program facility, and an educational support center. The School District owns all of the facilities it occupies and uses except the Head Start facility, located in the St. James Catholic School, and the Bain Elementary School Annex, located in St. Anthony's Catholic Church, both of which are leased facilities.

Table 49 identifies each school in the District and provides pertinent information on the location, type, grade levels accommodated, site size, building size, year constructed, the year last renovated, 1992 enrollment, building capacity, and remaining building capacity. The capacities of the various facilities

¹Houlihan & Associates, Facilities Needs Analysis, Kenosha Unified School District No. 1, 1990.

²Houlihan & Associates, Citizens' Long Range Planning Committee Recommendations to the Board of Education, 1991.

³Partners in Design, Inner City Elementary Schools Survey, Evaluation, and Feasibility Study—Kenosha Unified School District No. 1, 1993.

⁴CGA Consulting Services, Inc., Kenosha County Master Plan, 1991.

Table 49

KENOSHA UNIFIED SCHOOL DISTRICT NO. 1 FACILITIES CHARACTERISTICS: 1993

Facility Type	Facility Name	Site Number (see Map 57)	Year of Construction or Last Major Addition or Renovation	Grade Levels or Facility Type	Site Size (acres)	Building Size (square feet)	Building Capacity	1992 Enrollment	Remaining Building Capacity
Elementary Schools	Bain	1	1907/1952	K-6	1.7	48,075	410	357	53
	Bain Annex	1	.. ^a	K-3	.. ^a	.. ^a	200	120	80
	Bose	2	1967	K-6	8.2	45,873	464	444	20
	Columbus	3	1910/1954	K-6	1.3	38,958	324	305	19
	Durkee	4	1905/1962	K-6	1.5	25,386	192	200	None (over capacity by 8 students)
	Forest Park	5	1956/1961	P-6	10.5	51,991	520	681	None (over capacity by 161 students)
	Frank	6	1895/1964	K-6	2.2	41,402 ^b	316 ^c	336	20
	Grant	7	1923/1954	P-6	4.3	43,422	328	331	None (over capacity by 3 students)
	Grewenow	8	1956	K-6	6.4	45,400	438	415	23
	Harvey	9	1961	P-6	9.4	48,865	413	431	None (over capacity by 18 students)
	Jefferson	10	1924/1954	K-6	5.4	45,937	405	400	5
	Jefferson Annex	10	1927	K-6	.. ^d	15,690	.. ^e	.. ^e	.. ^e
	Jeffery	12	1968	P-6	9.6	45,318	421	533	None (over capacity by 112 students)
	Lincoln	13	1917	K-6	2.8	54,500	427	353	74
	McKinley	14	1950	P-6	3.0	37,061	365	338	27
	Pleasant Prairie	15	1922/1965	K-6	7.0	26,509	192	230	None (over capacity by 38 students)
	Prairie Lane	16	1953/1960	P-6	24.0	41,176	347	395	None (over capacity by 48 students)
	Roosevelt	17	1927	P-6	4.3	52,385	447	462	None (over capacity by 15 students)
	Somers	18	1962/1992	P-6	20.0	60,000+	600	595	5
	Southport	19	1954/1961	K-6	6.3	31,101	351	424	None (over capacity by 73 students)
	Strange	20	1963/1969	P-6	12.1	60,541	491	602	None (over capacity by 111 students)
	Vernon Elementary and Specialty	21	1961	P-6	11.8	102,054	346	619	None (over capacity by 273 students)
	Whittier	22	1930/1991	K-6	3.9	70,000	455	552	None (over capacity by 97 students)
	Wilson	23	1953/1961	P-6	10.0	31,001	340	313	27
	Irving Stocker Elementary	24	1993	K-6	10.3	87,000	550	.. ^f	.. ^f
Junior High Schools	Bullen	25	1968	7-9	22.9	114,292	842	670	172
	Lance	26	1962	7-9	24.0	141,224	876	867	9
	Lincoln Junior High ^g	27	1929/1993	7-9	2.6	119,917	831	701	130
	McKinley Junior High	28	1921/1952	7-9	2.6	117,800	775	747	28
	Washington	29	1920/1965	7-9	3.7	114,377	732	740	None (over capacity by 8 students)
High Schools	Bradford	30	1960/1980	10-12	60.7	304,169	1,850	1,498	352
	Reuther Central ^h	31	1926/1993	10-12	3.6	168,938	500	370	130
	Tremper	32	1964/1982	10-12	40.0	281,807	1,850	1,720	130
Ungraded Schools	Hillcrest School	33	1954/1961	Spec.	16.2	22,405	N/A	18	
	Head Start (housed in the St. James Catholic School)	34	N/A	Pre-school	N/A	14,000	300	300	0
Other Facilities	Educational Support Center (Kenosha Unified School District No. 1 administrative offices)	36	1964/1985	Educational Support	7.1	128,000	..	200 employees	..

Table 49 (continued)

Facility Type	Facility Name	Site Number (see Map 57)	Year of Construction or Last Major Addition or Renovation	Grade Levels or Facility Type	Site Size (acres)	Building Size (square feet)	Building Capacity	1992 Enrollment	Remaining Building Capacity
Properties	Bong Education Center	. . ⁱ		Recreation	140+	. J	. J	. J	. J
	Elmwood Manor	37		Vacant	2.3	. J	. J	. J	. J
	Future Elementary School and Junior High School	38		Vacant	67	. J	. J	. J	. J
	Future Elementary School	39		Vacant	12	. J	. J	. J	. J
	Future Elementary School	40		Vacant	8	. J	. J	. J	. J

N/A = Not Available

^aThe Bain Annex is on property owned by St. Anthony's Catholic Church and is, therefore, not included here.

^bNot including the square footage of two portable classroom units which have a total additional capacity to service a total of 50 students.

^cThe actual maximum building capacity is only 316 students. However, the capacity of the facility has been increased by 50 students due to the use of two portable classroom units. Thus, the total capacity of the facility, including the two portable classrooms, is 366.

^dThe Jefferson Annex is on the same site as the Jefferson Elementary School.

^eThe capacity of the Jefferson Annex is included under the capacity numbers specified herein for the Jefferson Elementary School.

^fIrving Stocker Elementary School was not open in 1992 and, therefore, had no enrollment to report.

^gA 35,000+ square-foot addition to the Lincoln Junior High was under construction in 1993 and was scheduled for completion in the fall of 1993.

^hA renovation of Reuther Central was under construction in 1993 and was to be completed in 1993.

ⁱLocated along both sides of STH 75 north of CTH JB (31st Street) and south of Eppers Road (18th Street) outside the current boundaries of Kenosha Unified School District No. 1.

^jNo buildings were located on the site in 1993 and, therefore, building size, building capacity, and enrollment figures are not specified.

Source: Houlihan & Associates, Facilities Needs Analysis: Kenosha School District No. 1, 1990; and Maehan & Company, Inc.

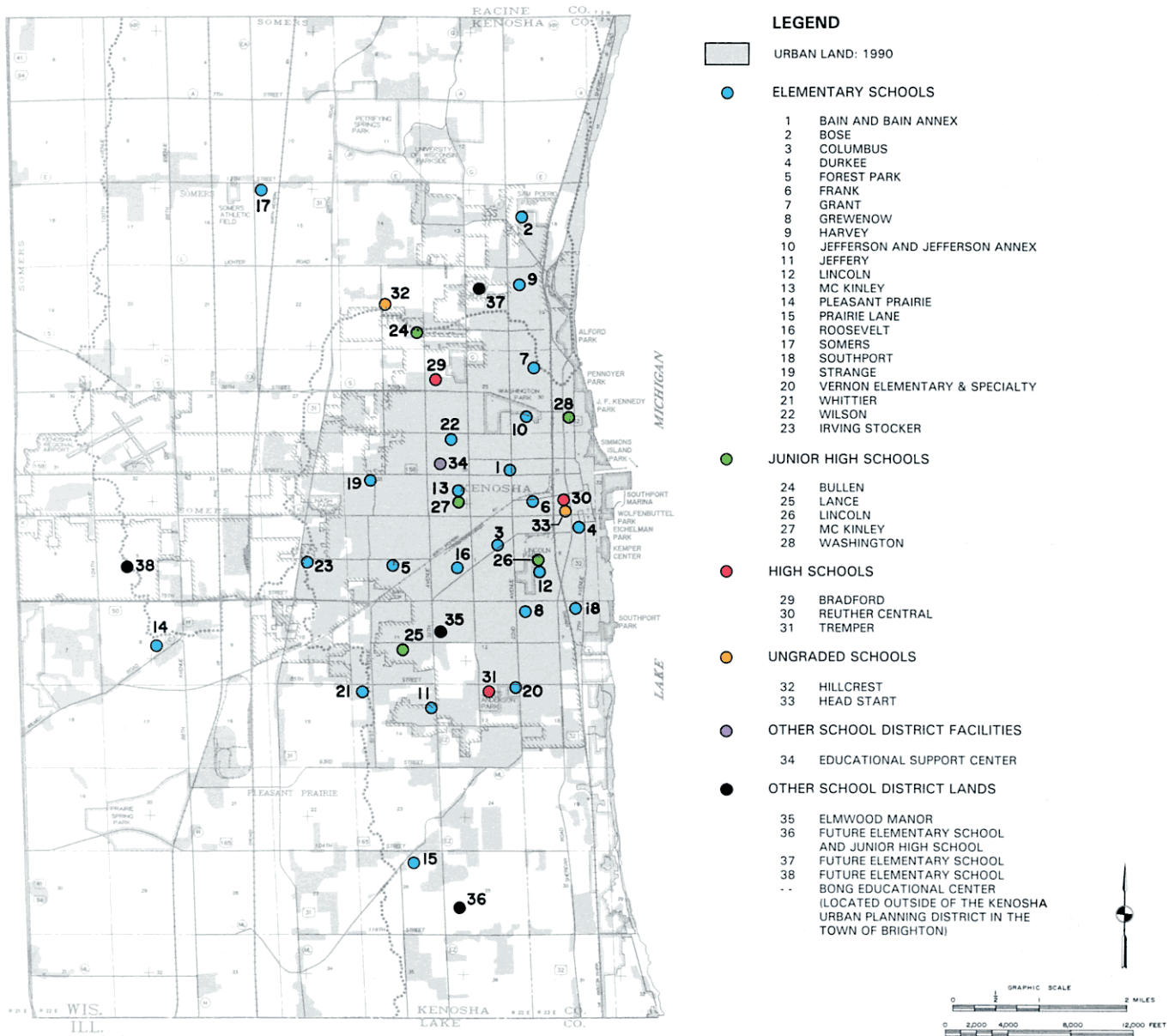
are based on the number of regular classrooms available. This means that the number of students which can be served is related to the number of spaces available in those regular classrooms even though some support areas may not be capable of adequately meeting the needs of that number of students.

The locations of existing School District facilities are shown on Map 57. Maps 58 through 60 indicate 1993 elementary, junior high, and high school attendance, or service, areas relative to each school facility. The location of elementary schools and their attendant elementary school service areas are based upon the neighborhood-school concept; elementary schools serve their immediate surrounding residential areas.

The facility needs analysis completed for the School District by Houlihan & Associates in 1990 included an appraisal of each of the existing School District facilities to determine the condition and appropriateness of the structure and environment. The appraisal was based upon a survey of School District staff, who were asked to rate the school facilities with respect to the school site itself, structural and mechanical features, plant maintainability, school building safety, educational adequacy, and environment for education. District staff were asked to rate each feature as "very inadequate," "poor," "borderline," "satisfactory," or "excellent." Using the results of the survey, the Houlihan study developed a composite evaluation for each school facility. The results of this composite facility evaluation, modified to take into account improvements made to

Map 57

KENOSHA UNIFIED SCHOOL DISTRICT NO. 1 FACILITIES: 1993



Source: Kenosha Unified School District No. 1, Meehan & Company, Inc., and SEWRPC.

some facilities since the Houlihan study was completed in 1990, are presented in Table 50.

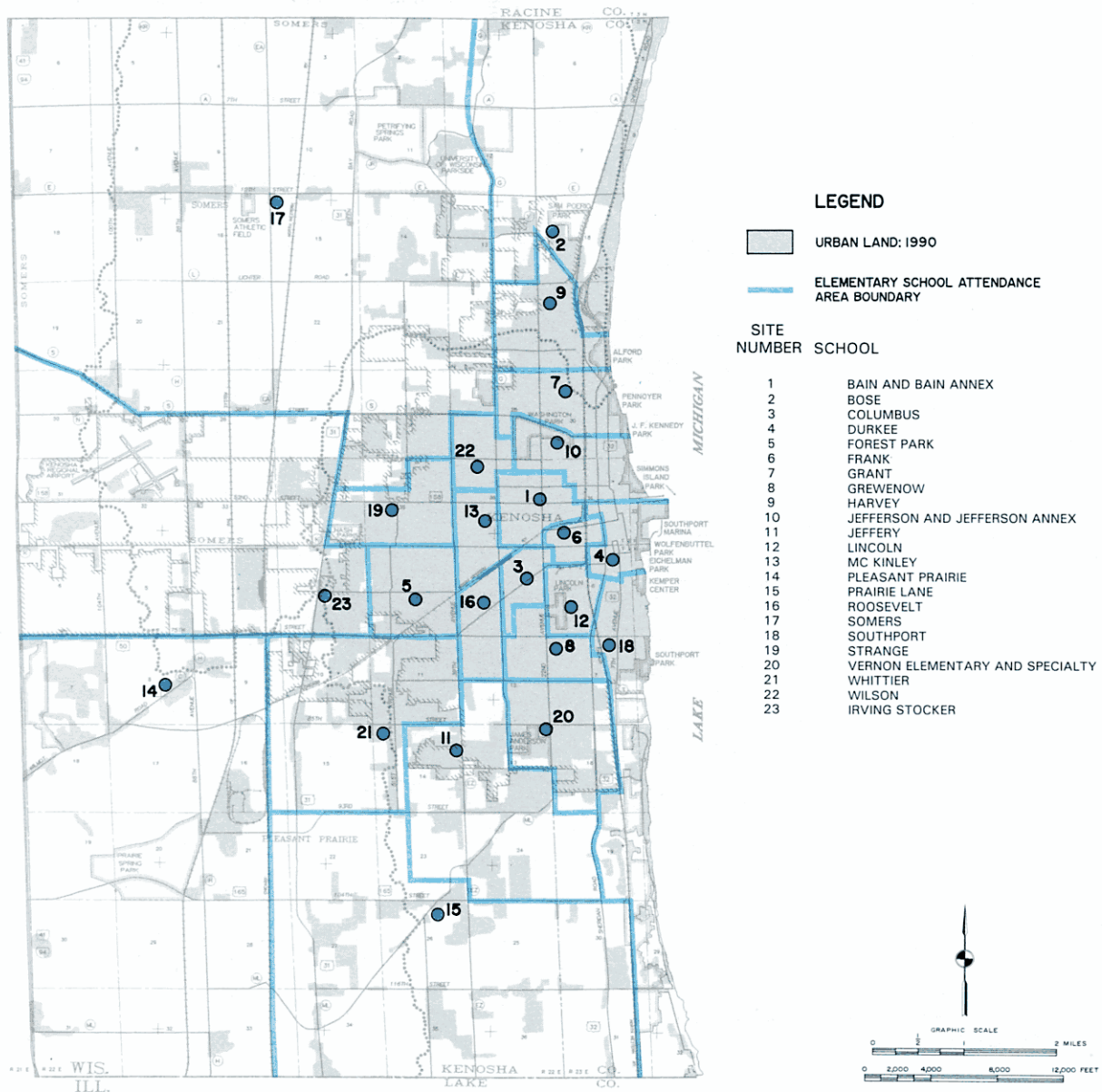
As indicated in Table 50, none of the elementary schools was rated below borderline. Two sites were appraised as borderline, seven as excellent, and the remainder as satisfactory. The Houlihan study concluded that the existing elementary school facilities

provide a serviceable base upon which to build for the future.

Table 50 further indicates that the junior high school facilities were not rated as high as the elementary school facilities. However, no facility was rated below borderline. Two junior high schools, Lance and Washington, were rated as borderline;

Map 58

**ELEMENTARY SCHOOL FACILITIES
AND ATTENDANCE AREAS FOR KENOSHA UNIFIED SCHOOL DISTRICT NO. 1: 1993**

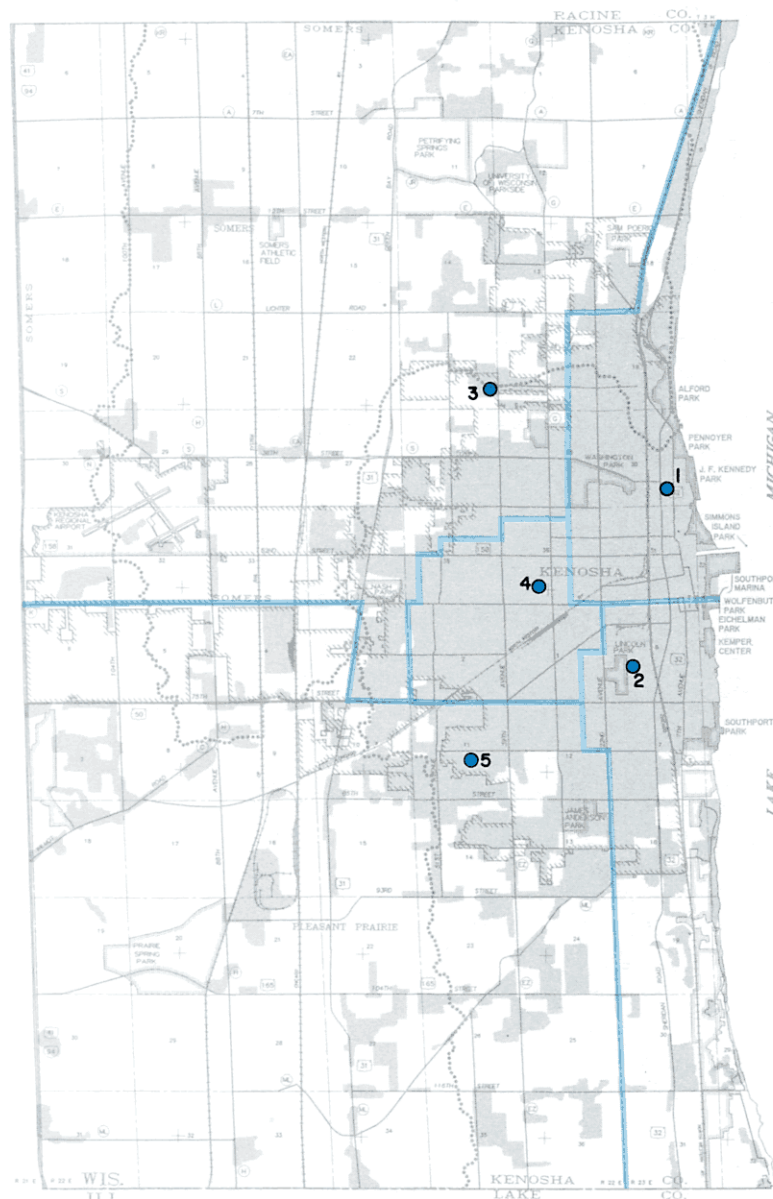


Source: Kenosha Unified School District No. 1, Meehan & Company, Inc., and SEWRPC.

McKinley Junior High School was rated satisfactory; and Bullen and Lincoln Junior High Schools were rated as excellent.

Table 50 indicates that both Bradford and Tremper High Schools were rated as satisfactory, while Reuther Alternative High School was rated excellent, because of renovations to be completed in fall 1993.

The Kenosha Unified School District has recently acquired additional sites for the construction of new schools to accommodate enrollment increases in urbanizing portions of the Planning District. The following sites had been acquired by the end of 1993: a site for a new elementary school and a new junior high school near 39th Avenue and 109th Street, a site for a new elementary school near 30th Avenue and 20th Street, a site for a new elemen-



Map 59
JUNIOR HIGH SCHOOL FACILITIES
AND ATTENDANCE AREAS FOR KENOSHA
UNIFIED SCHOOL DISTRICT NO. 1: 1993

LEGEND

- URBAN LAND: 1990
 JUNIOR HIGH SCHOOL ATTENDANCE AREA BOUNDARY

SITE NUMBER	SCHOOL
1	WASHINGTON JUNIOR HIGH SCHOOL
2	LINCOLN JUNIOR HIGH SCHOOL
3	BULLEN JUNIOR HIGH SCHOOL
4	MC KINLEY JUNIOR HIGH SCHOOL
5	LANCE JUNIOR HIGH SCHOOL

Source: Kenosha Unified School District No. 1, Meehan & Company, Inc., and SEWRPC.

tary school in the White Caps subdivision, and land for the replacement of the Pleasant Prairie elementary school on CTH C.⁵

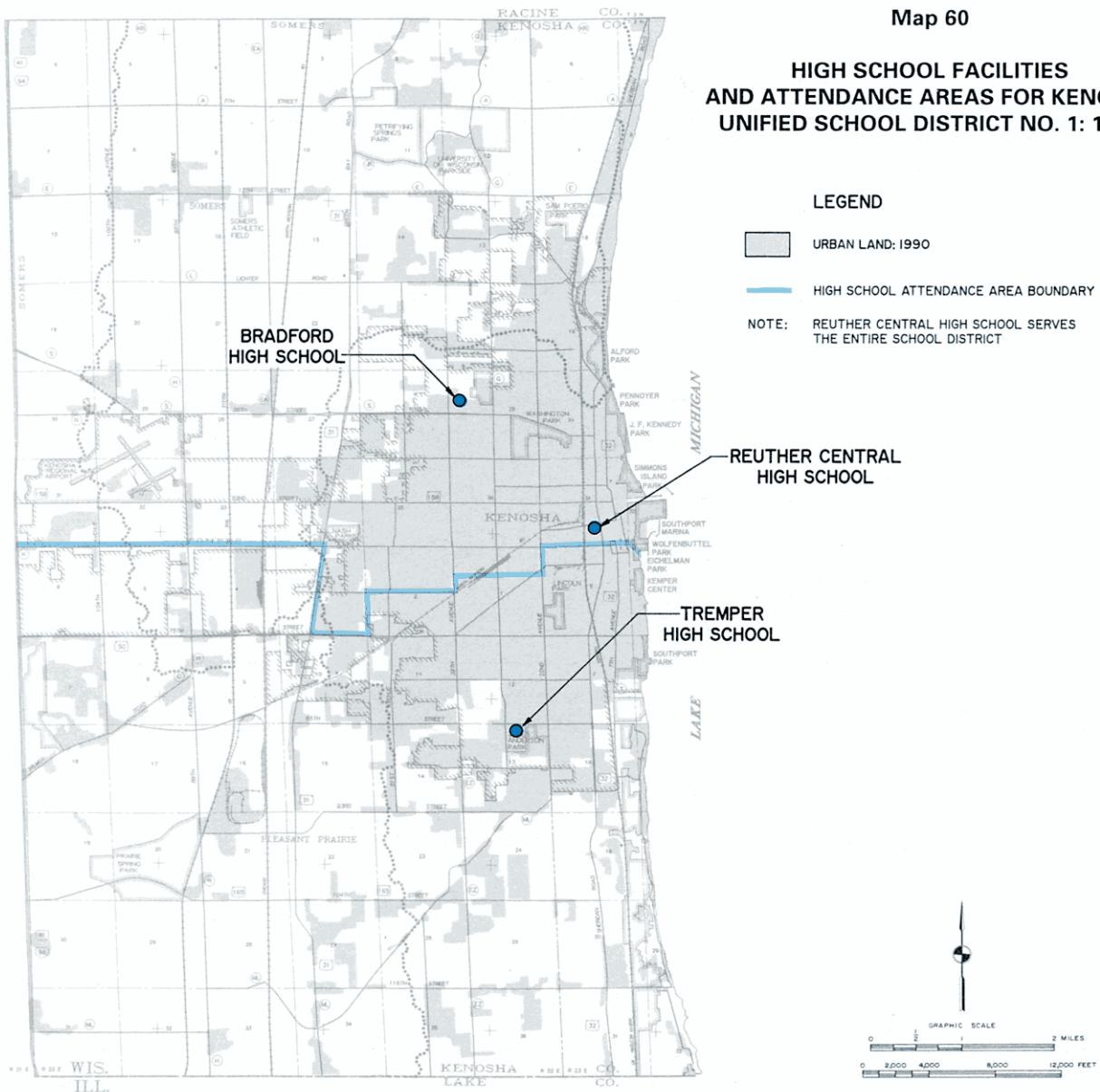
School Enrollment Trends

Enrollment levels for the Kenosha Unified School District are presented for the years 1980 through 1992 in Table 51 and Figure 9. Total enrollment

⁵In 1994, the School District acquired a 92-acre site located north of CTH K, west of STH 31, for future construction of a senior high school.

in the District decreased during the early 1980s, from about 17,400 students in 1980 to about 15,500 students in 1985. Total enrollment remained relatively constant between 1985 and 1989. Since then, total enrollment in the District has increased significantly, from about 15,800 students in 1989 to about 17,100 students in 1992.

As shown on Figure 10, the elementary school enrollment for the District has increased steadily since 1985. Between 1985 and 1992, the elementary enrollment increased from about 7,700 students to about 9,400 students, an increase of 1,700 students,



Source: Kenosha Unified School District No. 1, Meehan & Company, Inc., and SEWRPC.

or 22 percent. The elementary school enrollment increase has immediate impacts on school facility needs as well as longer term impacts as that component of the student population advances to junior and senior high school. As a result of recent enrollment increases, 12 elementary schools within the District had enrollments above their building capacities during the 1992-93 school year (see Table 49). Enrollment at Washington Junior High School was also above the building capacity.

Recommendations of the School District Citizens' Long Range Planning Committee
The School District's Citizens' Long Range Planning

Committee in 1991 prepared a series of recommendations, based upon analyses and forecasts of the Houlihan facilities study, intended to guide the School Board in meeting the spatial needs of the District in the coming years.⁶ In developing these recommendations, the Committee attempted to take into account enrollment growth which could be expected on the basis of historic trends in enrollment as well as additional needs related the recent

⁶See Citizens' Long Range Planning Committee Recommendations to the Board of Education, 1991.

Table 50

KENOSHA UNIFIED SCHOOL DISTRICT NO. 1 COMPOSITE SCHOOL EVALUATION BY SCHOOL: 1993

Facility Type	Facility Name	Composite Ranking				
		Very Inadequate	Poor	Borderline	Satisfactory	Excellent
Elementary Schools	Bain			x		
	Bose					x
	Columbus				x	
	Durkee				x	
	Forest Park				x	
	Frank				x	
	Grant				x	
	Grewenow				x	
	Harvey				x	
	Jefferson				x	
	Jefferson Annex ^a				x	
	Jeffery					x
	Lincoln				x	
	McKinley				x	
	Pleasant Prairie			x		
	Prairie Lane				x	
	Roosevelt				x	
	Somers					x
	Southport				x	
	Strange					x
	Vernon Elementary and Specialty				x	
	Whittier					x
	Wilson					x
	Irving Stocker					x
Junior High Schools	Bullen					x
	Lance			x		
	Lincoln Junior High					x
	McKinley Junior High				x	
	Washington			x		
High Schools	Bradford				x	
	Reuther Central					x
	Tremper				x	

NOTE: In the 1990 evaluation prepared by Houlihan & Associates, Somers Elementary School was rated as satisfactory and Whittier Elementary School, Lincoln Junior High School, and Reuther Central High School were rated as borderline. These schools are rated as excellent on this table as a result of improvements completed by 1993. Irving Stocker Elementary School, completed in 1993, was also rated excellent on this table.

^aThe Jefferson Annex is on the same site as Jefferson Elementary School.

Source: Houlihan & Associates, *Facilities Needs Analysis: Kenosha Unified School District No. 1, 1990*; Kenosha Unified School District No. 1; and Meehan & Company, Inc.

Table 51

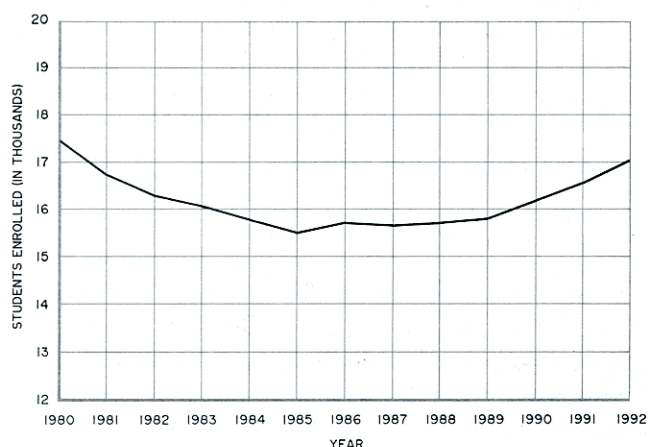
**SCHOOL ENROLLMENT FOR THE KENOSHA UNIFIED
SCHOOL DISTRICT NO 1: SCHOOL YEARS 1980-81 THROUGH 1992-93**

School Year	Elementary School		Junior High School		Senior High School		Head Start/Special School		Total	
	Number of Students	Percent Change from Previous Year	Number of Students	Percent Change from Previous Year	Number of Students	Percent Change from Previous Year	Number of Students	Percent Change from Previous Year	Number of Students	Percent Change from Previous Year
1980-1981	8,289	--	3,991	--	4,784	--	352	--	17,416	--
1981-1982	7,985	-3.7	3,809	-4.6	4,544	-5.0	375	6.5	16,713	-4.0
1982-1983	7,885	-1.3	3,871	1.6	4,198	-7.6	309	-17.6	16,263	-2.7
1983-1984	7,733	-1.9	4,028	4.1	3,985	-5.1	303	-1.9	16,049	-1.3
1984-1985	7,769	0.5	3,946	-2.0	3,750	-5.9	298	-1.7	15,763	-1.8
1985-1986	7,713	-0.7	3,777	-4.3	3,729	-0.6	282	-5.4	15,501	-1.7
1986-1987	7,976	3.4	3,692	-2.3	3,800	1.9	257	-8.9	15,725	1.4
1987-1988	8,126	1.9	3,547	-3.9	3,744	-1.5	248	-3.5	15,665	-0.4
1988-1989	8,440	3.9	3,458	-2.5	3,585	-4.2	220	-11.3	15,703	0.2
1989-1990	8,539	1.2	3,593	3.9	3,462	-3.4	210	-4.5	15,804	0.6
1990-1991	8,962	5.0	3,511	-2.3	3,475	0.4	236	12.4	16,184	2.4
1991-1992	9,161	2.2	3,767	7.3	3,400	-2.2	262	11.0	16,590	2.5
1992-1993	9,436	3.0	3,770	0.1	3,543	4.2	316	20.6	17,065	2.9

Source: Kenosha Unified School District No. 1 and SEWRPC.

Figure 9

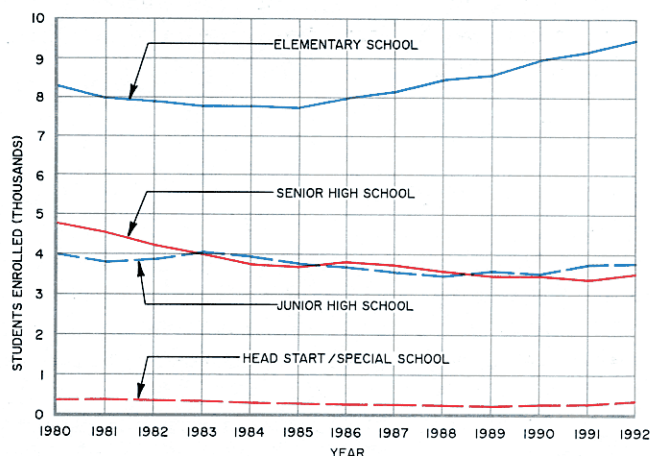
**TOTAL ENROLLMENT FOR THE
KENOSHA UNIFIED SCHOOL DISTRICT NO. 1:
SCHOOL YEARS 1980-81 THROUGH 1992-93**



Source: Kenosha Unified School District No. 1 and SEWRPC.

Figure 10

**ENROLLMENT BY MAJOR CATEGORY FOR THE
KENOSHA UNIFIED SCHOOL DISTRICT NO. 1:
SCHOOL YEARS 1980-81 THROUGH 1992-93**



Source: Kenosha Unified School District No. 1 and SEWRPC.

increases in residential development within the District, described in Chapter IV of this report. The Committee's report emphasizes the need for continued monitoring of development trends and the consequent impacts on enrollment levels in the District and points out that its facility recommendations may have to be adjusted in light of such monitoring.

The 1991 report of the Citizens' Long Range Planning Committee recommended the construction of two new elementary schools, one to be available for occupancy by 1993 and the second by 1994, and further recommended that the following improvements be undertaken by 1995: additions to, and renovation of, Pleasant Prairie Elementary School and Lincoln Junior High School; renova-

tion or replacement of Bain and Lincoln Elementary Schools; and an addition to Reuther Central High School.

Facility needs tentatively identified by the Committee for the period from 1995 to 2000 include the construction of two new elementary schools and one new junior high school and the addition to, or renovation of, six elementary schools. The Committee concluded that a new senior high school would probably not be needed before the year 2000.

Implementation of a number of the Citizens' Long Range Planning Committee recommendations is underway. Construction of a new elementary school, the Irving Stocker School, was completed in 1993, as were the renovation of Reuther Central High School and an addition to, and renovation of, Lincoln Junior High School. In addition, alternative plans for the renovation of four inner city elementary schools, Bain, Durkee, Frank, and Lincoln, have been prepared.⁷

The need for additional public schools and the location of the needed school sites within the District is addressed in the community facilities element of the comprehensive District plan, presented in Chapter XI of this report.

PRIVATE SCHOOLS

There were 21 private elementary and secondary schools in the Kenosha Urban Planning District in 1993, most of them associated with religious institutions (see Map 61 and Table 52). The 21 private schools included 12 elementary schools, one junior high school, two high schools, three combined elementary and high schools, and three specialty schools, including two Montessori schools and one day-care facility which offered prekindergarten and kindergarten classes.

Private school enrollment in the District totaled 2,975 pupils for the 1992-1993 school year. As indicated in Table 52, private school enrollment fluctuated between about 2,900 and 3,600 pupils between 1980 and 1992. Private school enrollment constituted between 15 percent and 18 percent of total elementary and secondary school enrollment in the District during this time.

⁷See *Inner City Elementary School--Survey, Evaluation, and Feasibility Study*, prepared for Kenosha Unified School District No. 1 by Partners in Design, Architects.

LIBRARIES

The Kenosha Urban Planning District is served by the Kenosha County Library System and the Kenosha Public Library. The Kenosha County Library System contracts with the Kenosha Public Library to provide access to its facilities and services open to all residents of the County. In addition, the Kenosha Public Library operates, under contract with the Kenosha County Library System, a Countywide bookmobile service with stops in all municipalities in the County not supporting a local library.

Those libraries which serve the Kenosha Urban Planning District are graphically located on Map 62, while site and facility areas, the year of construction, and the years of the most recent major renovation or addition, are set forth in Table 53. The combined holdings of the Kenosha Public Library are provided in Table 54. A brief description of each of the facilities follows.

G. M. Simmons Library

The G.M. Simmons Library is located at 711 59th Place, in the City of Kenosha. It serves as the centralized resource for meeting the informational needs of community residents. It is Kenosha Public Library's major clearinghouse for the collection and dissemination of a wide range of current information on community organizations, activities, issues, and services. It also serves as a center for materials and services which support the formal educational needs of students from elementary school through high school. Secondary roles performed by the Simmons Library include: 1) providing materials in various formats and services for persons of all skill levels who are interested in pursuing independent learning and 2) maintaining a collection of current-interest materials for people of all ages.

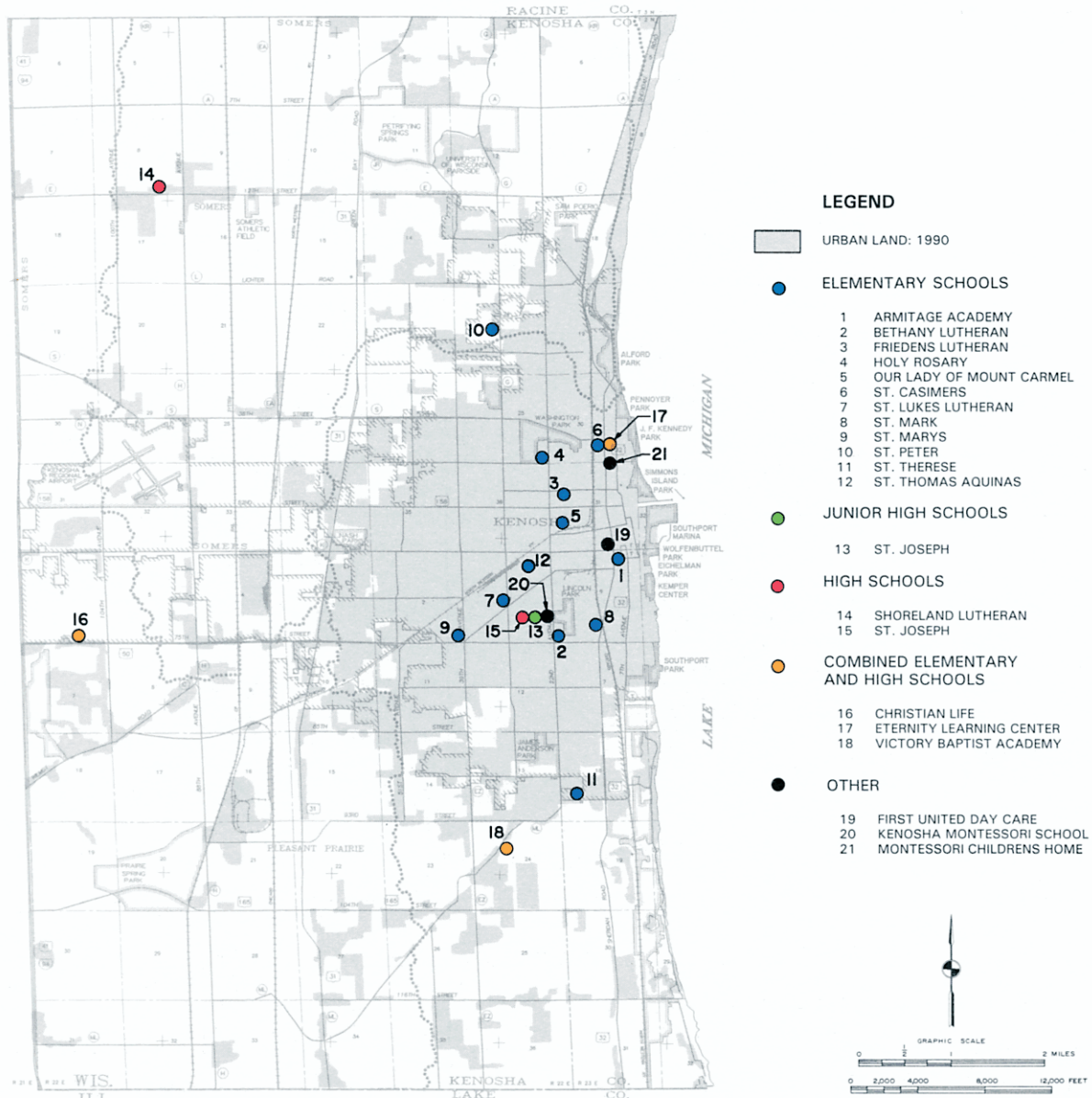
The G. M. Simmons Library is the focal point of the Library Park Historic District (see Map 14 in Chapter III). Constructed in 1900, the Simmons Library has been listed on the National Register of Historic Places since 1974.

Southwest Library

The Southwest Library, at 7979 38th Avenue, in the City of Kenosha, provides popular materials in various formats and provides assistance in using them to community residents of all ages pursuing leisure-time, cultural, and independent-learning activities. It emphasizes the provision of media collections and the availability of the in-house equipment necessary to utilize them. Southwest Library also provides:

Map 61

**PRIVATE ELEMENTARY AND SECONDARY SCHOOLS
IN THE KENOSHA URBAN PLANNING DISTRICT: 1993**



Source: SEWRPC.

1) resources and assistance to answer ready-reference and community information inquiries and 2) library materials and services to help elementary and secondary level students meet their formal educational objectives. The Southwest Library also provides materials and programming at the pre-school and primary level to foster reading readiness, as well as high-interest programming for people of all ages. In addition, the Southwest Library provides a meeting place for various community groups.

Northside Library

In 1993, a new library was constructed near 14th Place and 30th Avenue as a replacement for the old Northside Library, which had been located about one mile south. The new library provides popular materials in various formats and provides assistance in using them to community residents of all ages pursuing leisure time, cultural, and independent learning activities. This library emphasizes the provision of outreach services to special needs

Table 52

**PRIVATE SCHOOL ENROLLMENT IN THE KENOSHA URBAN
PLANNING DISTRICT: SCHOOL YEARS 1980-81 THROUGH 1992-93**

School Type	School Name	Grade Levels: 1992-1993 School Year	Enrollment: 1992-1993 School Year
Elementary	Armitage Academy	K-6	57
	Bethany Lutheran	K-8	112
	Friedens Lutheran	K-8	156
	Holy Rosary	K-8	311
	Our Lady of Mount Carmel	K-8	144
	St. Casimir	PK-6	58
	St. Luke Lutheran	PK-7	46
	St. Mark	K-6	217
	St. Mary's	K-8	429
	St. Peter	PK-6	54
	St. Therese	PK-6	112
	St. Thomas Aquinas	PK-6	82
Junior High	St. Joseph	7-8	106
High School	Shoreland Lutheran	9-12	215
	St. Joseph	9-12	318
Combined Elementary and High School	Christian Life	PK-12	322
	Eternity Learning Center	K-11	51
	Victory Baptist Academy	K-12	54
Other	First United Day Care	PK-K	11
	Kenosha Montessori School	PK-3	81
	Montessori Children's House	PK-K	39
Total		--	2,975

NOTE: "PK" indicates prekindergarten; "K" indicates kindergarten.

Table 52 (continued)

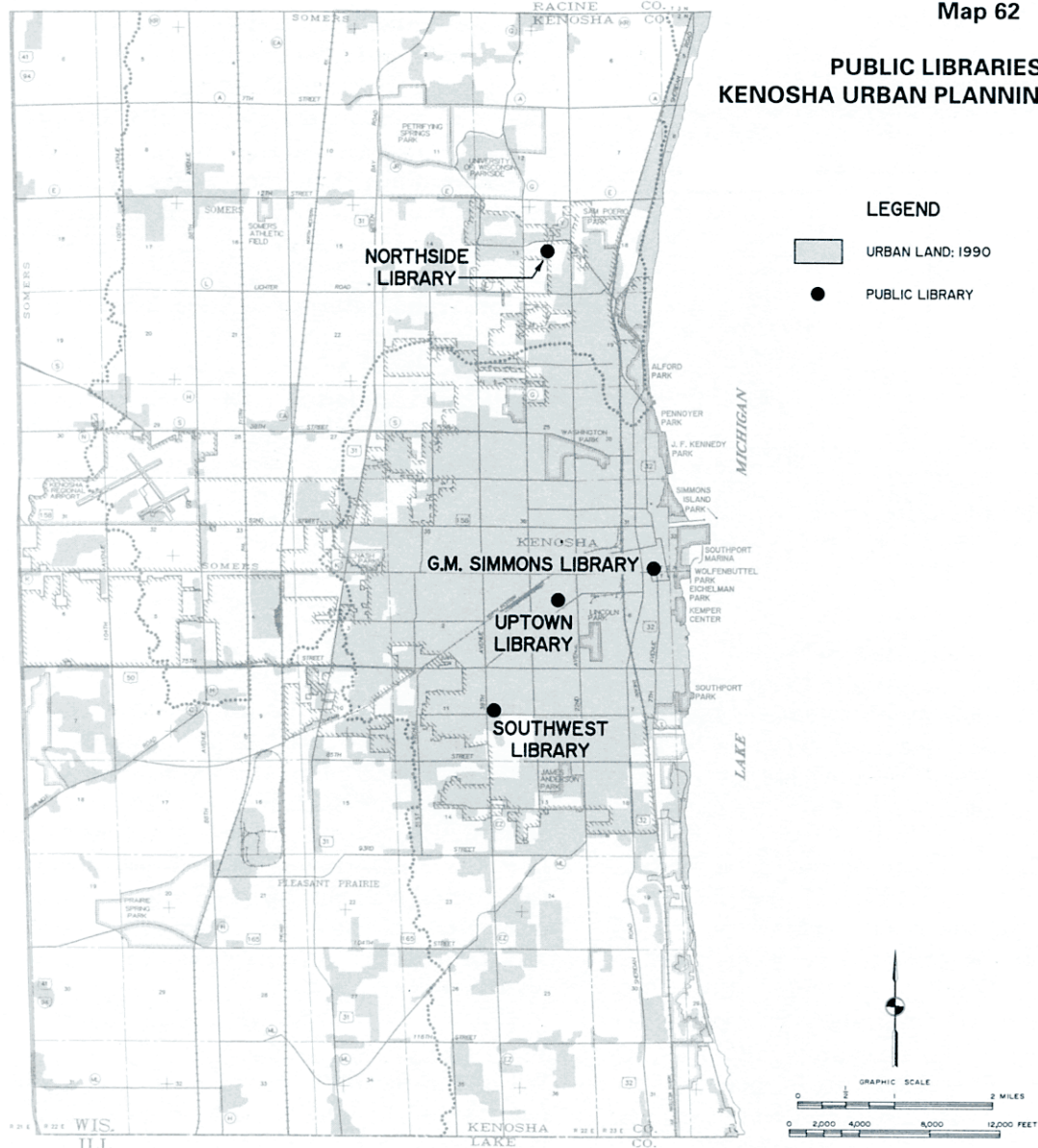
School Year	Pre-Kindergarten through Grade 8		Grade 9 through Grade 12		Total		Private School Enrollment as a Percent of Total School Enrollment
	Number of Students	Percent Change from Previous Year	Number of Students	Percent Change from Previous Year	Number of Students	Percent Change from Previous Year	
1980-1981	2,619	--	978	--	3,597	--	17.1
1981-1982	2,573	-1.8	911	-6.9	3,484	-3.1	17.3
1982-1983	2,452	-4.7	891	-2.2	3,343	-4.0	17.1
1983-1984	2,507	2.2	822	-7.7	3,329	-0.4	17.2
1984-1985	2,404	-4.1	809	-1.6	3,213	-3.5	16.9
1985-1986	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1986-1987	2,374	NA	645	N/A	3,019	N/A	16.1
1987-1988	2,398	1.0	608	-5.7	3,006	-0.4	16.1
1988-1989	2,334	-2.7	570	-6.3	2,904	-3.4	15.6
1989-1990	2,766	18.5	626	9.8	3,392	16.8	17.7
1990-1991	2,751	-0.5	639	2.1	3,390	-0.1	17.3
1991-1992	2,784	1.2	694	8.6	3,478	2.6	17.3
1992-1993	2,354	-15.4	621	-10.5	2,975	-14.5	14.8

N/A: Data not available.

Source: Wisconsin Department of Public Instruction and SEWRPC.

Map 62

**PUBLIC LIBRARIES IN THE
KENOSHA URBAN PLANNING DISTRICT: 1993**



Source: Meehan & Company, Inc., and SEWRPC.

Table 53

PUBLIC LIBRARIES IN THE KENOSHA URBAN PLANNING DISTRICT: 1993

Library Name	Year of Construction or Last Major Addition or Renovation	Total Building Area (total gross square feet)	Building Public Service Area (square feet)	Site Area (acres)
G. M. Simmons Library	1900/1990	9,045	5,302 ^a	1.0
Southwest Library	1981	19,000	14,000	2.9
Northside Library	1993	24,600	15,500	2.2
Uptown Library	1925	4,073	3,000	0.3

^aIncludes spaces used for the main floor, mezzanine, and ground-floor activities room.

Source: Kenosha County Library System and Meehan & Company, Inc.

Table 54

**EXISTING PUBLIC LIBRARY
COLLECTION SERVING THE KENOSHA URBAN
PLANNING DISTRICT BY MATERIAL TYPE: 1993**

Type of Material	Physical Units
Books owned	221,387
Serial Subscriptions	891 (460 titles)
Audio Materials	11,347
Films	481
Video Materials	2,969
Other	224
Total Units	237,299

Source: Wisconsin Department of Public Instruction, *Public Library Annual Report for the Year 1992 (year-end)*, and Meehan & Company, Inc.

populations in Kenosha County. The library also provides resources and assistance to answer ready reference and community information inquiries and the library materials and services to help elementary- and secondary-level students meet their formal educational objectives.

The new Northside Library serves as a system resource for circulating materials that other Kenosha Public Library agencies are unable to accommodate physically. It serves as the primary resource collection for the Bookmobile and Outreach services and provides preschool- and primary-level materials and programming to foster reading readiness, as well as high-interest programming for people of all ages. The new library also provides a meeting place for community groups.

Uptown Library

This facility, formerly known as the West Branch Library, is located at 2419 63rd Street, in the City of Kenosha. It provides popular materials in various formats and provides assistance in using them to community residents of all ages with a special emphasis on materials and services to young adults. The library also provides preschool- and primary-level materials and programming to foster reading readiness, as well as high-interest programming for people of all ages. In addition, it provides work space for selected community organizations providing services to library users with special needs.

Bookmobile

The Bookmobile functions as a mobile branch library throughout the City and County of Kenosha,

provides popular materials in various formats for City and County residents of all ages, and assists them in locating and utilizing these materials and the materials in other Kenosha Public Library branches. In a limited capacity, the Bookmobile also provides ready reference service and encourages reading readiness, educational development, and independent learning.

A long-range library system plan for Kenosha County was completed in 1992.⁸ The plan calls for a new regional branch library on the west side of the Planning District. The plan recommends the eventual establishment of a consolidated County library system, as an agency of the County government, serving all of Kenosha County, as provided for under Section 43.21 of the Wisconsin Statutes.

MUNICIPAL ADMINISTRATION OFFICES AND FACILITIES

The County and local units of government serving the District own or lease a number of sites and buildings to support the administration of their wide ranging responsibilities. The location of these administrative and service buildings within the District is shown on Map 63, while information regarding basic building and site characteristics is presented in Table 55. These administrative and service facilities are described by unit of government below.

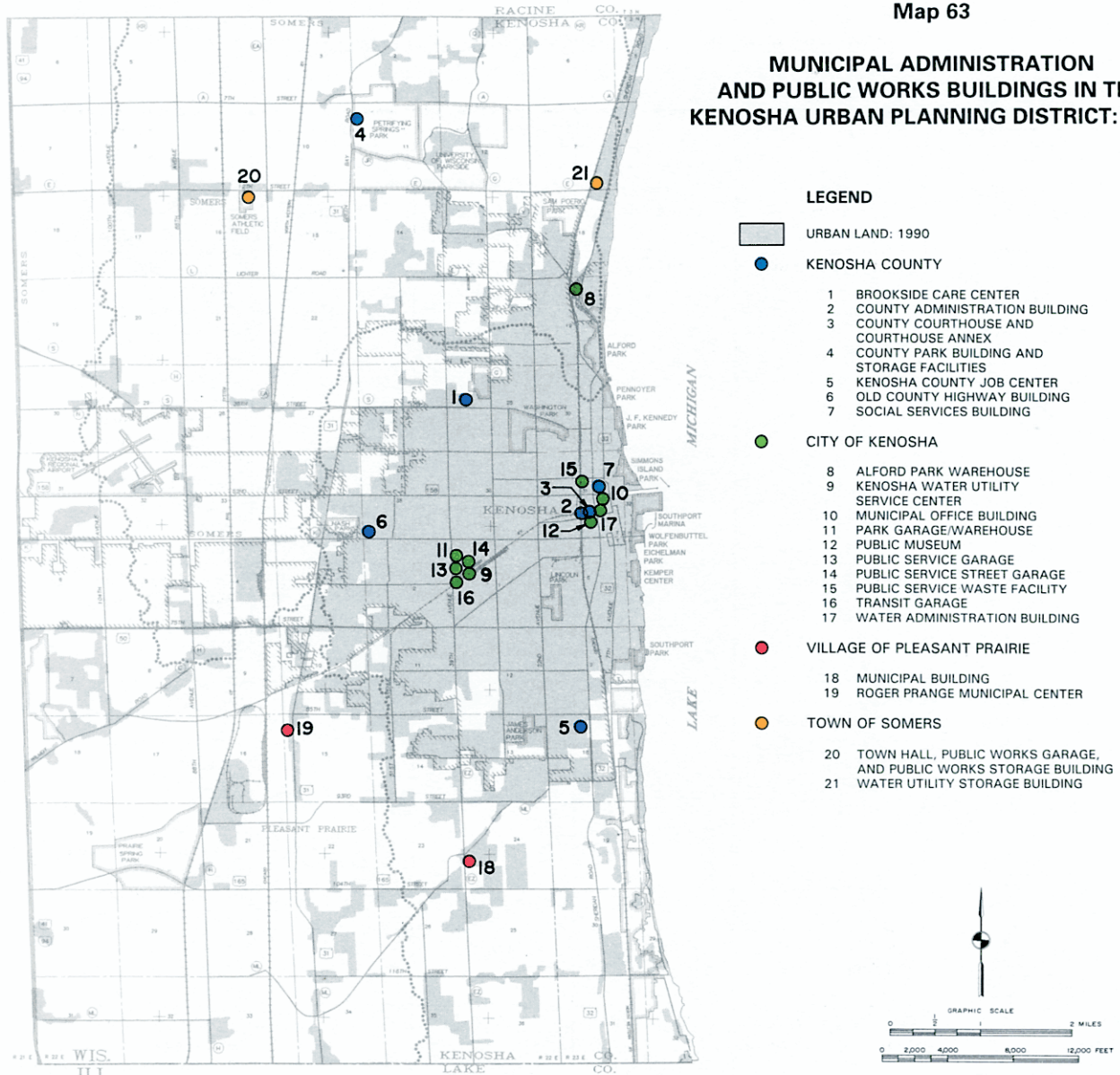
Kenosha County

While the focus of this chapter is on community facilities within the Kenosha Urban Planning District, any consideration of County-provided facilities must take into account major facility development in other areas of the County which may impact the Planning District. Most important in this respect is the new Kenosha County Center, sited approximately five miles west of the Planning District near the intersection of STH 45 and STH 50 in the Town of Bristol, which was completed in 1993. This building provides 42,000 square feet of additional office space and 139,000 square feet of additional garage and maintenance space. County functions housed at the new building include the Planning and Development Department, the County Land Information office, the Public Works Department, the western office of the Health and Human

⁸*Kenosha County Library System, Kenosha County Long Range Library Plan, May 1992.*

Map 63

**MUNICIPAL ADMINISTRATION
AND PUBLIC WORKS BUILDINGS IN THE
KENOSHA URBAN PLANNING DISTRICT: 1995**



Source: Meehan & Company, Inc., and SEWRPC.

Services Department, the University of Wisconsin-Extension offices, the County Housing Authority, and the County public works garage and maintenance facilities.

The new Kenosha County Center provided much-needed space for County administrative and service functions, and enabled the centralization of certain related functions. It should be noted, however, that the new facility contributes further to the changing distribution of jobs and travel patterns within the County. The new facility may be expected to affect

the distribution of work-related vehicle trips, as well as business- and government-related vehicle trips in the County. The new facility is indicative of a continuation of the decentralization of the Kenosha metropolitan area.

The facilities master plan prepared for Kenosha County by CGA Consulting Services, Inc.,⁹ provides

⁹CGA Consulting Services, Inc., *Kenosha County Master Plan*, 1991.

Table 55

**EXISTING MUNICIPAL ADMINISTRATION AND PUBLIC WORKS
BUILDINGS IN THE KENOSHA URBAN PLANNING DISTRICT: 1995**

Governmental Unit	Building or Facility Name	Year of Construction or Last Major Addition or Renovation	Total Building Area (total gross square feet)	Site Area (acres)	Building or Facility Functions
Kenosha County	County Courthouse	1923-25	88,782	1.1	Community Programs Court Storage Information Systems/Data Processing Central Office Services Court Judicial Family Court Clerk Small Claims Court Law Library Clerk of Court State Patrol District Attorney Veterans' Services
	County Courthouse Annex	1923-25	27,106	0.8	Labor Management Council Medical Examiner Juvenile Intake Garage Court Storage
	Kenosha County Administration Building (formerly Union Club Building)	1926-27, 1994	42,800	0.5	Assessor Clerk Register of Deeds Treasurer Personnel Finance Purchasing Office of Management and Budget County Executive County Board Room County Board Chairman
	Social Services Building	Circa 1950s	26,900	1.9	Court Services Department of Health and Social Services
	Kenosha County Job Center	Circa 1960s	58,085 ^a	4.5	Child Support Agency Social Services Sheriff's Special Investigative Unit
	Brookside Care Center	1995 ^b	154,000	11.0+	Nursing Home Nursing Home Administrative Offices and Support Space
	Old Highway Department Building	N/A	32,545	9.1	Corporation Counsel Miscellaneous Storage
	County Parks Building and Storage Facilities	N/A	1,782 (office) 24,100 (storage)	1.6 (office) 3.8 (storage)	Park Operations Storage Facilities

an inventory and analysis of County-owned administrative and service facilities and spaces. That plan was intended to help the County determine the most efficient and effective approach to meeting County building space growth requirements for both the short term and through the year 2010. The following

descriptive analysis of existing County administrative and service facilities is drawn in part from that facilities plan.

Kenosha County Courthouse: The County Courthouse is located at 912 56th Street in the down-

Table 55 (continued)

Governmental Unit	Building or Facility Name	Year of Construction or Last Major Addition or Renovation	Total Building Area (total gross square feet)	Site Area (acres)	Building or Facility Functions
City of Kenosha	Municipal Office Building	1948/1978	61,620	3.4	Administration Cable Television City Attorney City Development Clerk-Treasurer Credit Union Finance Fire Department Fire Prevention Bureau Housing and Neighborhood Development Housing Authority Building Maintenance Mayor M.I.S. Personnel Municipal Court Public Service Department Senior Action Council
	Water Administration Building	1965/1982	30,758	0.9	City of Kenosha Water Utility Administration Department
	Public Museum (former U.S. Post Office)	1908-10 (moved to present site in 1934)	4,500	0.7	Exhibition Areas Administrative Offices Classrooms
	Senior Citizen Center	N/A	13,000	1.9	Senior Citizen Center operated by Kenosha Unified School District
	Public Service Street Garage	Circa 1955/late 1980s	32,800	4.8	Housing for Street Maintenance Equipment Administrative Offices
	Park Garage/Warehouse	1963	13,440	1.2	Parks Administration Housing for Park Maintenance Equipment Storage
	Public Service Garage	1971	19,791	1.5	Garage Equipment Parts Stores
	Kenosha Water Utility Service Center	N/A	24,000	3.8	Water Utility Service Water Utility Vehicle Storage
	Transit Garage	1975/1982	25,890	2.1	Transit Vehicle Storage
	Public Service Solid Waste Facility	Circa 1955/late 1970s	22,000	4.6	Solid Waste Center Solid Waste Transfer Solid Waste Recycling
	Alford Park Warehouse	1936	18,360	.. ^c	Park Operations

town Kenosha. Constructed between 1923 and 1925, the Courthouse is a Neoclassical Revival structure, listed on the National Register of Historic Places. The Courthouse is in excellent condition. It currently houses most court functions and certain County administrative agencies and program offices (see Table 55).

Courthouse Annex: The County Courthouse Annex is located on the north side of the Courthouse and connected to the Courthouse by a below-grade tunnel. Like the Courthouse, the Courthouse Annex is a Neoclassical Revival structure, constructed between 1923 and 1925 and listed on the National Register of Historic Places. The 1991 County facili-

Table 55 (continued)

Governmental Unit	Building or Facility Name	Year of Construction or Last Major Addition or Renovation	Total Building Area (total gross square feet)	Site Area (acres)	Building or Facility Functions
Village of Pleasant Prairie	Municipal Building	1967	7,187 ^d	4.3	Elected Officials Office Administration Offices Community Development Board Room
	Public Works Facility: Roger Prange Municipal Center	1994	30,000 ^e	60.0	Large Vehicle Storage Small Vehicle Storage Vehicle Service/Maintenance Vehicle Wash Bay Shop Tool Storage Break Room (shared with Police Facility) Lockers (shared with Police Facility)
Town of Somers	Town Hall	1967/1972	5,200 ^f	17.5	Meeting Room Town Administration Public Works Director Office
	Public Works Garage	Circa 1970s	1,200 ^f	.9	Vehicle and Equipment Storage
	Public Works Storage Building	Circa 1970s	2,000	.9	Vehicle and Equipment Storage
	Water Utility Storage Building	Circa 1980s	750	.h	Vehicle and Equipment Storage

NOTE: N/A = Not Available

^aLeased space in a privately-owned structure which structure is also occupied by nonCounty functions including two cinemas, a restaurant, and the State of Wisconsin Job Service Unit.

^bA new nursing home was completed in 1995. Renovation of the existing nursing home is scheduled for 1996.

^cLocated on the grounds of Alford Park.

^dNot including areas used as a part of the attached Fire Station No. 1.

^eThe police department and municipal court are also located at the Roger Prange Municipal Center; the indicated area pertains only to the public works facility.

^fThe Somers Town Hall, the Somers Public Works Garage, and Somers Fire Station No. 1 are located within the same structure. The Town Hall Administration portion of the building occupies 5,200 square feet of the 13,200 square-foot structure; the public works garage occupies 1,200 square feet.

^gLocated on the 17.5-acre site of the Town Hall.

^hLocated on the 2.0-acre site of Somers Fire Station No. 2.

Source: CGA Consulting Services, Inc., Kenosha County Master Plan, 1991, and Meehan & Company, Inc.

ties planning study indicated that the Courthouse Annex requires major maintenance due to the deterioration of the basement and upper floors. It currently houses the Medical Examiner's office, court storage, and juvenile intake.

Kenosha County Administration Building: The Kenosha County Administration Building, formerly called the Union Club Building, constructed in 1926-1927, is a three-story building located at the north-

west corner of the intersection of 56th Street and 10th Avenue, across the street from the County Courthouse, in the City of Kenosha. Like the County Courthouse and Courthouse Annex, the County Administration Building is also of the Neoclassical Revival design. Extensively renovated in 1994, the building houses the County Board room, the offices of the County Executive and County Board Chairman, and a number of County administrative functions, as indicated in Table 55.

Social Services Building: The Social Services Building is a former food store owned by the County and located at 714 52nd Street, in the City of Kenosha, approximately five blocks from the County Courthouse. According to the 1991 County facilities planning study, its 26,900 total square feet could adequately accommodate County Social Services needs to the year 2010.

Kenosha County Job Center: The Kenosha County Job Center is located at 8600 Sheridan Road, in the City of Kenosha. The 58,085-square-foot facility, leased by the County, is in a privately-owned mall which is also occupied by nonCounty functions, including two cinemas, a restaurant, and the State of Wisconsin Job Service Unit. The Kenosha County Job Center facility provides adequate space for the present needs of the County offices housed in the facility and is functionally adequate. In addition, there are expansion areas within the building to allow for some additional growth.

Brookside Care Center: The Brookside Care Center is located at 3506 Washington Road, in the City of Kenosha. A new nursing home was completed at this site in 1995. The existing nursing home is scheduled to be renovated in 1996.

County Parks Building: The County Parks Building is a 1,782-square-foot building located at 761 Green Bay Road, in the Town of Somers. The building is used for County park operations and maintenance purposes. Five outdoor storage buildings for County Parks use are also located at this site.

City of Kenosha

Municipal Office Building: The City of Kenosha Municipal Office Building is located at 625 52nd Street, in the City of Kenosha. The structure was built in 1948 and renovated in 1978. The building is the principal administrative facility of the City and houses the offices of the mayor, clerk, and treasurer; the Department of City Development; the Housing Authority; and certain other functions (see Table 55). Attached to the Municipal Office Building is Fire Station No. 1, described later in this chapter.

It should be noted that an urban design and development guide for the downtown area, prepared for the City of Kenosha in 1991, proposed the eventual construction of a new city hall complex in which many municipal administrative functions could be centralized.¹⁰ The 1991 plan identifies a site on 56th Street, just east of the Kenosha County Court-

house, as the prospective location for the new city hall. That site was initially identified as a prospective location for the city hall in the 1925 Kenosha city plan.

Water Administration Building: The City of Kenosha Civic/Water Administration Building is located at 812 56th Street, in the City of Kenosha. The structure was built in 1965 and renovated in 1982. The building houses the City of Kenosha Water Utility Administration.

Public Museum: The City of Kenosha Public Museum is located at 5608 10th Avenue, in the City of Kenosha, in a building which once served as the City of Kenosha Post Office. The building was originally constructed in 1908-1910 and moved to its present location in 1934. The museum provides a variety of attractions, including its "Friends Gallery" changing exhibits as well as exhibits which pertain to Native Americans, world cultures, zoology, geology, paleontology, history, and art. The museum also provides a variety of educational programs, including classes, bus trips, and travelogues.

Senior Citizen Center: The Kenosha Senior Citizen Center is located at 2717 67th Street, in the City of Kenosha. The center is operated by the Kenosha Unified District No. 1, which leases the building from the City of Kenosha.

Public Service Waste Facility: The City of Kenosha Public Service Waste Facility is located at 1001 50th Street, in the City of Kenosha. The combined concrete-block and metal-panel building houses the City's solid waste center and transfer facilities. In addition, the Public Service Waste Facility serves as a public City of Kenosha recycling drop-off site for tin cans, aluminum cans, newspapers, corrugated cardboard, plastic bottles, glass, waste oil, and tires.

Village of Pleasant Prairie

Municipal Building: The Pleasant Prairie Municipal Building is located at 9915 39th Avenue, in the Village of Pleasant Prairie. Constructed in 1967, the Municipal Building was the former Town of Pleasant Prairie Town Hall. The Municipal Building houses the Village's various administrative functions and the Pleasant Prairie Fire Station No. 1.

Town of Somers

Town Hall: The Town of Somers Town Hall is located at 7511 12th Street, in the Town of Somers. The Town Hall was built in 1967 and expanded in 1972. The single-story Town Hall houses the Town's various administrative and public works functions and the Somers Fire Station No. 1.

¹⁰*Planning and Design Institute, Inc., Kenosha Downtown Plan, a Guide for Urban Design and Development, 1991.*

PUBLIC WORKS GARAGES AND STORAGE FACILITIES

Each of the four general-purpose units of government serving the Planning District maintains necessary garages and storage areas in support of their various public works functions. The public works garages and storage facilities of each local unit of government in the area are also listed in Table 55 and their locations shown on Map 63.

Kenosha County

Old County Highway Building: The old County highway building is located on the north side of 60th Street, west of 52nd Avenue. The facility housed the offices of the Kenosha County Highway Department and related garage and shop until 1993, when those functions were moved to the new Kenosha County Center. Office space at this facility is currently used by the Kenosha County Corporation Counsel. Other space is used for storage purposes or is unused.

City of Kenosha

Public Service Street Garage: The City of Kenosha Street Garage is located at 6415 35th Avenue, in the City of Kenosha. The one- to two-story concrete-block building houses street maintenance equipment and related administrative offices. In addition, the Public Service Street Garage also serves as a public City of Kenosha recycling drop-off site for waste oil.

Park Garage/Warehouse: The City of Kenosha Park Garage/Warehouse is located at 3801 65th Street, in the City of Kenosha. The single-story metal building houses park maintenance equipment for the Parks Department.

Public Service Garage: The City of Kenosha Public Service Garage is located at 3725 65th Street, in the City of Kenosha. The two-story metal building functions to service public works vehicles and to provide the public works stores for parts.

Transit Garage: The City of Kenosha Transit Garage is located at 3735 65th Street, in the City of Kenosha. The concrete-block, constructed-masonry garage functions for the maintenance and storage of Kenosha Transit vehicles.

Kenosha Water Utility Service Center: The City of Kenosha Water Utility Service Center is located at 3617 65th Street, in the City of Kenosha. The single-story metal and concrete-block building houses the various Kenosha Water Utility water distribution and sewer maintenance operations.

Alford Park Warehouse: Located on the grounds of Alford Park, this approximately 18,400-square-foot building is used for City park operations, providing space for such functions as picnic table storage and repair, sign making and repair, and small-engine storage and repair.

Village of Pleasant Prairie

Public Works Facility: In 1994, the Village opened a new public works facility at the Roger Prange Municipal Center, located on an approximately 60-acre site on the west side of Green Bay Road (STH 31) between 85th and 93rd Streets. The site also accommodates a new police facility. The various functional spaces and floor area of the new public works facility are described in Table 55.

Town of Somers

Public Works Garage and Storage Building: The Town of Somers is served by a public works garage attached to the Town Hall, located at 7511 12th Street, in the Town of Somers. A small storage building for public works-related vehicles and equipment is also located on the Town Hall property.

Water Utility Storage Building: The 750-square-foot Somers Water Utility storage building is located on the grounds of Somers Fire Station No. 2.

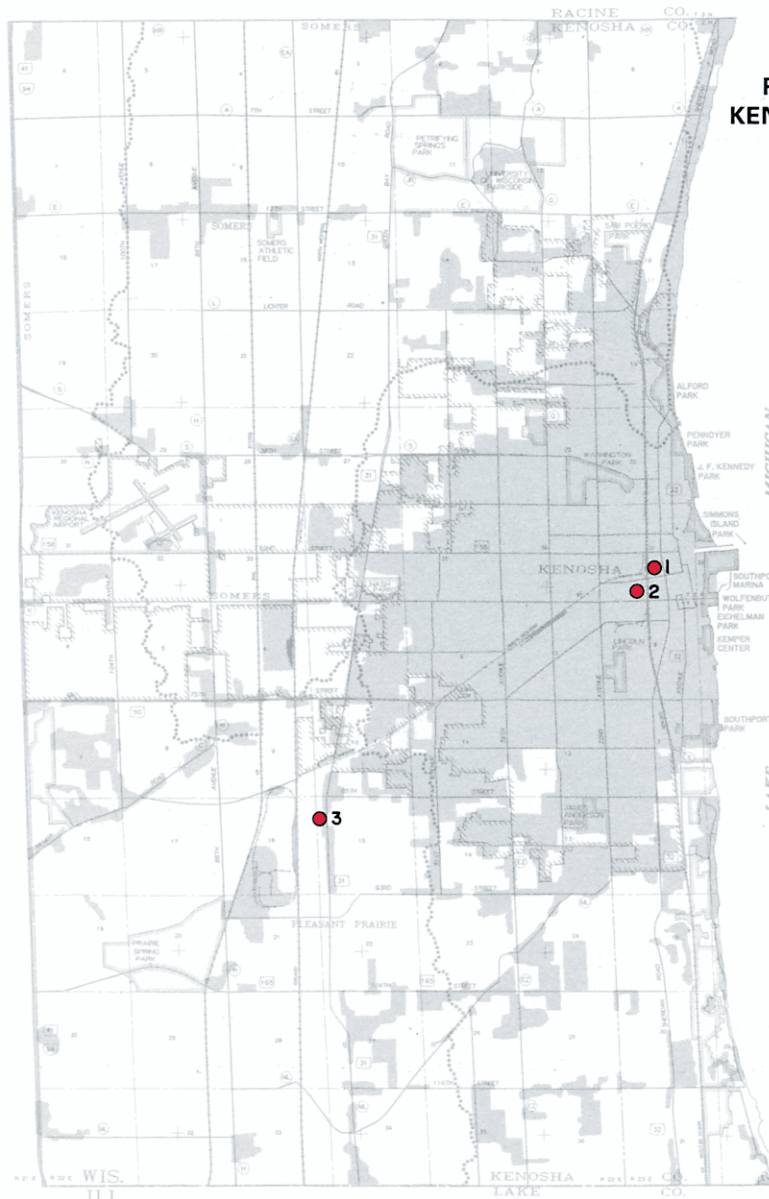
POLICE FACILITIES

The locations of the various police-related facilities serving the Kenosha Urban Planning District are graphically portrayed on Map 64. Information regarding the building area, site area, and functions of each of these facilities is presented in Table 56. Each facility is described in greater detail below.

Kenosha County and the City of Kenosha

The Kenosha County Sheriff's Department and the City of Kenosha Police Department are housed in the County-owned Public Safety Building. Built in 1982, the Safety Building is located at 1000 55th Street, in the City of Kenosha, adjacent to the County Courthouse and Courthouse Annex. The jail, which is housed in the Safety Building, has a capacity of 189 inmates but often operates over capacity.

According to the 1991 CGA Consulting Services study, the capability of the Public Safety Building to adequately serve the needs of each component housed in the building has reached its limit. The growth of the sheriff, police, and joint services functions, along with their attendant support spaces, as well as the increased number of admissions to the



Map 64

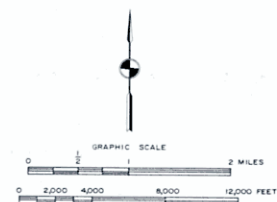
POLICE PROTECTION FACILITIES IN THE KENOSHA URBAN PLANNING DISTRICT: 1995

LEGEND

URBAN LAND: 1990

SITE
NUMBER SITE

- 1 KENOSHA COUNTY / CITY
PUBLIC SAFETY BUILDING
- 2 KENOSHA ROTARY POLICE-
SAFETY EDUCATION CENTER
- 3 PLEASANT PRAIRIE POLICE
AND MUNICIPAL COURT FACILITY
(ROGER PRANGE MUNICIPAL CENTER)



Source: Meehan & Company, Inc., and SEWRPC.

jail are the contributing factors to the facility's spatial inadequacies. Despite its spatial inadequacies, however, the Public Safety Building is in excellent condition. Kenosha County has recently identified a site for a new jail within the District to ease overcrowding at the Safety Building jail. The County Board has determined that the new jail should be located on a site located north of STH 158, east of CTH H.

The City of Kenosha also operates an educational center, the Kenosha Rotary Police-Safety Education Center, located at 5716 14th Avenue, in the City

of Kenosha. This building houses classroom facilities for the education of Kenosha area children on various aspects of safety, including bus safety, pedestrian and bicycle safety, passenger safety, poisons, stranger safety, child abuse, drug safety, emergency phone calls, gang prevention, and home alone safety.

Village of Pleasant Prairie

The Village of Pleasant Prairie is served by the Village Police Department, located at the Roger Prange Municipal Center on the west side of Green Bay Road (STH 31) between 85th Street and 93rd

Table 56

POLICE PROTECTION FACILITIES IN THE KENOSHA URBAN PLANNING DISTRICT: 1995

Governmental Agency	Building or Facility Name	Year of Construction or Last Major Addition or Renovation	Total Building Area (total gross square feet)	Site Area (acres)	Building or Facility Functions
Kenosha County/ City of Kenosha	Public Safety Building	1982	154,000	2.3	County Sheriff's Department Jail Arraignment Court City of Kenosha Police Department Emergency Services Joint Services Sheriff and Police Vehicle Parking
City of Kenosha	Kenosha Rotary Police-Safety Education Center	Circa 1930s	9,100	0.6	Classrooms Administrative Office
Village of Pleasant Prairie	Police and Municipal Court Facility (Roger Prange Municipal Center)	--	11,000 ^a	60.0 ^b	Multi-Purpose or Court Room Police Administration Squad Room Impound Area Sallyport Booking Area Detention Cell Property Storage Vehicle Storage Lockers (shared with Public Works Department) Showers Workout/Exercise Room Shift Commander Offices Detective Offices Interview Rooms Weapons Room Break Room

^a The Village public works facility is also located at the Roger Prange Municipal Center; the indicated area pertains only to the Police and Municipal Court facilities.

^b Area of Roger Prange Municipal Center grounds.

Source: Meehan & Company, Inc., and SEWRPC.

Street. The various functional spaces and floor area of the police facility are described in Table 56.

Town of Somers

Police service in the Town of Somers is provided by the Kenosha County Sheriff's Department, which, as previously noted, is housed in the County-owned Public Safety Building in downtown Kenosha.

FIRE SUPPRESSION, FIRE STATIONS, AND EMERGENCY MEDICAL SERVICE

Fire Suppression

Fire-protection services in the Kenosha Urban Planning District are provided by the City of Kenosha,

Village of Pleasant Prairie, and Town of Somers Fire Departments. Table 57 indicates the working status of fire fighters; fire-suppression rating assigned by ISO Commercial Risk Services, Inc.; emergency service levels; and service agreements with other fire and rescue departments serving the Kenosha Urban Planning District in 1993.

The adequacy of fire suppression in communities throughout the Nation is evaluated by the ISO Commercial Risk Services, Inc. ISO Commercial Risk Services has developed a uniform evaluation system, the Fire Suppression Rating Schedule, which it uses to evaluate the fire-suppression defenses and physical condition of fire-suppression

Table 57

**WORKING STATUS OF FIRE FIGHTERS, EMERGENCY MEDICAL
TECHNICIAN SERVICE LEVELS, FIRE-SUPPRESSION RATINGS, AND SERVICE
AGREEMENTS FOR FIRE DEPARTMENTS IN THE KENOSHA URBAN PLANNING DISTRICT: 1993**

Fire/Rescue Department	Working Status of Fire Fighters	Fire-Suppression Rating ^a	Emergency Medical Service Level ^b	Service Agreements
City of Kenosha	132 full-time (41 full-time per shift)	2	EMS-Paramedic	Mutual Aid Box Alarm System Agreement (MABAS) with the Town of Somers and Village of Pleasant Prairie
Village of Pleasant Prairie	10 full-time and 40 paid on-call volunteers	Split 4 and 5	EMS-Paramedic	Mutual Aid Box Alarm System Agreement (MABAS) with the City of Kenosha and the Town of Somers
Town of Somers	1 full-time and 50 paid on-call volunteers	Split 5 and 9	EMS-Intermediate	Mutual Aid Box Alarm System Agreement (MABAS) with all contiguous communities

^aBased on ISO Commercial Risk Services, Inc., Fire Suppression Rating Schedule analysis performed by ISO Commercial Risk Services, Inc.

^bSee Table 59 for a description of "Emergency Medical Service levels."

Source: City of Kenosha, Village of Pleasant Prairie, and Town of Somers Fire Departments and Meehan & Company, Inc.

facilities of individual communities. Gradings obtained under the Schedule are used throughout the United States in establishing base ratings for fire insurance purposes. While ISO Commercial Risk Services does not regulate the level of fire-protection services that should be provided by a municipality, reports of surveys made by the ISO Commercial Risk Services generally contain recommendations for correcting any deficiencies found and, over the years, such recommendations have been widely accepted by many municipalities in the United States for use in the planning of improvements to community fire-suppression services. The gradings are based upon an analysis of needed fire flow, receiving and handling fire alarms, engine and ladder-service companies, equipment carried, response to fires, training and availability of fire fighters, and water supply. In rating a community, total deficiency points in the various areas of evaluation are used to assign a numerical rating of from 1 to 10, with 1 representing the best protection and 10 representing an essentially unprotected community. Class 9 usually indicates a community without effective public water supply and hydrant protection.

The fire-suppression ratings currently assigned by ISO Commercial Risk Services to the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers are presented in Table 57. The City of Kenosha has been assigned a rating of 2; the Town of Somers has been assigned ratings of 5 and 9, depending upon the availability of water supply; and the Village of Pleasant Prairie has been assigned ratings of 4 and 5, also depending upon the availability of water. These ratings reflect analyses conducted by ISO Commercial Risk Services for the City of Kenosha in April 1990, for the Town of Somers in August 1987, and for the Village of Pleasant Prairie in January 1993.

The City of Kenosha, Village of Pleasant Prairie, and Town of Somers Fire Departments all participate in the Mutual Aid Box Alarm System (MABAS), a system whereby member communities are contacted for assistance. The preestablished MABAS prioritizes the order in which member communities respond to an incident. "Mutual Aid," under the MABAS system is defined as a definite prearranged agreement and plan whereby regular response and assistance is provided in the event of alarms from certain boxes or locations in a stricken municipality by the aiding municipalities in accordance with Box Alarm Assignments as developed by the fire chiefs or senior officers of the participating municipalities. The MABAS agreement indicates

that the aiding community would provide either immediate manpower and similar equipment or highly trained personnel and specialized equipment beyond the capability of the stricken municipality to respond to the incident.

Fire Stations

The fire stations of the City of Kenosha, Village of Pleasant Prairie, and Town of Somers are described in Table 58. Presented in that table is information regarding floor area, site area, year of construction and most recent renovation or addition, and the functions accommodated at each facility. The locations of fire stations in the Kenosha Urban Planning District are shown on Map 65.

City of Kenosha: The City of Kenosha is served by six fire stations. In 1993, the Kenosha Fire Department had eight pumper trucks, five ambulance/rescue squads, two aerial ladder trucks, one chief's car, one station wagon, four sedans, one fire-investigation van, one pickup truck, and one tractor-trailer. Fire and rescue squad dispatching is handled by Joint Services housed at 1000 55th Street, in the City of Kenosha. Each of the six fire stations is also briefly described below.

- Fire Station No. 1 is located at 625 52nd Street, in the City of Kenosha, attached to the Municipal Office Building. The station is a single-story brick-masonry structure with no basement. The station has adequate space to accommodate a second engine company without further physical expansion of the building.
- Fire Station No. 2 is located at 8530 30th Avenue, in the City of Kenosha. The station is a single-story brick-masonry structure with a partial basement. The station has adequate space to accommodate a second engine company without further physical expansion of the building.
- Fire Station No. 3 is located at 2121 Roosevelt Road, in the City of Kenosha. The station is a single-story brick and concrete-block masonry structure with a partial basement.
- Fire Station No. 4 is located at 4810 60th Street, in the City of Kenosha. The station is a two-story brick and concrete-block structure with a partial basement. This station is planned to be renovated in 1993, but no additional floor area will be created.
- Fire Station No. 5 is located at 2126 Washington Road, in the City of Kenosha. The station is a two-story brick and concrete-block structure with a partial basement. The station was renovated in 1992.
- Fire Station No. 6 is located at 2615 14th Place, in the City of Kenosha. The station is a single-story brick structure with a partial basement. The station has adequate space to accommodate a second engine company without further physical expansion of the building.

An additional fire station, Fire Station No. 7, is currently in the planning stages and would be located on the west side of the City. It is anticipated that Fire Station No. 7 will provide living quarters for 12 persons per shift, one engine company, one ladder company, one rescue squad, and specialized equipment for fighting airport-related fires. The construction date of Fire Station No. 7 has not yet been determined but it is anticipated that it would be in the near future.

Village of Pleasant Prairie: The Village of Pleasant Prairie is served by two fire stations. Table 58 indicates the floor area of each of the two stations, their respective site areas, and the various functions accommodated by each facility.

- Fire Station No. 1 is, as described earlier, attached to the Municipal Building, located at 9915 39th Avenue. The existing facility is unable to accommodate additional full-time fire fighters because of the lack of dormitory space to house them. However, the station is situated on its site so as to allow for the expansion of the facility to accommodate both increased dormitory and vehicular storage building area.
- Fire Station No. 2 is located at 8044 88th Avenue. The Village Fire Department Administrative offices are located at this site.

Town of Somers: The Town of Somers is served by two fire stations. Table 58 indicates the floor area of each of the two stations, their respective site areas, and the various functions accommodated by each facility.

- Fire Station No. 1 is located at 7511 12th Street, in the Town of Somers, attached to the Town Hall. The station is unable to accommo-

Table 58

EXISTING FIRE STATIONS SERVING THE KENOSHA URBAN PLANNING DISTRICT: 1993

Fire Department	Fire Station Name	Year of Construction or Last Major Addition or Renovation	Total Building Area (total gross square feet)	Site Area (acres)	Building or Facility Functions
Kenosha	Fire Station 1 ^a	1967/1978	10,400	3.4	1 engine company 1 ladder truck Living quarters for 7 persons/shift Office of Fire Prevention Bureau Training Division Emergency Medical Services Division Fire Chief's Office Assistant Fire Chief's Office
	Fire Station 2	1980	6,335	1.8	1 engine company Living quarters for 4 persons/shift
	Fire Station 3	1984	9,156	0.7	1 engine company 1 rescue squad Living quarters for 8 persons/shift
	Fire Station 4	1963/1993	18,540	1.4	1 engine company 1 ladder company 1 rescue squad 1 Haz-Mat trailer Training Bureau & training tower Fire Dept. Fleet Shop Living quarters for 11 persons/shift
	Fire Station 5	1954/1992	9,000	1.4	1 engine company 1 rescue squad Living quarters for 8 persons/shift
	Fire Station 6	1989	8,069	1.7	1 engine company Living quarters for 3 to 7 persons
Pleasant Prairie	Fire Station 1 ^b	1967	3,400	4.3	2 engine companies 1 tanker truck 1 grass truck 2 rescue squads Day room Living quarters for 2 persons
	Fire Station 2	Circa 1960 to 1970	7,300 ^c	2.0	2 engine companies 1 ladder truck 1 tanker truck 1 grass truck 1 rescue squad
Somers	Fire Station 1 ^d	1967/1972	6,800	17.5	1 engine company 1 ladder truck 2 tanker trucks 2 grass trucks 2 rescue squads Chief's office
	Fire Station 2	Circa Mid-1970s	1,782	1.3	2 engine companies

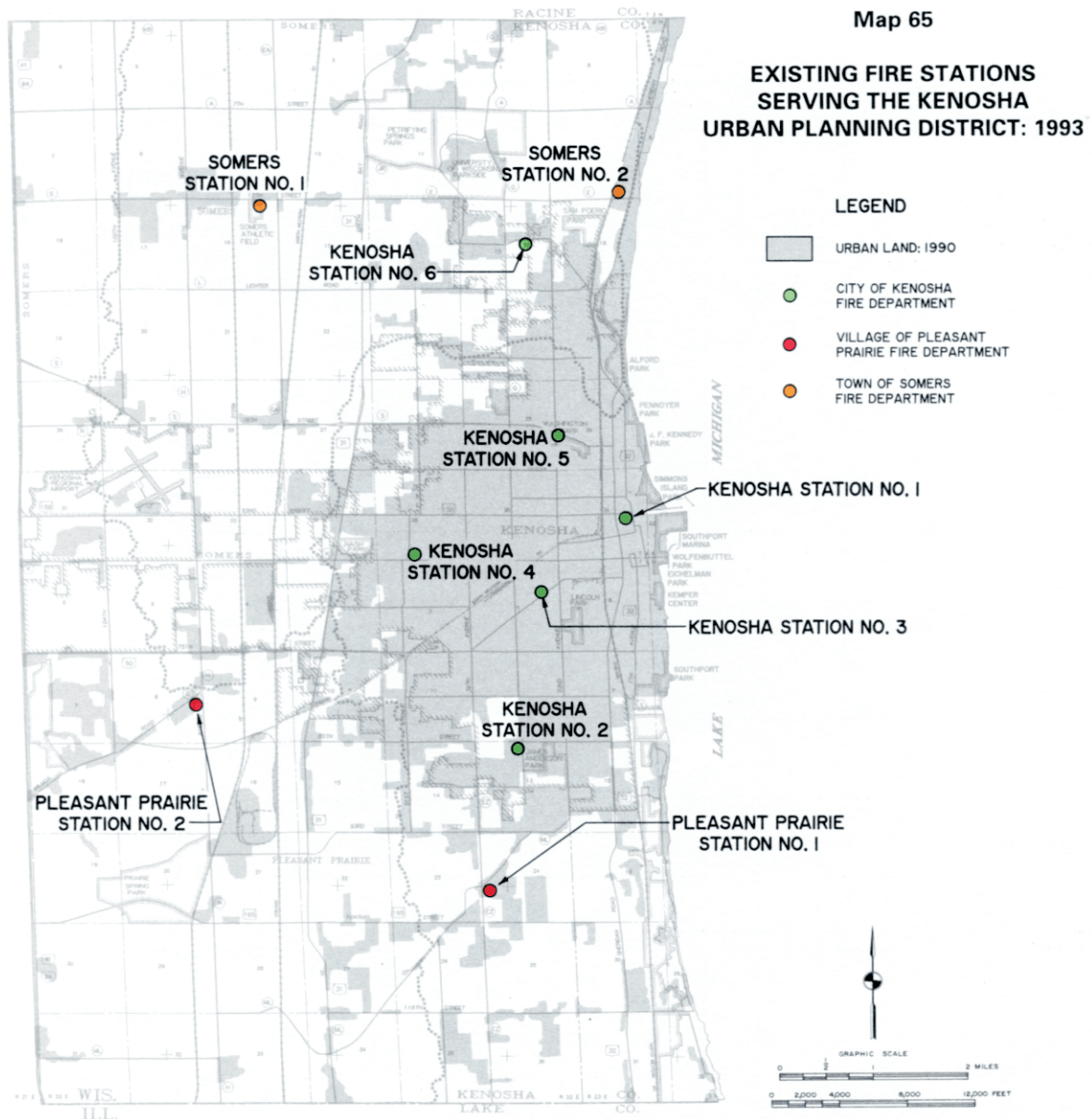
^aKenosha Fire Station No. 1 is a joint facility shared by the City's Municipal Building. Only the Fire Station No. 1 portion of the building is indicated in this table. However, the entire site area for both facilities is listed.

^bPleasant Prairie Fire Station No. 1 is a joint facility shared by the Village's Municipal Building. Only the Fire Station No. 1 portion of the building is indicated in this table. However, the entire site area for both facilities is listed.

^cIncludes portion of building vacated by the police department in 1994.

^dSomers Fire Station No. 1 is a joint facility shared by the Town Hall and the Public Works Garage. The Fire Station No. 1 portion of the building occupies 6,800 square feet of the total 13,200 square feet of the total facility area. However, the entire site area for all facilities is listed.

Source: City of Kenosha, Village of Pleasant Prairie, Town of Somers, and Meehan & Company, Inc.



date additional vehicular equipment without the further physical expansion of the building.

- Fire Station No. 2 is located at 818 12th Street, in the Town of Somers. The station currently houses only two trucks; it is likewise unable to accommodate additional vehicular equipment without the further physical expansion of the building.

Emergency Medical Service

The level of emergency medical service can be characterized by the level of training of the person,

the “emergency medical technician” (EMT), that provides the service. The Wisconsin Statutes establish three classes of licensed emergency medical technicians: basic, intermediate, and paramedic. The Wisconsin Administrative Code equates “basic life support” with the care within the level of skill and knowledge required of an emergency medical technician-basic. “Advanced life support” refers to the care which can be provided only through an emergency medical technician-intermediate or an emergency medical technician-paramedic. For convenience, the three classes of licensed emergency medical technicians are referred to as EMT-basic,

Table 59

PROFILE OF LICENSED EMERGENCY MEDICAL TECHNICIAN POSITIONS

Title of Position	Minimum Required Hours of Training	Work Status ^a	Representative Functions and Capabilities ^b	Optional Additional Certifications
Emergency Medical Technician-Basic	110	Full- or Part-time or Paid-on-call	Patient assessment/intervention Basic cardiac life support Basic respiratory intervention, including administering oxygen and inserting airways Splinting/bandaging Spinal immobilization Use of pneumatic anti-shock garment Vehicle extrication	Automatic defibrillation: five hours of training Manual defibrillation: 20 hours of training Epinephrine (for anaphylactic shock): four hours of training
Emergency Medical Technician-Intermediate	100 ^c	Full- or Part-time or Paid-on-call	Administration of intravenous fluids Administration of subcutaneous injections Airway interventions, including use of esophageal obturator or esophageal gastric tube airway Administration of selected medications	Automatic defibrillation: five hours of training Manual defibrillation: 20 hours of training
Emergency Medical Technician-Paramedic	750 ^d	Full- or Part-time or Paid-on-call	Advanced airway interventions (endotracheal intubation) Cardiac rhythm interpretations and defibrillation Administration of broad range of medications	Advanced cardiac life support

^aThe work status is not prescribed as an administrative rule. As a practical matter, however, because of the extensive training involved, paramedic positions are generally viewed as career positions, and, accordingly, paramedics are typically employed on a full-time basis.

^bFunctions and capabilities of emergency medical technician-basic apply to emergency medical technician-intermediate. Functions and capabilities of emergency medical technician-basic and intermediate apply to emergency medical technician-paramedic.

^cTraining beyond that required for emergency medical technician-basic license.

^dTraining beyond that required for emergency medical technician-basic license. Most paramedic training programs typically require about 1,000 hours of training.

Source: Wisconsin Department of Health and Social Services, and SEWRPC.

EMT-intermediate, and EMT-paramedic. Table 59 sets forth a description of each of the three licensed EMT positions including their respective minimum hours of training, work status, representative functions and capabilities, and optional additional certifications.

The City of Kenosha, Village of Pleasant Prairie, and Town of Somers all provide emergency medical service through their respective fire departments. The City of Kenosha and the Village of Pleasant Prairie both provide paramedic emergency medical service. The Town of Somers provides intermediate emergency medical service.

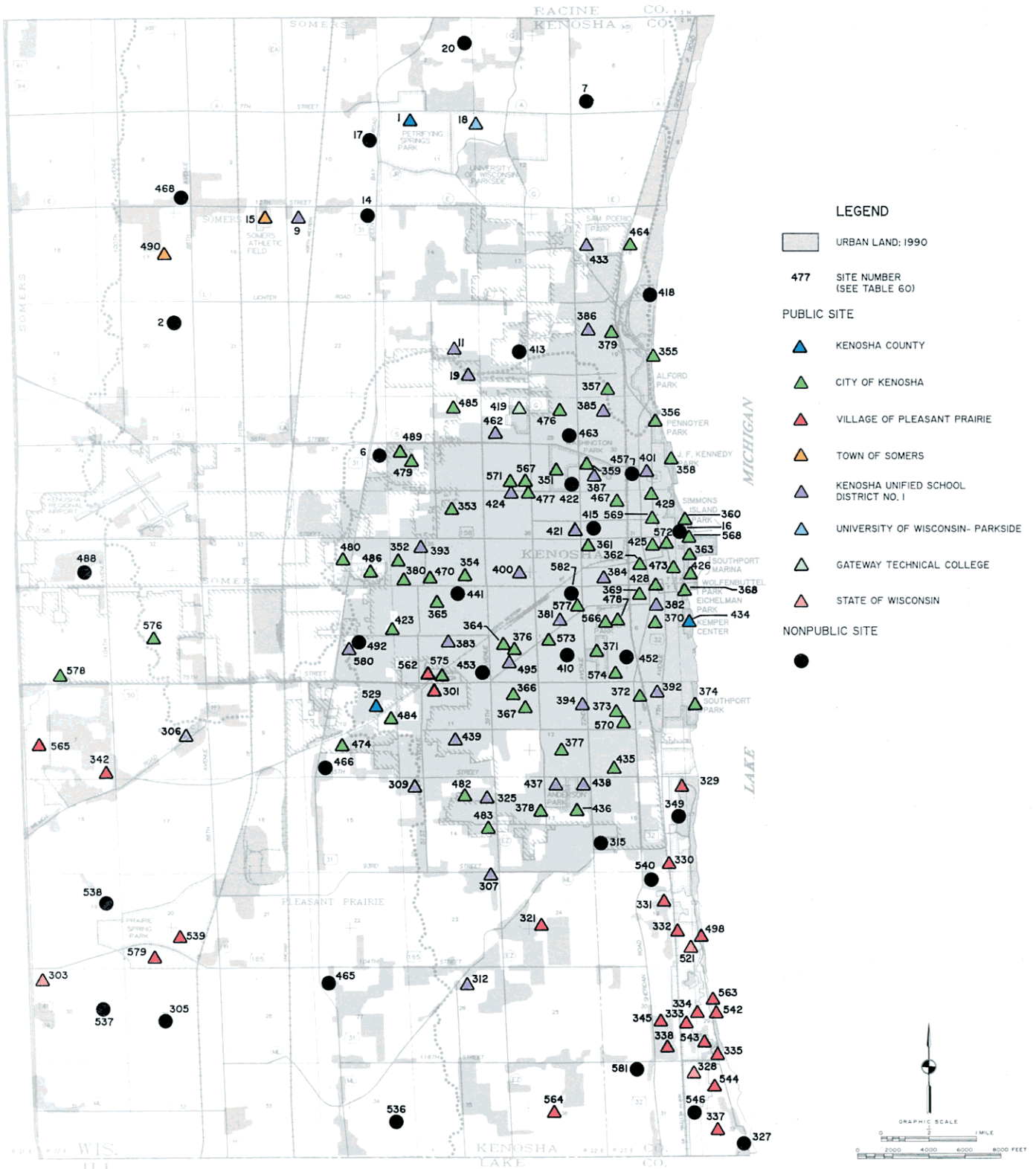
OUTDOOR RECREATION SITES

The Planning District encompassed a total of 160 public and nonpublic outdoor recreation sites in 1995. The location of existing public and private outdoor recreation sites in the District is shown on Map 66. The size, ownership, and primary recreation facilities for each site is indicated in Table 60. A summary of the number of sites and site areas is presented in Table 61.

Of the total of 160 outdoor recreation sites in the Planning District, 127 sites, encompassing 2,460

Map 66

OUTDOOR RECREATION SITES IN THE KENOSHA URBAN PLANNING DISTRICT: 1995



Source: SEWRPC.

Table 60

OUTDOOR RECREATION SITES IN THE KENOSHA URBAN PLANNING DISTRICT: 1995

Ownership or Site Name	Site Number (See Map 66)	Site Area (Acres)	Primary Facilities								Special Recreation Site	Undeveloped Park Site	Resource Preservation Area Only
			Ball Diamond	Soccer Field	Playfield	Playground	Swimming Pool	Tennis Court	Golf Course	Other Facility			
Kenosha County:													
Petrifying Springs Park	001	358	x		x	x			x	x			
Kemper Center	434	15		x	x			x		x	x		
County Ice Arena	529	7								x	x		
City of Kenosha													
Washington Park Golf Course	351	71							x				
Kenfair Park	352	2			x	x							
Endee Subdivision Park	353	2	x		x	x							
Davis Park	354	1				x							
Alford Park	355	80				x				x			
Pennoyer Park	356	35				x		x		x			
Petzke Park	357	10	x		x	x				x			
J.F. Kennedy Park	358	24	x		x	x				x			
Washington Park	359	29	x		x	x	x	x		x			
Simmons Island Park	360	42	x		x	x				x			
Columbus Park	361	7	x			x				x			
Civic Center Park	362	1								x			
Southport Marina	363	8								x			
Bullamore Park	364	2	x		x								
Forest Park	365	6	x		x	x				x			
Newman Park	366	2	x		x	x							
Elmwood Manor	367	1				x							
Eichelman Park	368	9			x	x				x			
Bain Park	369	2	x			x							
Baker Park	370	4	x		x	x				x			
Lincoln Park	371	44	x	x	x	x		x		x			
Simmons Athletic Field	372	8	x								x		
Tot Park	373	1				x							
Southport Park	374	29	x		x	x				x			
Roosevelt Park	376	6	x		x	x		x		x			
Sunnyside Park	377	5	x	x	x	x							
Isetts Park	378	5	x		x	x				x			
Petretti Park	379	8	x		x	x		x		x			
Little League Park	380	5	x							x	x		
Tower Line Park	423	3	x		x	x				x			
Navy Memorial Park	425	1								x			
Wolfenbuttel Park	426	15								x			
Library Park	428	6								x			
Union Park	429	1				x				x			
Red Arrow Park	435	7	x		x	x				x			
James Anderson Park	436	95	x	x	x	x	x			x			
Sam Poerio Park	464	70	x		x	x				x			
Nedwiski Park	467	10				x				x			
60th Street Tennis Courts	470	1						x					
Friendship Park	473	1										x	
Gangler Park	474	5				x						x	
Matoska	476	3			x	x							
Hobbs Park	477	5	x		x	x				x			
Streeter Park	478	1				x							
Jamestown Park	479	2				x							x
Johnson Highlands Park	480	1				x							

Table 60 (continued)

Ownership or Site Name	Site Number (See Map 66)	Site Area (Acres)	Primary Facilities								Special Recreation Site	Undeveloped Park Site	Resource Preservation Area Only
			Ball Diamond	Soccer Field	Playfield	Playground	Swimming Pool	Tennis Court	Golf Course	Other Facility			
City of Kenosha (continued)													
Schulte Park	482	1			x	x							
Retention Basin	483	9											x
Retention Basin	484	14											x
Retention Basin	485	51											x
Nash Park	486	52	x	x	x					x			
City Land	489	2											x
Cicchini Park	566	1				x							
City Nursery	567	4								x			
CDF Site	568	14										x	
Fireman's Park	569	1							x				
Kirchner Highlands	570	1							x				
Limpert Park	571	1				x			x				
Navy Memorial Annex	572	2							x				
Senior Citizens Park	573	1							x				
Strawberry Park	574	1								x			
Werve's Re-Sub Park	575	1								x			
White Caps Park	576	7	x		x	x		x		x			
Wilson Triangle Park	577	1								x			
Gateway Center Park	578	18											x
Village of Pleasant Prairie													
Midwest Highlands Park	301	2	x		x	x							
Rolling Meadows Park	321	4										x	
Village Land	329	10											x
Village Land	330	23											x
Village Land	331	8											x
Village Land	332	8											x
Village Land	333	4											x
Village Land	334	1											x
Village Land	335	1										x	
Village Land	337	7											x
Village Land	338	1											x
Pleasant Prairie Ballpark	342	14	x		x	x				x			
Carol Beach Park	345	3	x		x	x				x			
Village Land	498	4											x
Prairie Spring Park	539	425										x ^a	
Village Land	542	1											x
Village Land	543	1											x
Village Land	544	2											x
Harrison Road Park	562	1				x							
Lake Michigan Park	563	2								x	x		
Prairie Trails West Park	564	1										x	
Village Land	565	150											x
Village Land	579	70											x
Town of Somers													
Sommers Athletic Field	015	6	x			x		x					
Country Charm Subdivision Park	490	2										x	
Kenosha Unified School District No. 1													
Somers School	009	7	x		x	x				x ^b			
Hillcrest School	011	11		x	x	x				x			

Table 60 (continued)

Ownership or Site Name	Site Number (See Map 68)	Site Area (Acres)	Primary Facilities								Special Recreation Site	Undeveloped Park Site	Resource Preservation Area Only
			Ball Diamond	Soccer Field	Playfield	Playground	Swimming Pool	Tennis Court	Golf Course	Other Facility			
Kenosha Unified School District No. 1													
John Bullen Junior High School	019	13	x		x			x		x ^b			
Pleasant Prairie School	306	4	x	x	x	x				x			
Highland School	307	1				x							
Whittier School	309	2	x		x	x				x			
Prairie Lane School	312	3	x		x	x				x ^b			
Jeffrey School	326	5	x		x	x				x			
Columbus School	381	1				x				x			
Durkee School	382	1				x							
Forest Park School	383	8	x		x	x				x			
Frank School	384	1			x	x				x			
Grant School	385	2	x		x	x				x			
Harvey School	386	6	x		x	x				x			
Jefferson School	387	2	x		x					x			
Southport School	392	2	x		x	x				x			
Strange School	393	8	x		x	x				x			
Grewenow School	394	4	x		x	x				x			
McKinley Elementary and Jr. High Schools	400	2			x	x							
Washington Junior High School	401	1			x								
Bain School	421	1	x		x	x				x			
Wilson School	424	6	x		x	x				x			
Bose School	433	6	x		x	x				x			
Tremper High School	437	24	x		x			x		x			
Vernon School	438	6			x	x				x			
Lance Junior High	439	15	x		x	x		x		x			
Bradford Senior High School	462	12	x		x			x					
Roosevelt School	495	1	x			x				x			
Stocker School	580	4	x		x	x				x			
University of Wisconsin-Parkside													
UW Parkside (Recreation Area & Open Space)	018	55	x		x			x		x			
Gateway Technical College													
Gateway Technical College	419	8			x			x					
State of Wisconsin													
Kenosha Tourist Information Center	303	21								x	x		
Chiwaukee Prairie	328	87											x
Carol Beach Prairie	521	141											x
Nonpublic - School-Related													
St. Therese School & Church	315	9			x	x				x			
St. Joseph High School	410	2			x			x					
St. Peter School	413	6	x		x	x							
Frieders Lutheran School	415	1			x								
Carthage College	418	30	x		x			x		x			
Holy Rosary School	422	5			x	x							
St. Mark's School	452	1				x				x			
St. Mary's School	453	1				x				x			
St. Cassimir School & Church	457	1				x							
Shoreland Lutheran High School	488	12	x		x					x			

Table 60 (continued)

Ownership or Site Name	Site Number (See Map 66)	Site Area (Acres)	Primary Facilities								Special Recreation Site	Undeveloped Park Site	Resource Preservation Area Only
			Ball Diamond	Soccer Field	Playfield	Playground	Swimming Pool	Tennis Court	Golf Course	Other Facility			
Other Nonpublic													
Maplecrest Country Club	002	164							x				
Capoun Golf Range	006	13								x	x		
Kenosha Country Club	007	151					x	x	x	x			
Finney's West	014	10	x							x			
Kenosha Yacht Club	016	1								x			
Hawthorn Hollow	017	38											x
Trefoil Oaks Girl Scout Camp	020	10								x			
I&S Plaines (Des Plaines) Wetlands Conservancy	305	638											x
Prairie Harbor Yacht Club	327	6								x			
Kenosha Town Club	349	11					x	x		x			
Joyland Playground	441	1				x							
Woodhaven Girl Scout Camp	463	10								x			
Lagoon Tavern Picnic Grounds	465	10								x			
Colonial Inn Picnic Grounds	466	5								x			
Dairyland Greyhound Park	488	170								x	x		
Carol Rickli C.Y.C.	492	7	x										
Big Oaks Golf Club and Driving Range	536	260							x				
ABD, Inc.	537	161											x
Upper Des Plaines River	538	425											x
Barnes Prairie	540	6											x
Chiwaukee Prairie	546	112											x
Transcendental Driving Range	581	16								x			
Jockey International Walking Track	582	2								x			

^aDevelopment of Prairie Spring Park was underway in 1995.

^bNature-study area.

Source: SEWRPC.

acres, were in public ownership. These sites range in nature from public school-related recreation areas to neighborhood and community parks, to regional parks, and to such special-use sites as the Simmons Athletic Field. The largest of public sites, those encompassing at least 100 acres, include Petrifying Springs County Park, Prairie Spring Park under development in the Village of Pleasant Prairie in 1995, and Village-owned conservancy land in the northwest corner of the Village of Pleasant Prairie.

There also was a total of 33 nonpublic outdoor recreation sites, encompassing a total of 2,295 acres, in the District in 1993. These sites include private

school-related recreation areas, golf courses, conservancy areas, and special-use sites such as the Prairie Harbor Yacht Club. Nonpublic sites of at least 100 acres in size include Maplecrest Country Club, Kenosha Country Club, Big Oaks Golf Club and Driving Range, Dairyland Greyhound Park, The Nature Conservancy Upper Des Plaines River project area, the I&S Des Plaines Wetlands Conservancy (Halter Wildlife, Inc.) hunting grounds, and the ABD, Inc. hunting grounds.

The Chiwaukee Prairie-Carol Beach area along the Lake Michigan shoreline in the Village of Pleasant Prairie represents one of the outstanding natural-resource areas in southeastern Wisconsin. The area

Table 61

**SUMMARY OF OUTDOOR
RECREATION SITES IN THE
KENOSHA URBAN PLANNING
DISTRICT BY OWNERSHIP: 1995**

Ownership	Park and Open Space Sites	
	Number of Sites	Acres
Public		
Kenosha County	3	380
City of Kenosha	65	860
Village of Pleasant Prairie	23	743
Town of Somers	2	8
Kenosha Unified School District	29	157
Gateway Technical College	1	8
University of Wisconsin-Parkside	1	55
State of Wisconsin	3	249
Subtotal	127	2,460
Nonpublic	33	2,295
Total	160	4,755

Source: SEWRPC.

is characterized by a beach-dune ridge-and-swale complex; high-quality upland prairies are associated with the ridges and swales. A land use plan prepared for the area in 1985 has resulted in the much of this area, which had been substantially subdivided for residential development, being acquired in the public interest.¹¹ The combined area of lands in this corridor held by the Wisconsin Department of Natural Resource, The Nature Conservancy, the University of Wisconsin, and the Village of Pleasant Prairie, stands at more than 500 acres.

There was also a total of 17 linear miles of outdoor recreation trails in the District in 1995. These trails are comprised of the Kenosha County Bicycle Trail and City of Kenosha Pike Trail. These facilities constitute the existing bicycle system within the District and were described along with other transportation facilities in Chapter V of this report. The location of the Kenosha County Bicycle Trail and the Pike Trail is shown on Map 47 in Chapter V.

As an off-street trail, the Kenosha County Bicycle Trail provides opportunities for hiking, ski-touring,

¹¹See SEWRPC Community Assistance Planning Report No. 88, *A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie*, 1985.

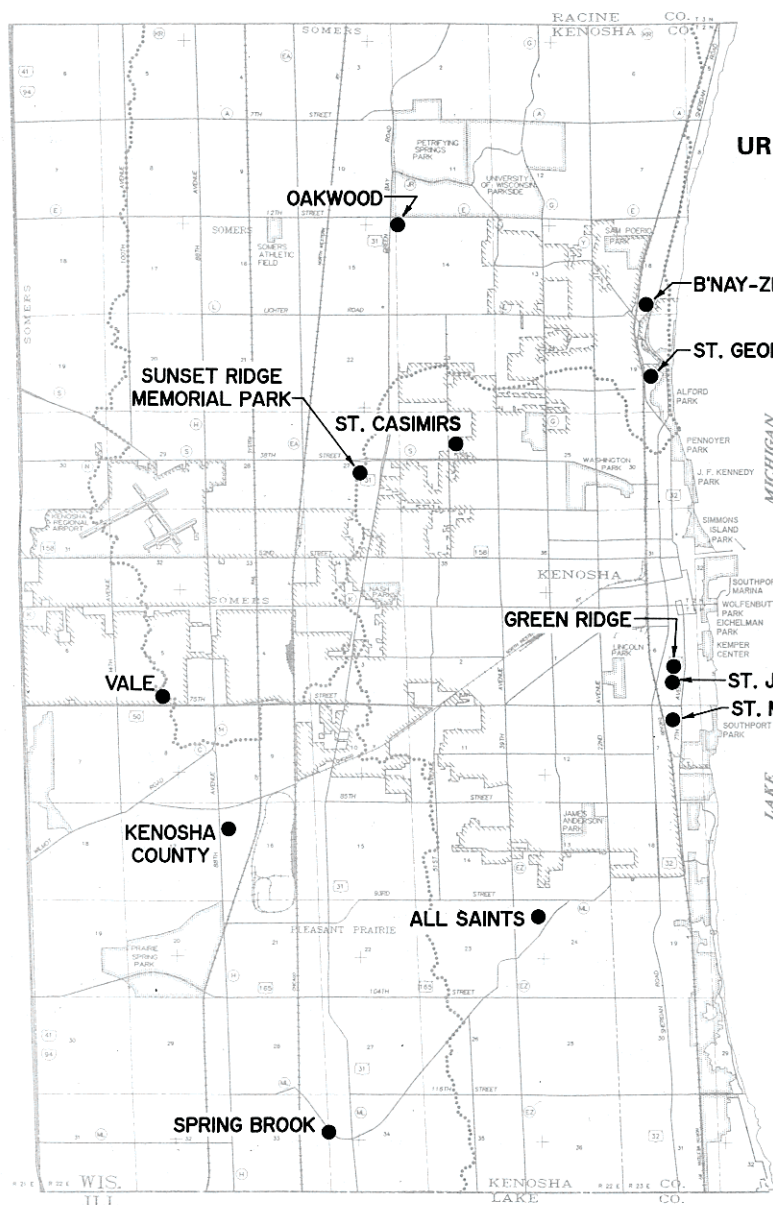
and nature study as well as bicycling. The County trail also provides access to recreational trails and parks located outside the Planning District; the northern segment is connected to the Milwaukee-Racine-Kenosha (MRK) trail and the southern segment is connected to the North Shore Path of Lake County, Illinois, at the Wisconsin-Illinois State line.

The Pike Trail in the City of Kenosha is a combination of bicycle and pedestrian routes and paths. The routes run along City streets and sidewalks and connect many of the parks and historic sites in the eastern portion of the City. The off-road portions of the Pike Trail consist of trails through Anderson Park, Washington Park, and City parks along the Lake Michigan shoreline. The Pike Trail provides a connection between the northern and southern segments of the Kenosha County Bicycle Trail.

A park and open space plan, a refinement of the regional park and open space plan adopted by the Regional Planning Commission in 1977, was completed for Kenosha County in 1987.¹² The plan is intended to serve as a guide to the preservation, acquisition, and development of park and open space sites in the County through the year 2000. Major recommendations of the County park and open space plan as it pertains to the Kenosha Urban Planning District include the following: 1) the maintenance of Petrifying Springs Park as a regional park site, 2) the acquisition of land for, and development of, a County park, including an 18-hole regulation golf course, in the southwestern portion of the Village of Pleasant Prairie, and 3) the public acquisition of land creating open space and recreation corridors along portions of the Pike River and Des Plaines River.

Subsequent to completion of the County park and open space plan, the Village of Pleasant Prairie acquired and initiated development of the aforementioned Prairie Spring Park site. In view of the large size and the resource-oriented recreation activities expected to be accommodated at the site, the year 2010 regional land use plan, adopted by the Regional Planning Commission in 1992, envisions that the Village site will serve as a supplemental regional park site.

¹²See SEWRPC Community Assistance Planning Report No. 131, *A Park and Open Space Plan for Kenosha County*, 1987.



Map 67
KNOWN CEMETERIES
IN THE KENOSHA
URBAN PLANNING DISTRICT: 1993

Source: The State Historical Society of Wisconsin; Personal Communication, Phil Sander, 1993; and SEWRPC.

CEMETERIES

Information regarding existing cemeteries is relevant to the land use planning process for several reasons. Since cemeteries must generally be protected from disturbance, the location of existing cemeteries should be known when planning for future urban development. Moreover, cemeteries may provide important open space, particularly in intensively developed urban areas. Cemeteries may, in addition, have special historical significance.

The location of known cemeteries in the Planning District is shown on Map 67. A total of 12 ceme-

teries have been identified. These cemeteries range in size from less than one acre to about 60 acres. In combination, these cemeteries encompass about 180 acres, or 0.3 percent of the total area of the Planning District.

AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act, signed by the President of the United States in 1990, is intended to ensure equal opportunities for disabled individuals. The Act gives persons with disabilities civil-rights protection similar to that provided on the basis of race, color, sex, and religion. The Act is

comprehensive in nature, prohibiting discrimination against disabled individuals in employment, in the provision of government services, and in business and other public accommodations. The Act requires both the public and private sectors to take steps to ensure equal opportunity for the disabled. The Act consists of five parts, or titles. Title II, "Public Services," has a direct bearing on the provision of community services and facilities and is described briefly herein.

Title II of the Americans with Disabilities Act stipulates that disabled individuals shall not be excluded from participation in, or denied the benefits of, the services, programs, or activities of a public entity or be subjected to discrimination by any such entity. Under the Act, "public entities" include, among others, any state or local government and any department, agency, special-purpose district, or other instrumentality of a state or local government.

Federal regulations implementing Title II of the Americans with Disabilities Act are set forth in Part 35 of Title 28 of the Code of Federal Regulations. Section 35.150 mandates that a public entity shall operate each service, program, or activity so that it is readily accessible to, and usable by, individuals with disabilities. A public entity may comply with this requirement through such means as redesign of equipment, reassignment of services to accessible buildings, assignment of aides to beneficiaries, home visits, delivery of service at alternate accessible sites, and use of accessible rolling stock or other conveyances, or by alteration of existing facilities or construction of new facilities. A public entity is not required to make structural changes in existing facilities where other methods are effective in achieving compliance with this requirement.

Federal regulations provide that, where structural changes in facilities are undertaken to comply with the Act, such changes shall be made by January 1995. Where structural changes to facilities will be undertaken to achieve accessibility to programs and services, a public entity that employs 50 persons or more must develop a transition plan setting forth the steps necessary to complete such changes; the Code specifies that such plans be prepared by July 1992.

The Code further requires that every facility or part of a facility constructed in the future by a public entity shall be designed to be accessible to disabled persons and, further, that alterations of existing facilities be designed, to the maximum extent

feasible, to accommodate accessibility to disabled persons. Construction and alteration must generally comply with Uniform Federal Accessibility Standards or the Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities.

SUMMARY

This chapter has presented the results of an inventory and analysis of community facilities within the Kenosha Urban Planning District in support of the preparation of a comprehensive plan for the District. The most important findings of this inventory and analysis work are summarized below.

1. Public school facilities in the Kenosha Urban Planning District are provided by the Kenosha Unified School District No. 1. The boundaries of the Kenosha Unified School District No. 1 are the same as those of the Kenosha Urban Planning District. In 1993, the District was served by 23 elementary schools serving up to grade six, five junior high schools serving grades seven through nine, two high schools serving grades 10 through 12, one alternative high school, one special kindergarten through twelfth grade facility, one Head Start program facility, and an educational support center. The School District owns all of the facilities it occupies except the Head Start facility and the Bain Elementary School Annex, both of which are leased.
2. A school facilities needs analysis completed in 1990 by a consultant to the School District included an appraisal of each of the District facilities to determine the condition and appropriateness of the structure and environment. The appraisal was based upon a survey of School District staff, who were asked to rate selected features of the facility as "very inadequate," "poor," "borderline," "satisfactory," or "excellent." Using the results of the survey, a composite rating was developed for each school. Updated to take into account any major renovations undertaken since 1990, the survey indicated that four schools ranked as borderline, 18 schools as satisfactory, and 10 schools as excellent. No schools had a composite rank below borderline.
3. Total enrollment within the District decreased during the early 1980s, from about 17,400 students in 1980 to about 15,500 students in

1985. Total enrollment was relatively constant between 1985 and 1989. Since then, total enrollment in the District has increased significantly, from about 15,800 students in 1989 to about 17,100 students in 1992. Importantly, the elementary school enrollment in the District has increased steadily since 1985. Between 1985 and 1992, the elementary school enrollment increased from about 7,700 students to about 9,400 students, an increase of 1,700 students, or 22 percent. The elementary school enrollment increase has immediate impacts on school facility needs as well as longer term impacts, since that component of the student population advances to junior and senior high school. As a result of recent enrollment increases, 12 elementary schools and one junior high school within the District had enrollments above their building capacities during the 1992-93 school year.

4. The School District Citizens' Long Range Planning Committee in 1991 recommended the following for implementation by 1995: construction of two elementary schools; additions to, and renovation of, Pleasant Prairie Elementary School and Lincoln Junior High School; renovation or replacement of Bain and Lincoln elementary Schools; and an addition to Reuther Central High School. Facility needs tentatively identified by that Committee for the period from 1995 to 2000 included the construction of two new elementary schools and one new junior high school and the addition to, or renovation of, six elementary schools. The Committee concluded that a new senior high school would probably not be needed before the year 2000.
5. The Planning District is served by the Kenosha County Library System and the Kenosha Public Library. The Kenosha County Library System contracts with the Kenosha Public Library to provide access to its facilities and services open to all residents of the County. The Planning District was served by four libraries and a bookmobile in 1993. A long-range library system plan, completed in 1992, calls for a new regional branch library serving the west side of the Planning District. The plan also recommends the eventual establishment of a consolidated County library system, as an agency of the County government, serving all of Kenosha County.
6. While the focus of this chapter is on community facilities within the Planning District, any consideration of County-provided facilities must take into account major facility development in other areas of the County which may impact the Planning District. Most important in this respect is the new Kenosha County Center, located approximately five miles west of the Planning District, which was completed in 1993. County functions housed at the new center include the Planning and Development Department, the County Land Information Office, the Public Works Department, the western office of the Health and Human Services Department, the University of Wisconsin-Extension offices, the County Housing Authority, and the public works garage and maintenance facility. The new building provided much-needed space for County administrative and service functions, and enabled the centralization of certain related functions. The new facility will, however, contribute further to the changing distribution of jobs and travel patterns within the County; its location is indicative of a continuation of the decentralization of the Kenosha metropolitan area.
7. The Kenosha County government owns or leases a number of buildings to provide basic County services, including the Kenosha County Courthouse and Courthouse Annex, the Public Safety Building, the Social Services Building, the County Administration Building, the Kenosha County Job Center, the Brookside Care Center, and the County Parks Building. As noted above, the opening of a new county services building in the Town of Bristol in 1993 enabled the County to relocate and centralize certain functions and services. Owing to a shortage of space at the Public Safety Building, the County has identified a site for a new county jail facility.
8. The City of Kenosha also owns a number of buildings needed to provide basic municipal services, including the City Municipal Building, the Water Administration Building, the Public Museum, the Public Service Solid Waste Facility, all located in the downtown area; and Public Service Garages, the Park Garage/Warehouse, the Transit Garage, and the Water Utility Service Center, all located in the vicinity of 39th Avenue, south of

60th Street; and the Alford Park Warehouse located at the Alford Park grounds. In addition, the City owns and maintains a building on 67th Street which it leases to Kenosha Unified School District No. 1 for use as a senior center.

9. Most administrative functions of the Village of Pleasant Prairie are housed at the Village Municipal Building, located at 9915 39th Avenue. The Village significantly expanded its community facilities base in 1993, with the opening of the Roger Prange Municipal Center. Located along STH 31, south of 85th Street, the Roger Prange Center houses the Village police department, municipal court, and the Village public works facility.
10. The various municipal functions of the Town of Somers are largely centralized at a site at 7511 12th Street. This site contains the Town Hall and an attached public works garage and one of two Town fire stations. A small storage building for public works related vehicles and equipment is also located on that site.
11. Fire-protection services in the Planning District are provided by the Kenosha, Pleasant Prairie, and Somers Fire Departments. The Kenosha Fire Department retains 132 full-time fire fighters who operate out of six fire stations; an additional station serving the west side of the City is under consideration. The Pleasant Prairie Fire Department retains 10 full-time fire fighters and 40 paid on-call fire fighters, who operate from two fire stations. The Somers Fire Department retains one full-time fire fighter and 50 paid on-call fire fighters who operate from two fire stations. Each fire department provides emergency medical service. The Kenosha and Pleasant Prairie Fire Departments provide paramedic emergency medical service; the Somers Fire Department provides intermediate emergency medical service.
12. There was a total of 160 outdoor recreation sites encompassing about 4,755 acres in the Planning District in 1995. Of this total, 127 sites, encompassing 2,460 acres, were in public ownership. These included public school-related recreation areas; neighborhood, community, and regional parks; and special use sites such as Simmons Athletic Field. There was also a total 33 nonpublic sites, encompassing a total of 2,295 acres. Nonpublic sites included private school-

related recreation areas, golf courses, conservancy areas, and special use sites, such as Dairyland Greyhound Park. There was also a total of 17 linear miles of outdoor recreation trails in the District, comprised of the Kenosha County Bicycle Trail and the City of Kenosha Pike Trail. A park and open space plan was prepared for Kenosha County in 1987 as a refinement of the regional park and open space plan. Major recommendations of that plan as it pertains to the Planning District include the following: the maintenance of Petrifying Springs Park as a regional park site; 2) the acquisition of land for, and development of, a County park with an 18-hole regulation golf course in the southwestern portion of the Village of Pleasant Prairie and the public acquisition of land creating open space and recreation corridors along portions of the Pike River and Des Plaines River. The regional land use plan adopted by the Regional Planning Commission in 1992 further recommended that the Village of Pleasant Prairie site located west of CTH H, north of STH 165, should be developed as a regional park site.

13. A total of 12 cemeteries are known to exist in the Planning District, ranging in size from one acre to about 60 acres. In combination, these cemeteries encompass about 180 acres, or 0.3 percent of the total area of the District.
14. The Americans with Disabilities Act, signed by the President of the United States in 1990, has an important bearing on the provision of community facilities and services. The Act stipulates that disabled individuals shall not be excluded from participation in, or denied the benefits of, the services, programs, or activities of a government agency, or be subjected to discrimination by any such agency. The law requires that public agencies operate each service, program, or activity so that it is readily accessible to, and usable by, individuals with disabilities. Compliance with the Act may require structural changes in existing facilities, but public agencies are not required to make structural changes in existing facilities where other methods are effective in achieving compliance with this requirement. Every facility or part of a facility constructed in the future must be designed to be accessible to disabled persons. Future facility alterations must be designed, to the maximum extent feasible, to provide accessibility for the disabled.

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Chapter VIII

COMMUNITY PLANS, LAND USE CONTROLS, AND ENVIRONMENTAL REGULATIONS

INTRODUCTION

Kenosha County, the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers have all been engaged in past planning efforts within the Kenosha Urban Planning District. These efforts to guide and shape urban land development by the County, City, Village, and Town have included an evolving set of land use regulations. Analysis of local plans and land use regulations can provide useful insight into local development objectives. Accordingly, a basic understanding of locally adopted plans and land use controls is needed to ensure the proper incorporation of local development objectives into the new comprehensive plan for the District. This chapter describes these local plans and land use control ordinances which are particularly relevant to the preparation of a new comprehensive plan for the District.

In addition to locally adopted plans and land use controls, this chapter describes certain aspects of the institutional framework which must be taken into account in the preparation of a comprehensive District plan. Specifically, this chapter describes 1) existing special-purpose districts, including tax incremental finance districts, business improvement districts, and redevelopment areas, which have been established to help implement local development or redevelopment plans, 2) intergovernmental agreements pertaining to municipal boundaries and utility services, and 3) local, State, and Federal environmental regulatory programs which have a bearing on future growth and development in the District.

COMMUNITY PLANS

This section presents a description of community land use plans, including plans for subareas of communities, which should be considered in the preparation of the new comprehensive District plan. Presented first are plans for the City of Kenosha, followed by plans for the Village of Pleasant Prairie and Town of Somers. The multi-community development plan for the IH 94 South Freeway Corridor is also described. As a point of reference, the locations

of the study areas addressed by the various plans are shown on Map 68.

City of Kenosha Plans

There is a long history of planning for orderly growth and development in the City of Kenosha. As indicated in Chapter I, the first comprehensive plan was prepared for the City in 1925 by the firm of Harland Bartholomew and Associates. Considered to be a classic city plan, the 1925 plan included important recommendations with respect to the development of the Kenosha civic center, with an emphasis on public buildings in classical style characteristic of the City Beautiful movement (see Figure 11). Other aspects of the city plan focused on parks and parkways and on the public transit system. The Bartholomew firm updated the 1925 city plan in 1940 and prepared the first plan for the District in 1967.

In recent years planning within the City of Kenosha has been accomplished, to a large extent, through the preparation of plans for subareas of the City, including plans for downtown-area development and redevelopment, land use plans for newly developing areas, and revitalization plans for established neighborhoods. Plans for subareas of the City that are most relevant to the current comprehensive planning program are described below.

Plans for the Downtown Area: There have been several planning studies completed regarding the development and redevelopment of the Kenosha downtown area over the past decade. In 1981, Barton-Aschman Associates, Inc., prepared a plan for the redevelopment of the central business district of the City, including recommendations with respect to future land use, traffic and parking, and open space.¹ That plan was updated by the City of Kenosha Department of City Development in 1986.² The development of a recreational boat marina, along

¹*Barton-Aschman Associates, Inc., Downtown Development Program—Kenosha, Wisconsin, 1981.*

²*City of Kenosha Department of City Development, Downtown Land Use and Transportation Strategy, 1986.*

LOCATION OF RECENT COMMUNITY PLANNING ACTIVITY IN THE KENOSHA URBAN PLANNING DISTRICT

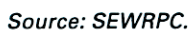
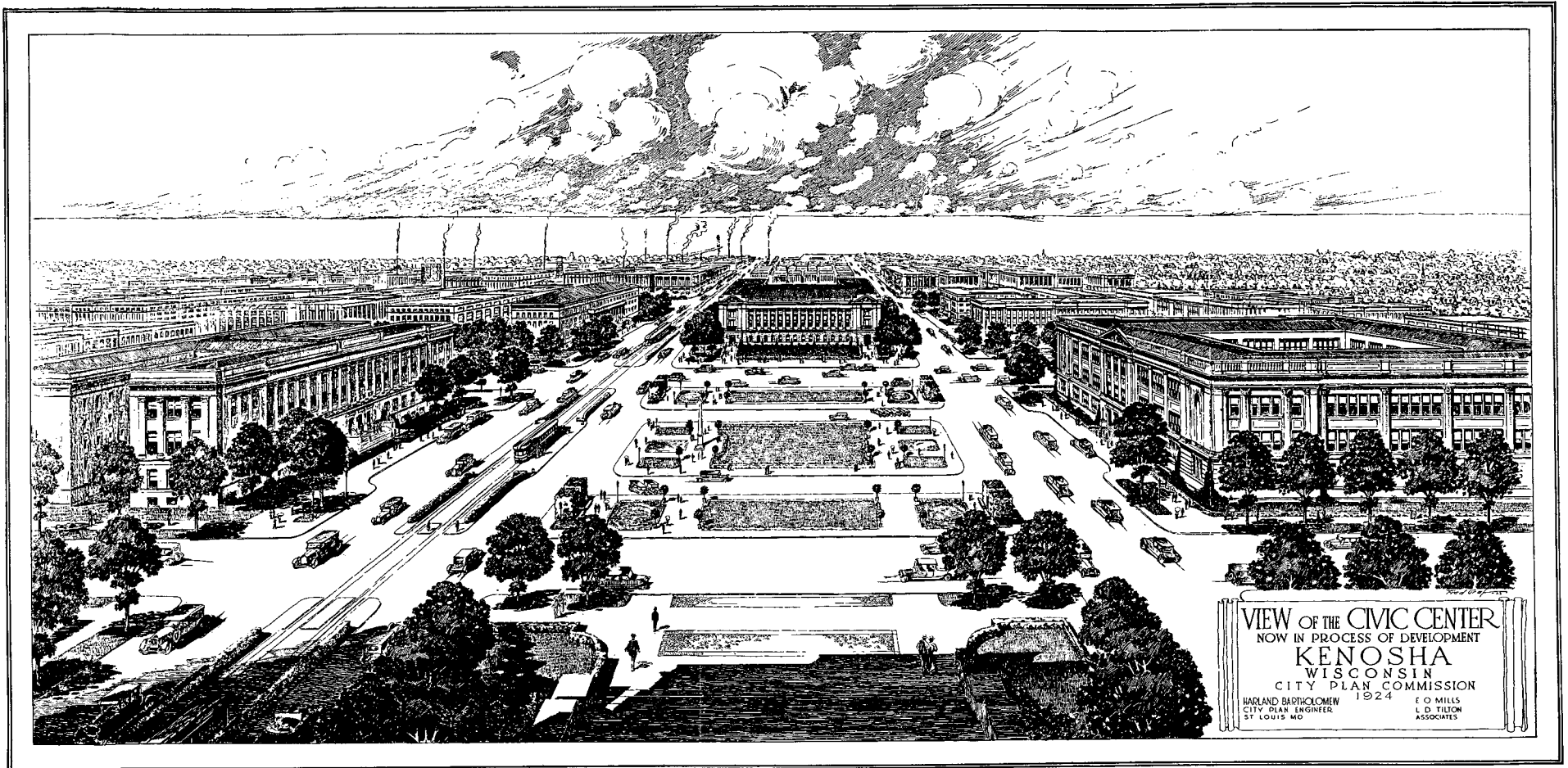


Figure 11

EXCERPT FROM THE 1925 KENOSHA CITY PLAN



Source: Harland Bartholomew, *The Kenosha City Plan*, 1925.

with residential and commercial uses supporting and complementing the marina, was an integral part of both plans.

In 1991, the Planning and Design Institute, a Milwaukee-based architectural and planning firm, prepared an urban design and development plan for the central area of the City.³ The plan built upon previous planning work, including the 1925 city plan, as appropriate. For example, the 1991 plan brought forward from the 1925 plan a recommendation that a new city hall be built on a site just east of the County Courthouse, expanding the cluster of buildings which form the civic center. Prepared after the closing of the lakefront automobile assembly plant, the 1991 central-area plan attempted to maximize reuse of the former industrial lands to spur downtown revitalization (see Map 69).

Kenosha Corridor Land Use Plan: In 1991 the City of Kenosha adopted a land use plan for the “Kenosha Corridor Area,” an area encompassing about 13 square miles, bounded approximately by STH 50 on the south, IH 94 on the west, CTH S on the north, and 43rd Avenue on the east. This area consists, for the most part, of lands now located in the City of Kenosha and the Town of Somers, although portions of the Village of Pleasant Prairie were also included. Most of the area of the Town of Somers included in the corridor planning area was envisioned to become part of the City under a 1990 boundary agreement between the City and Town.⁴

As shown on Map 70, the corridor land use plan envisioned residential land uses in the southwestern and eastern portions of the planning area, commercial land uses along STH 50 and STH 31 and at IH 94 near its intersection with STH 50, and industrial land uses north of STH 158 in the northeastern portion of the study area and west of the Chicago & North Western Railway, south of CTH K.

The plan further identified a relatively large area surrounding the Kenosha Regional Airport as “large-scale planned nonresidential development or redevelopment” and recommended that this area be developed as a planned unit. Two types of development were recommended for this area. The plan

³*Planning and Design Institute, Inc., Kenosha Downtown Plan, a Guide for Urban Design and Development, 1991.*

⁴*A description of the 1990 boundary agreement is presented later in this chapter.*

recommended that areas south of the airport be devoted to commercial-oriented recreational uses, such as the now developed dog race track, hotel-convention center, and restaurants. The plan recommended that the rest of the area around the airport be reserved for industrial uses associated with the airport but which did not need to be located on the airport grounds, such as warehouses and distribution centers, and for office park use, including space for research and development activities.

Neighborhood Development Plans: The City of Kenosha has embarked on a program for the preparation of neighborhood development plans for urbanizing areas on the periphery of the City. To date, plans have been prepared for the Hillcrest, St. Peter's, South Sheridan, Gateway, and CTH HH neighborhoods (see Maps 71 through 75). The Hillcrest, St. Peter's, and Gateway neighborhoods lie partially in the City of Kenosha and partially in portions of the Town of Somers envisioned to become part of the City under the 1990 boundary agreement. The South Sheridan neighborhood is located entirely within the City of Kenosha. The CTH HH neighborhood is located, for the most part, in the City of Kenosha, but it also includes lands in the Town of Somers envisioned to become part of the City under the 1990 boundary agreement.⁵ The City adopted the Hillcrest and the CTH HH neighborhood plans in 1992, the St. Peter's and South Sheridan plans in 1993, and the Gateway plan in 1994.

Neighborhood Revitalization Plans: A neighborhood revitalization study was completed for the City of Kenosha by the firm of Trkla, Pettigrew, Allen & Payne in 1992.⁶ The study proposed a set of revitalization strategies for three established neighborhoods within the City, Washington Park, Wilson Heights, and Columbus Park. The neighborhood revitalization study report was adopted by the City of Kenosha in 1992.

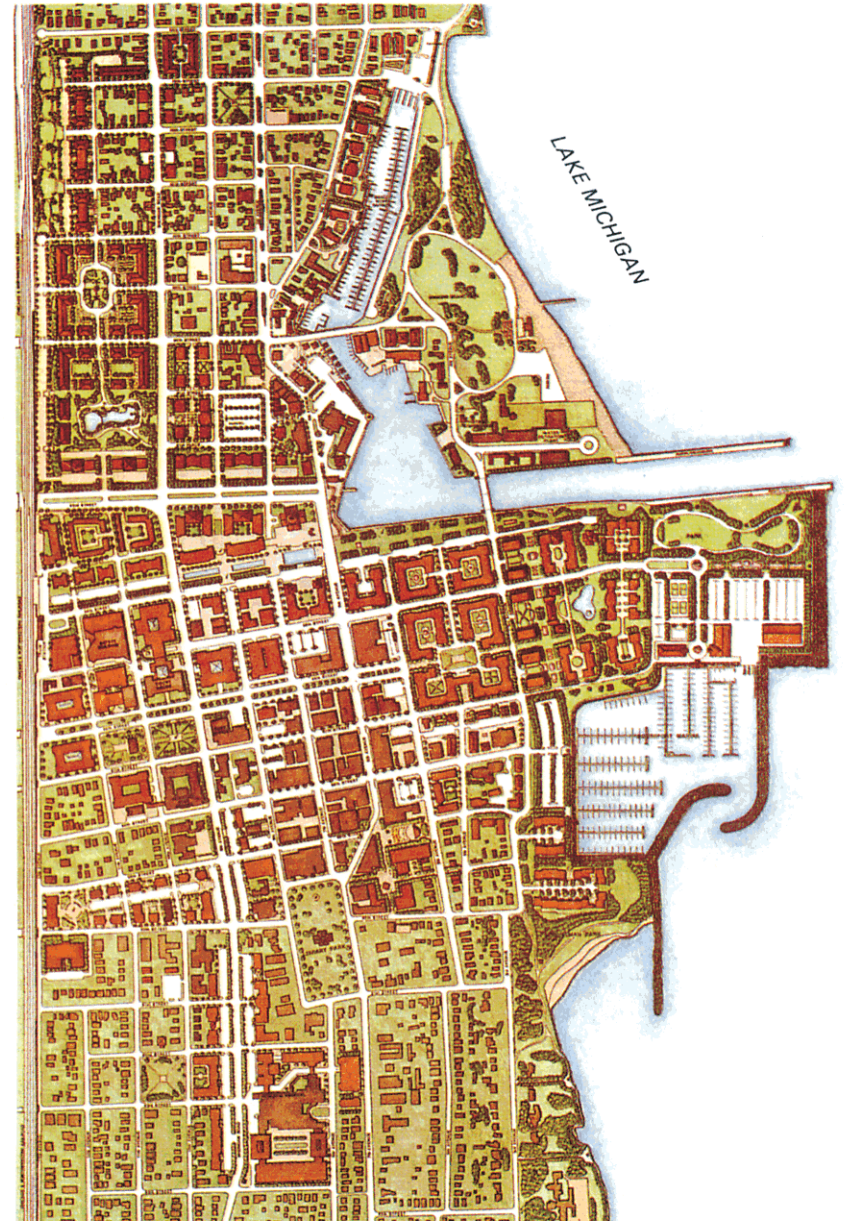
⁵*It should be noted that the adopted plan for the CTH HH neighborhood pertains only to lands west of the subcontinental divide; the proposed lotting pattern shown on Map 75 for the area east of the subcontinental divide is not part of the adopted plan.*

⁶*Trkla, Pettigrew, Allen & Payne, Inc., Neighborhood Revitalization Study—Kenosha, Wisconsin, 1992.*

1991 KENOSHA DOWNTOWN PLAN

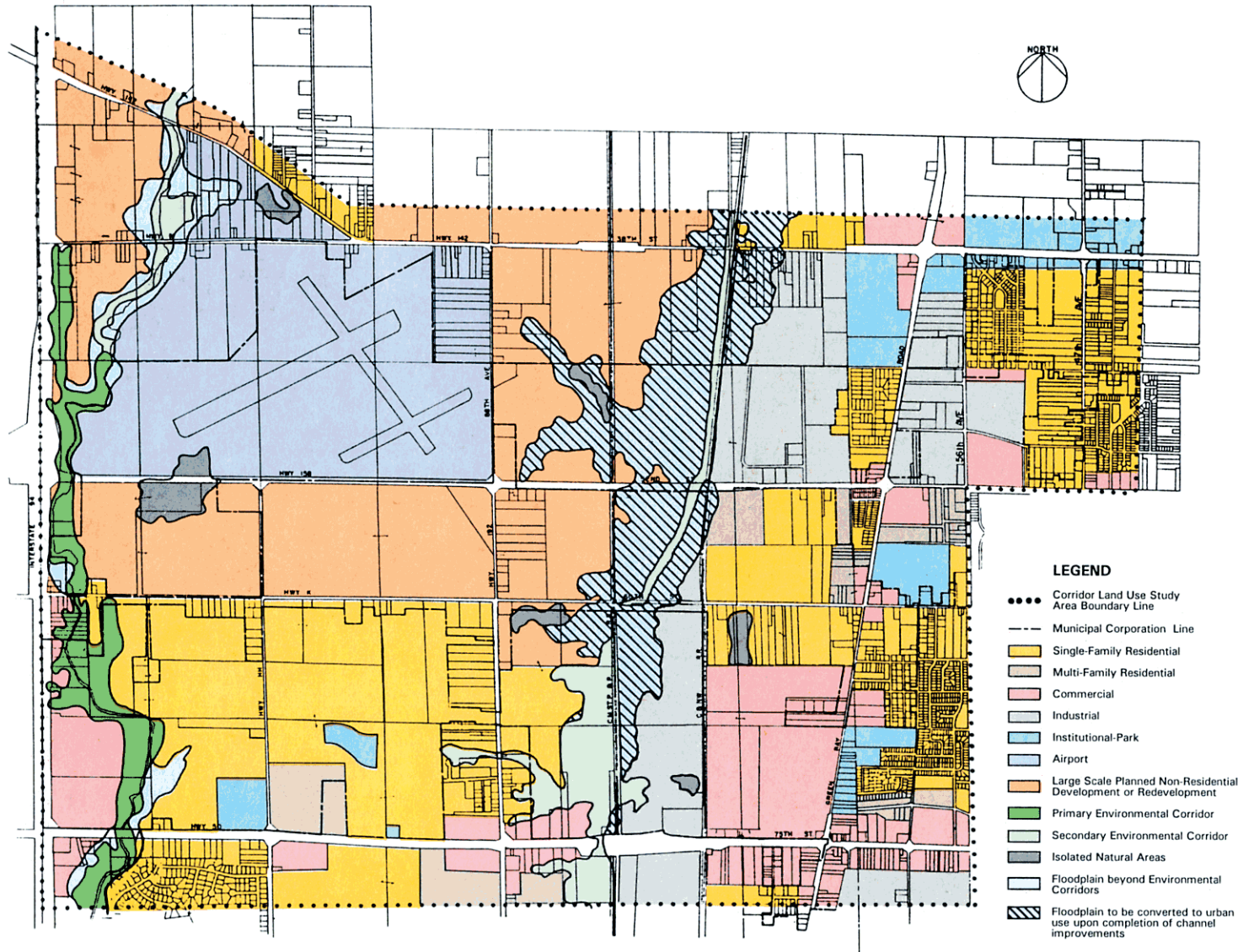
EXISTING CONDITIONS

PLANNED CONDITIONS



Map 70

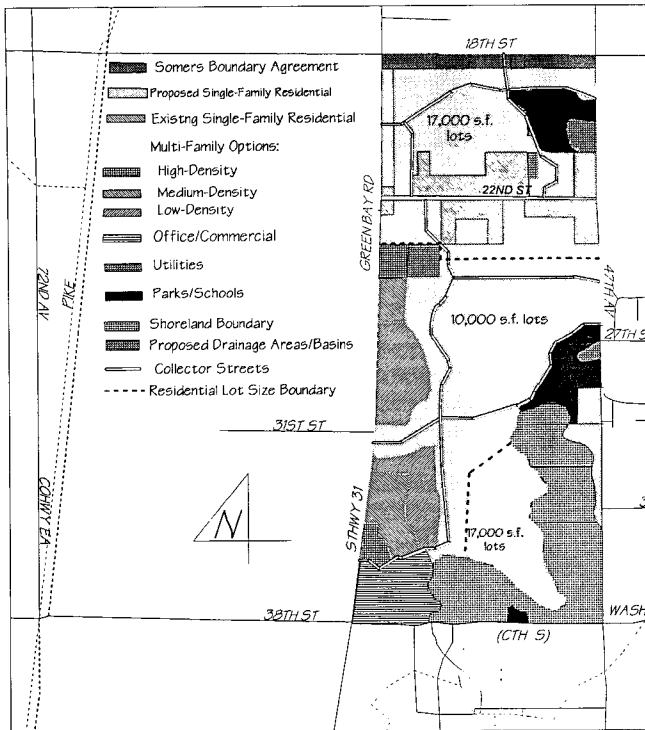
1991 CORRIDOR LAND USE PLAN



Source: City of Kenosha Department of City Development, 1991.

Map 71

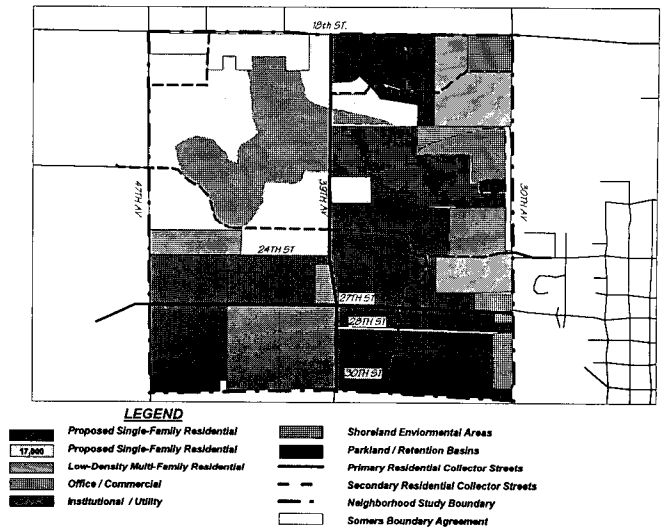
HILLCREST NEIGHBORHOOD PLAN



Source: City of Kenosha Department of City Development.

Map 72

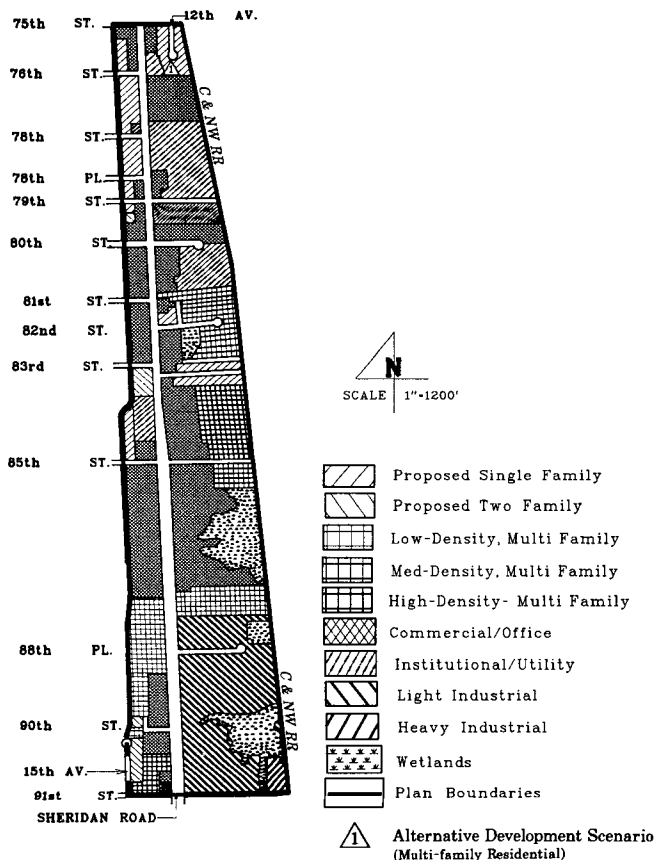
ST. PETER'S NEIGHBORHOOD PLAN



Source: City of Kenosha Department of City Development.

Map 73

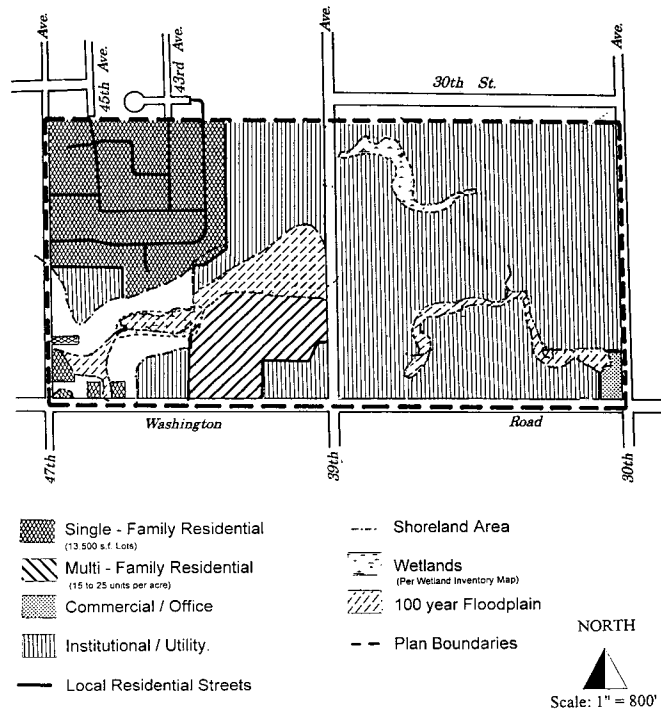
SOUTH SHERIDAN LAND USE PLAN



Source: City of Kenosha Department of City Development.

Map 74

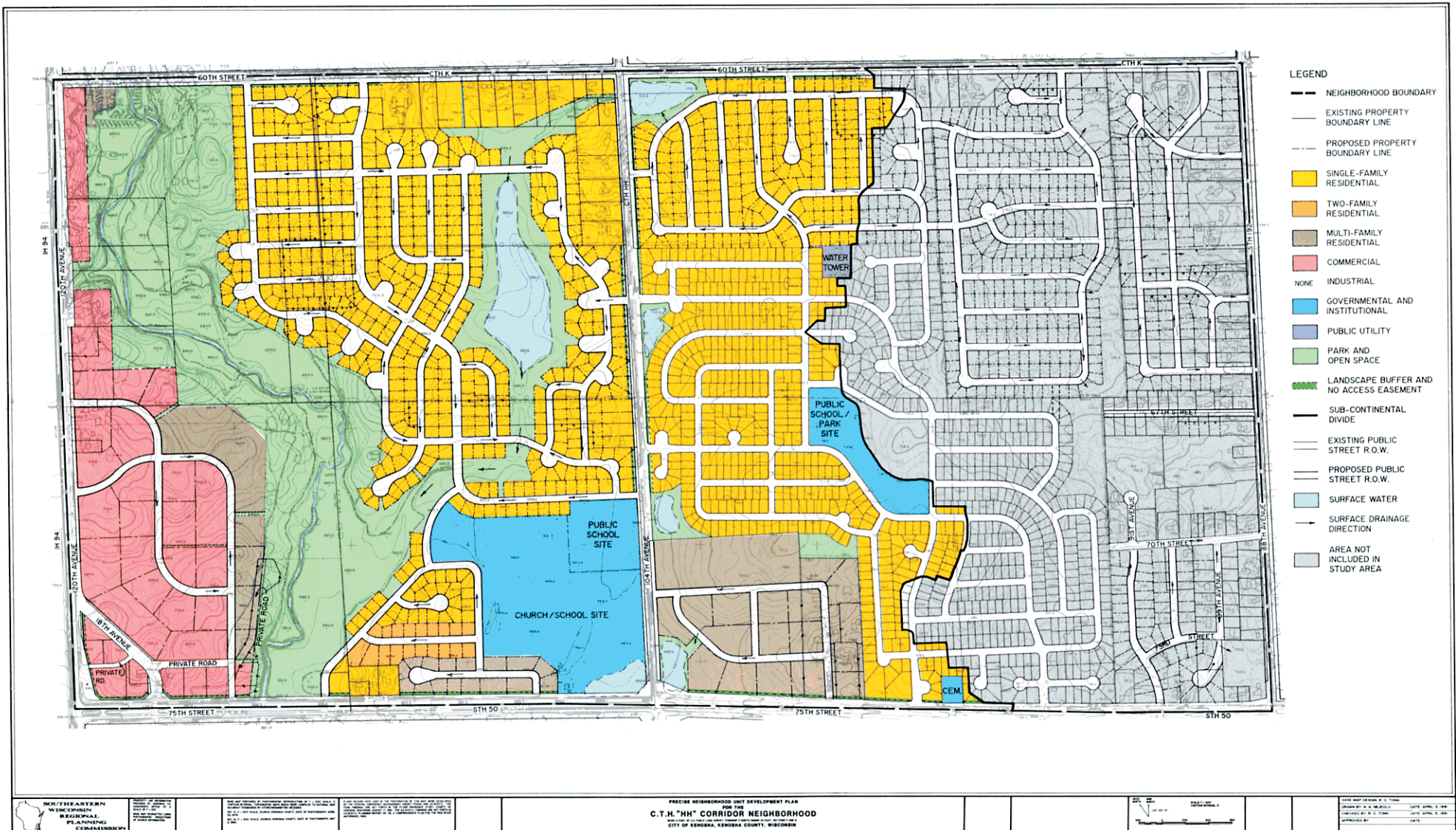
GATEWAY NEIGHBORHOOD PLAN



Source: City of Kenosha Department of City Development.

Map 75

CTH HH CORRIDOR LAND USE PLAN



Source: SEWRPC.

The revitalization strategies consist of recommendations for the maintenance and enhancement of the existing housing stock; the strengthening of commercial centers; the enhancement of schools, churches, and other community facilities; and the removal of nuisance uses. The revitalization strategies for the Washington Park, Wilson Heights, and Columbus Park neighborhoods are summarized on Maps 76 through 78.

Village of Pleasant Prairie Plans

Chiwaukee Prairie-Carol Beach Land Use Plan: At the request of Kenosha County and the former Town of Pleasant Prairie, the Regional Planning Commission in 1985 prepared a land use management plan for the Chiwaukee Prairie-Carol Beach area, consisting of lands lying between STH 32 and the Lake Michigan shoreline in what is now the Village of Pleasant Prairie.⁷ This area is dominated by a ridge-and-swale wetland-prairie complex which runs parallel to the Lake Michigan shoreline through much of the approximately 4.5-mile-long corridor. Much of the wetland-prairie complex had been subdivided into residential lots by the early 1950s and sold to more than 1,600 individual landowners. In large part because of physical development limitations, many of those lots remained undeveloped in 1980.

The Chiwaukee Prairie-Carol Beach area in the early 1980s thus represented a unique natural resource area in the Southeastern Wisconsin which had been committed to urban development through publicly sanctioned land subdivisions. The land use planning effort completed for the area in 1985 was an attempt to reconcile conflicting objectives of open space preservation and urban development for the area. In doing so, the plan had to meet State and Federal wetland- protection regulations established after the area was subdivided for residential use.

The resulting plan for the Chiwaukee Prairie-Carol Beach area is shown on Map 79. The plan identified areas for further residential development, in most cases with public sanitary sewer service. The plan further identified an environmental corridor traversing the entire study area, containing the most significant wetland and prairie areas. The plan

⁷*Southeastern Wisconsin Regional Planning Commission, Community Assistance Planning Report No. 88, A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, 1985.*

recommended public acquisition of most of the platted lots within the proposed preservation area. The land acquisition recommendations of the plan are being implemented. As reported in Chapter VII, lands encompassing a total of more than 500 acres of the preservation area are now held by the Wisconsin Department of Natural Resources, the Nature Conservancy of Wisconsin, the University of Wisconsin or the Village of Pleasant Prairie.

Plan for LakeView Corporate Park: In 1987, WISPARK, a wholly owned subsidiary of the Wisconsin Energy Corporation, announced plans for the development of a new corporate park in the southwestern portion of the former Town of Pleasant Prairie. In cooperation with the former Town and Kenosha County, WISPARK prepared a site plan for the area calling for an approximately 1,270-acre business park to be located immediately south of the Wisconsin Electric Power Company electric power generation plant, an approximately 170-acre office park to be located near the intersection of what is now STH 165 and IH 94, and an approximately 425-acre nature preserve to be situated between the office park and business park (see Map 80). The Village of Pleasant Prairie has supported the development of LakeView Corporate Park through the establishment of tax incremental finance district to assist in financing infrastructure costs. The Village is, moreover, taking steps toward development of a major outdoor recreation site in the area.

Town of Somers Plans

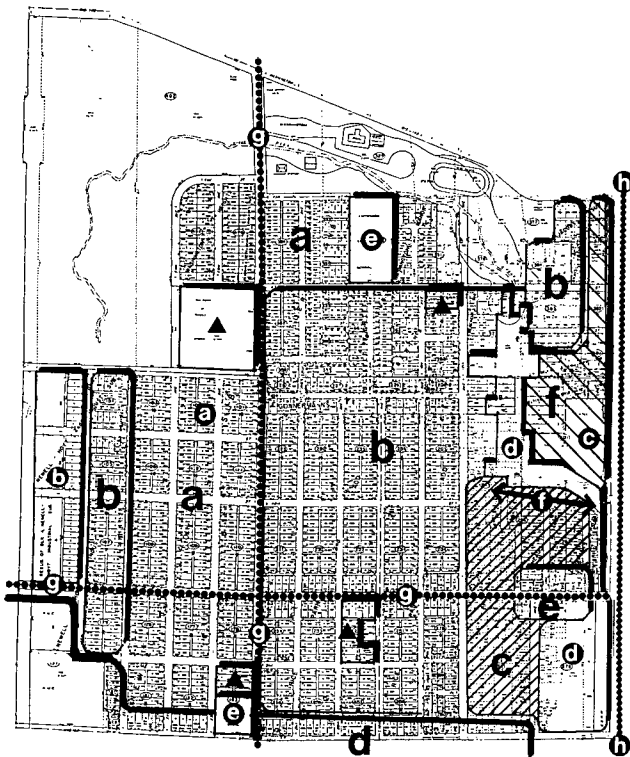
Parkside East Neighborhood Development Plan: At the request of the Town of Somers, the Regional Planning Commission in 1993 prepared a neighborhood unit development plan for the Parkside East neighborhood in the Town of Somers.⁸ Located directly east of the University of Wisconsin-Parkside, the approximately 1.5-square-mile Parkside East neighborhood is bounded by 12th Street on the south, CTH G on the west, 7th Street on the north, and the Chicago & North Western Railway on the east. The neighborhood unit development plan was adopted by the Town of Somers in 1993.

As shown on Map 81, the recommended plan envisions a medium-density neighborhood that includes single-family, two-family, and multi-family housing. The plan calls for an elementary school and a park

⁸*Southeastern Wisconsin Regional Planning Commission, Memorandum Report No. 80, A Development Plan for the Parkside East Neighborhood in the Town of Somers, Kenosha County, 1993.*

Map 76

WASHINGTON PARK NEIGHBORHOOD REVITALIZATION STRATEGY: SELECTED REVITALIZATION ACTIONS

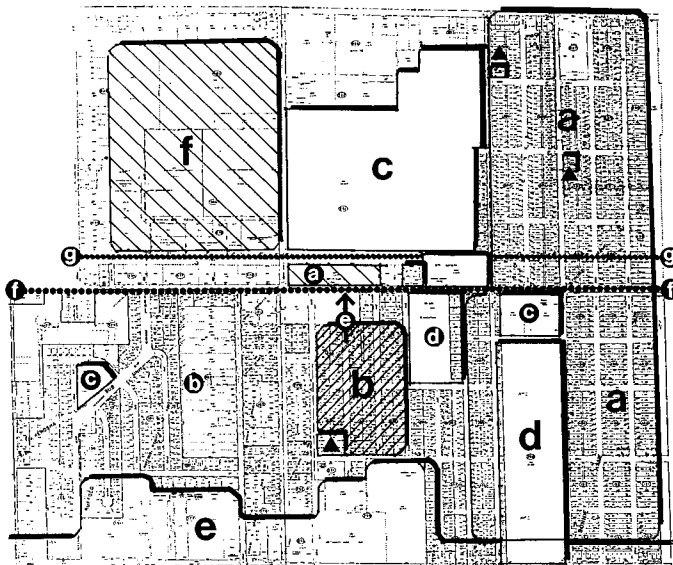


- a** Undertake routine repairs to maintain and improve essentially sound residential areas.
- b** Provide support and assistance to stabilize and upgrade residential areas "in transition."
- c** Target the southeastern area for aggressive revitalization action. In addition to support and assistance in housing rehabilitation, this should include code enforcement, removal of dilapidated structures and new infill development. This area might also undergo redevelopment for affordable new housing.
- d** Coordinate commercial area and neighborhood revitalization along 52nd Street. Provide support and assistance for building improvements, appearance improvements, and the promotion of compatible new development.
- e** Reestablish 50th Street as a neighborhood shopping area. Assist viable existing businesses and promote small-scale new development. Remove dilapidated buildings and improve overall image and appearance of the area.
- f** Eventually phase out and relocate all existing industrial uses within the neighborhood. In the interim, minimize the adverse impact of industrial operations on adjacent residential areas.
- a** Construct compatible new infill housing on scattered vacant lots.
- b** Promote development of vacant former Chrysler property. Preferred use would be a mix of affordable new housing types. A small new active park site should be provided in the southern portion.
- c** Acquire and remove nuisance uses, including Zizzo Scrap Yard and Kenosha Beef.
- d** Intensify active recreational development at Nedwieski Park. Expand the park south to 52nd Street. Consider a new community center as a part of this southern extension.
- e** Maintain Jefferson and Bain Schools as neighborhood focal points. Undertake building, site and facility improvements as required.
- f** Interconnect existing dead-end streets along 13th, 14th and 16th Avenues.
- g** Undertake design and appearance improvements along key roadways which pass through the heart of the neighborhood.
- h** Undertake landscaping, appearance and maintenance improvements along the C&NW rail corridor and at underpasses within the neighborhood.
- ▲** Enhance churches as focal points for neighborhood life and activity.

Source: Trkla, Pettigrew, Allen & Payne, Inc., *Neighborhood Revitalization Study--Kenosha, Wisconsin*, 1992.

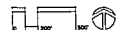
Map 77

















WILSON HEIGHTS NEIGHBORHOOD REVITALIZATION STRATEGY: SELECTED REVITALIZATION ACTIONS



- a** Provide support and assistance to stabilize and upgrade residential areas "in transition."
- b** Target existing multi-family area for aggressive revitalization action. Pursue one of four basic approaches: 1) improve and upgrade existing development through cooperative efforts by the City, property owners, tenants and others; 2) acquire and remove selected buildings to reduce densities and increase open space; 3) convert the properties for a new type of tenant, such as senior citizens; or 4) remove existing buildings and redevelop for new housing.
- c** Promote large-scale new planned development on vacant Jupiter property, including a mix of affordable housing types, a new public park, and a small neighborhood commercial area to be located near the intersection of 45th Street and 39th Avenue.
- d** Promote large-scale new planned development on vacant Bonnie Hame property, including a mix of affordable housing types, a new public park, and a small neighborhood commercial area along 52nd Street.
- e** Maintain and improve major commercial developments along 52nd Street, including design and appearance improvements, pedestrian connections to the neighborhood, and improved site maintenance, particularly along the rear portions of commercial properties.
- f** Encourage compatible new industrial development at the Bane-Nelson industrial park.
- g** Eventually phase out older industrial uses along the 45th Street corridor.
- b** Construct compatible new housing infill development on scattered vacant lots.
- c** Intensify recreational development at the existing Endee and Hobbs park sites.
- d** Maintain Wilson Elementary School as a neighborhood focal point; undertake building and site improvements as required.
- e** Extend 37th Avenue north to 45th Street, or provide an interconnecting road to the east and west.
- f** Improve the image and appearance of 45th Street as the neighborhood's new "Main Street."
- g** Utilize the existing electrical power easement as an open space feature within the neighborhood.
- ▲** Enhance churches as focal points for neighborhood life and activity.

Source: Trkla, Pettigrew, Allen & Payne, Inc., *Neighborhood Revitalization Study--Kenosha, Wisconsin*, 1992.



-  Provide support and assistance to stabilize and upgrade residential areas "in transition."
-  Target the central area for aggressive revitalization action. In addition to support and assistance in housing rehabilitation, this should include code enforcement, removal of dilapidated structures, improvement of traffic circulation, elimination of incompatible uses, new infill development, and redevelopment.
-  Coordinate commercial area and neighborhood revitalization along 52nd Street. Provide support and assistance for building improvements, appearance improvements, and the promotion of compatible new development.
-  Maintain the Uptown area as a shopping and business focal point for the neighborhood.
 -  Construct compatible new infill housing on scattered vacant lots.
 -  Promote redevelopment of selected blocks in the central area for affordable new housing, perhaps including townhomes, two-family and/or attached or detached single-family homes.
 -  Eventually phase out existing industrial uses along the rail line which traverses the neighborhood. In the interim, minimize the adverse impact of industrial operations on adjacent residential areas.
 -  Acquire and remove nuisance uses, including the vacant scrap yard along the railroad. Consider a new community center to serve the neighborhood.
 -  Promote adaptive reuse of the vacant former Chrysler buildings in the southwest corner of the neighborhood for either: 1) office/light industrial uses, or 2) residential uses and public open space.
 -  Maintain and enhance Jockey and American Brass as neighborhood anchors; recruit these industries as active participants in neighborhood revitalization.
 -  Study the reuse potential of the vacant Vincent McCall building for commercial, residential and/or institutional use. If reuse is not feasible, this building should be removed.
 -  Maintain Frank School as a neighborhood focal point. Undertake building, site and facility improvements as required. Consider expansion of the school site to the east, including closure of 18th Avenue between 56th and 57th Streets. Traffic circulation and pedestrian safety should also be improved in this area.
 -  Eliminate "devils elbow" along 14th Avenue.
 -  Undertake design and appearance improvements along key roadways which pass through the heart of the neighborhood.
 -  Undertake landscaping, appearance and maintenance improvements along the C&NW rail corridor, and at underpasses within the neighborhood.
 -  Enhance churches as focal points for neighborhood life and activity.

to be located near the geographic center of the neighborhood. The plan envisions the preservation in open use of environmental corridors along the Pike River and its tributaries within the neighborhood.

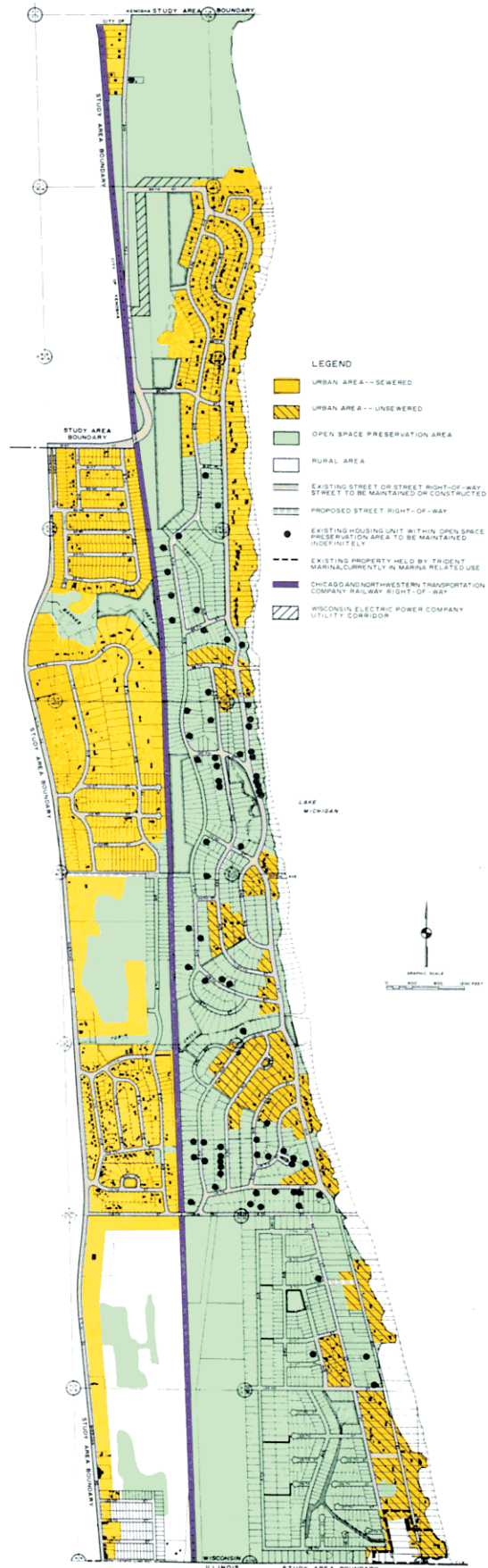
IH 94 South Freeway Corridor Plan: In response to requests from Kenosha and Racine Counties, the Regional Planning Commission in 1991 completed a land use and transportation system development plan for the IH 94 South Freeway Corridor, an approximately six-mile-wide corridor lying on either side of IH 94 through Kenosha, Racine, and southern Milwaukee Counties.⁹ The study area

The IH 94 South Freeway Corridor plan was prepared in response to rapidly changing economic and land use development conditions within that corridor. The plan consists of a coordinated set of land use and transportation system development recommendations within the context of broader regional plans. The land use development plan as it pertains to Kenosha County is presented on Map 82.

The land use element of the corridor plan recommends a land use pattern to meet the anticipated land use demand in the area through the year 2010. The plan also recommends the reservation of larger areas for residential, commercial, and industrial development to meet anticipated development needs further into the 21st century. Importantly, the recommended plan seeks to place new commer-

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LAND USE PLAN FOR THE CHIWAUKEE PRAIRIE-CAROL BEACH AREA OF THE VILLAGE OF PLEASANT PRAIRIE



cial and industrial development at strategic locations along the freeway, including in the vicinity of the STH 165, STH 50, and CTH S interchanges, and, conversely, seeks to avoid a pattern of continuous strip development along the 30-mile freeway corridor.

LAND USE CONTROLS

Good community development depends not only on sound long-range planning but on practical plan implementation as well. The Wisconsin Statutes provide a number of legal mechanisms enabling county and local units of government to implement adopted land use plans. Most important in this respect are zoning, land subdivision control, and official map ordinances.

Zoning

A zoning ordinance is a public law which regulates the use of land in the public interest. A zoning ordinance divides a community into districts for the purpose of regulating the use of land and structures; the height, size, shape, and placement of structures; and the density of population. Within the Kenosha Urban Planning District, lands in the City of Kenosha are subject to the City of Kenosha zoning ordinance, lands in the Village of Pleasant Prairie are subject to the Village of Pleasant Prairie zoning ordinance, and lands in the Town of Somers are subject to the Kenosha County zoning ordinance jointly administered by Kenosha County and the Town. Moreover, City, Village, and Town lands in the vicinity of the Kenosha Regional Airport are subject to airport-related provisions of the City of Kenosha zoning ordinance.

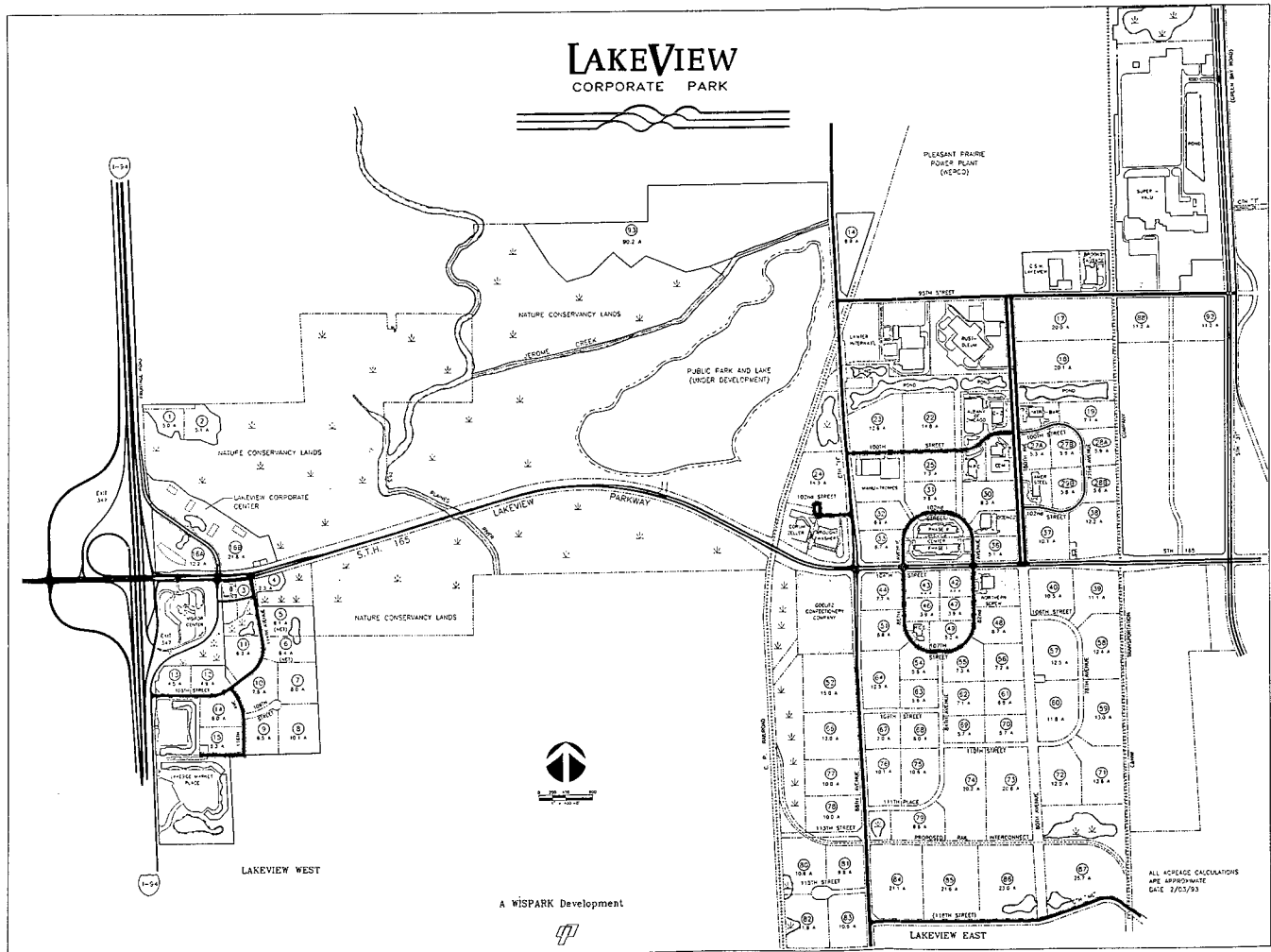
City of Kenosha Zoning: The City of Kenosha zoning ordinance establishes 22 basic zoning districts, including 11 residential districts, three business districts, two manufacturing districts, one institutional district, two agricultural districts, two conservancy districts, and one floodway district. A summary of key district regulations is presented in Table 62.

Map 83 shows the pattern of basic zoning districts existing in the City in 1993. In 1993, lands in the City were allocated to major zoning district categories as follows: residential, about 7,000 acres, or 49 percent of the total area of the City; business, about 1,400 acres, or 10 percent; manufacturing, about 1,500 acres, or 11 percent; institutional-park, about 3,200 acres, or 23 percent; agricultural, about 800 acres, or 6 percent; and conservancy and floodway, about 300 acres, or 2 percent.

In addition to the 22 basic zoning districts, the City of Kenosha zoning ordinance establishes four overlay districts which may be superimposed upon

Map 80

LAKEVIEW CORPORATE PARK AND PLEASANT PRAIRIE PARK SITE



Source: WISPARK.

the underlying basic districts: the FFO Floodplain Fringe Overlay district, the SWO Shoreland Wetland Overlay district, the AIR Airport Overlay district, and the PDO Planned Development Overlay district. The first three districts were applied within the City of Kenosha in 1993; the PDO Planned Development Overlay district was not applied.

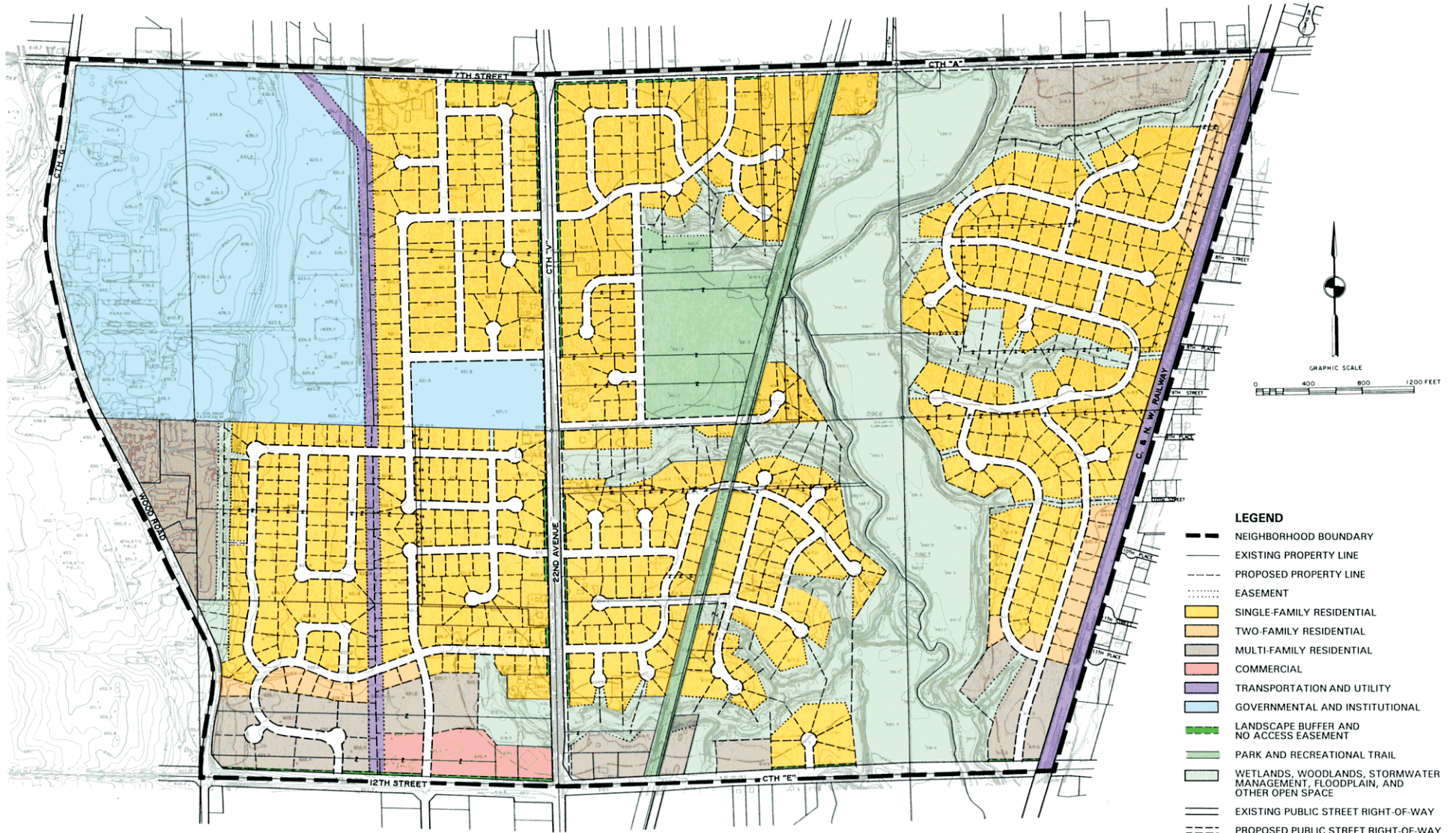
The FFO Floodplain Fringe Overlay district applies to those portions of the 100-year recurrence interval flood hazard areas shown on Map 9 in Chapter III which are located outside the floodway. The FFO Floodplain Fringe Overlay district meets minimum State standards for the protection of floodwater conveyance capacity and abatement of

flood damages. The district does not, however, fully protect the flood-fringe areas from urban encroachment since it allows structures as permitted in the underlying basic zoning districts, subject to prescribed filling.

The SWO Shoreland Wetland overlay district protects from urban encroachment all wetlands five acres or greater in area located within the statutory shoreland area. That area is defined as lands within the following distance from the ordinary high-water mark of navigable waters: one thousand feet from a lake, pond, or flowage and three hundred feet from a river or stream or to the landward side of the floodplain, whichever distance is greater.

Map 81

DEVELOPMENT PLAN FOR THE PARKSIDE EAST NEIGHBORHOOD IN THE TOWN OF SOMERS



Source: SEWRPC.

LAND USE PLAN FOR THE IH 94 SOUTH FREEWAY CORRIDOR

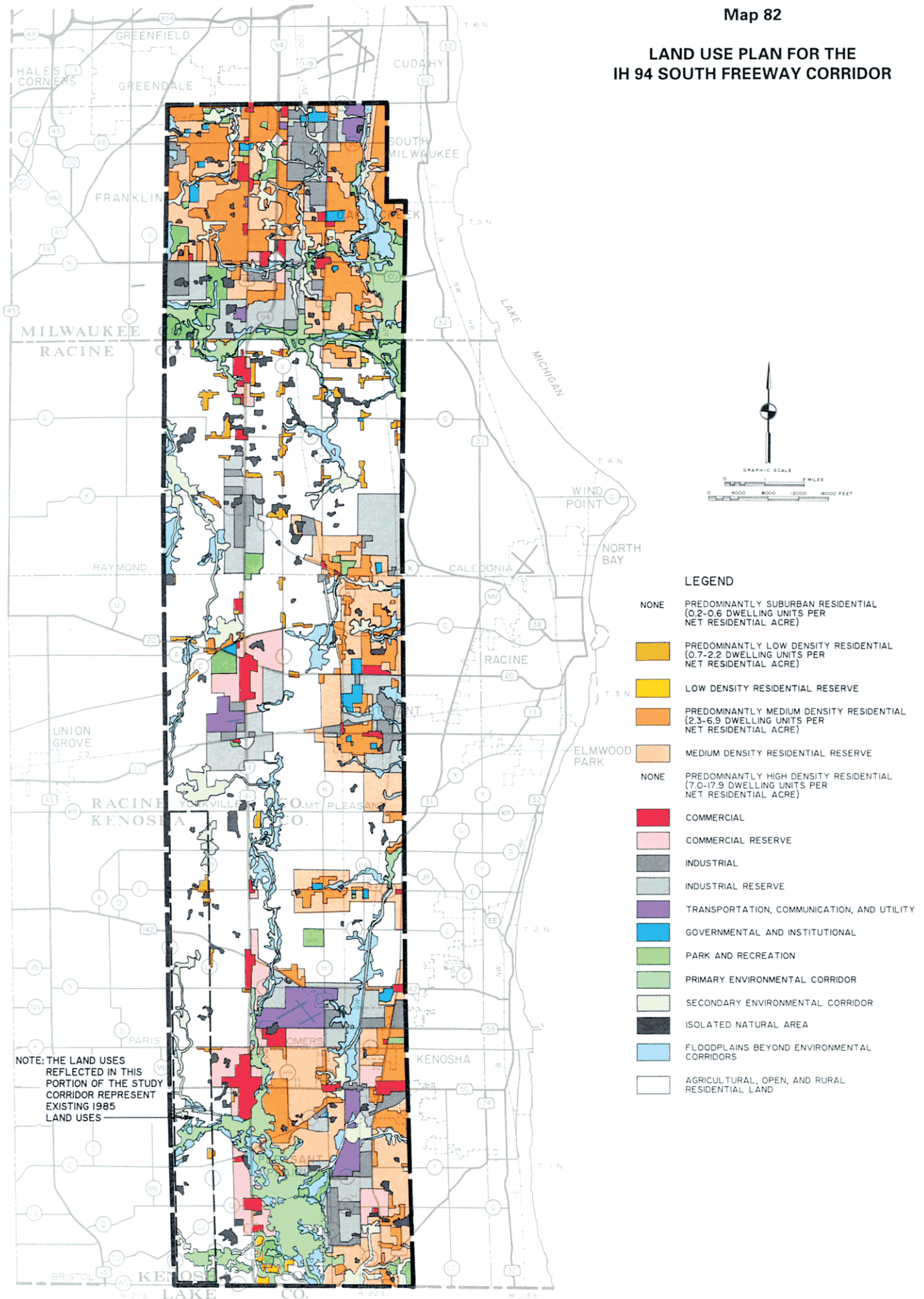


Table 62

SUMMARY OF BASIC ZONING DISTRICT REGULATIONS: CITY OF KENOSHA ZONING ORDINANCE: 1993

District	Typical Principal Uses	Minimum Lot Size		Minimum Yards ^a			Maximum Building Height (feet)	Area of City in District	
		Area (square feet)	Width (feet)	Front Yard ^b (feet)	Side Yard ^c (feet)	Rear Yard (feet)		Acres	Percent of Total
RR-1 Rural Single-Family Residential	Single-family residences	40,000	150	65/30	15	25	35	13	0.1
RR-2 Suburban Single-Family Residential	Single-family residences	17,000	90	65/30	10	25	35	9	0.1
RR-3 Urban Single-Family Residential	Single-family residences	10,000	80	25	10	30	35	0	0.0
RS-1 Single-Family Residential	Single-family residences, elementary and secondary schools, fire and police stations, parks, and religious institutions	8,000	70	25	8	30	35	1,260	8.9
RS-2 Single-Family Residential	Single-family residences, elementary and secondary schools, fire and police stations, parks, and religious institutions	7,000	60	25	5	25	35	1,688	11.9
RS-3 Single-Family Residential	Single-family residences, elementary and secondary schools, fire and police stations, parks, and religious institutions	Single-family: 5,000 Two-family: 6,000 ^d	Single-family: 40 Two-family: 50 ^d	25	Single-family: 5 Two+ story two-family: 10 ^d	25	35	1,322	9.4
RD Two-Family Residential	Two-family residences, single-family residences, elementary and secondary schools, fire and police stations, parks, and religious institutions	8,000	70	25	One story: 8 Two+ story: 10	30	35	118	0.8
RG-1 General Residential	Single-family residences, two-family residences, elementary and secondary schools, fire and police stations, parks, religious institutions, bed and breakfast places, and doctors' offices	Single-family: 5,000 Two-family: 6,000	Single-family: 40 Two-family: 50	25	One story: 5 Two+ story: 10	25	35	1,470	10.4
RG-2 General Residential	Single-family residences, two-family residences, multiple-family residences not to exceed 5 dwellings, elementary and secondary schools, fire and police stations, parks, religious institutions, bed and breakfast places, and doctors' offices	Single-family: 5,000 Two-family: 6,000 Multi-family: Varies by structure type	Single-family: 40 Other: 50	25	One story: 5 Two+ story: 10	25	35	384	2.7
RM-1 Multiple-Family Residential	Two-family residences, multiple-family residences, elementary and secondary schools, fire and police stations, parks, and religious institutions	Varies by structure type	70	25	One story: 5 Two story: 10 Three+ story: 12	25	45	64	0.5
RM-2 Multiple-Family Residential	Two-family residences, multiple-family residences, elementary and secondary schools, fire and police stations, parks, and religious institutions	Varies by structure type	100	25	One story: 15 Two story: 20 Three+ story: 25	25	100	633	4.5
B-1 Neighborhood Business	Neighborhood level retail and service uses	-- ^e	--	-- ^e	-- ^e	25	35	63	0.4
B-2 Community Business	Community level retail and service uses	-- ^e	--	-- ^e	-- ^e	25	45	1,173	8.3
B-3 Central Business	Downtown and Uptown retail, service, office, and institutional uses.	-- ^e	--	-- ^e	-- ^e	9	100	186	1.3
M-1 Light Manufacturing	Light manufacturing, warehousing, and wholesaling uses of a limited nature that do not create appreciable nuisances or hazards	--	--	-- ^e	-- ^e	9	75	547	3.9
M-2 Heavy Manufacturing	Heavy manufacturing and industrial uses	--	--	-- ^e	-- ^e	9	100	967	6.8
I-P Institutional Park	Cemeteries, cultural institutions, educational institutions, hospitals, public administrative offices, parks, public airports, and religious institutions	--	--	-- ^e	-- ^e	9	45	3,203	22.7

Table 62 (continued)

District	Typical Principal Uses	Minimum Lot Size		Minimum Yards ^a			Maximum Building Height (feet)	Area of City in District	
		Area (square feet)	Width (feet)	Front Yard ^b (feet)	Side Yard ^c (feet)	Rear Yard (feet)		Acres	Percent of Total
FW Floodway	Wild crop harvesting, hunting and fishing, farming not including the erection of structures, fish hatcheries, and open recreational uses	--	--	--	--	--	--	168	1.2
A-1 General Agricultural	Dairy farming and general agriculture, one farm dwelling, floriculture, greenhouses, orchards, animal hospitals, stables, kennels, and veterinary services	10 acres	300	65/40	25	50	100	431	3.0
A-2 Agricultural Land Holding	Dairy farming and general agriculture, one farm dwelling, floriculture, greenhouses, orchards, animal hospitals, stables, kennels, and veterinary services	10 acres	300	65/40	25	50	100	349	2.5
C-1 Upland Resource Conservancy	Single-family residence, agricultural, hunting and fishing, and park and recreation areas	5 acres	300	65/40	25	50	35	62	0.4
C-2 Lowland Resource Conservancy	Wild crop harvesting, cultivation of crops, fishing and hunting	--	--	--	--	--	--	27	0.2

^aMinimum yard requirements pertain to principal uses; yard requirements for accessory uses may be different.

^bThe first figure indicates the minimum setback from the right-of-way of a Federal, State, or County trunk highway; the second figure indicates the minimum setback from the right-of-way of all other roads.

^cSide yard requirements are indicated for interior side yards; street side yard requirements may be different.

^dA two-family residence is allowed as a conditional use on a lot adjacent to a less restrictive use.

^eMinimum lot size and yard requirements apply only in certain situations.

Source: City of Kenosha and SEWRPC.

The AIR Airport Overlay district differs from the other City zoning districts in that its jurisdiction extends beyond the City limits, extending to all lands within three miles of the Kenosha Regional Airport. The Airport Overlay district thus affects portions of the Town of Somers, the Village of Pleasant Prairie, the Town of Paris, and the Town of Bristol, as well as the City of Kenosha. Zoning powers with respect to areas located within three miles of an airport are granted to cities, villages, towns, and counties which own airports by Section 114.136 of the Wisconsin Statutes.

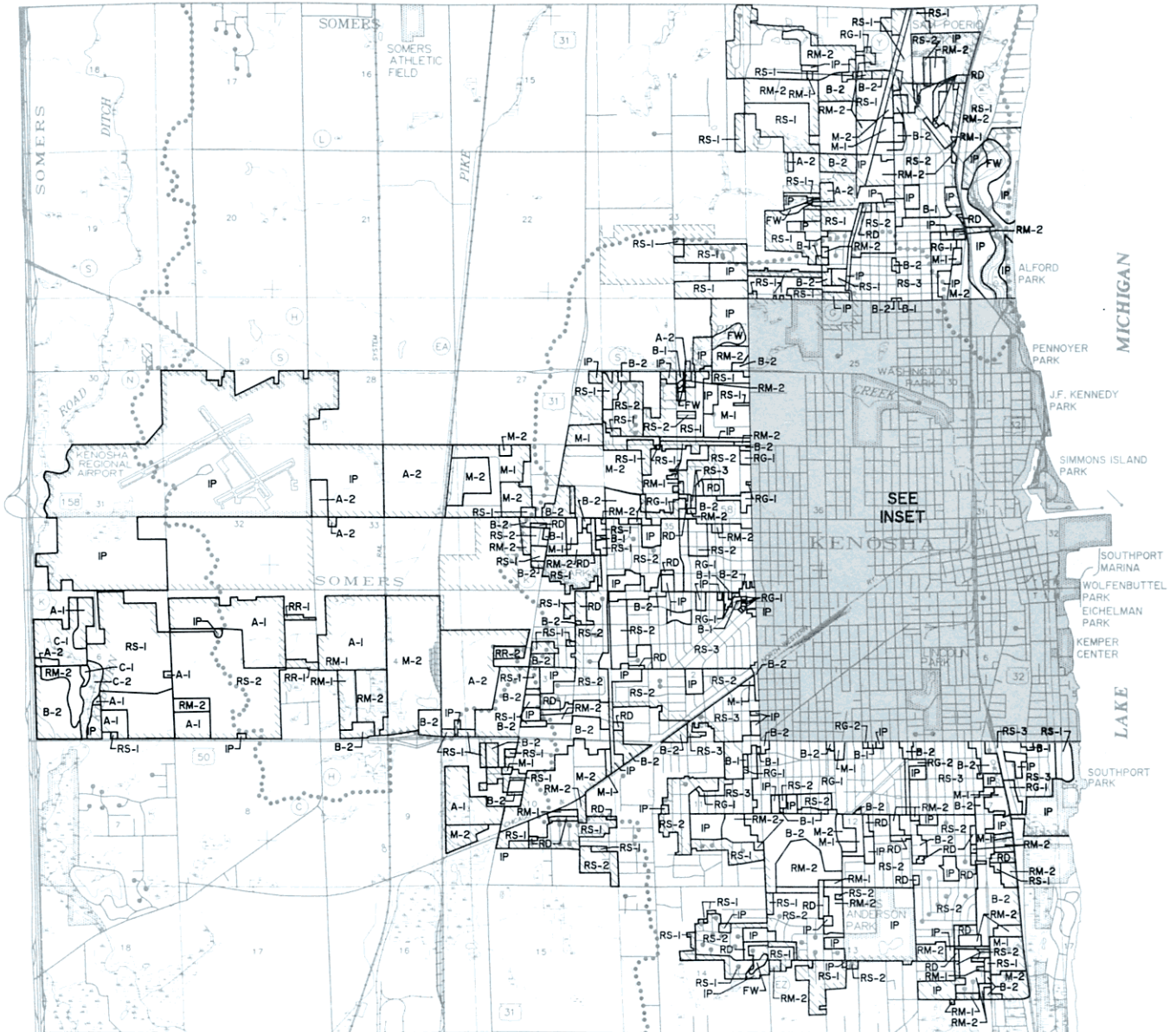
The City of Kenosha AIR Airport Overlay regulations establish six separate overlay districts. The provisions of these districts are summarized in Table 63. The application of these districts within the Kenosha Urban Planning District is shown on Map 84. The most restrictive districts are the AIR-O Operations Overlay district, which applies to the Kenosha Regional Airport property itself, and the

AIR-1 Runway Protection Zone, AIR-2 Noise Cone Zone, and Air-3 Approach Zone districts. The AIR-2 and AIR-3 districts, for example, prohibit residential uses, require that extra noise reduction be incorporated into new construction, and establish maximum floor area ratios. The AIR-4 and AIR-5 districts are considerably less restrictive. They allow uses permitted in underlying basic zoning districts, including residential uses, subject to established height regulations. The AIR-4 district also requires the incorporation of noise reduction measures in new construction and establishes maximum floor-area ratios for uses other than single-family and two-family residences.

Town of Somers Zoning: Lands in the Town of Somers are under the jurisdiction of the Kenosha County General Zoning and Shoreland/Floodplain Zoning Ordinance. The Town of Somers approved the current County zoning ordinance in 1983, after a comprehensive revision of the County ordinance.

Map 83

BASIC ZONING DISTRICTS IN THE CITY OF KENOSHA: 1993



LEGEND

— ZONING DISTRICT BOUNDARY

BASIC ZONING DISTRICTS:

RR-1	RURAL SINGLE-FAMILY RESIDENTIAL	B-2	COMMUNITY BUSINESS
RR-2	SUBURBAN SINGLE-FAMILY RESIDENTIAL	B-3	CENTRAL BUSINESS
RR-3	URBAN SINGLE-FAMILY RESIDENTIAL (NONE)	M-1	LIGHT MANUFACTURING
RS-1	SINGLE-FAMILY RESIDENTIAL	M-2	HEAVY MANUFACTURING
RS-2	SINGLE-FAMILY RESIDENTIAL	IP	INSTITUTIONAL PARK
RS-3	SINGLE-FAMILY RESIDENTIAL	FW	FLOODWAY
RD	TWO-FAMILY RESIDENTIAL	A-1	GENERAL AGRICULTURAL
RG-1	GENERAL RESIDENTIAL	A-2	AGRICULTURAL LAND HOLDING
RG-2	GENERAL RESIDENTIAL	C-1	UPLAND RESOURCE CONSERVANCY
RM-1	MULTIPLE-FAMILY RESIDENTIAL	C-2	LOWLAND RESOURCE CONSERVANCY
RM-2	MULTIPLE-FAMILY RESIDENTIAL	NOTE: DATE OF CORPORATE LIMITS: 1995 DATE OF ZONING DISTRICT BOUNDARIES: 1993	
B-1	NEIGHBORHOOD BUSINESS		

Source: City of Kenosha and SEWRPC.

Map 83 Inset

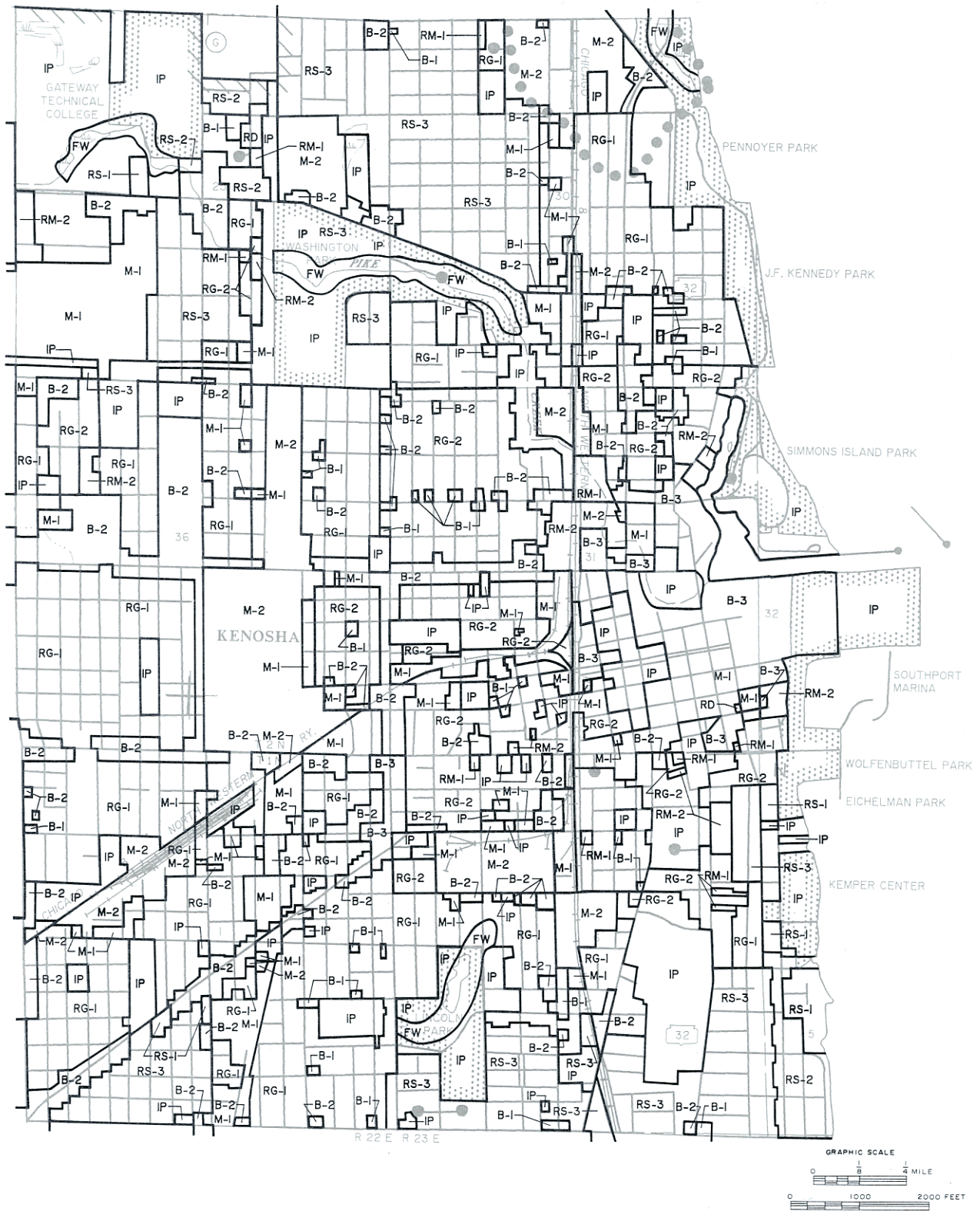


Table 63

SUMMARY OF AIRPORT OVERLAY DISTRICT REGULATIONS OF THE CITY OF KENOSHA ZONING ORDINANCE

Airport Overlay District	Permitted Uses	Noise Protection	Floor Area Ratios
AIR-1 Runway Protection Zone	Agriculture, aircraft parking areas, taxiways, and aviation navigation devices	--	--
AIR-2 Noise Cone Zone	Uses permitted in AIR-1; and uses which are permitted or conditional in the underlying zoning district--excluding residential uses and overnight lodging	Provision of at least 20 decibels extra noise reduction	Apply to all uses
AIR-3 Approach Zone	Uses which are permitted or conditional in the underlying district--excluding residential uses and overnight lodging	Provision of at least 5 decibels extra noise reduction	Apply to all uses
AIR-4 Overflight Zone	All uses which are permitted or conditional in the underlying district	Provision of at least 5 decibels extra noise reduction	Apply to uses other than single-family and two-family
AIR-5 Height Zone	All uses permitted in the underlying district, subject to established height limitations	--	--
AIR-0 Airport Operations Zone	All uses permitted in the underlying district--namely, the City of Kenosha IP Institutional Park District--including general airport uses	--	--

NOTE: Height restrictions set forth in the Kenosha Regional Airport Zoning and Height Limitation Map must be adhered to in all districts.

Source: City of Kenosha and SEWRPC.

The ordinance is administered jointly by the Town of Somers and Kenosha County, as provided for under Section 59.97 of the Wisconsin Statutes.

The Kenosha County zoning ordinance establishes a total of 28 basic zoning districts, of which 26, including 12 residential districts, three business districts, two manufacturing districts, one institutional district, one recreational district, two conservancy districts, four agricultural districts, and one mineral extraction-district, were applied in the Town of Somers in 1993. A summary of the zoning district regulations is presented in Table 64.

Map 85 shows the pattern of basic zoning districts in the Town of Somers in 1993. In 1993, lands in the Town of Somers were allocated to major zoning categories as follows: residential, about 2,900 acres, or 14 percent of the total area of the Town; business, about 300 acres, or 1 percent; manufacturing and mineral-extraction, about 200 acres, or 1 percent; institutional, about 900 acres, or 4 percent; recreational, about 600 acres, or 3 percent; conservancy, about 1,100 acres, or 6 percent; and agriculture, about 14,300 acres, or 71 percent.

In addition to the aforementioned basic zoning districts, the Kenosha County zoning ordinance establishes five overlay zoning districts which may be superimposed upon the underlying basic districts. Just one of the five overlay districts, the FPO

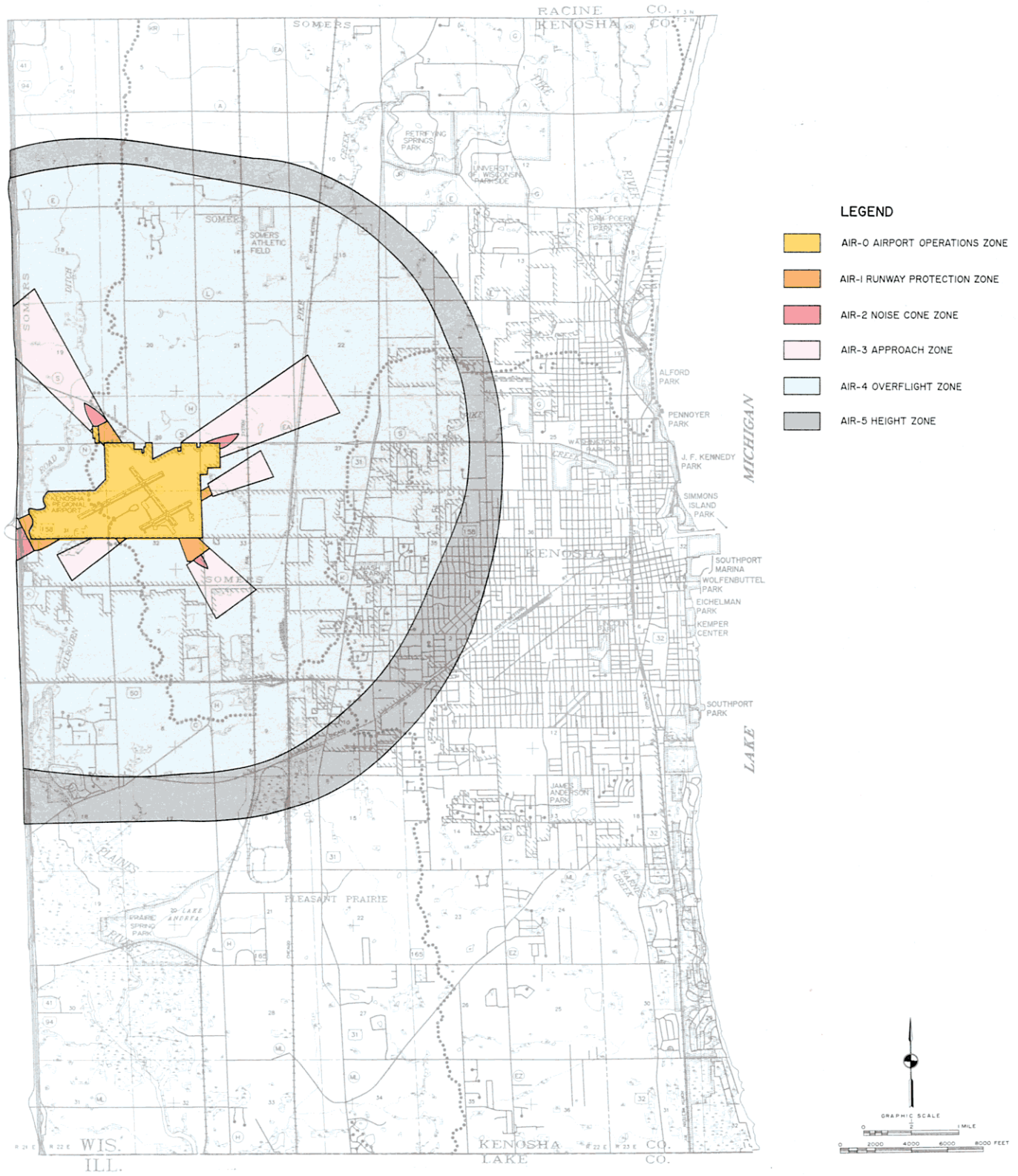
Floodplain overlay district, was applied in the Town of Somers in 1993. The FPO Floodplain Overlay district is intended to prevent additional development in flood hazard areas as well as to protect the floodwater conveyance and storage capacity of the floodplains. The district regulations apply to all lands in the Town that are located within the 100-year recurrence interval flood hazard areas (see Map 9 in Chapter III). The existing floodplain regulations prohibit virtually all new structures within the floodplain, including the floodway and flood-fringe areas.

Village of Pleasant Prairie Zoning: The former Town of Pleasant Prairie adopted the Kenosha County zoning ordinance in 1984 after the comprehensive revision of the County ordinance. Upon its incorporation in 1989, one of the first actions of the Village Board was to adopt an ordinance for the "carryover of functions and duties after incorporation." With the passage of that ordinance, the Village effectively adopted the County zoning ordinance as its own. The Village continued to operate under that ordinance through 1993.

As indicated in Table 65, although it has been amended in several respects, the Village of Pleasant Prairie zoning ordinance remains very similar to the County ordinance. Between the time of its incorporation in 1989 and 1993, the Village created two additional districts, the R-4. 5 Urban Single-

Map 84

CITY OF KENOSHA AIRPORT OVERLAY ZONES AS THEY PERTAIN TO THE CITY OF KENOSHA, THE TOWN OF SOMERS, AND THE VILLAGE OF PLEASANT PRAIRIE: 1993



Source: City of Kenosha and SEWRPC.

Table 64

**SUMMARY OF BASIC ZONING DISTRICT REGULATIONS:
KENOSHA COUNTY ZONING ORDINANCE AS IT PERTAINS TO THE TOWN OF SOMERS: 1993**

District	Typical Principal Uses	Minimum Lot Size		Minimum Yards ^a			Maximum Building Height (feet)	Area of Town of Somers in District	
		Area	Frontage ^b (feet)	Street Yard ^c (feet)	Side Yard (feet)	Rear Yard (feet)		Acres	Percent of Total
A-1 Agricultural Preservation	Agriculture, one farm dwelling	35 acres	600	65/40	25	50	100	8,283	40.8
A-2 General Agricultural	Agriculture, one farm dwelling, commercial boarding and riding stables, veterinary services	10 acres	300	65/40	25	50	100	4,241	20.9
A-3 Agricultural Related Manufacturing, Warehousing, and Marketing	Agricultural warehousing, food processing, sales and maintenance of farm implements	5 acres	300	65/40	25	50	100	23	0.1
A-4 Agricultural Land Holding District	Agriculture, one farm dwelling	35 acres	600	65/40	25	50	100	1,741	8.6
R-1 Rural Residential	Single-family dwelling	5 acres	300/150	65/40	25	50	35	250	1.2
R-2 Suburban Single-Family Residential	Single-family dwelling	40,000 square feet	150/75	65/30	15	25	35	1,224	6.0
R-3 Urban Single-Family Residential	Single-family dwelling	20,000 square feet	100/50	65/30	10	25	35	693	3.4
R-4 Urban Single-Family Residential	Single-family dwelling	15,000 square feet	90/45	65/30	10	25	35	438	2.1
R-5 Urban Single-Family Residential	Single-family dwelling	10,000 square feet	75/40	65/30	10	25	35	97	0.5
R-6 Urban Single-Family Residential	Single-family dwelling	6,000 square feet	60/30	30/30	8	25	35	19	0.1
R-7 Suburban Two-Family and Three-Family Residential	Two-family dwelling, three-family dwelling	80,000 square feet for two-family; 100,000 square feet for three-family	150/75	65/40	20	25	35	8	.. ^e
R-8 Urban Two-Family Residential	Two-family dwelling	20,000 square feet	100/50	65/30	10	25	35	18	0.1
R-9 Multiple-Family Residential	--	10,000 square feet, or 5,000 square feet per unit	100/50	65/40	15	25	35	26	0.1
R-10 Multiple-Family Residential	--	12,000 square feet, or 4,000 square feet per unit	120/60	65/40	15	25	35	3	.. ^e
R-11 Multiple-Family Residential	--	20,000 square feet, or 3,000 square feet per unit	120/60	65/40	15	25	35	40	0.2
R-12 Mobile Home Park/Subdivision	One individual mobile home on a lot in a mobile home park or subdivision	7,500 square feet	50/30	65/40	10	10	15	87	0.4
B-1 Neighborhood Business	Neighborhood level retail and service	Sewered, 10,000 square feet Unsewered, 40,000 square feet	Sewered, 75 Unsewered, 150	65/30	15	25	35	3	.. ^e
B-2 Community Business	Community level retail, office, and service	Sewered, 10,000 square feet Unsewered, 40,000 square feet	Sewered, 75 Unsewered, 150	65/30	--	25	35	55	0.3
B-3 Highway Business	Drive-in establishments, motels, restaurants, mini-warehouses, building supply stores	Sewered, 10,000 square feet Unsewered, 40,000 square feet	Sewered, 75 Unsewered, 150	65/30	15	25	35	223	1.1
B-4 Planned Business	Principal users permitted in B-1 or B-2	2 acres	200	65/30	45	45	60	0	0.0
M-1 Limited Manufacturing	Manufacturing and industrial uses the nature of which require restrictive regulations as to hours of operation, method of manufacture, and storage of materials and products	Sewered, 10,000 square feet Unsewered, 40,000 square feet	Sewered, 75 Unsewered, 150	65/30	15	25	35	66	0.3
M-2 Heavy Manufacturing	General manufacturing	40,000 square feet	150	65/40	25	25	60	84	0.4
M-3 Mineral Extraction and Landfill	No principal uses permitted by right	--	--	200 ^d	200 ^d	200 ^d	60	11	0.1
M-4 Sanitary Landfill and Hazardous Waste Disposal	No principal uses permitted by right	10 acres	660	200	200	200	60	0	0.0
I-1 Institutional	Churches, hospitals, nursing homes, clinics, libraries, schools, government buildings	Sewered, 10,000 square feet Unsewered, 40,000 square feet	Sewered, 75 Unsewered, 150	65/30	10	25	60	902	4.4

Table 64 (continued)

District	Typical Principal Uses	Minimum Lot Size		Minimum Yards ^a			Maximum Building Height (feet)	Area of Town of Somers in District	
		Area	Frontage ^b (feet)	Street Yard ^c (feet)	Side Yard (feet)	Rear Yard (feet)		Acres	Percent of Total
PR-1 Park-Recreational	Parks and playgrounds, recreation trails, botanical gardens, hunting clubs	--	--	65/40	40	40	100	642	3.2
C-1 Lowland Resource Conservancy	The following, provided no filling, draining, or excavation: certain recreational activities, harvesting wild crops, pasture, cultivating of agricultural crops	--	--	--	--	--	--	730	3.6
C-2 Upland Resource Conservancy	Agriculture, hunting and fishing, park and recreation, single-family dwelling	5 acres	300/150	65/40	25	50	35	405	2.0

^aIn addition to the street, side, and rear yards, most districts specify a minimum shore yard of 75 feet from the ordinary high water mark of any navigable water. The M-4 district specifies a 200-foot minimum shore yard.

^bThe first figure indicates the general minimum frontage requirements; the second figure indicates the minimum frontage requirement on a cul-de-sac.

^cThe first figure indicates the minimum setback from the right-of-way of a Federal, State, or County trunk highway; the second figure indicates the minimum setback from the right-of-way of all other roads.

^dExtractive operations must be set back at least 200 feet from any road right-of-way or property line; accessory uses must be set back at least 100 feet.

^eLess than 0.1 percent.

Source: Kenosha County, Town of Somers, and SEWRPC.

Family Residential district and the B-5 Planned/Business Recreational district. The Pleasant Prairie zoning ordinance retains one special conservancy district which is no longer part of the County zoning ordinance, the C-3 Natural and Scientific Area Resource Conservancy district, a district applied exclusively in the Chiwaukee Prairie-Carol Beach area of the Village.

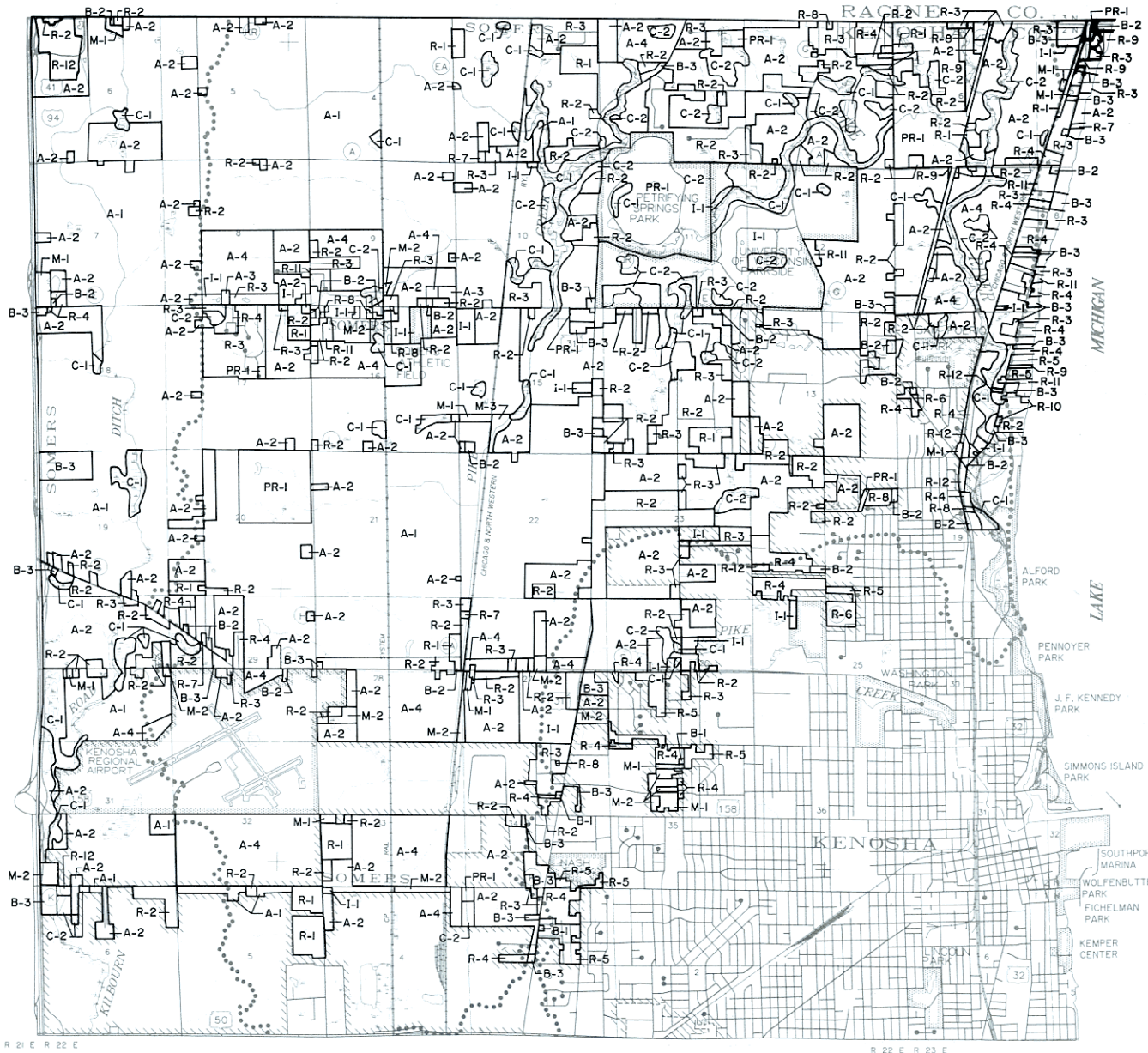
Map 86 shows the pattern of basic zoning districts in the Village of Pleasant Prairie in 1993. In 1993, lands in the Village were allocated to major zoning categories as follows: residential, about 5,800 acres, or 28 percent of the total area of the Village; business, about 700 acres, or 4 percent; manufacturing and mineral-extraction, about 2,100 acres, or 10 percent; institutional, about 500 acres, or 3 percent; recreational, about 600 acres, or 3 percent; conservancy, about 3,800 acres, or 18 percent; and agriculture, about 7,000 acres, or 34 percent.

The Village of Pleasant Prairie zoning ordinance retains the five overlay zoning districts which were established in the Kenosha County zoning ordi-

nance. Three of those districts, the UHO Urban Land Holding Overlay district, the PUD Planned Unit Development Overlay district, and the FPO Floodplain Overlay district, were applied within the Village in 1993. The UHO Urban Land Holding Overlay district is applied where land is expected to be developed in accordance with the underlying basic zoning district, but where development cannot be permitted at the present time because of such limitations as the lack of public utilities or inadequate access. The PUD Planned Unit Development Overlay district is intended to promote coordinated site planning in planned units, allowing flexibility in design, while maintaining insofar as possible the land use density and other standards set forth in the underlying basic zoning districts.

The FPO Floodplain Overlay district is intended to prevent additional development in flood hazard areas as well as to protect the floodwater conveyance and storage capacity of the floodplains. This overlay district applies to all lands in the Village that are located within the 100-year recurrence interval flood hazard area (see Map 9 in Chapter III). It prohibits virtually all new structures

BASIC ZONING DISTRICT IN THE TOWN OF SOMERS: 1993



LEGEND

— ZONING DISTRICT BOUNDARY

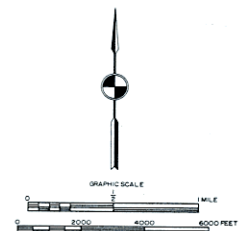
ZONING DISTRICTS

- A-1 AGRICULTURAL PRESERVATION
- A-2 GENERAL AGRICULTURAL
- A-3 AGRICULTURAL RELATED MANUFACTURING, WAREHOUSING, AND MARKETING
- A-4 AGRICULTURAL LAND HOLDING
- R-1 RURAL RESIDENTIAL
- R-2 SUBURBAN SINGLE-FAMILY RESIDENTIAL
- R-3 URBAN SINGLE-FAMILY RESIDENTIAL
- R-4 URBAN SINGLE-FAMILY RESIDENTIAL
- R-5 URBAN SINGLE-FAMILY RESIDENTIAL
- R-6 URBAN SINGLE-FAMILY RESIDENTIAL
- R-7 SUBURBAN TWO-FAMILY AND THREE-FAMILY RESIDENTIAL
- R-8 URBAN TWO-FAMILY RESIDENTIAL

- R-9 MULTIPLE-FAMILY RESIDENTIAL
- R-10 MULTIPLE-FAMILY RESIDENTIAL
- R-11 MULTIPLE-FAMILY RESIDENTIAL
- R-12 MOBILE HOME PARK SUBDIVISION
- B-1 NEIGHBORHOOD BUSINESS
- B-2 COMMUNITY BUSINESS
- B-3 HIGHWAY BUSINESS
- B-4 PLANNED BUSINESS (NONE)
- M-1 LIMITED MANUFACTURING
- M-2 HEAVY MANUFACTURING
- M-3 MINERAL EXTRACTION AND LANDFILL
- M-4 SANITARY LANDFILL AND HAZARDOUS WASTE DISPOSAL (NONE)
- I-1 INSTITUTIONAL

- PR-1 PARK/RECREATIONAL
- C-1 LOWLAND RESOURCE CONSERVANCY
- C-2 UPLAND RESOURCE CONSERVANCY

NOTE: DATE OF CORPORATE LIMITS: 1995
DATE OF ZONING DISTRICT BOUNDARIES: 1993



Source: Kenosha County, Town of Somers, and SEWRPC.

Table 65

**SUMMARY OF BASIC ZONING DISTRICT REGULATIONS:
VILLAGE OF PLEASANT PRAIRIE ZONING ORDINANCE: 1993**

District	Typical Principal Uses	Minimum Lot Size		Minimum Yards ^a			Maximum Building Height (feet)	Area of Village in District	
		Area	Frontage ^b (feet)	Street Yard ^c (feet)	Side Yard (feet)	Rear Yard (feet)		Acres	Percent of Total
A-1 Agricultural Preservation	Agriculture, one farm dwelling	35 acres	600	65/40	25	50	100	2,958	14.4
A-2 General Agricultural	Agriculture, one farm dwelling, commercial boarding and riding stables, veterinary services	10 acres	300	65/40	25	50	100	2,452	12.0
A-3 Agricultural Related Manufacturing, Warehousing, and Marketing	Agricultural warehousing, food processing, sales and maintenance of farm implements	5 acres	300	65/40	25	50	100	10	.. ^d
A-4 Agricultural Land Holding District	Agriculture, one farm dwelling	35 acres	600	65/40	25	50	100	1,543	7.5
R-1 Rural Residential	Single-family dwelling	5 acres	300/150	65/40	25	50	35	28	0.1
R-2 Suburban Single-Family Residential	Single-family dwelling	40,000 square feet	150/75	65/30	15	25	35	254	1.2
R-3 Urban Single-Family Residential	Single-family dwelling	20,000 square feet	100/50	65/30	10	25	35	228	1.1
R-4 Urban Single-Family Residential	Single-family dwelling	15,000 square feet	90/45	65/30	10	25	35	3,190	15.6
R-4.5 Urban Single-Family Residential	Single-family dwelling	12,500 square feet	80/45	65/30	10	25	35	150	0.7
R-5 Urban Single-Family Residential	Single-family dwelling	10,000 square feet	75/40	65/30	10	25	35	1,438	7.0
R-6 Urban Single-Family Residential	Single-family dwelling	6,000 square feet	60/30	30/30	8	25	35	345	1.7
R-7 Suburban Two-Family and Three-Family Residential	Two-family dwelling, three-family dwelling	80,000 square feet for two-family; 100,000 square feet for three-family	150/75	65/40	20	25	35	0	0.0
R-8 Urban Two-Family Residential	Two-family dwelling	20,000 square feet	100/50	65/30	10	25	35	11	0.1
R-9 Multiple-Family Residential	Multiple-family dwellings of up to 4 units per structure	10,000 square feet, or 5,000 square feet per unit	100/50	65/40	15	25	35	17	0.1
R-10 Multiple-Family Residential	Multiple-family dwellings of up to 8 units per structure	12,000 square feet, or 4,000 square feet per unit	120/60	65/40	15	25	35	33	0.2
R-11 Multiple-Family Residential	Multiple-family dwellings	20,000 square feet, or 3,000 square feet per unit	120/60	65/40	15	25	35	19	0.1
R-12 Mobile Home Park/ Subdivision	One individual mobile home on a lot in a mobile home park or subdivision	7,500 square feet	50/30	65/40	10	10	15	93	0.5
B-1 Neighborhood Business	Neighborhood level retail and service	Sewered, 10,000 square feet Unsewered, 40,000 square feet	Sewered, 75 Unsewered, 150	65/30	15	25	35	27	0.1
B-2 Community Business	Community level retail, office, and service	Sewered, 10,000 square feet Unsewered, 40,000 square feet	Sewered, 75 Unsewered, 150	65/30	--	25	35	4	.. ^e
B-3 Highway Business	Drive-in establishments, motels, restaurants, mini-warehouses, building supply stores	Sewered, 10,000 square feet Unsewered, 40,000 square feet	Sewered, 75 Unsewered, 150	65/30	15	25	35	224	1.1
B-4 Planned Business	Principal users permitted in B-1 or B-2	2 acres	200	65/30	45	45	60	155	0.8
B-5 Planned Business/ Recreational	Corporate offices, indoor and outdoor recreational facilities, and supporting uses	--	--	65/40	40	40	100	325	1.8
M-1 Limited Manufacturing	Manufacturing and industrial uses the nature of which require restrictive regulations as to hours of operation, method of manufacture, and storage of materials and products	Sewered, 10,000 square feet Unsewered, 40,000 square feet	Sewered, 75 Unsewered, 150	65/30	15	25	35	213	1.0
M-2 Heavy Manufacturing	General manufacturing	40,000 square feet	150	65/40	25	25	60	1,721	8.4
M-3 Mineral Extraction and Landfill	No principal uses permitted by right ^g	--	--	200 ^f	200 ^f	200 ^f	60	130	0.6

Table 65 (continued)

District	Typical Principal Uses	Minimum Lot Size		Minimum Yards ^a			Maximum Building Height (feet)	Area of Village in District	
		Area	Frontage ^b (feet)	Street Yard ^c (feet)	Side Yard (feet)	Rear Yard (feet)		Acres	Percent of Total
I-1 Institutional	Churches, hospitals, nursing homes, libraries, schools, government buildings	Sewered, 10,000 square feet Unsewered, 40,000 square feet	Sewered, 75 Unsewered, 150	65/30	10	25	60	510	2.5
PR-1 Park-Recreational	Parks and playgrounds, recreation trails, botanical gardens, hunting clubs	--	--	65/40	40	40	100	642	3.1
C-1 Lowland Resource Conservancy	The following, provided no filling, draining, or excavation: certain recreational activities, harvesting wild crops, pasture, cultivating of agricultural crops	--	--	--	--	--	--	2,818	13.7
C-2 Upland Resource Conservancy	Agriculture, hunting and fishing, park and recreation, single-family dwelling	5 Acres	300/150	65/40	25	50	35	563	2.7
C-3 Natural and Scientific Area Resource Conservancy	The following, provided no filling, drainage, or excavation: certain recreational activities, harvesting wild crops, pasture, cultivation of agricultural crops	--	--	--	--	--	--	399	1.9

NOTE: In May 1994, the Village of Pleasant Prairie changed the basic zoning in effect on about 7 square miles of agricultural land in the Village from agricultural to residential districts. The Village concurrently placed those lands in newly created agricultural overlay districts containing provisions similar to the basic agricultural zoning districts previously in effect. As a practical matter, permitted uses on these lands are unaffected by the zoning amendment. The zoning amendment was undertaken in response to the State nonmetallic mining law enacted in April 1994. That law provides for the registration of property as nonmetallic mining sites; once so registered, structures on such property are limited to those attendant to nonmetallic mining or to those permitted by existing zoning on the day of registration. The Village rezoning was thus undertaken to prevent situations in which lands, which could reasonably be expected to be developed for residential use, would be permanently reserved for nonmetallic mining or agricultural use.

^aIn addition to the street, side, and rear yards, most districts specify a minimum shore yard of 75 feet from the ordinary high water mark of any navigable water.

^bThe first figure indicates the general minimum frontage requirements; the second figure indicates the minimum frontage requirement on a cul-de-sac.

^cThe first figure indicates the minimum setback from the right-of-way of a Federal, State, or County trunk highway; the second figure indicates the minimum setback from the right-of-way of all other roads.

^dLess than 0.1 percent.

^eAll uses in the M-3 District are conditional. Conditional uses include, among others, mineral extraction, concrete and asphalt batch plants, and sanitary landfill operations.

^fExtractive operations and landfills must be set back at least 200 feet from any road right-of-way or property line; other uses must be set back at least 100 feet.

Source: Village of Pleasant Prairie and SEWRPC.

within the floodplain, including the floodway and flood fringe areas.¹⁰

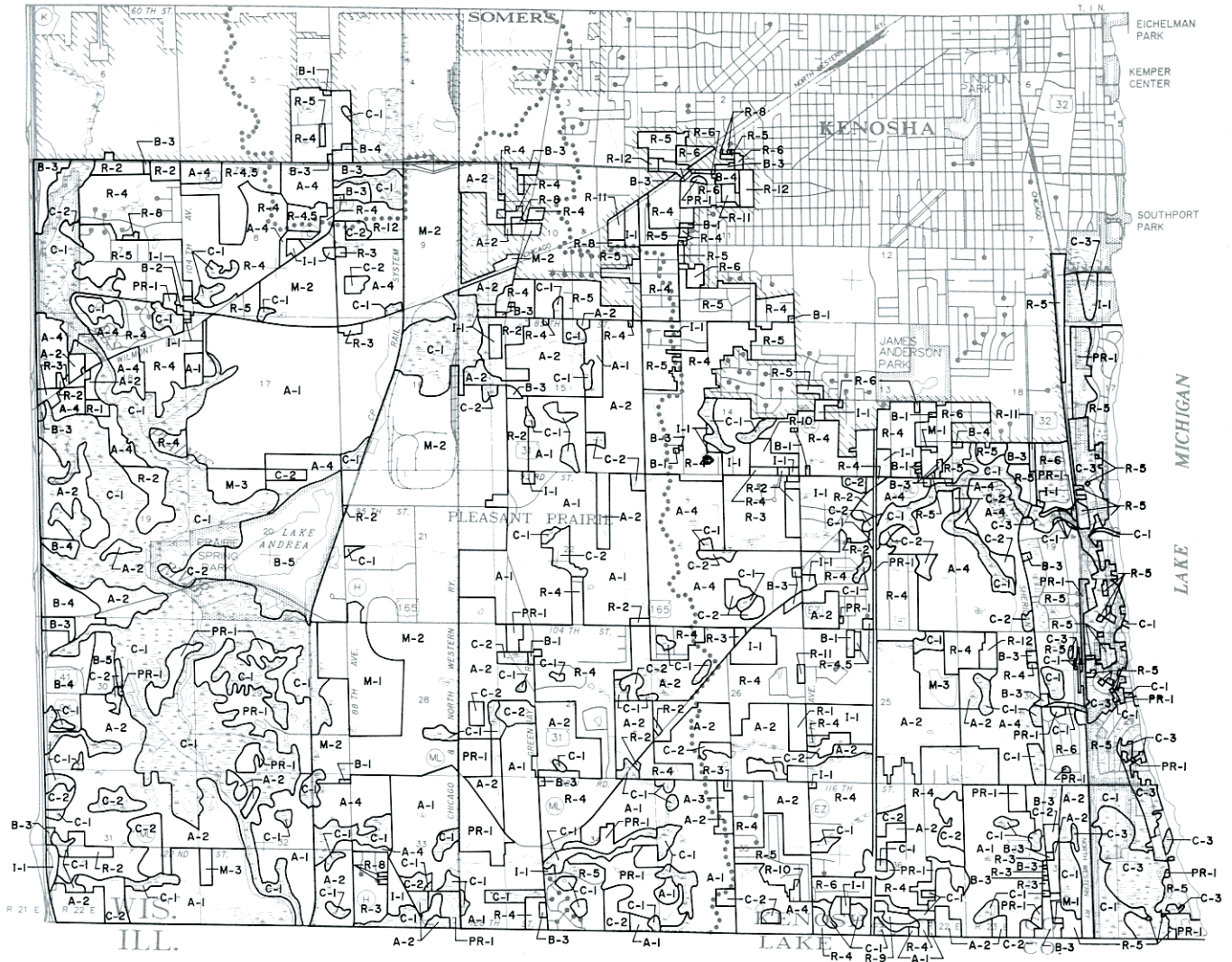
Subdivision Control Ordinances

A subdivision control ordinance is a public law that regulates the division of land into smaller parcels. Subdivision control ordinances provide for appropriate public oversight of the creation of new parcels and help ensure that new urban development is appropriately located; that farm and lot size minimums specified in zoning ordinances are observed; that adequate rights-of-way for arterial and collector streets are appropriately located and dedicated or reserved; that access to arterial streets and highways is appropriately limited in order to preserve the traffic-carrying capacity of such facilities; that adequate land for parks, school sites, drainageways, and other open space are appropriately located and preserved; that street, block, and lot layouts are appropriate; and that adequate public improvements are provided.

¹⁰In May 1994, the Village of Pleasant Prairie changed the basic zoning in effect on about seven square miles of agricultural land in the Village from an agricultural to a residential district. The Village concurrently placed those lands into newly created agricultural overlay districts containing provisions similar to the basic agricultural zoning districts previously in effect. As a practical matter, permitted uses on these lands are unaffected by the zoning amendment. The zoning amendment was undertaken in response to the State nonmetallic mining law enacted in April 1994. That law provides for the registration of property as nonmetallic mining sites; once so registered, structures on such property are limited to those attendant to nonmetallic mining or to those permitted by existing zoning on the day of registration. The Village rezoning was thus undertaken to prevent situations in which lands which could reasonably be expected to be developed for residential use would be permanently reserved for nonmetallic mining or agricultural use.

Map 86

BASIC ZONING DISTRICTS IN THE VILLAGE OF PLEASANT PRAIRIE: 1993



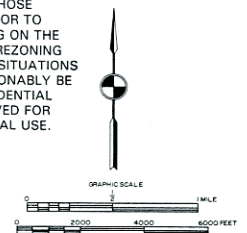
LEGEND

— ZONING DISTRICT BOUNDARY

ZONING DISTRICTS

A-1	AGRICULTURAL PRESERVATION	R-9	MULTIPLE-FAMILY RESIDENTIAL
A-2	GENERAL AGRICULTURAL	R-10	MULTIPLE-FAMILY RESIDENTIAL
A-3	AGRICULTURAL RELATED MANUFACTURING, WAREHOUSING, AND MARKETING	R-11	MULTIPLE-FAMILY RESIDENTIAL
A-4	AGRICULTURAL LAND HOLDING	R-12	MOBILE HOME PARK SUBDIVISION
R-1	RURAL RESIDENTIAL	B-1	NEIGHBORHOOD BUSINESS
R-2	SUBURBAN SINGLE-FAMILY RESIDENTIAL	B-2	COMMUNITY BUSINESS
R-3	URBAN SINGLE-FAMILY RESIDENTIAL	B-3	HIGHWAY BUSINESS
R-4	URBAN SINGLE-FAMILY RESIDENTIAL	B-4	PLANNED BUSINESS
R-4.5	URBAN SINGLE-FAMILY RESIDENTIAL	B-5	PLANNED BUSINESS RECREATIONAL
R-5	URBAN SINGLE-FAMILY RESIDENTIAL	M-1	LIMITED MANUFACTURING
R-6	URBAN SINGLE-FAMILY RESIDENTIAL	M-2	HEAVY MANUFACTURING
R-7	SUBURBAN TWO-FAMILY AND THREE-FAMILY RESIDENTIAL(NONE)	M-3	MINERAL EXTRACTION AND LANDFILL
R-8	URBAN TWO-FAMILY RESIDENTIAL	I-1	INSTITUTIONAL
		PR-1	PARK/RECREATIONAL
		C-1	LOWLAND RESOURCE CONSERVANCY
		C-2	UPLAND RESOURCE CONSERVANCY
		C-3	NATURAL AND SCIENTIFIC AREA RESOURCE CONSERVANCY

NOTE: IN MAY 1994, THE VILLAGE OF PLEASANT PRAIRIE CHANGED THE BASIC ZONING IN EFFECT ON ABOUT 7 SQUARE MILES OF AGRICULTURAL LAND IN THE VILLAGE FROM AGRICULTURAL TO RESIDENTIAL DISTRICTS. THE VILLAGE CONCURRENTLY PLACED THOSE LANDS IN NEWLY CREATED AGRICULTURAL OVERLAY DISTRICTS CONTAINING PROVISIONS SIMILAR TO THE BASIC AGRICULTURAL ZONING DISTRICTS PREVIOUSLY IN EFFECT. AS A PRACTICAL MATTER, PERMITTED USES ON THESE LANDS ARE UNAFFECTED BY THE ZONING AMENDMENT. THE ZONING AMENDMENT WAS UNDERTAKEN IN RESPONSE TO THE STATE NONMETALLIC MINING LAW ENACTED IN APRIL 1994. THAT LAW PROVIDES FOR THE REGISTRATION OF PROPERTY AS NONMETALLIC MINING SITES; ONCE SO REGISTERED, STRUCTURES ON SUCH PROPERTY ARE LIMITED TO THOSE ATTENDANT TO NONMETALLIC MINING OR TO THOSE PERMITTED BY EXISTING ZONING ON THE DAY OF REGISTRATION. THE VILLAGE REZONING WAS THUS UNDERTAKEN TO PREVENT SITUATIONS IN WHICH LANDS—WHICH COULD REASONABLY BE EXPECTED TO BE DEVELOPED FOR RESIDENTIAL USE—WOULD BE PERMANENTLY RESERVED FOR NONMETALLIC MINING OR AGRICULTURAL USE.



Source: Village of Pleasant Prairie and SEWRPC.

Chapter 236 of the Wisconsin Statutes requires the preparation of a subdivision plat whenever five or more lots of 1.5 acres or smaller are created. The Statutes set forth requirements for surveying lots and streets, for plat review and approval by State and local agencies, and for recording approved plats. Section 236.45 of the Statutes allows any city, village, town, or county that has established a planning agency to adopt a land division ordinance, provided the local ordinance is at least as restrictive as the State platting requirements. Local land division ordinances may include the review of other land divisions not defined as "subdivisions" under Chapter 236, such as when less than five lots are being created. City and village subdivision control ordinances may be applied to extraterritorial areas as well as to incorporated areas. It is possible for both a county and a town to have concurrent jurisdiction over land divisions in unincorporated areas, or for a city or village to have concurrent jurisdiction with a town or county in the city or village extraterritorial plat approval area.

The City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers have each adopted ordinances regulating land subdivision. Kenosha County also has a land division ordinance which governs the unincorporated area of the County; the Town of Somers and Kenosha County thus exercise concurrent control over land division within the Town. By Statute, the subdivision of lands in unincorporated areas within 1.5 miles of the Village of Pleasant Prairie is subject to review and approval by the Village. The Village exempts the extraterritorial land from certain provisions of the Village land division and development control ordinance. Specifically, the division of land in this area is governed by the improvement, dedication, and public site fees imposed by the concerned town or the County, notwithstanding any related Village requirements. Similarly, by Statute, the subdivision of lands in unincorporated areas that are located within three miles of the City of Kenosha is subject to review and approval by the City. The City land division ordinance currently exempts lands which are designated in the Kenosha-Somers boundary agreement to remain permanently in the Town. Moreover, lands in the extraterritorial plat approval area of the City are exempt from the park and school site dedication or fee-in-lieu of dedication requirements of the City ordinance.

The types of land divisions which are regulated by the respective subdivision control ordinances within the Planning District are summarized on

Table 66. As indicated, the City of Kenosha ordinance requires the preparation of a subdivision plat for land divisions creating five or more parcels, each 1.5 acres or less in area. The City ordinance requires the preparation of a certified survey map for any land division creating less than five parcels.

The Pleasant Prairie land division and development control ordinance requires the preparation of a subdivision plat for divisions creating five or more parcels without limitation as to size. The Village ordinance requires the preparation of a certified survey for any land division creating less than five parcels. Condominiums involving more than one principal building per lot require a plat or a certified survey, depending on the number of units per lot.

The Town of Somers subdivision control ordinance, like the concurrent County ordinance, requires the preparation of a subdivision plat for land divisions creating five or more parcels each five acres or less in area. The Town ordinance, like the County ordinance, requires a certified survey map for any other land division resulting in the creation of a parcel smaller than five acres in area.

Under existing land division ordinances within the Planning District, the responsibility for provision of most public improvements within proposed land subdivision rests with the subdivider. The subdivider must either provide the required improvements or else reimburse the community for the costs which it incurs in providing the improvements. All three municipalities in the District utilize developer agreements which specify in detail the types of improvements which must be made, provide guarantees that the improvements will be made, and establish a time frame for the work. The improvement requirements set forth in the land division ordinance or in the standard subdivider's agreement for the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers are summarized in Table 67. Also indicated in that table are the subdivision improvement requirements established in the Kenosha County land division ordinance. As indicated, the Kenosha County land division ordinance leaves such improvements as sidewalks, street lights, and type of street surfacing, as a matter of town discretion.

The City, Village, and Town land division ordinances also establish land dedication or fee-in-lieu of dedication requirements for parks and school sites. The requirements are generally applicable to

Table 66

**SUBDIVISION PLATTING AND CERTIFIED SURVEY
REQUIREMENTS IN THE KENOSHA URBAN PLANNING DISTRICT: 1993**

Jurisdiction	Type of Land Division	Definition	Plat or Certified Survey Requirement
City of Kenosha	Subdivision	Creation of five or more parcels, 1.5 acres or less in area ^a	Requires subdivision plat
	Minor land division	Creation of four or fewer parcels	Requires certified survey
Village of Pleasant Prairie	Subdivision	Creation of five or more lots, at least five of which are 1.5 acres or less in area ^a	Requires subdivision plat
	Large lot subdivision	Creation of five or more lots, less than five of which are 1.5 acres or less in area ^b	Requires subdivision plat
	Minor land subdivision	Creation of less than five lots ^b	Requires certified survey
Town of Somers	Subdivision	Creation of five or more parcels, five acres or less in area ^a	Requires subdivision plat
	Minor land division	Creation of not more than four parcels, any of which is five acres or less in area; or any division of land greater than five acres that is not a subdivision	Requires certified survey for all minor land divisions creating parcels five acres or less in area
Kenosha County	Subdivision	Creation of five or more parcels, five acres each or less in area ^a	Requires subdivision plat
	Minor land division	Creation of not more than four parcels, any of which is five acres or less in area	Requires certified survey

^aAlso includes such divisions as occur over a five-year period.

^bUnder the Pleasant Prairie land division and development control ordinance, certain condominiums are treated as large lot subdivisions or minor land divisions.

Source: SEWRPC.

Table 67

LAND IMPROVEMENT REQUIREMENTS FOR SUBDIVISIONS IN THE KENOSHA URBAN PLANNING DISTRICT: 1993

Improvement	City of Kenosha	Village of Pleasant Prairie	Town of Somers	Kenosha County
Public Sanitary Sewer	Required	Required	Required	Required where service is available
Public Water Supply	Required	Required	Required where service is available	Required where service is available
Stormwater Drainage	Required ^a	Required ^a	Required ^a	Required
Curbs and Gutters	Required	Required	May be required	As required by the concerned Town Board
Street Surface	Concrete or bituminous concrete required	Bituminous concrete required	Base course required	Surfacing required in accordance with standard specifications of the concerned Town Board
Sidewalks	Required	May be required	May be required	As required by the concerned Town Board
Street Lights	Required	Required	--	As required by the concerned Town Board
Street Signs	Required	Required	Required	Required
Street Trees	-- ^b	Required	Required	Required

NOTES: In this table, "required" means that the subdivider must provide the facility or else reimburse the local unit of government for providing the facility.

The indicated requirements pertain to residential land subdivisions; the requirements may not pertain to minor land divisions or other land divisions.

The requirements are specified in the local land division ordinance or in the municipality's standard developer's agreement. The City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers require developer agreements which specify in detail the types of improvements to be made, provide guarantees that the improvements will be made, and establish a time frame for the work.

^aIn addition to the providing of stormwater drainage facilities on the development site, the subdivider must pay the municipality a stormwater management fee for municipal costs incurred in providing stormwater management improvements within the drainage basin in which the development site is located. These fees are \$2,500 per developed acre in the City of Kenosha and Town of Somers and \$2,000 per developed acre in the Village of Pleasant Prairie.

^bRequire landscaping in accordance with City-approved landscape plans and tree-planting plan for the subdivision.

Source: SEWRPC.

subdivision plats and certified survey maps as well as to proposed unsubdivided multi-family residential development. As indicated in Table 68, the City, Village, and Town ordinances require land dedication or fee-in-lieu of dedication for public park sites. Both the City and Village ordinances establish dedication or fee-in-lieu of dedication requirements with respect to public school sites. The Town ordinance requires the dedication of any lands identified on Town plans for school purposes at a rate of one acre for every 25 dwelling units; however, no fee is specified in the absence of such dedication.

Official Mapping

Official mapping powers, granted to local units of government under Section 62.23(6) of the Wisconsin Statutes, are an important but historically underutilized plan implementation tool. An official map prepared under Section 62.23(6) can be used to identify precisely the location and width of existing and proposed streets, highways, parkways, and drainageways, and the location and extent of parks and playgrounds. The official map prohibits the construction of buildings and associated improvements on lands which are identified on the map for future public use. The street, waterway, and parkway system shown on the official map may be extended beyond the boundaries of a city or village, within the limits of the previously described extra-territorial subdivision plat approval area of a city or village.

The City of Kenosha has adopted an official map under Wisconsin Statutes Section 62.23(6) and amends that map from time to time. The Town of Somers and Village of Pleasant Prairie have not adopted official maps.

TAX INCREMENTAL FINANCE DISTRICTS AND RELATED DISTRICTS

Wisconsin Statutes authorize local units of government to establish several types of special purpose districts to help implement land use development or redevelopment objectives in selected areas. Important among these are tax incremental finance districts, business improvement districts, and redevelopment districts, all of which have been established within the Planning District.

Tax Incremental Finance Districts

Tax incremental financing is a local financing mechanism authorized under Section 66.46 of the Wisconsin Statutes that allows cities and villages

to finance public improvements made within designated tax incremental finance (TIF) districts through the property taxes generated on subsequent increases in the value of taxable property in the district. At least 50 percent of the property within the district must be blighted, in need of rehabilitation or conservation, or suitable for industrial use; the district must be a contiguous geographic area. The taxes collected from the base value of the property within the district at the time of its creation continue to be distributed among the various taxing jurisdictions just as the taxes from property outside the district are distributed. The incremental tax revenues derived from the increased value of property within the district are allocated to a special fund to be used by the municipality for payment of costs associated with the completion of public improvement projects specified in the district project plan.

Three tax incremental finance districts existed within the District in 1993. The City of Kenosha established Tax Incremental Finance District No. 1 in 1979 to help finance public infrastructure costs associated with the development of the City industrial park located along 52nd Street (STH 158), west of Green Bay Road (STH 31). The City established Tax Incremental Finance District No. 4 in 1989 to assist in the financing of City infrastructure costs attendant to the development of the Southport marina and redevelopment of adjacent lands. The Village of Pleasant Prairie established Tax Incremental Finance District No. 1 in 1989 to assist in the financing of infrastructure improvements associated with the development of LakeView Corporate Park. The three tax incremental finance districts are shown on Map 87.

Business Improvement Districts

Section 66.608 of the Wisconsin Statutes authorizes cities, villages, and towns to create one or more business improvement districts to allow businesses within those districts to undertake activities to develop, redevelop, manage, and promote the districts and, importantly, to establish an assessment method to fund such activities. An operating plan for the development, redevelopment, maintenance, operation, and promotion of the district must be prepared at the time the district is established.

The City of Kenosha has established two business improvement districts, the Uptown Business Improvement District and the Lakeshore Business Improvement District. The boundaries of these districts are also shown on Map 87.

Table 68

LAND DEDICATION AND FEE REQUIREMENTS FOR PARKS AND SCHOOL SITES: 1993

Jurisdiction	Parks	Public School Sites	Application
City of Kenosha	<p>For Subdivisions: Developer dedicates 5 percent of subdivision area for park use -or- Developer pays fee of \$250 per lot or 5 percent of the assessed value of the property, whichever is greater</p> <p>For Unsubdivided Multi-Family Development: Developer pays \$100 per unit -or- Developer dedicates 5.5 acres per 1,000 persons</p>	<p>For Subdivisions: Developer dedicates 5 percent of subdivision area for school site -or- Developer pays fee of \$250 per lot or 5 percent of the assessed value of the property, whichever is greater</p> <p>For Unsubdivided Multi-Family Development: Developer pays \$100 per unit -or- Developer dedicates 5.5 acres per 1,000 persons</p>	Applies to residential subdivisions, certified surveys, and unsubdivided multi-family development
Village of Pleasant Prairie	Developer pays public park fee of \$250 per lot or unit. This may be offset by an amount equal to the fair market value of any land required to be dedicated for park purposes	Developer pays public school site fee of \$250 per lot or unit. This may be offset by an amount equal to the fair market value of any land required to be dedicated for school site purpose	Applies to subdivisions, certified surveys, multi-family developments, and condominiums
Town of Somers	Developer dedicates areas identified as future parks on Town plans at a rate of 1 acre for each 25 dwelling units -or- Developer pays public park fee of \$250 per lot or unit	Developer dedicates areas identified as future school sites on Town plans at a rate of 1 acre for each 25 dwelling units	Applies to subdivisions, certified surveys, planned unit developments, multi-family dwellings, and condominiums

NOTE: The Kenosha County land division ordinance does not establish specific park or school land dedication or fee requirements.

Source: SEWRPC.

Redevelopment Areas

Cities and villages are authorized under Section 66.431 of the Wisconsin Statutes to create redevelopment authorities for the purpose of carrying out blight elimination, slum clearance, and renewal programs. Such authorities have the power to prepare redevelopment plans and to undertake and carry out redevelopment and renewal projects within the corporate limits of the community. Generally, redevelopment projects seek to eliminate obsolescent and deteriorating buildings and to assemble existing small lots into larger parcels of adequate size and shape so as to meet contemporary development standards, in order to promote orderly physical and economic redevelopment of blighted areas.

The City of Kenosha Redevelopment Authority has carried out a number of redevelopment projects intended to revitalize blighted areas in the central part of the City. These projects include the Civic Center I Redevelopment Project, the 54th Street Redevelopment Project, the Sheridan Road Redevelopment Project, the Uptown Redevelopment Project, and the Civic Center II Redevelopment Project. These redevelopment projects are described in Table 69 and the locations of the projects are shown

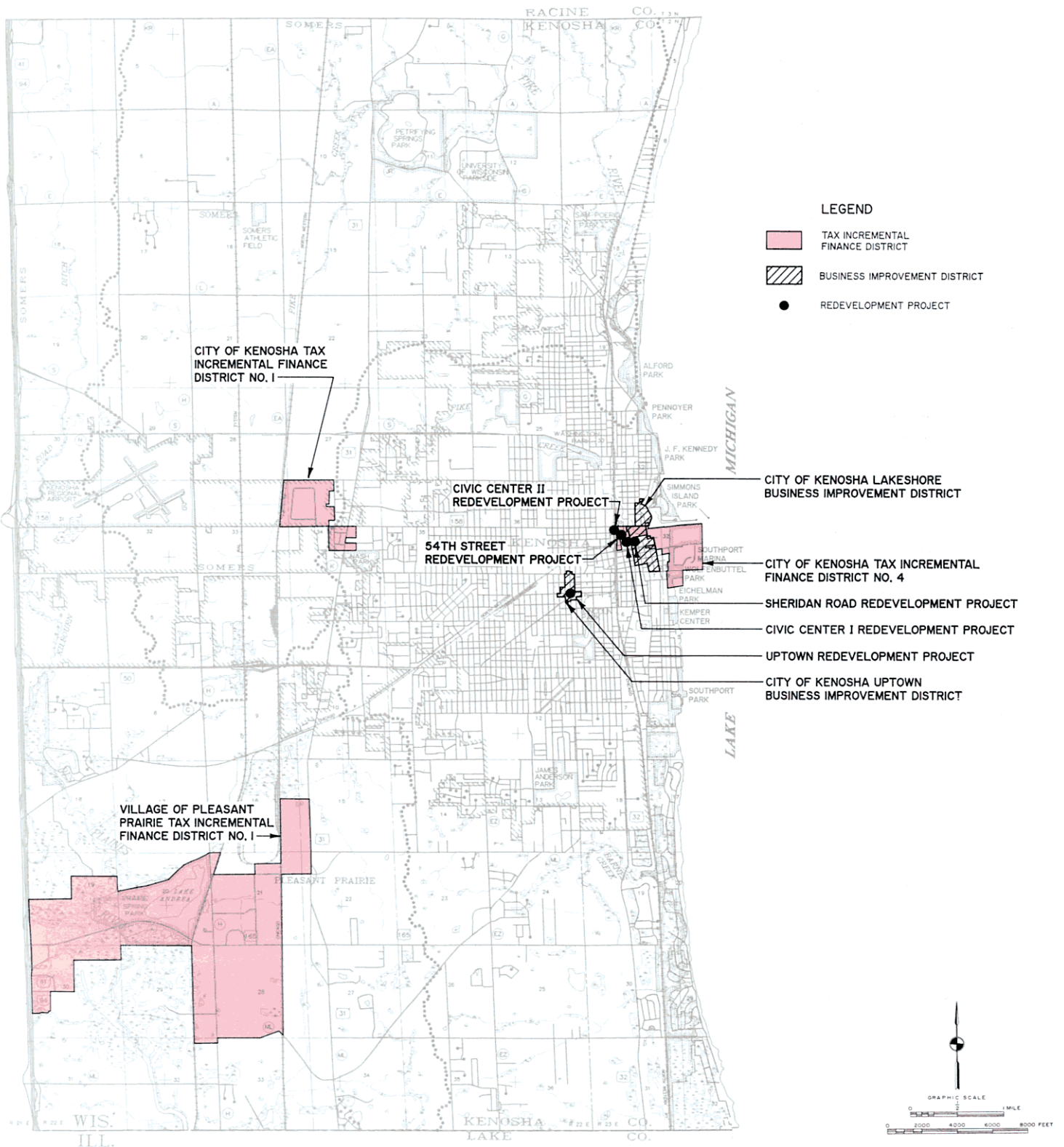
on Map 87. Implementation of the Civic Center II Redevelopment Project was nearing completion in 1994. That project included construction of the Stationside Village housing complex, streetscape and parking improvements near the Chicago & North Western Railway depot, and the rehabilitation of historic structures in the area.

INTERGOVERNMENTAL AGREEMENTS

During the past decade, the City of Kenosha, in conjunction with the Kenosha Water Utility, has entered into agreements with both the Town of Somers and the Village of Pleasant Prairie governing the provision of utility services and providing a basis for the establishment of future municipal boundaries. These agreements were intended to facilitate the "squaring-off" of irregular municipal boundaries, leading to more efficient operation of the local units of government, and to expedite the provision of government services, including sanitary sewer and water-supply services. An initial agreement between the City of Kenosha and the former Town of Pleasant Prairie was executed in 1984 and amended in 1988. An initial agreement between the City of Kenosha and the Town of Somers was

Map 87

TAX INCREMENTAL FINANCE DISTRICTS, BUSINESS IMPROVEMENT DISTRICTS, AND REDEVELOPMENT AREAS IN THE KENOSHA URBAN PLANNING DISTRICT: 1993



Source: City of Kenosha, Village of Pleasant Prairie, and SEWRPC.

Table 69

REDEVELOPMENT PROJECTS OF THE CITY OF KENOSHA REDEVELOPMENT AUTHORITY

Project Name	Time Frame	Project Boundaries	Project Description
Civic Center I Redevelopment Project	1982-1985	53rd Street, Sheridan Road, 55th Street, 10th Avenue, 54th Street, and 13th Avenue	Elimination of blighted property; provision of new parking near Public Safety Building
54th Street Redevelopment Project	1983-1990	North side of 54th Street between 10th Avenue and 13th Avenue	Elimination of blighted property
Sheridan Road Redevelopment Project	1987-1990	East side of Sheridan Road at 55th Street	Elimination of blighted property; construction of office building and related parking
Uptown Redevelopment Project	1987-1992	22nd Avenue between 59th Street and 68th Street	Elimination of blighted property; construction/expansion of commercial buildings
Civic Center II Redevelopment Project	1986-1994	52nd Street, 10th Avenue, 54th Street, 11th Avenue, 56th Street, and 13th Avenue	Elimination of blighted property; construction of Stationside Village rental housing complex; street-scape and parking improvements near Chicago North Western Railway depot; preservation of historic structures

Source: City of Kenosha and SEWRPC.

executed in 1974 and subsequently amended in 1985, 1988, and 1990. The current utility-municipal boundary agreements between the City of Kenosha and the Town of Somers and Village of Pleasant Prairie are summarized below.

1990 Kenosha-Somers Agreement: The 1990 agreement between the City of Kenosha and the Town of Somers divides the Town into two areas, as shown on Map 88. Under the agreement, the area of the Town of Somers which is shaded orange on Map 88 would permanently remain part of the Town. The City of Kenosha would allow extension of sewer and water-supply services within this area without the requirement for annexation into the City. Under the agreement, the area shaded yellow on Map 88 would be reserved for future expansion of the City; property in this area would be annexed to the City prior to provision with sanitary sewer and water-supply services. The agreement provides that the City be given the opportunity to review and comment on all zoning proposals affecting lands located in the yellow shaded area.

1988 Kenosha-Pleasant Prairie Agreement: The 1988 agreement between the City of Kenosha and the former Town of Pleasant Prairie resulted in substantial change to municipal boundaries, particularly in the northwest portion of the former Town. The agreement provided that the largest shifts would occur prior to the Town's incorporation as a Village. Under the agreement, much of the former Town land located north of STH 50 was

attached to the City. Remnants of the former Town of Pleasant Prairie located along CTH K were attached to the Town of Somers.

The agreement further identified certain Pleasant Prairie lands located along the Pleasant Prairie-Kenosha border as potential additions to the City of Kenosha. Only small portions of the areas so identified had been attached to the City by the autumn of 1993.

ENVIRONMENTAL REGULATIONS

Local, State, and Federal environmental regulatory programs have an important bearing, directly or indirectly, on future growth and development. An awareness of the major environmental regulatory programs is, therefore, important in the preparation of a new comprehensive plan for the District. Accordingly, an overview of those programs that are most relevant to the comprehensive planning process is presented here.

County and Local Regulations

Kenosha County Sanitary Code: The Kenosha County sanitary code and private sewage-system ordinance regulates the location, design, construction, alteration, and maintenance of all private water-supply and private waste-disposal systems. The ordinance also regulates sludge disposal. The private sewage-system regulations apply throughout the County. The water-supply and sludge-disposal regulations apply to all areas of the County

SUMMARY OF THE 1990 BOUNDARY-UTILITY SERVICE AGREEMENT BETWEEN THE CITY OF KENOSHA AND THE TOWN OF SOMERS



other than to cities, villages, and towns which have adopted ordinances dealing with these matters; such local ordinances have not been adopted within the Planning District.

Under the sanitary code, a holding tank may be installed in the case of the failure of a conventional private sewage system or mound system. Holding tanks may also be installed on lots of record existing on or before July 1, 1980. Before obtaining permission for a holding tank, however, the applicant must have exhausted all alternative means for private sewage treatment, such as construction of a mound system.

Construction Site Erosion Control: The City of Kenosha and the Village of Pleasant Prairie have enacted construction site erosion control ordinances, as authorized under Sections 62.234 and 61.354 of the Wisconsin Statutes for cities and villages, respectively. These ordinances require erosion control practices to reduce the amount of sediment and other pollutants leaving construction sites during land development or land disturbing activities. The Town of Somers has not adopted a comprehensive construction site erosion control ordinance, although the Town land division ordinance does establish a general requirement for the control of erosion, siltation, and sedimentation attendant to the development process.

State Regulations

Floodplain Zoning: Section 87.30 of the Wisconsin Statutes requires that cities, villages, and counties, with respect to their unincorporated areas, adopt floodplain zoning to preserve the floodwater conveyance and storage capacity of floodplain areas and to prevent the location of new flood damage-prone urban development in flood hazard areas. Minimum standards to be met by county and local floodplain zoning regulations are set forth in Chapter NR 116 of the Wisconsin Administrative Code.

Within the Kenosha Urban Planning District, the State-mandated floodplain zoning provisions are set forth in the floodplain zoning districts previously described in this chapter, namely, the FW Floodway district and FFO Floodplain Fringe Overlay district of the City of Kenosha zoning ordinance, the FPO Floodplain Overlay district of the Village of Pleasant Prairie zoning ordinance, and the FPO Floodplain Overlay district of the Kenosha County zoning ordinance as it pertains to the Town of Somers.

Shoreland Regulations: Section 59.971 requires counties in Wisconsin to adopt ordinances regulating statutory shorelands within their unincorporated areas. Minimum standards for the shoreland ordinances are set forth in Chapter NR 115 of the Wisconsin Administrative Code. Chapter NR 115 requires that the shoreland regulations include restrictions on lot sizes, on building setbacks, and on filling, grading, and dredging activity. Moreover, under Chapter NR 115, counties must place wetlands five acres or larger within the statutory shoreland zoning jurisdiction area into a wetland conservancy district to ensure their preservation. The State-mandated shoreland regulations have been incorporated into the Kenosha County General Zoning and Shoreland/Floodplain Zoning Ordinance; those regulations apply within the shoreland areas of the Town of Somers. Under that ordinance, shoreland-wetlands in the Town of Somers, as in the other unincorporated areas of the County, have been placed in the County C-1 Lowland Resource Conservancy district.

Sections 62.231 and 61.351, respectively, of the Wisconsin Statutes require that cities and villages also place wetlands five acres or larger and within the statutory shoreland area into a wetland conservancy zoning district. Administrative rules pertaining to city-village shoreland-wetland zoning are set forth in Chapter NR 117 of the Wisconsin Administrative Code. Shoreland wetlands in the Village of Pleasant Prairie are protected through the C-1 Lowland Resource Conservancy District or C-3 Natural and Scientific Area Resource Conservancy district. Shoreland wetlands within the City of Kenosha are protected through the SWO Shoreland Wetland Overlay district.

It should be noted that the basis for the identification of wetlands to be protected under Chapters NR 115 and NR 117 is the Wisconsin Wetlands Inventory. Mandated by the State Legislature in 1978, the Wisconsin Wetlands inventory resulted in the preparation of wetland maps covering each U. S. Public Land Survey township in the State. The inventory was completed for the counties of Southeastern Wisconsin in 1982, with the wetlands delineated on Regional Planning Commission 1980 one inch equals 2,000 feet-scale ratioed and rectified aerial photographs.

Regulation of Public Sanitary Sewerage Systems: Chapters NR 110 and ILHR 82 of the Wisconsin Administrative Code require that the Wisconsin Department of Natural Resources, in its regulation of public sanitary sewers, and the Wisconsin

Department of Industry, Labor and Human Relations, in its regulation of private sanitary sewers, evaluate the conformity of proposed sanitary sewer extensions with adopted areawide water quality management plans and the sanitary sewer service areas identified in such plans. If a locally proposed sanitary sewer extension is designed to serve areas not recommended for sewer service in an areawide water quality management plan, the State agencies concerned must deny approval of the extension. More specifically, the State agency concerned must make a finding that the area proposed to be served is located within an approved sewer service area, but outside areas having physical or environmental constraints, which if developed, would have adverse water quality impacts. Areas having such constraints may include wetlands, shorelands, floodways and floodplains, steep slopes, highly erodible soils and soils with other limiting characteristics, and groundwater recharge areas. In Southeastern Wisconsin, these areas are generally found within the environmental corridor network.

The currently approved sewer service area within the Kenosha Planning District is set forth in a sanitary sewer service area plan for the City of Kenosha and environs, adopted by the Regional Planning Commission in 1985 as an amendment to the regional water quality management plan, and subsequent plan amendments adopted in 1987, 1990 and 1992.¹¹ The 1985 plan, as amended, provides the basis for the review of proposed sewer service extensions within the District.

As indicated in Chapter VI, a coordinated sanitary sewer and water-supply system study was completed for the greater Kenosha area in 1992. That study resulted in numerous recommendations not contained in the currently adopted water quality management plan, including proposals to revise the sanitary sewer service area within the Planning District (see Map 49 in Chapter VI). A decision by the local units of government in the District to endorse the 1992 utility system plan should be

¹¹See *SEWRPC Community Assistance Planning Report No. 106, Sanitary Sewer Service Areas for the City of Kenosha and Environs, 1985; Amendment to the Regional Water Quality Management Plan—2000, City of Kenosha and Environs, 1987; Amendment to the Regional Water Quality Management Plan—2000, Kenosha and Racine Sanitary Sewer Service Areas, 1990; and Amendment to the Regional Water Quality Management Plan—2000, Town of Somers, 1992.*

followed by a request to the Regional Planning Commission to amend the regional water quality plan to reflect the utility study recommendations. Until such an amendment is prepared and adopted by the Regional Planning Commission, all proposed sanitary sewer extensions must conform to the currently adopted sewer service area plan.

Federal Regulations

Federal Clean Water Act: Section 404 of the Federal Clean Water Act requires the U. S. Department of the Army, Corps of Engineers, working in cooperation with the U. S. Environmental Protection Agency, to regulate the discharge of dredged and fill materials into waters of the United States, including lakes, rivers, and adjacent wetlands. In carrying out this responsibility, the Corps of Engineers identifies waters of the United States, including wetlands, and determines when permits are required for the discharge of dredged and fill materials. Certain activities involving the filling of water and wetlands, for example, streambank stabilization, are authorized under nationwide permits; in other cases individual Corps of Engineers permits are required. In carrying out its regulatory responsibilities, the Corps of Engineers uses available wetland inventory information, including wetland inventory data developed by the U. S. Soil Conservation Service, the Wisconsin Wetlands Inventory developed by the Wisconsin Department of Natural Resources, and the wetland inventory data developed by the Regional Planning Commission as part of its regional land use inventories, as a guide in identifying wetlands. The Corps generally conducts field inspections to precisely identify wetland boundaries on a case-by-case basis.

Under the provisions of Section 401 of the Clean Water Act, the issuance of Federal permits must be consistent with State water quality policies and standards. The State of Wisconsin has established procedures to review all activities which may involve the discharge of dredged or fill material into water and wetland areas. These procedures are set forth in Chapter NR 299 of the Wisconsin Administrative Code.

1990 Clean Air Act Amendments

As indicated in Chapter III, the Planning District is part of an ozone nonattainment area which extends from the northern Indiana through the Chicago metropolitan area to Door County, Wisconsin. Amendments to the Federal Clean Air Act, enacted in 1990, require an acceleration of efforts to address ozone problems within such nonattainment

areas. The 1990 amendments establish 2007 as the date by which ozone standards are to be attained.

The Wisconsin Department of Natural Resources is charged with the responsibility of preparing a "State Implementation Plan" (SIP) which will address air quality problems and which will specify the measures to be taken to achieve the required reduction in ozone. The Department must submit a final SIP to the U. S. Environmental Protection Agency by November 1994. Although the SIP for Wisconsin is still being formulated, certain measures are mandatory and must be included in the SIP under the Clean Air Act. For example, employee trip-reduction programs must be established in "severe" ozone nonattainment areas, including all counties in Southeastern Wisconsin except Walworth County; as part of such programs, employers with 100 or more employees are required to develop strategies to increase work trip vehicle occupancy rates by November of 1994 and to implement those plans by November 1996. The Clean Air Act mandates that restrictions be placed on new industries and the expansion of industries which emit significant amounts of volatile organic compounds or nitrogen oxides, the contributors to ozone. The Act requires that new or expanding industries in severe ozone nonattainment areas provide a 1.3-to-1.0 reduction in such emissions from other sources in the vicinity.

The requirements imposed by the Clean Air Act may affect the rate and type of industrial development in the Planning District. The spatial distribution of new industrial development, or of other urban development, within the District, should not, however, be materially affected by the Clean Air Act, since such distribution is controlled by the local zoning ordinances. The Clean Air Act, therefore, should not constitute a constraint in the design of the land use element of the new comprehensive plan. Similarly, the Clean Air Act should not significantly affect development or implementation of arterial street and highway system plans and transit system plans for the area, provided that the plans are shown to be consistent with the SIP.

SUMMARY

This chapter has presented the results of an inventory and analysis of local land use plans and land use control ordinances and certain aspects of the existing institutional framework which must be taken into account in the preparation of a comprehensive plan for the Kenosha Urban Planning Dis-

trict. The most important findings of this inventory and analysis are summarized below.

1. In recent years community planning within the City of Kenosha has been accomplished, to a large extent, through the preparation of development and redevelopment plans for subareas of the City. Most relevant to the current comprehensive planning program are the following: 1) a downtown plan completed in 1991 as a design guide to the development and redevelopment of the Kenosha downtown area, 2) a land use plan completed in 1991 for the Kenosha Corridor area, a 13-square mile area consisting largely of lands recently annexed to the City, bounded approximately by STH 50 on the south, IH 94 on the west, CTH S on the north, and 43rd Avenue on the east, 3) neighborhood land use plans completed for the Hillcrest, St. Peter's, South Sheridan, Gateway, and CTH HH neighborhoods, and 4) neighborhood revitalization plans completed for the Washington Park, Wilson Heights, and Columbus Park neighborhoods.
2. In addition to the aforementioned plans sponsored by the City of Kenosha, other local plans that are particularly relevant to the current comprehensive planning effort include the Chiwaukee Prairie-Carol Beach land use plan, completed with the assistance of the Regional Planning Commission in 1985 as a guide to land use development and open space preservation in the area between STH 32 and the Lake Michigan shoreline in what is now the Village of Pleasant Prairie; a plan for the development of LakeView Corporate Park and environs in the Village of Pleasant Prairie, prepared by WISPARK, Inc., in cooperation with the former Town of Pleasant Prairie and Kenosha County; and a development plan for the Parkside East neighborhood of the Town of Somers, prepared by the Regional Planning Commission at the request of the Town in 1993.
3. Of major importance in the preparation of the new comprehensive District plan is the land use and transportation system development plan for the IH 94 South Freeway Corridor, an approximately six-mile-wide corridor lying on either side of IH 94 through Kenosha, Racine, and southern Milwaukee Counties, including the western 48 square miles of the Kenosha Urban Planning District. Pre-

pared with the assistance of the Regional Planning Commission, the plan consists of a coordinated set of land use and transportation system development recommendations formulated within the context of broader regional plans. The land use plan element recommends a land use pattern to meet the anticipated land use demand in the area through the year 2010. The plan also recommends the reservation of larger areas for residential, commercial, and industrial development to meet anticipated development needs further into the 21st century. Importantly, the plan seeks to place new commercial and industrial development at strategic locations along the freeway, including in the vicinity of the STH 165, STH 50 and CTH S freeway interchanges.

4. All lands within the Planning District are subject to Kenosha County or local zoning. Specifically, lands in the City of Kenosha are subject to the City of Kenosha zoning ordinance, lands in the Village of Pleasant Prairie are subject to the Village of Pleasant Prairie zoning ordinance, and lands in the Town of Somers are subject to the Kenosha County zoning ordinance jointly administered by Kenosha County and the Town. Moreover, City, Village, and Town lands in the vicinity of the Kenosha Regional Airport are subject to airport related provisions of the City of Kenosha zoning ordinance. Analysis of basic zoning districts as shown on existing zoning district maps in 1993 indicated that lands in Planning District were allocated to major zoning district categories as follows: residential, about 15,700 acres, or 29 percent of the total area of the District; business, about 2,400 acres, or 4 percent; manufacturing and mineral-extraction, about 3,700 acres, or 7 percent; recreational and institutional, about 5,900 acres, or 11 percent; agricultural, about 22,000 acres, or 40 percent; and conservancy, about 5,200 acres, or 9 percent.
5. Subdivision control ordinances provide important public oversight of the division of land into smaller parcels and help to ensure that appropriate design standards are adhered to, that appropriate public improvements are provided, and that required public lands are reserved or dedicated during the development process. The City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers have each adopted ordinances regulating land subdivision. Kenosha County also

has a land division ordinance which governs the unincorporated area of the County; the Town of Somers and Kenosha County thus exercise concurrent control over land division within the Town. By Statute, subdivisions of lands in unincorporated areas that are located within 1.5 miles of the Village of Pleasant Prairie are subject to review and approval by the Village. The Village exempts the extraterritorial land from certain provisions of the Village land division and development control ordinance. Lands in the extraterritorial area are governed by the improvement, dedication, and public site fees imposed by the Town, notwithstanding any related Village requirements. Similarly, by Statute, subdivisions of lands in unincorporated areas that are located within three miles of the City of Kenosha are subject to review and approval by the City; however, the City land division ordinance exempts lands which are designated in the Kenosha-Somers boundary agreement to remain permanently in the Town.

6. Official mapping powers, granted to local units of government under Section 62.23(6) of the Wisconsin Statutes, can be used to identify precisely the location and width of existing and proposed streets, highways, parkways, and drainageways, and the location and extent of parks and playgrounds. Such powers may be exercised by cities and villages in adjacent unincorporated areas within which they have extraterritorial plat approval authority. To date within the Planning District, only the City of Kenosha has adopted an official map under Section 62.23(6).
7. Wisconsin Statutes authorize local units of government to establish several types of special purpose districts to help implement land use development or redevelopment objectives in selected areas. Important among these are tax incremental finance districts, business improvement districts, and redevelopment districts. To date, within the Planning District, the City of Kenosha has made the most use of such districts. In 1993, the City had established two tax incremental finance districts, Tax Incremental Finance District No. 1, which encompasses the City industrial park along STH 158, and Tax Incremental Finance District No. 4, which encompasses the Southport Marina and adjacent lands; two business improvement districts, the Uptown Business improvement District and the Lake-

shore Business Improvement District; and five redevelopment areas, the Civic Center I, Civic Center II, 54th Street, Sheridan Road, and Uptown areas. The Village of Pleasant Prairie had established one tax incremental finance district, encompassing LakeView Corporate Park.

8. During the past decade, the City of Kenosha has entered into agreements with both the Town of Somers and Village of Pleasant Prairie setting forth arrangements governing the provision of utility services and providing a basis for establishment of future municipal boundaries. An agreement last amended in 1990 between the City of Kenosha and Town of Somers identifies areas of the Town which will remain permanently part of the Town and areas which may be annexed to the City, and, in fact, must be annexed to the City prior to the provision of City sewer and water-supply services. An agreement last amended in 1988 between the City of Kenosha and the former Town of Pleasant Prairie establishes the boundaries between Kenosha and Pleasant Prairie essentially as they exist today. Under the agreement, much of

the former Town land located north of STH 50 was attached to the City prior to the incorporation of Pleasant Prairie as a Village. The agreement further identified certain Pleasant Prairie lands located along the Pleasant Prairie-Kenosha border as potential additions to the City; only small portions of the areas so identified had been attached to the City by autumn of 1993.

9. Local, State, and Federal environmental regulatory programs comprise still another aspect of the institutional framework within which the new comprehensive District plan will be prepared. Regulatory ordinances and programs which are particularly relevant to the comprehensive planning process include: the Kenosha County Sanitary Code, the City of Kenosha and Village of Pleasant Prairie construction site erosion control ordinances, State-local floodplain and shoreland regulations, State regulation of sanitary sewer extensions, Section 404 of the Federal Clean Water Act, and the 1990 amendments to the Federal Clean Air Act.

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Chapter IX

OBJECTIVES, PRINCIPLES, AND STANDARDS

INTRODUCTION

Planning is a rational process for formulating and meeting objectives. Therefore, the formulation of objectives is an essential task that must be undertaken before preparation of a comprehensive plan can proceed. Accordingly, a set of development objectives was formulated for the Kenosha Urban Planning District. This chapter sets forth those objectives, together with supporting principles and standards. The land use development objectives relate primarily to the allocation and distribution of the various land uses and the provision to those land uses of essential community facilities and services required to meet the needs of the existing and probable future resident population of the Planning District over the next two decades. The associated standards facilitate the quantitative application of the objectives in plan design and evaluation.

BASIC CONCEPTS AND DEFINITIONS

The terms "objective," "principle," "standard," "design criteria," "plan," "policy," and "program" are subject to a range of interpretations. In order to clarify their meanings, the Regional Planning Commission has defined these terms as they are used within the context of this plan as follows:

1. **Objective:** A goal or end toward the attainment of which plans and policies are directed.
2. **Principle:** A fundamental, generally accepted tenet used to support objectives and prepare standards and plans.

3. **Standard:** A criterion used as a basis of comparison to determine the adequacy of plan proposals to attain objectives.
4. **Design Criteria:** A body of information which can be applied to the development of a solution or solutions to a specific design problem or set of problems.
5. **Plan:** A design which seeks to achieve agreed-upon objectives.
6. **Policy:** A rule or course of action used to ensure plan implementation.
7. **Program:** A coordinated series of policies and actions to carry out a plan.

Although this chapter deals with only the first three of these terms, an understanding of their interrelationship and the concepts they represent is essential to understanding the development objectives, principles, and standards, presented herein. The development objectives, principles, and standards address the allocation and distribution of major land use categories as well as of supporting neighborhood and community uses including, importantly, elementary and secondary schools; protection of natural resources; open space preservation; provision of recreational opportunities; provision of safe and efficient transportation facilities; provision of fire protection services; and provision of adequate housing and a variety of housing types. Each objective, together with its supporting principles and standards, is listed in the following section.

OBJECTIVES, PRINCIPLES, AND STANDARDS

OBJECTIVE NO. 1—LAND USE ALLOCATION

A balanced allocation of space to the various land use categories in order to meet the social, physical, and economic needs of the resident population of the District.

PRINCIPLE

The planned supply of land set aside for any given use should approximate the known and anticipated demand for that use.

STANDARD

The amount of land area set aside for accommodating forecast growth in the Kenosha Urban Planning District should be determined by application of the standards set forth in Table 70.

OBJECTIVE NO. 2—LAND USE DISTRIBUTION

A spatial distribution of the various land uses which results in a compatible arrangement of land uses and one which is properly related to the supporting transportation, utility, and public facility systems.

PRINCIPLE

The transportation and public utility facilities and the land use pattern which these facilities serve and support are mutually interdependent in that the land use pattern determines the demand for, and loadings upon, transportation and utility facilities; these facilities, in turn, form a basic framework for land use development.

STANDARDS

1. Urban development should be located to make maximum use of transportation and utility systems.
2. All lands developed or proposed to be developed for urban use should be located in areas that can be served by a public sanitary sewerage system, preferably within the gravity drainage area of the system.
3. All land developed or proposed to be developed for urban use should be located in areas that can be served by a public water-supply system.
4. Adequate stormwater management facilities should be provided for all urban development.

PRINCIPLE

The proper allocation of urban uses to land can avoid or minimize hazards and dangers to health, safety, and welfare and can maximize amenity and convenience in terms of accessibility to supporting land uses.

STANDARDS

1. Sites for commercial, educational, employment and transit facilities to serve the neighborhood and community should be provided in accordance with the standards set forth in Table 71. Sites for outdoor recreational facilities to serve the neighborhood and community should be provided in accordance with the standards attendant to Objective No. 5 as set forth in Table 72.
2. Urban residential uses should be located in planned areas served with centralized public sanitary sewerage and water supply facilities and contain, within a reasonable walking distance, necessary supporting local services, such as parks, shopping areas, and elementary schools. Urban residential uses should have reasonable access through the appropriate component of the transportation system to employment centers, community and regional commercial centers, cultural and governmental centers, and secondary school and higher educational facilities. Within urban residential areas, housing types should be provided in accordance with Objective No. 8 and at densities in accordance with those shown in Table 70.
3. Rural residential uses should be located in areas with reasonable access through an appropriate component of the transportation system to employment centers, community and regional commercial centers, cultural and governmental centers, and secondary- and higher-educational facilities.
4. Commercial land uses should be located in planned commercial centers with direct access to the arterial street system. Sites for neighborhood and community commercial facilities should be provided in accordance with the service radius standards set forth in Table 71. Sites for regional commercial centers should be provided in accordance with the recommendations of the regional land use plan.
5. Industrial land uses should be located in planned industrial centers with direct access to the arterial street and highway system and reasonable access through an appropriate component of the transportation system to residential areas. Industrial uses should be provided with adequate water supply, with public sanitary sewerage and stormwater management facilities and with adequate power supply, including natural gas and electricity. Sites for community

Table 70

LAND USE DEVELOPMENT STANDARDS FOR THE KENOSHA URBAN PLANNING DISTRICT

Land Use Category	Development Standard (gross acres) ^a
Residential^b	
Rural (at least 5.0 acres net residential land per dwelling unit)	588 or more acres per 100 dwelling units
Urban	
Single-Family	
Suburban Density (1.5- to 4.9-acre lots)	183 to 587 acres per 100 dwelling units
Low Density (19,000- to 65,000-square-foot lots)	55 to 182 acres per 100 dwelling units
Lower-Medium Density (12,000- to 18,999-square-foot lots)	36 to 54 acres per 100 dwelling units
Upper-Medium Density (6,200- to 11,999-square-foot lots)	19 to 35 acres per 100 dwelling units
Two-Family	
Upper-Medium Density (6,200 to 11,999 square feet per unit or 3.7 to 6.9 units per net residential acre)	19 to 35 acres per 100 dwelling units
High Density (2,400 to 6,199 square feet per unit or 7.0 to 17.9 units per net residential acre)	7 to 18 acres per 100 dwelling units
Multi-Family	
Upper-Medium Density (6,200 to 11,999 square feet per unit or 3.7 to 6.9 units per net residential acre)	19 to 35 acres per 100 dwelling units
High Density (2,400 to 6,199 square feet per unit or 7.0 to 17.9 units per net residential acre)	7 to 18 acres per 100 dwelling units
Commercial	
Regional	
Retail and Service	3 acres per 100 employees
Office	2 acres per 100 employees
Neighborhood and Community	
Retail and Service	6 acres per 100 employees
Office	2 acres per 100 employees
Industrial	
Regional and Community	9 acres per 100 employees ^c
Government and Institutional	
Regional	As recommended in the regional land use plan
Other	
Public Elementary	2.0 acres per 100 students ^d
Public Junior High School	2.7 acres per 100 students ^e
Public High School	4.7 acres per 100 students ^f
Church	2.5 acres per 1,000 persons
Other	4.5 acres per 1,000 persons ^g
Public Outdoor Recreation	
Regional and Multi-Community ^h	7.9 acres per 1,000 persons
Community ^h	3.1 acres per 1,000 persons
Neighborhood ^h	3.3 acres per 1,000 persons

^aGross areas include associated street rights-of-way and off-street parking for each land use category. These standards are based upon existing land use studies of the Southeastern Wisconsin Region since 1963 and are reasonably responsive to expected future as well as present conditions.

^bThe land use plan for the District presented in Chapter X identifies an overall density category: "low," "lower-medium," "upper-medium," or "high," for each proposed residential neighborhood. The plan densities are consistent with those set forth in this table: 19,000 to 65,000 square feet of net residential area per dwelling unit for low density; 12,000-18,999 square feet per dwelling unit for lower-medium density; 6,200-11,999 square feet per dwelling unit for upper-medium density; and 2,400 to 6,199 square feet per dwelling unit for high density. Neighborhood plans needed to refine and detail the District land use plan should precisely identify residential areas by specific density and structure type within each neighborhood, seeking in this process to achieve the overall density recommended for each neighborhood in the District plan. Such neighborhood plans should incorporate the more detailed density-structure type standards set forth above.

^cAssuming a net land-to-building ratio of 5:1 or greater. If the net land-to-building ratio is less than 5:1, 6 acres per 100 employees should be used.

^dStandard for elementary schools with 500 students.

^eStandard for junior high schools with 750 students.

^fStandard for high schools with 1,500 students.

^gThis standard indicates the total land requirement typically needed to accommodate hospitals, city halls, libraries, post offices, police and fire stations, and other related governmental and institutional uses within urban areas.

^hSee Tables 72 and 74 for more detailed standards.

Source: SEWRPC.

Table 71

**NEIGHBORHOOD AND COMMUNITY FACILITY SITE AREA AND SERVICE
RADIUS STANDARDS FOR THE KENOSHA URBAN PLANNING DISTRICT**

Facility Type	Service Capacity	Required Site Area (gross acres)	Service Radius: Medium-Density Urban Development (miles)
Commercial			
Retail and Service			
Neighborhood	4,000 to 8,000 persons	5 to 10	1.0
Community	10,000 to 40,000 persons	Minimum 15	1.5
Community Office	1,000 to 3,500 jobs	Minimum 20	--
Highway-Oriented Commercial Development ...	Minimum 15,000 vehicles per day ^a	5 to 25	--
Community Industrial	300 to 3,500 jobs	Minimum 20	--
Local Transit	--	--	0.25
Public Elementary and Secondary Education			
Elementary School (grades K-6)	500 students	10 to 12	0.5
Junior High School (grades 7-9)	750 students	20 to 25	1.0
High School (grades 10-12)	1,500 students	70 to 90	1.5
Public Libraries	15,000 to 30,000 persons ^b	2 to 3	1.5 ^c

Notes: This table presents site area and service radius standards for neighborhood and community facilities. Regional facilities, including regional parks, commercial and industrial centers, and governmental and institutional centers should be provided as recommended in the regional park and open space plan and regional land use plan.

Site area and service radius standards for neighborhood and community parks are presented in Table 72. Service radius standards for fire stations are presented in Table 76.

^aIndicates average weekday traffic volume required on abutting freeway or arterial street or highway.

^bStandard recommended in Kenosha County Long-Range Library Plan.

^cCorresponds to a medium-density residential area encompassing about 30,000 persons.

Source: SEWRPC.

industrial centers should be provided in accordance with the standards set forth in Table 71. Regional industrial centers should be provided in accordance with the recommendations of the regional land use plan.

OBJECTIVE NO. 3—NATURAL RESOURCES PROTECTION

A spatial distribution of the various land uses which will result in the protection and wise use of the natural resources of the District, including soils, lakes and streams, wetlands, woodlands, prairies, and wildlife.

PRINCIPLE

The proper allocation of uses to land can assist in maintaining an ecological balance between human activities and the natural environment.

A. Soils

PRINCIPLE

The proper relation of urban and rural land use development to soils can serve to avoid many environmental and developmental problems, aid in the establishment of better settlement patterns, and promote the wise use of an irreplaceable resource.

STANDARDS

1. Sewered urban development in areas covered by soils having severe limitations for such development should be avoided to the extent practicable. When development is proposed on soils with severe limitations, careful attention should be given in design to overcoming such limitations properly.
2. Unsewered rural development should not be located in areas covered by soils which are unsuitable for onsite sewage disposal systems.

B. Lakes and Streams

PRINCIPLE

Lakes and streams contribute to the atmospheric water supply through evaporation; provide a suitable environment for desirable and sometimes unique plant and animal life; provide the population with opportunities for certain scientific, cultural, and educational pursuits; constitute prime recreational areas; provide a desirable aesthetic setting for certain types of land use development; and serve to store and convey floodwaters.

1. Floodlands should not be allocated to any urban development which would cause, or be subject to, flood damage.
2. The floodwater storage capacity of natural floodlands should not be reduced by urban or rural development.
3. The flow capacity of perennial stream channels and associated floodlands should not be reduced below existing conditions.
4. New urban development within erosion-hazard areas along the Lake Michigan shoreline should be avoided.

C. Wetlands

PRINCIPLE

Wetlands support a variety of desirable and sometimes unique plant and animal life; assist in the stabilization of lake levels and stream flows; trap and store plant nutrients in runoff, thus reducing the rate of enrichment of surface waters and weed and algae grow; contribute to the atmospheric oxygen supply; contribute to the atmospheric water supply; reduce stormwater runoff by providing area for floodwater impoundment and storage; trap soil particles suspended in runoff and thus reduce stream sedimentation; and provide the population with opportunities for certain scientific, educational, and recreational pursuits.

STANDARD

All wetlands adjacent to streams or lakes, all wetlands within areas having special wildlife or other natural values, and all wetlands having an area of five acres or greater should not be drained or filled and should not be allocated to any urban development except limited recreational use.

D. Woodlands

PRINCIPLE

Woodlands assist in maintaining unique natural relationships between plants and animals; reduce stormwater runoff; contribute to the atmospheric oxygen supply; contribute to the atmospheric water supply through transpiration; aid in reducing soil erosion and stream sedimentation; provide the resource base for forest product industries; provide the population with opportunities for certain scientific, educational, and recreational pursuits; and provide a desirable aesthetic setting for certain types of land use development.

STANDARD

Woodland areas with an area of five acres or more should not be allocated to urban development except for limited recreational uses.

E. Prairies

PRINCIPLE

Prairies assist in maintaining unique natural relationships between plants and animals; reduce stormwater runoff; contribute to the atmospheric oxygen supply; contribute to the atmospheric water supply through transpiration; aid in reducing soil erosion; and provide the population with opportunities for scientific, educational, and recreational pursuits.

STANDARD

All remaining prairies representative of the presettlement vegetation should be maintained in a natural condition.

F. Wildlife

PRINCIPLE

Wildlife, when provided with suitable habitat, provides the population with opportunities for certain scientific, educational, and recreational pursuits; comprises an integral component of the life systems which are vital to beneficial natural processes, including the control of harmful insects and pests and the promotion of plant pollination; provides a food source; offers an economic resource for recreation industries; and serves as an indicator of environmental health.

STANDARDS

The most suitable habitat for wildlife, that is, the area in which fish and game and nongame species can best find food and shelter and reproduce, is a natural habitat. Natural habitat can best be achieved by preserving or maintaining in a wholesome state other natural resources such as water, wetlands, prairies, and woodlands. The standards for each of these other resources, if met, would ensure the preservation of a suitable wildlife habitat and population.

OBJECTIVE No. 4—OPEN SPACE PRESERVATION

The preservation of sufficient high-quality open space lands for protection of the underlying and sustaining natural resource base and enhancement of the social and economic well-being and environmental quality of the area.

A. Environmental Corridors

PRINCIPLE

Within Southeastern Wisconsin, including the Kenosha Urban Planning District, the most important remaining elements of the natural resource base, including lakes, rivers, and streams and their associated shorelands and floodlands; wetlands; woodlands; prairies; and wildlife habitat areas, tend to be concentrated in elongated areas which have been designated by the Regional Planning Commission as environmental corridors. By protecting the environmental corridors, and, thus, the many elements of the natural resource base which they contain, flood damage can be reduced; soil erosion abated; water supplies protected; air cleansed; wildlife populations enhanced; and continued opportunities provided for scientific, educational, and recreational pursuits.

STANDARDS

1. All remaining undeveloped lands within the designated primary environmental corridors in the District should be preserved in essentially natural, open uses.¹
2. All remaining undeveloped lands within the designated secondary environmental corridors in the District should be considered for preservation as urban development proceeds and be incorporated, as appropriate, for use as drainageways, floodwater detention areas, and parks.²

¹Primary environmental corridors are, by definition, at least two miles in length, 400 acres in area, and 200 feet in width.

²Secondary environmental corridors are, by definition, at least one mile in length and 100 acres in area.

3. Isolated natural resource areas, consisting primarily of isolated wetland and woodland areas which have been separated physically from the environmental corridor network by intensive urban or agricultural land uses, should be protected and preserved in a natural state to the extent practicable.³

B. Prime Agricultural Lands

PRINCIPLE

The preservation of prime agricultural lands⁴ ensures that the most productive existing farmlands will remain available for providing food and fiber; contributes to the agricultural and agriculture-related economy of the area; maximizes the return on capital invested in agricultural irrigation and drainage systems and soil and water conservation practices; minimizes conflicts between farming operations and activities associated with urban land uses; and contributes to energy conservation since prime agricultural soils require less energy to farm than do other soils.

STANDARD

All remaining prime agricultural areas within the District not required to meet the land use needs of the forecast design year resident population and economic activity levels should be preserved for agricultural use.

OBJECTIVE NO. 5—OUTDOOR RECREATION

The provision of an integrated system of public outdoor recreation sites and related open space areas that will provide the resident population of the Kenosha Planning District with adequate opportunities to participate in a wide range of outdoor recreational activities.

A. Nonresource-Oriented (Urban) Recreation Sites and Facilities

PRINCIPLE

Certain types of outdoor recreational activities, including baseball, basketball, ice skating, playfield and playground activities, softball, and tennis, rely primarily on a man-made facilities to enable participation. They are "nonresource-oriented" in the sense that they are not particularly reliant on natural resource amenities for the quality of the recreational experience. Facilities for nonresource-oriented recreational activities generally meet a greater need in urban than rural areas and have a relatively small service radius. For these reasons, nonresource-oriented facilities, as a practical matter, can be readily provided only in areas having a significant population concentration. Such facilities are typically provided in neighborhood and community parks and school-related recreation sites within urban areas.

STANDARD

Sites and facilities for nonresource-oriented outdoor recreational activities should be provided within urban areas of the District in accordance with the standards set forth in Tables 72 and 73.

B. Resource-oriented Recreation Sites and Facilities

PRINCIPLE

Resource-oriented outdoor recreational activities rely on natural resource amenities for their very existence or are significantly enhanced by the presence of natural features. Examples of resource-oriented activities are camping, golf, nature study, hiking, and cross country skiing. Facilities for such activities have a relatively large service area and are

³Isolated natural resource areas are, by definition, at least five acres in areas.

⁴The definition of prime agricultural land used herein is the same as that set forth in the farmland preservation plan adopted by Kenosha County in 1982. Under the County plan, prime agricultural lands were identified as consisting of farm units of at least 35 acres in area which meet selected soil productivity standards and which occur in a block of similar farmland of at least 100 acres in size. Under the County plan, to be considered prime agricultural land, at least one-half of the farm unit had to be covered by soils meeting U. S. Soil Conservation Service standards for prime agricultural lands, largely Class I and II soils, or farmland of statewide importance, largely Class III soils.

Table 72

**STANDARDS FOR PUBLIC NONRESOURCE-ORIENTED (URBAN)
OUTDOOR RECREATION SITES FOR THE KENOSHA URBAN PLANNING DISTRICT**

Site Type	Size (gross acres)	Parks			Schools		
		Minimum Per Capita Requirement (acres per 1,000 persons) ^a	Typical Facilities	Service Radius (miles) ^b	Minimum PerCapita Requirement (acres per 1,000 persons) ^a	Typical Facilities	Service Radius (miles)
Community	25 to 99	2.2	Swimming pool or beach, picnic area, playfield, baseball diamond, softball diamond, tennis court, passive use area, walkways	2.0 ^c	0.9	Playfield, baseball diamond, softball diamond, tennis court	0.5 to 1.0
Neighborhood	Less than 25	1.7	Wading pool, picnic area, softball dia- mond, tennis court, playground, play- field, basketball goal, ice skating rink, passive use area, walkways	0.5 to 1.0 ^d	1.6	Playfield, play- ground, softball diamond, tennis court, basketball goal	0.5 to 1.0

Notes: The standards set forth in this table are intended to be applied only to the urban areas of the Planning District.

In urban areas, the facilities commonly found at school recreation sites often provide a substitute for facilities usually found in parks. Indeed, recreation lands at the neighborhood level are most appropriately provided through a joint community-school district venture with the recreational facilities and space being located on one site, available to serve the recreation demands of both the student and the resident neighborhood population.

^aThe per capita acreage standards for neighborhood and community recreation sites are intended to be applied in a combined fashion. In this respect, a total of 6.4 acres of land should be provided at neighborhood or community recreation sites for each thousand urban area residents. Of the 6.4 acres, 3.9 acres should be provided at neighborhood or community parks, and 2.5 acres may be provided at neighborhood or community parks or at school recreation sites.

^bIn the application of these service radius standards, the need for a neighborhood park can be met by a community, multi-community, or regional park. The need for a community park can be met by a multi-community or regional park.

^cThis standard applies only to urban areas with a resident population of at least 7,500 persons.

^dA service radius of 0.5 mile should be used in high-density areas, 0.75 mile in medium-density areas, and 1.0 mile in low-density areas.

Source: SEWRPC.

Table 73

**STANDARDS FOR NONRESOURCE-ORIENTED
(URBAN) OUTDOOR RECREATION FACILITIES FOR
THE KENOSHA URBAN PLANNING DISTRICT**

Facility	Minimum Facility Requirement per 1,000 Persons			Service Radius (miles)
	Public	Nonpublic	Total	
Baseball Diamond . . .	0.09	0.01	0.10 ^a	2.0
Basketball Goal	0.91	0.22	1.13	0.5
Ice Skating Rink	0.15	--	0.15 ^b	0.5
Playfield	0.39	0.11	0.50	0.5
Playground	0.35	0.07	0.42	0.5
Softball Diamond	0.53	0.07	0.60	1.0
Swimming Pool	0.015	--	0.015	3.0
Tennis Court	0.50	0.10	0.60	1.0

Note: The standards set forth in this table are intended to be applied only to urban areas of the Planning District.

^aEach urban area having a population of 2,500 or greater should have at least one baseball diamond.

^bEach urban area should have at least one ice-skating rink.

Source: SEWRPC.

Table 74

**STANDARDS FOR PUBLIC RESOURCE-ORIENTED OUTDOOR RECREATION SITES
AND RELATED OPEN-SPACE AREAS FOR THE KENOSHA URBAN PLANNING DISTRICT**

Site Type	Size (gross acres)	Minimum Per Capita Requirement	Typical Facilities	Service Radius (miles)
Regional Park	250 or more	5.3 acres per 1,000 persons	Camp sites, swimming beach, picnic areas, golf course, ski hill, ski touring trail, boat launch, nature study area, playfield, softball diamond, passive use area	10 miles
Multi-Community Park	100 to 249	2.6 acres per 1,000 persons	Camp sites, swimming pool or beach, picnic area, golf course, ski hill, ski touring trail, boat launch, nature study area, playfield, baseball diamond, softball diamond, passive use area	10 miles ^a
Recreation Corridor ^b	Minimum length: 15 miles Minimum width: 200 feet	0.16 linear mile per 1,000 persons	Trails for hiking, biking, horseback riding, nature study, and ski touring, and related support facilities	— ^c

Note: These standards are to be applied to the overall population. Moreover, the application of these standards should take into account the resident population of the District and of adjacent areas of the Southeastern Wisconsin Region as appropriate.

^aWithin urban areas having a population of 40,000 or greater, a service radius of four miles should be used.

^bA recreation corridor is a publicly owned continuous linear area which is generally located within scenic areas or areas of natural or cultural interest and which provides opportunities for participation in trail-oriented activities such as biking, hiking, horseback riding, or ski touring.

^cThe maximum travel distance to recreation corridors should be five miles in urban areas and 10 miles in rural areas.

Source: SEWRPC.

appropriately provided to serve the population of rural as well as urban areas. In view of the large service areas of such facilities, planning for the amount and location of these facilities must generally be undertaken at a county and regional level.

STANDARDS

Sites and facilities for resource-oriented outdoor recreational activities should be provided in accordance with the standards set forth in Tables 74 and 75. These standards are intended to be applied to the overall population, regardless of urban or rural location. Moreover, the application of these standards should take into account the resident population of the District and of adjacent areas of the Southeastern Wisconsin Region, as appropriate.⁵

OBJECTIVE NO. 6—TRANSPORTATION SYSTEM

To provide an integrated transportation system which, through its location, capacity, and design, will meet the travel demand generated by the existing and proposed land use pattern.

PRINCIPLE

An integrated area transportation system serves to interconnect freely the various land use activities in neighborhoods, communities, the County, and the Region, thereby providing the accessibility needed to support these activities.

⁵The standards for resource-oriented recreation sites and facilities set forth here are the same as those recommended in the regional park and open space plan and the refinement of that plan for Kenosha County, as documented in SEWRPC Community Assistance Planning Report No. 131, A Park and Open Space Plan for Kenosha County. In developing those plans, the standards for resource-oriented sites and facilities were applied at the regional and county level as appropriate. Implementation of those plans would result in the achievement of the resource-oriented site and facility standards within the District and adjacent parts of the Region.

Table 75

**STANDARDS FOR PUBLIC RESOURCE-ORIENTED OUTDOOR
RECREATION FACILITIES FOR THE KENOSHA URBAN PLANNING DISTRICT**

Facility	Minimum Facility Requirement	Service Radius (miles)
Camp Site	0.35 per 1,000 persons	25
Golf Course (18-hole regulation)	0.013 per 1,000 persons	10
Picnic Table	3.80 per 1,000 persons	10
Downhill Ski Area (acres of developed slope)	0.01 per 1,000 persons	25
Swimming Beach		
Lake Michigan (linear feet)	16 per 1,000 persons	10
Major Inland Lake (linear feet)	6 per 1,000 persons	10
Bicycle Trail (linear mile)	0.16 per 1,000 persons	N/A
Hiking Trail (linear mile)	0.16 per 1,000 persons	N/A
Horseback Riding Trail (linear mile)	0.05 per 1,000 persons	N/A
Ski Touring Trail (linear mile)	0.02 per 1,000 persons	N/A
Nature Study Trail (linear mile)	0.02 per 1,000 persons	N/A
Nature Center	1 per county	N/A
Inland Lake Access Point ^a	1 per major lake having 50-199 acres of surface water ^b	N/A
Lake Michigan Boating Facilities ^a		
Boat Launch Ramp025 per 1,000 persons ^{b,c}	N/A
Boat Slips	1.3 per 1,000 persons	N/A
River Access Points ^d	N/A

NOTE: The standards set forth in this table are intended to be applied to the overall population. Moreover, the application of these standards should take into account the resident population of the District and of adjacent areas of the Southeastern Wisconsin Region as appropriate.

N/A: Not applicable.

^aInland lake and Lake Michigan access requirements may be met through the public or private sector.

^bAssociated parking areas should be provided in accordance with the standards set forth in the regional park and open space plan.

^cBoat-launch ramps should be provided within harbors of refuge, with a maximum distance of 15 miles between harbors.

^dThe maximum interval between access points on canoeable rivers is 10 miles. A canoeable river is a river which has a minimum width of 50 feet over a distance of at least 10 miles.

Source: SEWRPC.

STANDARDS

1. Arterial streets and highways and supporting local collector and minor streets should provide access not only to all land presently devoted to urban development but to land proposed in public plans to be used for such development. All streets and highways should be placed into one of the following functional classifications:

Arterial Streets: This subsystem provides for the expeditious movement of through traffic into, out of, and within the Planning District. Arterial streets should be located to minimize their penetration into existing and proposed residential areas.

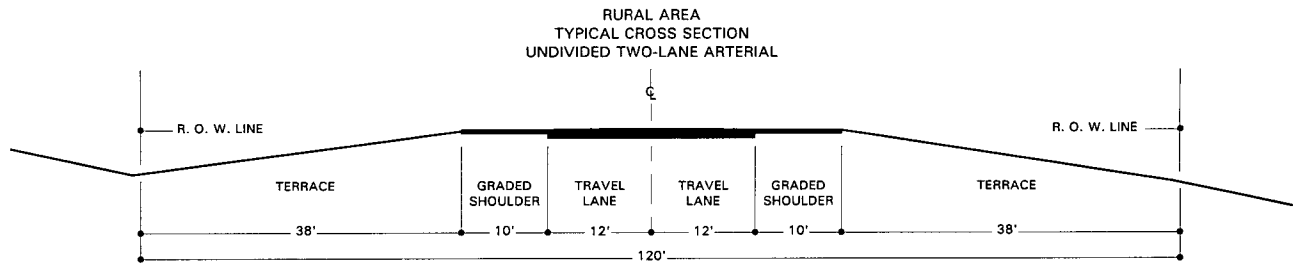
Collector Streets: This subsystem serves primarily to convey traffic between the arterial street system and the land access street system.

Land-Access Streets: This subsystem provides access to and from individual building sites.

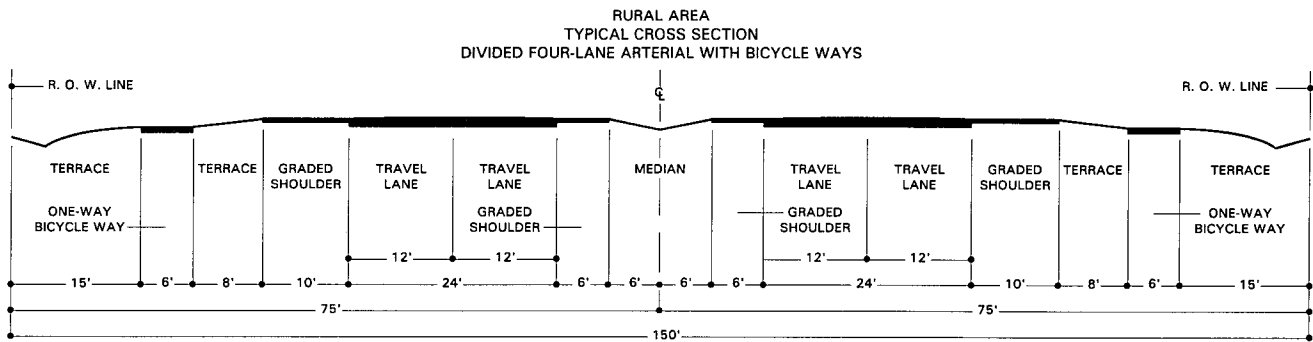
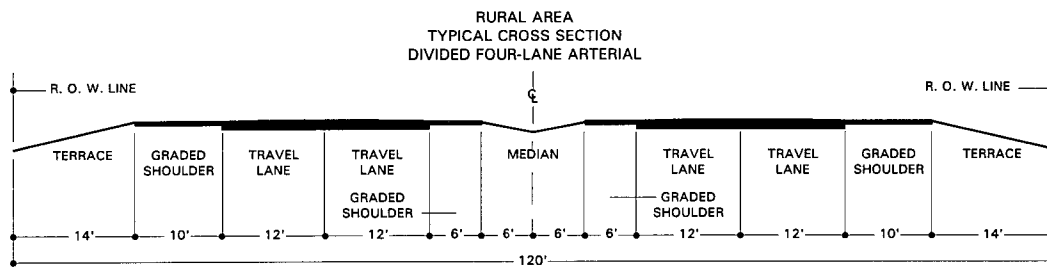
Streets and highways should be built upon right-of-ways and improved to cross-sections consistent with those shown for each functional classification in Figure 12.

Figure 12

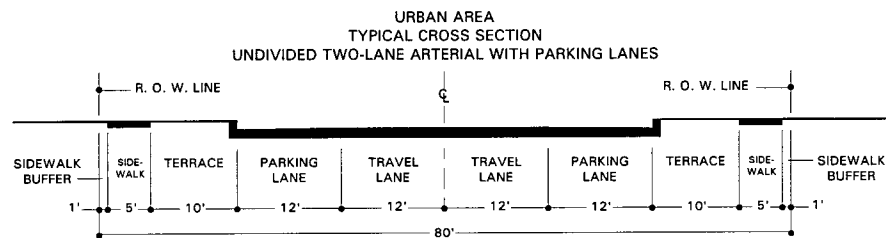
TYPICAL RURAL AND URBAN STREET AND HIGHWAY CROSS-SECTIONS



NOTE: IF BICYCLE WAYS ARE TO BE PROVIDED, SHOULDERS SHOULD BE PAVED.



NOTE: A 12' WIDE TWO-DIRECTIONAL BICYCLE WAY ON ONE SIDE OF THE CROSS SECTION MAY BE PROVIDED IN PLACE OF THE TWO ONE-DIRECTIONAL BICYCLE WAYS SHOWN.



NOTE: ON THIS CROSS SECTION, BICYCLE TRAFFIC SHARES MOTOR VEHICLE TRAFFIC LANES.

Figure 12 (continued)

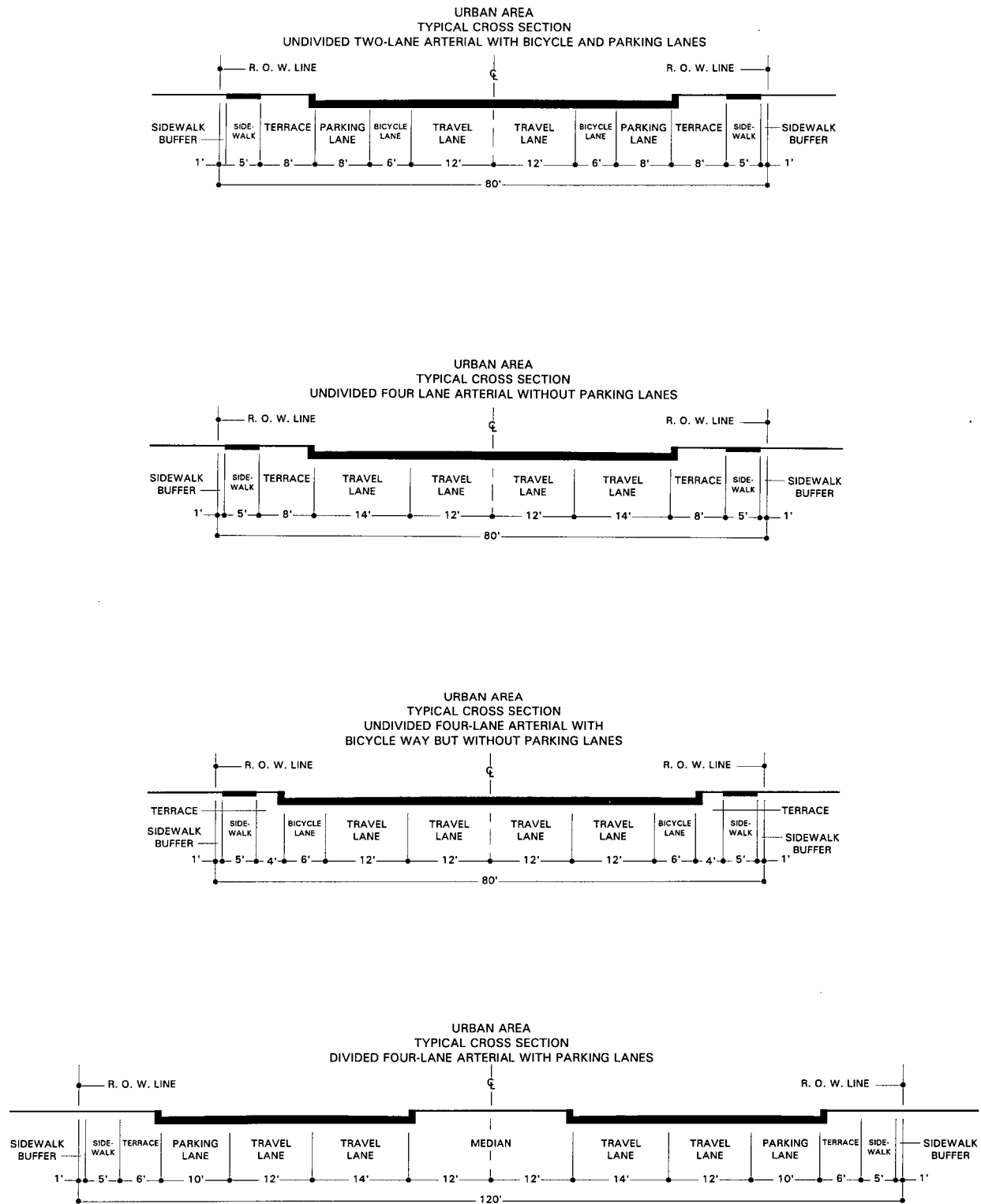
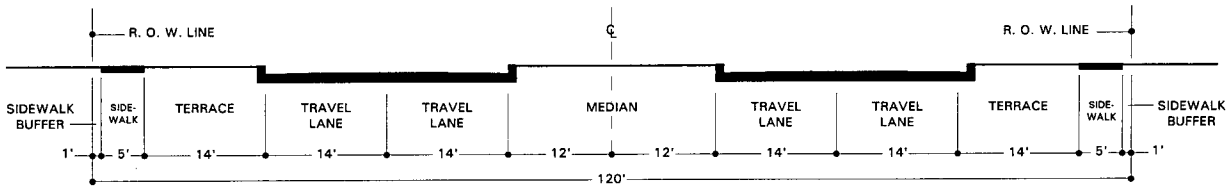
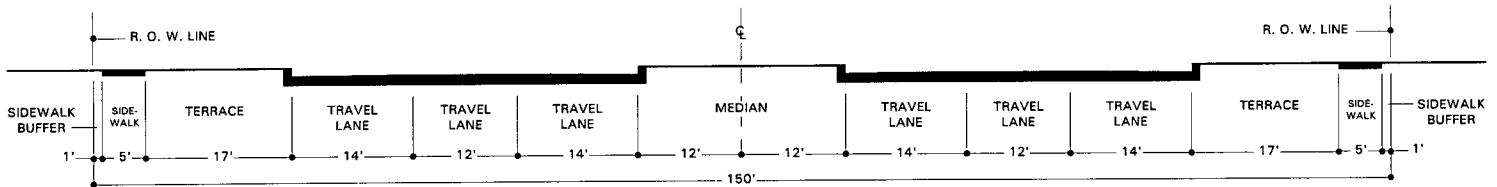


Figure 12 (continued)

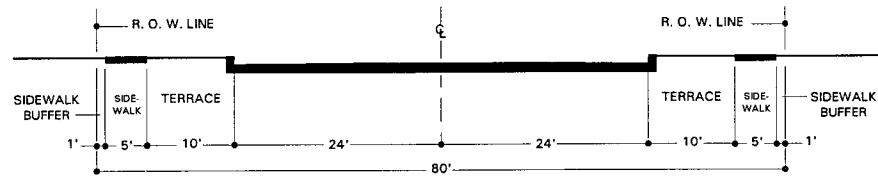
URBAN AREA
TYPICAL CROSS SECTION
DIVIDED FOUR-LANE ARTERIAL WITHOUT PARKING LANES



URBAN AREA
TYPICAL CROSS SECTION
DIVIDED SIX-LANE ARTERIAL WITHOUT PARKING LANES

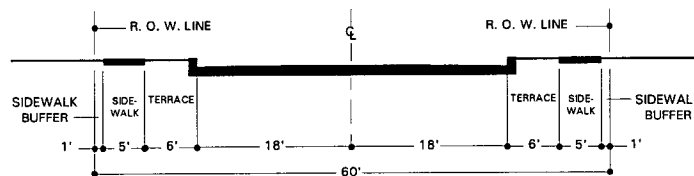


URBAN AREA
TYPICAL CROSS SECTION
COLLECTOR STREET



NOTE: THE PAVEMENT AND RIGHT-OF-WAY WIDTH OF AN URBAN CROSS SECTION COLLECTOR STREET MAY VARY FROM 36 FEET OF PAVEMENT WIDTH AND 60 FEET OF RIGHT-OF-WAY WIDTH TO 48 FEET OF PAVEMENT WIDTH AND 80 FEET OF RIGHT-OF-WAY WIDTH. THE NARROWER WIDTH WOULD APPLY TO COLLECTOR STREETS CARRYING AVERAGE WEEKDAY TRAFFIC VOLUMES OF UNDER 3,000 VEHICLES PER AVERAGE WEEKDAY AND MINIMAL TRUCK OR BUS TRAFFIC. THE WIDER WIDTH WOULD APPLY TO COLLECTOR STREETS CARRYING TRAFFIC VOLUMES EXCEEDING 3,000 VEHICLES PER AVERAGE WEEKDAY AND/OR CARRYING SIGNIFICANT BUS OR TRUCK TRAFFIC.

URBAN AREA
TYPICAL CROSS SECTION
LAND ACCESS STREET



NOTE: THE PAVEMENT AND RIGHT-OF-WAY WIDTH OF AN URBAN CROSS SECTION LAND ACCESS STREET MAY VARY FROM 28 FEET OF PAVEMENT WIDTH AND 60 FEET OF RIGHT-OF-WAY WIDTH TO 36 FEET OF PAVEMENT WIDTH AND 60 FEET OF RIGHT-OF-WAY WIDTH. THE NARROWER WIDTH WOULD APPLY TO LAND ACCESS STREETS CARRYING AVERAGE WEEKDAY TRAFFIC VOLUMES OF UNDER 1,500 VEHICLES PER AVERAGE WEEKDAY, WITH LITTLE TRUCK AND NO BUS TRAFFIC AND LIMITED DEMAND FOR ON-STREET PARKING. THE WIDER WIDTH WOULD APPLY TO LAND ACCESS STREETS WITH AVERAGE WEEKDAY TRAFFIC VOLUMES OF 1,500 OR MORE VEHICLES PER AVERAGE WEEKDAY, DEMAND FOR ON-STREET PARKING, AND SOME TRUCK AND BUS TRAFFIC.

Table 76

FIRE COMPANY DISTRIBUTION STANDARDS FOR THE KENOSHA URBAN PLANNING DISTRICT

District and Required Fire Flow	Optimum Service Radius in Miles ^a	
	From Engine Company	From Ladder Company
High-Value District (commercial, industrial, and institutional)		
Where required flow is 9,000 gallons per minute or more	0.75	1
Where required flow is 5,000 to 9,000 gallons per minute	1	1.5
Where required flow is less than 5,000 gallons per minute	1.50	2
Residential District		
Where required flow is more than 2,000 gallons per minute or where there are buildings in the district three or more stories in height, including tenement houses, apartments, or hotels	1.50	2
For single- and two-family districts with an average distance between buildings of less than 100 feet (and a flow requirement of 2,000 gallons per minute or less) ...	2	3
For single- and two-family districts with an average distance between buildings of 100 feet or more (and a flow requirement of 2,000 gallons per minute or less)	4	4

Note: The above distances should be considered direct street travel distances. Also, the above distances should be reduced if a severe hazard to life exists; if streets are narrow or in poor condition; if traffic, one-way streets, topography, or other unusual locational conditions hinder response; or if other circumstances peculiar to the district or municipality indicate that such a reduction is needed.

^aDirect street travel distance for first-time fire company.

Source: Insurance Services Office and SEWRPC.

2. Local public transit should serve those areas of the Planning District which can be efficiently served, including those areas which are developed at medium or high densities, and, in particular the transit dependent population within those areas. The local public transit system should promote effective utilization of public transit services and provide for user convenience, comfort, and safety. Primary public transit service within and through the Kenosha Urban Planning District should be provided in accordance with the transit element of the regional transportation system plan.

3. Bicycle paths should be provided as part of an overall bicycle path system and should be designed in conformance with guidelines recommended by the American Association of State Highway and Transportation Officials.

OBJECTIVE NO. 7—FIRE PROTECTION

The provision of high-quality fire protection throughout the Kenosha Urban Planning District.

PRINCIPLE

Adequate fire protection is essential to the public health and safety and economic well-being of the Planning District.

STANDARD

Fire stations and equipment distribution should be based, in part, upon the standards presented in Table 76.

OBJECTIVE NO. 8—HOUSING

The provision of a broad range of choice among housing designs, sizes, types, and costs.

PRINCIPLE

The Kenosha Urban Planning District provides a wide variety of employment, educational, cultural, and recreational facilities. Adequate choice in the size, cost, and location of housing units will assure equal opportunity for all households to utilize and enjoy these facilities.

STANDARDS

1. Within the urban service area of the Kenosha Planning District, housing units should be geographically well distributed and include a full range of housing types, sizes, and costs.
2. Within the urban service area of the Planning District, housing units should generally be allocated as follows: Single-family detached housing units, 60 percent; units in two-family structures, 10 percent; and units in multi-family (three- or more-family) structures, 30 percent.⁶

⁶*This distribution reflects trends over the past two decades of a decrease in the relative share of single-family housing units and two-family housing units and an increase in the relative share of multi-family housing units within the District. The relative distribution of housing units by structure type for the years 1970, 1980, and 1990 is as follows:*

HOUSING UNITS BY STRUCTURE TYPE
IN THE KENOSHA URBAN PLANNING DISTRICT: 1970-1990

Structure Type	Percent of Total Units in District		
	1970	1980	1990
Single-Family Detached Units	65.7	63.5	61.7
Single-Family Attached Units	0.6	1.1	1.7
Units in Two-Family Structures	19.0	15.1	13.1
Units in Three- or More-Family Structures	12.0	18.2	19.6
Other (mobile homes, structure type unknown)	2.7	2.1	3.9
Total	100.0	100.0	100.0

Source: U.S. Bureau of the Census and SEWRPC.

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Chapter X

ANTICIPATED GROWTH AND CHANGE

In any planning effort, projections are required of those future events and conditions which are outside the scope of the plan but which will affect plan design and implementation. In the preparation of a comprehensive plan for the Kenosha Urban Planning District, the future demand for urban land and supporting community facilities and services depends primarily upon future resident population, household, and economic activity levels. Control of changes in population, households, and economic activity lies largely outside the scope of government activity and outside the scope of the physical planning process. Future population, household, and economic activity levels must, therefore, be projected.

This chapter, then, presents projections of population, households, and economic activity to be considered in the preparation of a comprehensive plan for the District. These projections are based upon projections developed by the Regional Planning Commission as a basis for the preparation of the regional land use plan and supporting functional plans and as a basis for local land use and public facility planning within the Region.

The next section of this chapter describes the methodology utilized in the projection of future population, household, and economic activity levels. Subsequent sections present the range of future population, household, and job levels which may be anticipated within the Kenosha Urban Planning District through the year 2010.

METHODOLOGY

In response to the considerable uncertainty that exists with respect to future social and economic conditions in the Southeastern Wisconsin Region, the State, and the Nation, the Regional Planning Commission has adopted an "alternative futures" approach to long-range planning. That approach involves the postulation of alternative future growth scenarios for the Region and the preparation of related projections of population and job levels. The purpose of the alternative futures approach is to allow the evaluation of the performance of alternative plans over a variety of possible future condi-

tions in order to identify those alternatives that perform well under a wide range of such conditions.

Under the regional planning program, three growth scenarios, a high-growth, an intermediate-growth, and a low-growth scenario, were postulated for the period from 1980 to 2010. The sets of conditions assumed under each scenario were intended to provide internally consistent, reasonable scenarios of future change in population levels and in economic activity within the Region through the year 2010.

Under the high-growth scenario, it was assumed that economic changes would represent a return to historic conditions within the Region. Under this scenario, there would be no long-term damage to the regional economy as a result of the deep recession of 1979 to 1983, with long-term economic growth rates attaining levels at or slightly below national averages. This growth would be expected to result from the maximization of strengths in the regional economy, such as labor availability, land availability, a good vocational-technical educational system, and high-quality infrastructure systems. Traditional manufacturing interests in the Region would improve their competitive positions, while the trade and service sectors would continue to grow at rapid rates. Under this scenario, the regional population would increase significantly, owing in part to a substantial net in-migration of population expected in response to the strong regional economy. This scenario envisions that traditional patterns of household composition would exist and that households consisting of a husband, wife, and children would constitute the dominant type, although the average number of children in the households would be lower than in the past.

Under the intermediate-growth scenario, it was assumed that the recovery of the economy from the 1979 to 1983 recession would be delayed somewhat and would be initially weaker than the national recovery as the heavy industrial and manufacturing concerns that dominate the regional economy continue to close unprofitable plants and limit operations in streamlining efforts that are necessary for survival during poor economic conditions. The changes that would occur during this contraction

of the manufacturing employment group would ultimately lead to a stronger, though initially smaller, regional manufacturing economy. Under this scenario, the net out-migration of population experienced during the 1970s would gradually diminish in response to improving economic conditions and the Region would experience a modest increase in population between 1980 and 2010. Under this scenario, the traditional patterns of household composition would be less dominant and single-parent and single-person households would be more prevalent than under the high-growth scenario, although the historic increase in these household types would be moderated somewhat.

Under the low-growth scenario, it was assumed that economic conditions within the Region would differ significantly from the long-term trends under which the Region was able to maintain or increase its relative share of national employment. Under the low-growth scenario, the recovery of the regional economy from the 1979 to 1983 recession would be a lengthy process, with regional employment remaining depressed. Over the long term, the Region would experience a continuation or even an acceleration of a trend first observed in the 1970s, when Southeastern Wisconsin began to experience a decline in its share of total national employment. This departure from long-term trends was based on an assumed inability of area manufacturers to modernize their aging physical capital stock, the erosion of product markets, and increased foreign competition in manufacturing industries. This scenario envisions a continued net out-migration of population in response to stagnating economic conditions and an overall decrease in the regional population between 1980 and 2010. Under this scenario, husband-wife families would continue to decrease as a proportion of total households and single-parent and single-person households would continue to increase as a proportion of total households as they have done historically.

Population projections were developed for each growth scenario through the application of a conventional cohort-survival population projection model. The projection model was applied for each growth scenario with values for each of the key parameters used in the model, birth rates, mortality rates, and migration rates, chosen to reflect economic conditions envisioned in the respective growth scenarios. While the same set of mortality rates was used for each scenario, birth rates and migration rates differed significantly, as illustrated in Figures 13, 14, and 15. A more detailed description of the population forecast methodology is set

forth in SEWRPC Technical Report No. 11 (2nd Edition), The Population of Southeastern Wisconsin.

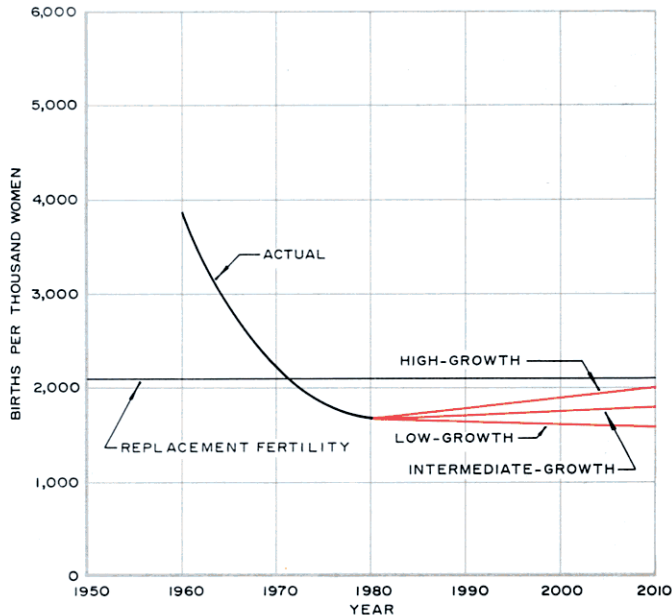
Job level projections were developed for each growth scenario through a disaggregate technique in which long-term trends in employment are prepared for each dominant and subdominant industry, dominant industries defined as those which account for at least 4 percent of total number of jobs in the Region and subdominant industries defined as those which account for between 2 and 4 percent of total jobs. For each growth scenario, projections were developed for seven dominant and seven subdominant industries. A detailed description of the employment forecast methodology is presented in SEWRPC Technical Record No. 10 (Second Edition), The Economy of Southeastern Wisconsin.

An additional variable considered in the alternative futures process pertains to the distribution within the Region of the anticipated incremental population and of the attendant urban land use development. Two alternative distributions, referred to as the centralized and decentralized distributions, were developed. These distributions differ in the relative proximity of the incremental population and urban development to the major population centers of the Region, that is, the Kenosha, Milwaukee, and Racine urbanized areas. The centralized distribution concentrates population and attendant urban development in the older urban centers of the Region and adjacent suburbs, with proportionately fewer people in outlying areas. Conversely, the decentralized distribution emphasizes population growth and urban development in outlying urban service areas and rural areas.

Under the regional planning program, then, five alternative futures were prepared: a high-growth centralized, a high-growth decentralized, an intermediate-growth centralized, an intermediate-growth decentralized, and a low-growth decentralized alternative. For purposes of the Kenosha Urban Planning District planning program, two of these alternatives, the high-growth centralized and intermediate-growth centralized, were considered to be most representative of the range of possible future conditions in the Planning District. The population, household, and job levels envisioned for the Planning District under the high-growth centralized alternative are the highest of the five alternatives; the levels envisioned under the intermediate-growth centralized alternative generally represent the middle of the range. The population, household, and job levels anticipated within the Planning District under these two alternatives are

Figure 13

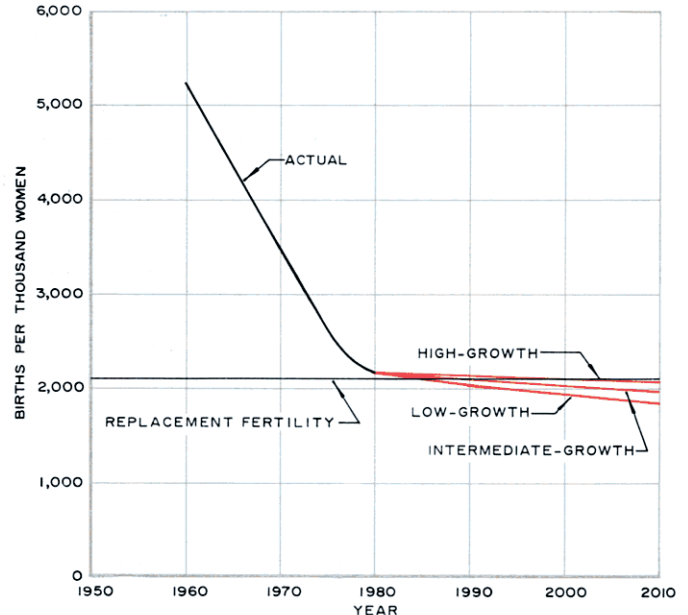
**HISTORIC AND PROJECTED WHITE
TOTAL FERTILITY RATE FOR THE REGION: 1960-2010**



Source: U. S. Bureau of the Census and SEWRPC.

Figure 14

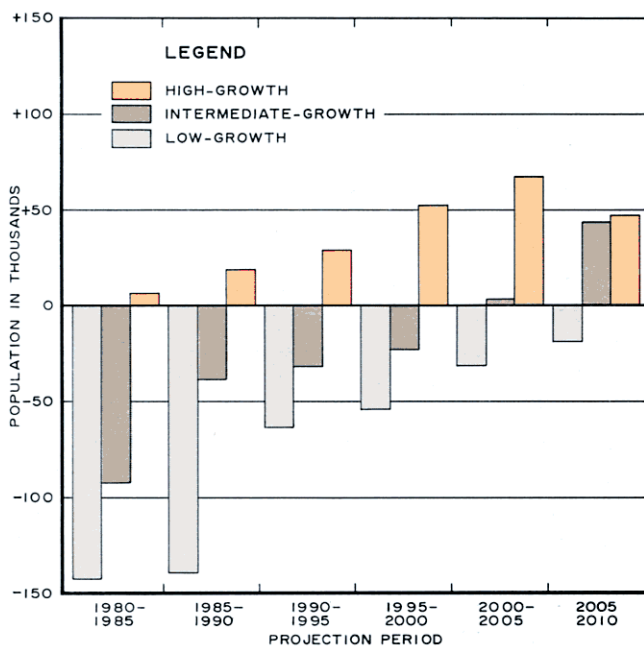
**HISTORIC AND PROJECTED NONWHITE
TOTAL FERTILITY RATE FOR THE REGION: 1960-2010**



Source: U. S. Bureau of the Census and SEWRPC.

Figure 15

**PROJECTED LEVELS OF
NET MIGRATION FOR THE REGION UNDER
HIGH-GROWTH, INTERMEDIATE-GROWTH, AND
LOW-GROWTH FUTURE ECONOMIC CONDITIONS**



Source: U. S. Bureau of the Census and SEWRPC.

set forth in the following sections. For convenience in presentation, these alternatives will henceforth be referred to as the high-growth and intermediate-growth scenarios.

FUTURE POPULATION LEVELS

Resident population levels envisioned for the Kenosha Urban Planning District under intermediate- and high-growth scenarios are presented in Table 77 and Figure 16. Attendant community-level population projections, reflecting the future areas of the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers as set forth in their mutual boundary agreements, are presented in Table 78. Under an intermediate-growth scenario, the population of the District would increase to about 112,000 persons by the year 2010, an increase of about 11,800 persons, or 12 percent, from the 1990 population of 100,200 persons. The relative increase of 12 percent envisioned under this alternative is about double the rate of increase anticipated for the seven-county Southeastern Wisconsin Region.

As further indicated in Table 77, under a high-growth scenario, the District population would increase to about 130,500 persons by the year 2010,

Table 77

**ACTUAL AND ALTERNATIVE FUTURE POPULATION LEVELS FOR THE
KENOSHA URBAN PLANNING DISTRICT, KENOSHA COUNTY, AND SOUTHEASTERN WISCONSIN: 1960-2010**

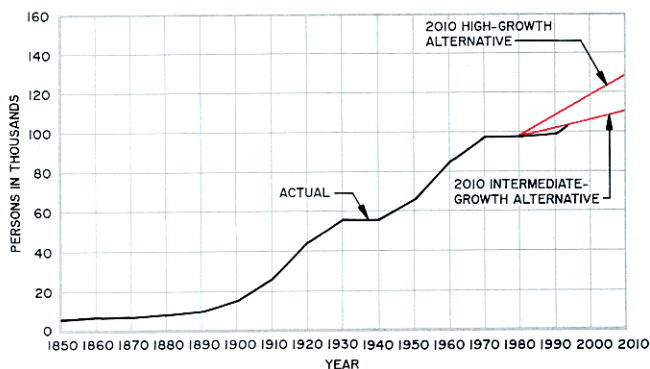
Area	Total Population									
	Actual				Intermediate-Growth Scenario			High-Growth Scenario		
					Change 1990-2010		Total 2010	Change 1990-2010		Total 2010
	1960	1970	1980	1990	Number	Percent		Number	Percent	
Kenosha Urban Planning District	85,300	98,100	98,100	100,200	11,800	11.8	112,000	30,300	30.2	130,500
Kenosha County	100,600	117,900	123,100	128,200	19,700	15.4	147,900	38,600	30.1	166,800
Southeastern Wisconsin Region	1,573,600	1,756,100	1,764,800	1,810,400	100,600	5.6	1,911,000	505,700	27.9	2,316,100

NOTE: The intermediate- and high-growth scenarios are the intermediate-growth centralized and high-growth centralized alternatives, respectively, set forth in SEWRPC Planning Report No. 40, A Regional Land Use Plan for Southeastern Wisconsin--2010.

Source: SEWRPC.

Figure 16

**ACTUAL AND ALTERNATIVE
FUTURE POPULATION LEVELS IN THE
KENOSHA URBAN PLANNING DISTRICT: 1850-2010**



NOTE: THE INTERMEDIATE-GROWTH AND HIGH-GROWTH ALTERNATIVES ARE THE INTERMEDIATE-GROWTH CENTRALIZED AND HIGH-GROWTH CENTRALIZED ALTERNATIVES, RESPECTIVELY, SET FORTH IN SEWRPC PLANNING REPORT NO. 40, A REGIONAL LAND USE PLAN FOR SOUTHEASTERN WISCONSIN 2010

Source: SEWRPC.

an increase of about 30,300 persons, or about 30 percent, over 1990. The relative rate of population growth anticipated for the District under this alternative is slightly higher than the growth rate anticipated for the Southeastern Wisconsin Region.

On the basis of estimates prepared by the Wisconsin Department of Administration, the resident population of the Planning District stood at 103,900 persons in 1993. As shown in Figure 16, the estimated 1993 population closely approximates the level of 104,100 persons envisioned for the District in 1993 under the intermediate-growth scenario. The estimated 1993 population was 7 percent less than the total of 112,100 persons envisioned for the District under the high-growth alternative.

As indicated in Table 79, the age composition of the resident population of the District would be expected to change somewhat under both growth scenarios. Under the intermediate-growth scenario, the number of persons age 10 to 19 would increase from just over 14 percent in 1990 to almost 17 percent in the year 2010. Under this alternative, the number of persons age 20 to 34 would decrease from 25 percent to 19 percent, while the number of persons age 35 to 64 years would increase from 33 percent to 37 percent. The high-growth scenario envisions similar changes in the age composition, but with somewhat faster growth anticipated in the younger age groups.

FUTURE HOUSEHOLDS

The number of households, or occupied housing units, envisioned for the Planning District under intermediate- and high-growth scenarios is presented in Table 80 and Figure 17. Attendant community-level household projections, reflecting the future areas of the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers as set forth in their mutual boundary agreements, are presented in Table 81. Under the intermediate-growth scenario, the total number of households in the District would increase to 45,500 by the year 2010, an increase of 8,400 households, or 23 percent, over 1990. The relative increase in households would exceed the increase of 12 percent in the resident population of the District envisioned under this scenario. Under a high-growth scenario, the number of households would reach 49,100 by the year 2010, an increase of 12,000 households, or 32 percent, over 1990. The relative increase in households would approximate the relative increase in total population under this scenario.

Table 78

**ACTUAL AND ALTERNATIVE FUTURE POPULATION LEVELS IN THE
KENOSHA URBAN PLANNING DISTRICT BY MINOR CIVIL DIVISION: 1980-2010**

Civil Division ^a	Total Population							
	1980	1990	Intermediate-Growth Scenario			High-Growth Scenario		
			Change: 1990-2010		Total 2010	Change: 1990-2010		Total 2010
			Number	Percent		Number	Percent	
City of Kenosha	82,600	84,500	1,400	1.7	85,900	12,500	14.8	97,000
Village of Pleasant Prairie	9,900	9,900	9,400	94.9	19,300	15,700	158.6	25,600
Town of Somers	5,600	5,800	1,000	17.2	6,800	2,100	36.2	7,900
District Total	98,100	100,200	11,800	11.8	112,000	30,300	30.2	130,500

^aActual and projected population levels presented on this table are based upon an approximation by U. S. Public Land Survey quarter-section of the future areas of the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers as specified in their long-range boundary agreements. The projected population levels by Land Survey quarter section were prepared at a systems level of planning under the regional planning program; they are intended to provide a planning framework which is to be refined and detailed through local planning efforts. The community-level projections presented herein, based as they are upon a systems level of planning, may be expected to differ from the planned distribution of population within the Planning District recommended under the new comprehensive plan for the District presented in Chapter XI of this report.

Source: SEWRPC.

Table 79

**ACTUAL AND ALTERNATIVE FUTURE POPULATION
LEVELS BY AGE IN THE KENOSHA URBAN PLANNING DISTRICT**

Age Group	1990				2010 Intermediate-Growth Scenario				2010 High-Growth Scenario			
	Male	Female	Total	Percent of Total	Male	Female	Total	Percent of Total	Male	Female	Total	Percent of Total
Under 5	4,113	3,799	7,912	7.9	3,943	3,870	7,813	7.0	4,762	4,695	9,457	7.3
5 to 9	3,797	3,632	7,429	7.4	4,029	3,958	7,987	7.1	5,205	5,146	10,351	7.9
10 to 14	3,626	3,409	7,035	7.0	4,295	4,216	8,511	7.6	5,679	5,601	11,280	8.6
15 to 19	3,763	3,614	7,377	7.4	5,178	5,131	10,309	9.2	6,545	6,488	13,033	10.0
20 to 34	12,241	12,701	24,942	24.9	10,967	10,412	21,379	19.1	12,230	11,733	23,963	18.4
35 to 64	16,128	16,422	32,550	32.5	20,729	21,202	41,931	37.4	23,891	23,894	47,785	36.6
65 and Over	5,071	7,895	12,966	12.9	5,778	8,315	14,093	12.6	5,880	8,754	14,634	11.2
Total	48,739	51,472	100,211	100.0	54,919	57,104	112,023	100.0	64,192	66,311	130,503	100.0

Source: U. S. Bureau of the Census and SEWRPC.

Table 80

**ACTUAL AND ALTERNATIVE FUTURE HOUSEHOLD LEVELS IN THE
KENOSHA URBAN PLANNING DISTRICT, KENOSHA COUNTY, AND SOUTHEASTERN WISCONSIN: 1960-2010**

Area	Total Households									
	Actual				Intermediate-Growth Scenario			High-Growth Scenario		
					Change 1990-2010		Total 2010	Change 1990-2010		Total 2010
	1960	1970	1980	1990	Number	Percent		Number	Percent	
Kenosha Urban Planning District	25,300	29,700	34,700	37,100	8,400	22.6	45,500	12,000	32.3	49,100
Kenosha County	29,500	35,500	43,100	47,000	12,100	25.7	59,100	14,700	31.3	61,700
Southeastern Wisconsin Region	465,900	536,500	628,000	676,100	98,200	14.5	774,300	180,200	26.7	856,300

NOTE: The intermediate-growth and high-growth scenarios are the intermediate-growth centralized and high-growth centralized alternatives, respectively, set forth in SEWRPC Planning Report No. 40, A Regional Land Use Plan for Southeastern Wisconsin--2010.

Source: SEWRPC.

Table 81

**ACTUAL AND ALTERNATIVE FUTURE HOUSEHOLD LEVELS IN THE
KENOSHA URBAN PLANNING DISTRICT BY MINOR CIVIL DIVISION: 1980-2010**

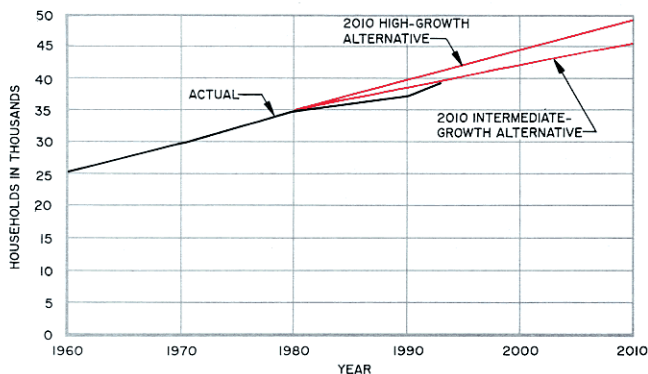
Civil Division ^a	Total Households							
	1980	1990	Intermediate-Growth Scenario			High-Growth Scenario		
			Change: 1990-2010		Total 2010	Change: 1990-2010		Total 2010
			Number	Percent		Number	Percent	
City of Kenosha	29,700	31,500	3,400	10.8	34,900	5,400	17.1	36,900
Village of Pleasant Prairie	3,000	3,400	4,300	126.5	7,700	5,700	167.6	9,100
Town of Somers	2,000	2,200	700	31.8	2,900	900	40.9	3,100
District Total	34,700	37,100	8,400	22.6	45,500	12,000	32.3	49,100

^aActual and projected household levels presented on this table are based upon an approximation by U. S. Public Land Survey quarter section of the future areas of the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers as specified in their long-range boundary agreements. The projected household levels by Land Survey quarter section were prepared at a systems level of planning under the regional planning program; they are intended to provide a planning framework which is to be refined and detailed through local planning efforts. The community-level projections presented herein, based as they are upon a systems level of planning, may be expected to differ from the planned distribution of households within the Planning District recommended under the new comprehensive plan for the District presented in Chapter XI of this report.

Source: SEWRPC.

Figure 17

**ACTUAL AND ALTERNATIVE
FUTURE HOUSEHOLD LEVELS IN THE
KENOSHA URBAN PLANNING DISTRICT: 1960-2010**



NOTE: THE INTERMEDIATE-GROWTH AND HIGH-GROWTH ALTERNATIVES ARE THE INTERMEDIATE-GROWTH CENTRALIZED AND HIGH-GROWTH CENTRALIZED ALTERNATIVES, RESPECTIVELY, SET FORTH IN SEWRPC PLANNING REPORT NO. 40, A REGIONAL LAND USE PLAN FOR SOUTHEASTERN WISCONSIN 2010

Source: SEWRPC.

As already noted, the high-growth scenario envisions that “traditional” patterns of household composition would prevail and that households consisting of a husband, wife, and children will constitute the dominant type, although the average number of children in the households would be lower than in the past. Under this scenario, the average number of persons per household in the Planning District would decrease slightly, from

about 2.63 persons in 1990 to about 2.58 persons in the year 2010. The intermediate-growth scenario envisions that the traditional patterns of household composition would be less dominant and that single-parent and single-person households would be more prevalent than under the high-growth scenario, although the historic increase in these household types would be moderated somewhat. Under the intermediate-growth scenario, the average household size would decrease to about 2.39 persons by the year 2010.

On the basis of the actual count of households from the 1990 census and the record of residential building permit authorizations since 1990, it is estimated that the total number of households in the Planning District stood at 39,300 in 1993.¹ This closely approximates the number of households, 39,400, envisioned for the District under intermediate growth-scenario in 1993. It is 4 percent less than the number of households envisioned for the District under the high-growth scenario, 40,900.

¹The estimated number of households for the District in 1993 was derived as the number of households reported in the 1990 Federal Census, 37,149, plus the number of additional households created since 1990, estimated as the number of housing units authorized for construction in 1990, 1991, and 1992, 2,205, reduced by 2.4 percent, the 1990 housing vacancy rate.

Table 82

**ACTUAL AND ALTERNATIVE FUTURE JOB LEVELS IN THE
KENOSHA URBAN PLANNING DISTRICT, KENOSHA COUNTY, AND SOUTHEASTERN WISCONSIN: 1972-2010**

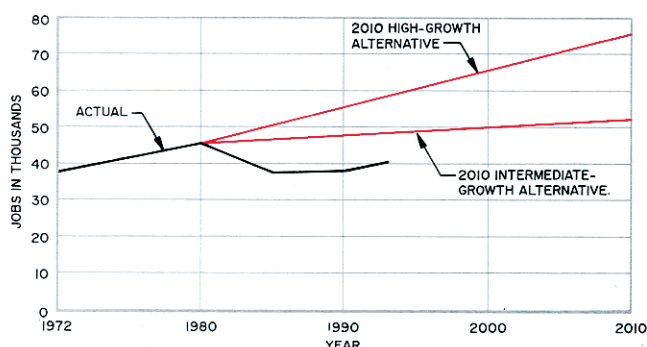
Area	Total Jobs								
	Actual			Intermediate-Growth Scenario			High-Growth Scenario		
				Change 1990-2010		Total 2010	Change 1990-2010		Total 2010
	1972	1980	1990	Number	Percent		Number	Percent	
Kenosha Urban Planning District	38,100	45,700	38,300	13,600	35.5	51,900	37,000	96.6	75,300
Kenosha County	40,700	50,100	46,500	16,500	35.5	63,000	42,400	91.2	88,900
Southeastern Wisconsin Region	748,900	884,200	990,300	104,700	10.6	1,095,000	261,300	26.4	1,251,600

NOTE: The intermediate- and high-growth scenarios are the intermediate-growth centralized and high-growth centralized alternatives, respectively, set forth in SEWRPC Planning Report No. 40, A Regional Land Use Plan for Southeastern Wisconsin—2010.

Source: SEWRPC.

Figure 18

**ACTUAL AND ALTERNATIVE
FUTURE JOB LEVELS IN THE KENOSHA
URBAN PLANNING DISTRICT: 1972-2010**



NOTE: THE INTERMEDIATE-GROWTH AND HIGH-GROWTH ALTERNATIVES ARE THE INTERMEDIATE-GROWTH CENTRALIZED AND HIGH-GROWTH CENTRALIZED ALTERNATIVES, RESPECTIVELY, SET FORTH IN SEWRPC PLANNING REPORT NO. 40, A REGIONAL LAND USE PLAN FOR SOUTHEASTERN WISCONSIN 2010.

Source: SEWRPC.

FUTURE JOB LEVELS

The number of jobs envisioned in the Planning District under the intermediate- and high-growth scenarios is presented in Table 82 and Figure 18. Attendant community-level job projections, reflecting the future areas of the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers as set forth in their mutual boundary agreements, are presented in Table 83. Under an intermediate-growth scenario, the number of jobs in the District would increase to a level of about 51,900 in 2010, an increase of about 13,600 jobs, or 36 percent, over the 1990 level of 38,300. The relative increase of 36 percent envisioned for the District under this alternative is more than triple the relative rate of increase, 11 percent, envisioned for the seven-

county Region. Under a high-growth alternative, the number of jobs in the District would increase to a level of 75,300, almost double the 1990 level and well in excess of the 26 percent increase anticipated for the Region overall under this alternative.

As indicated in Figure 19, the increase in job levels under the respective scenarios would be accompanied by a change in the industry mix of employment. Under both scenarios, the largest increases would occur in the service sector and in the manufacturing and wholesaling sector.

Actual job levels in the Planning District decreased markedly during the national economic recession of the early 1980s. Total jobs in the District stabilized between 1985 and 1990, despite the closing of the Chrysler automobile assembly plant in 1988. Since 1990, job levels have rebounded somewhat from the reduced levels of the 1980s, reflecting, to a large extent, the rapid employment growth at the LakeView Corporate Park in Village of Pleasant Prairie and the City of Kenosha industrial parks. Job levels currently lag behind, but appear to be approaching, those envisioned under the intermediate-growth scenario. The total number of jobs in the District was estimated at 41,000 in 1993, about 15 percent less than the employment level, 48,400 jobs, anticipated under the intermediate-growth scenario.² The estimated total number of jobs in the

²Total jobs in Kenosha County stood at 49,700 in 1993. The 1993 job estimate for the District assumes that the District accounted for the same portion of the total County employment in 1993 as in 1990, just over 82 percent.

Table 83

**ACTUAL AND ALTERNATIVE FUTURE JOB LEVELS IN THE
KENOSHA URBAN PLANNING DISTRICT BY MINOR CIVIL DIVISION: 1980-2010**

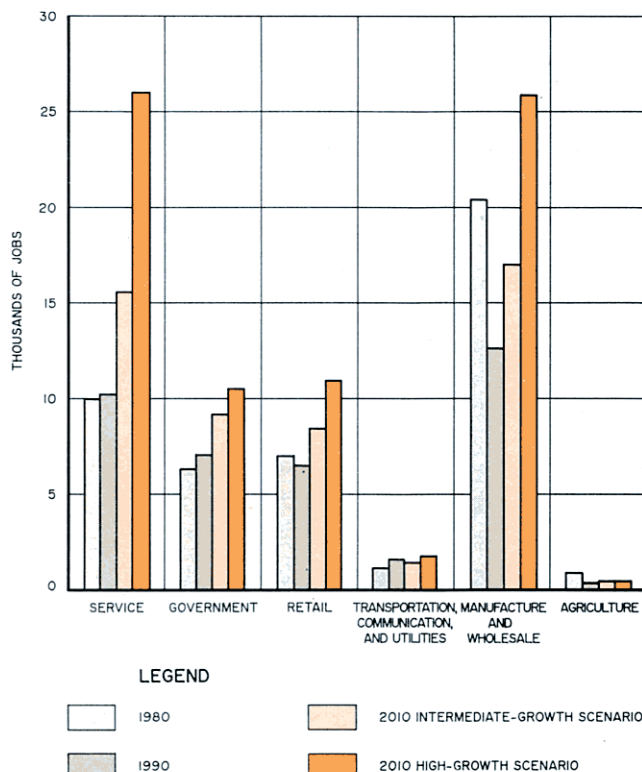
Civil Division ^a	Total Jobs							
	1980	1990	Intermediate-Growth Scenario			High-Growth Scenario		
			Change: 1990-2010		Total 2010	Change: 1990-2010		Total 2010
			Number	Percent		Number	Percent	
City of Kenosha	40,400	32,300	4,100	12.7	36,400	14,900	46.1	47,200
Village of Pleasant Prairie	3,200	3,600	9,100	252.8	12,700	21,200	588.9	24,800
Town of Somers	2,100	2,400	400	16.7	2,800	900	37.5	3,300
District Total	45,700	38,300	13,600	35.5	51,900	37,000	96.6	75,300

^aActual and projected job levels presented on this table are based upon an approximation by U. S. Public Land Survey quarter section of the future areas of the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers as specified in their long-range boundary agreements. The projected job levels by Land Survey quarter section were prepared at a systems level of planning under the regional planning program; they are intended to provide a planning framework which is to be refined and detailed through local planning efforts. The community-level projections presented herein, based as they are upon a systems level of planning, may be expected to differ from the planned distribution of jobs within the Planning District recommended under the new comprehensive plan for the District presented in Chapter XI of this report.

Source: SEWRPC.

Figure 19

**ACTUAL AND ALTERNATIVE FUTURE
JOB LEVELS BY INDUSTRY GROUP IN THE
KENOSHA URBAN PLANNING DISTRICT: 1980-2010**



Source: SEWRPC.

District in 1993 was about 30 percent less than the level of 58,500 jobs anticipated under the high-growth scenario.

SELECTED FORECAST

At a meeting on April 13, 1995, the Advisory Committee for the District planning program determined that the new comprehensive plan for the District should be designed to accommodate the population and economic activity levels envisioned under the high-growth scenario, with certain modifications. This determination by the Committee is based upon the following considerations:

1. That while actual population and employment levels in the District currently most closely approximate those envisioned under the intermediate-growth scenario, the rates of growth in population and employment since 1990 more closely approximate the growth rates envisioned under the high-growth scenario.
2. That the current relatively high growth rates in the District may be reasonably expected to continue given the location of the District within the Milwaukee-Chicago corridor, with its proximity to the rapidly developing Northeastern Illinois area, and, further, given the widespread availability of public utilities within the District, which serves

not only to accommodate, but to foster, new urban growth.

Specifically, the Committee determined that the comprehensive plan should be designed to accommodate a resident population of 130,500 persons in the year 2010, as projected under a high-growth scenario. This represents an increase of about 30,300 persons, or about 30 percent, over the 1990 level of 100,200 persons. The Committee further determined that the plan should anticipate a continuation in the decline of the size of households in the District. The decline in household size assumes that historic changes in household composition, including a decrease in the relative proportion of traditional family households and an increase in the relative proportion of single-person households, will continue in the District during the planning period. Thus, household size within the District is envisioned to decrease from the 1990 level of 2.63 persons per household to about 2.39 persons per household in the plan design year 2010, a decrease

of about 9 percent. Under this assumption, the number of households, within the District would increase from 37,100 in 1990, to 52,900 in the plan design year 2010, an increase of about 43 percent.

The projections set forth in this chapter indicated an employment level of about 75,000 jobs in the District by the year 2010 under a high-growth scenario, about double the 1990 level. While recognizing the potential for rapid job growth in the District, the Advisory Committee, nevertheless, deemed that job level too high. On the basis of the preliminary results of work by the Regional Planning Commission in the preparation of a third generation of employment forecasts, the Committee determined that a year 2010 employment level of about 62,000 jobs would be more representative of high-growth conditions in the District. Accordingly, the Committee directed that the comprehensive plan be prepared for a year 2010 employment level of about 62,000 jobs, an increase of about 23,700 jobs, or 62 percent, over the 1990 level.

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Chapter XI

RECOMMENDED PLAN

INTRODUCTION

A comprehensive plan is an official statement setting forth a municipality's major objectives concerning the desirable physical development of the community. The comprehensive plan includes a land use element, consisting of recommendations concerning the type, amount, and spatial location of the various land uses required to serve the needs of the area residents and industries, and plan elements pertaining to public utilities and facilities required to support the proposed land uses.

This chapter presents a comprehensive plan for the Kenosha Urban Planning District, consisting of that portion of Kenosha County located east of IH 94, including the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers. The first section of this chapter describes the major plan determinants, or factors which were considered in the preparation of the plan. Subsequent sections present plan proposals concerning land use, community facilities, transportation facilities, public utilities, and outdoor recreation sites and facilities.

PLAN DETERMINANTS

Population Forecast

The population forecast selected by the Advisory Committee for use in the plan design process envisions that the Kenosha Urban Planning District would reach a level of approximately 130,500 persons by the year 2010. This level represents an increase of about 30,300 persons, or about 30 percent, over the 1990 level. This population forecast is based upon the high-growth alternative future scenario, described in Chapter X of this report. It is further envisioned that household size within the Planning District would continue to decline, with the average household size decreasing from 2.63 persons per household in 1990 to about 2.39 persons in 2010. This population level would require about 54,500 housing units in the year 2010, an increase of about 15,800, or 41 percent, over the 1990 level.¹

¹Under the high-growth forecast, about 126,400 persons, or 97 percent of the total resident population of 130,500 persons, would reside in households; the balance would reside in "group quarters," such

Employment Forecast

The employment forecast selected by the Advisory Committee for use in the plan design process envisions that total employment in the District would increase to about 62,000 jobs by the year 2010, a level considered by the Committee to be reasonably representative of high-growth conditions within the District. This represents an increase of about 23,700 jobs, or 62 percent, over the 1990 employment level.

Objectives and Standards

Chapter IX of this report sets forth the objectives and standards that guided the preparation of the land use plan. The per capita and accessibility standards were two of the more important considerations in the design of the recommended land use plan. The per capita standards were used to help estimate the number of acres in each land use category which may be expected to be needed to serve the resident population by the plan design year 2010. Accessibility standards, expressed as a service radius for facilities such as parks, schools, and shopping areas, were used to distribute needed facilities in locations that will be convenient to the population to be served.

Previous Plans

As indicated in Chapter VIII of this report, there is a long history of planning for orderly growth and development in the Kenosha area. Benchmark plans for the District include the 1925 comprehensive plan for the City of Kenosha and the 1967 comprehensive plan for the Planning District. More recently, development plans have been prepared for portions of the District, such as the land use and transportation system development plan for the IH 94 freeway corridor,² the corridor land use plan prepared by the City of Kenosha for the west-central

as college dormitories and nursing homes. Assuming an average household size of 2.39 persons and assuming a normal housing vacancy rate of 3 percent, a total of 54,500 dwelling units would be required in the Planning District by the year 2010.

²SEWRPC Community Assistance Planning Report No. 200, A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, 1991.

area of the Planning District,³ and neighborhood development and redevelopment plans prepared by the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers. These plans were described in Chapter VIII. Salient recommendations of these plans have been incorporated as appropriate into the new comprehensive plan for the Planning District.

Urban Service Area

A planned sanitary sewerage service area, or urban service area, was delineated and adopted by the City of Kenosha, the Village of Pleasant Prairie, the Town of Somers, and the Regional Planning Commission in 1985 and is documented in SEWRPC Community Assistance Planning Report No. 106, Sanitary Sewer Service Areas for the City of Kenosha and Environs. That plan has been amended four times, in 1987, 1990, 1991, and 1992. The northernmost portion of the Town of Somers is included in the planned sanitary sewer service area of the City of Racine. The planned sewer service area for the City of Racine is documented in SEWRPC Community Assistance Planning Report No. 147, Sanitary Sewer Service Area for the City of Racine, and amending reports, including a 1990 amendment which modified the Racine sewer service area in the Town of Somers. The extent of the currently approved sanitary sewer service areas within the Planning District is shown on Map 89.

As reported in Chapter VI, a set of coordinated sanitary sewerage and water supply system plans was completed for the greater Kenosha area in 1992. The preparation of the plans was necessitated by, and the plans were designed to meet, the rapid urban development being experienced, and anticipated to continue, in the area. The utility study recommended expansion of the currently approved sanitary-sewer service area into outlying areas of the District. The additional sewer area recommended by the utility study is also shown on Map 89.

The urban service area used as a basis for the preparation of the comprehensive plan for the District was based upon that recommended in the utility study. Certain adjustments were made to the urban service area recommended in the utility study, however, in light of the more detailed land use analyses conducted under the comprehensive plan. One such adjustment was the inclusion in the urban service area of lands in the Village of

Pleasant Prairie located south of 116th Street between STH 32 and the Chicago & North Western Railway. All other changes pertain to the Town of Somers. The most significant change in the Somers urban service area were the adjustments made in the irregular urban service area boundary in the Somers village area along CTH E, west of STH 31, and the addition of land for future industrial development north of the Kenosha Regional Airport. Other changes in the Somers area were made in the interest of adhering more closely to property boundary and land survey lines. The urban service area recommended in the comprehensive plan is also shown on Map 89.

Rural Service Area

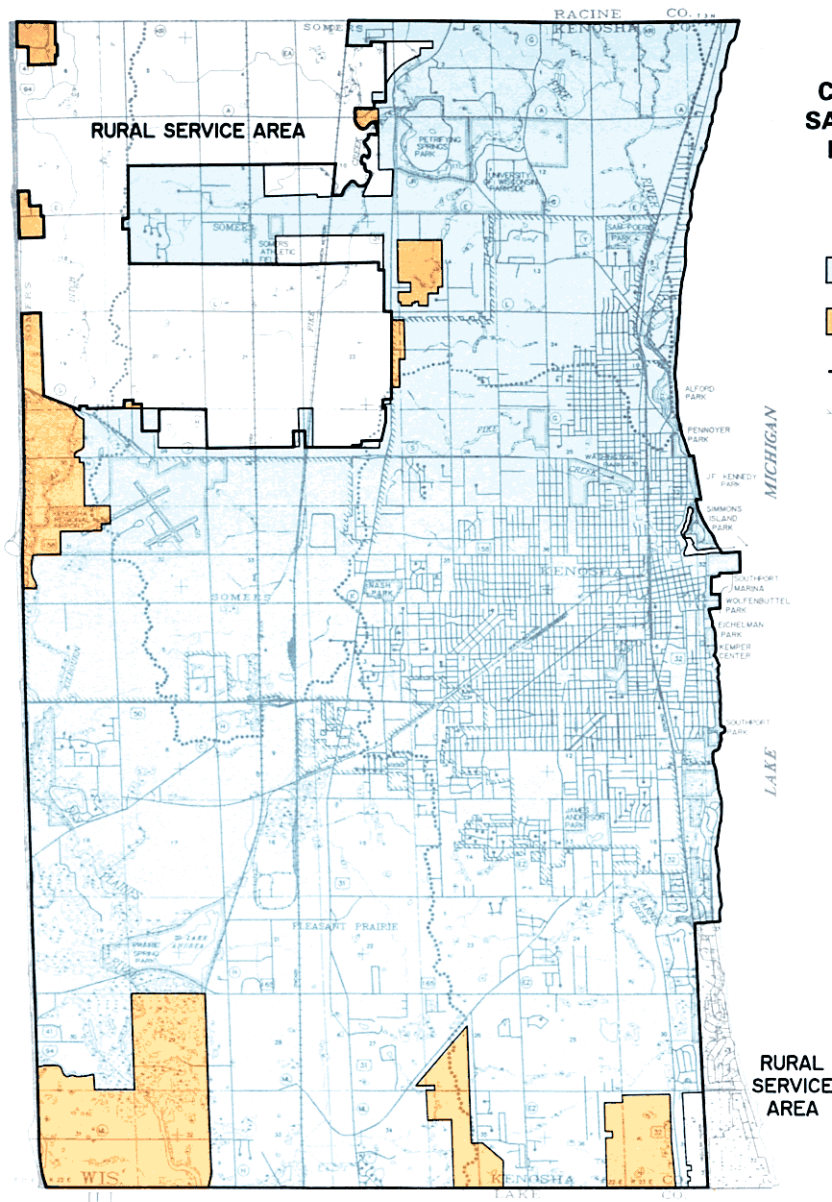
Lands lying outside the proposed urban service area boundary comprise the proposed rural service area. As shown on Map 89, most of the proposed rural service area is located in the Town of Somers. It is recommended that lands in the Town of Somers rural service area remain in agricultural and other open space uses until at least after 2010. No additional intensive urban development is recommended in the Somers rural service area during the planning period. The small balance of the proposed rural service area is located in the southeasternmost portion of the Village of Pleasant Prairie. Public sanitary sewerage and water supply services are not recommended to be provided in the Pleasant Prairie rural service area. However, the plan envisions infill development on existing lots in residential enclaves in this area which have been designated for such infilling under the land use plan for the Chiwaukee Prairie-Carol Beach area⁴

Municipal Boundary and Urban Service Area Agreements

The City of Kenosha, in conjunction with the Kenosha Water Utility, has entered into agreements with both the Town of Somers and the Village of Pleasant Prairie governing the provision of utility services and providing a basis for the establishment of municipal boundaries. These agreements were intended to facilitate the adjustment of irregular municipal boundaries to effect more efficient provision of municipal services by the local units of government and to expedite the provision of public services, including sanitary sewerage and water supply services. These agreements were described Chapter VIII of this report.

⁴SEWRPC Community Assistance Planning Report No. 88, A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, 1985.

³City of Kenosha, Corridor Land Use Plan, 1991.



Source: SEWRPC.

The aforementioned agreements were duly considered in the delineation of potential corporate limits for the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers in the preparation of the comprehensive plan. The agreement between the City of Kenosha and the Village of Pleasant Prairie provides for no further changes in the mutual boundary between these two municipalities within the District; therefore, their current mutual corporate limits are reflected on the comprehensive plan map. The agreement between the City of Kenosha and the Town of Somers identifies areas which are reserved for future expansion of the City; under the agreement, property in that area

must be annexed to the City prior to provision of sanitary sewerage and water supply services. The City of Kenosha corporate limits shown on the comprehensive plan map include those areas identified in the Kenosha-Somers agreement as reserved for future expansion of the City.

Neighborhoods

Inherent in the development of the comprehensive plan is the concept, long espoused by the Regional Planning Commission, that an urban area should be formed of, and developed in, a number of spatially organized, individually planned neighborhood units rather than as a single, large, formless mass.

Insofar as practicable, each residential neighborhood or special-purpose development unit should be bounded by arterial streets; major park, parkway, or institutional areas; bodies of water; or other natural or cultural features that serve to clearly define and physically separate it from surrounding units. Ideally, each residential neighborhood should provide those public facilities needed by the household, such as a public elementary school, local park, and local shopping facilities. As a practical matter, given the trends toward lower residential densities and given changes in the urban land market particularly with respect to commercial development, it is often necessary for a single elementary school to serve two or more neighborhoods and for a single neighborhood retail and service center to serve three or four neighborhoods.

A total of 69 residential neighborhoods have been identified within the Planning District in the land use plan (see Map 90). The neighborhoods were delineated so that they are bounded, insofar as possible, by rivers and streams such as the Des Plaines River, Kilbourn Ditch, and Pike Creek; railroads; arterial highways such as STH 31, STH 50, STH 165, and STH 32; and existing and planned county and local arterial streets and highways. Ideally, arterial streets and railroads should not penetrate neighborhoods; however, in some situations, arterial streets are so close together that the inclusion of some arterial streets within some residential neighborhoods was unavoidable.⁵

In addition to the 69 residential neighborhoods, 17 special planning districts have also been identified in the land use plan. Land uses within the special planning districts are primarily industrial, commercial, park and recreational, or institutional or a combination of these uses, with residential use constituting a relatively small percentage of each such district.

⁵The comprehensive plan identifies as a residential neighborhood each of the neighborhoods and sub-neighborhoods within the City of Kenosha previously identified on Map 21 in Chapter IV of this report. City officials requested that the identity of the sub-neighborhoods be maintained in the preparation of the comprehensive plan. It should be noted that population levels within the subneighborhoods and certain other central city neighborhoods are lower than what may be expected in a developing neighborhood in an outlying area.

Map 90 also shows the recommended location of proposed elementary schools, parks, and retail and service centers in relation to the neighborhoods and to existing neighborhood facilities.⁶ Plan recommendations with respect to each type of facility are presented later in this chapter. It should be noted that, even though the plan designates a specific location for each of the facilities on the basis of preliminary analysis, final selection of sites should be based on a detailed development plan for each neighborhood.

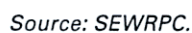
Relationship to Other Planning

It is important to recognize the relationship between the comprehensive plan for the District presented here and other levels of planning. As conceived by the Regional Planning Commission, the process of planning for the physical development of an area should begin with regional, or areawide, planning, then proceed to community-level planning, and culminate in the preparation of precise neighborhood or special-district development plans. Within this hierarchy, the preparation of the District comprehensive plan represents the second level of planning, that is, community-level planning.

The comprehensive plan for the District was prepared within the framework of a set of regional plans which helped to identify the overall level of development to be accommodated and the general location of such development, including locations for major commercial, industrial, governmental, and utility centers. The comprehensive plan for the Kenosha Planning District serves to refine and detail the systems level recommendations of the regional plans. It identifies neighborhoods and special planning areas, as noted above; it recom-

⁶Map 90 shows general sites for neighborhood facilities needed within the proposed urban service area, as well as general sites for neighborhood facilities outside the proposed urban service area in the Hawthorne, Village North, Village Center, Village South, and Pike Creek neighborhoods in the Town of Somers which may be expected to be needed upon full development of those neighborhoods. Facility locations outside the proposed urban service area in those neighborhoods are identified on Map 90 in order that the units of government concerned may reserve land for future neighborhood parks and schools in anticipation of full development of those neighborhoods. In the balance of this chapter, attention is focused on neighborhood facilities located within the proposed urban service area.

NEIGHBORHOODS AND SPECIAL-PURPOSE PLANNING DISTRICTS AND NEIGHBORHOOD FACILITIES IN THE KENOSHA URBAN PLANNING DISTRICT



mends an overall, or average, density for each residential neighborhood; it provides a recommended distribution of population, households, and employment among the neighborhoods and special planning districts; and it identifies general site locations for needed neighborhood and community facilities.

Within the context of a community plan, detailed neighborhood and special-district development plans should be prepared for each neighborhood or special district where significant growth or change are expected; redevelopment plans should be prepared for older neighborhoods which are showing signs of deterioration. Neighborhood development plans provide a design for the layout of lots and blocks, designate residential structure types, and identify specific sites for the location of neighborhood parks, schools, and retail and service centers which are recommended, on a general-site basis, in the community plan.

It is intended that the community-level comprehensive plan presented here be followed by neighborhood and special-district planning efforts undertaken to refine and detail the comprehensive plan, resulting in precise development plans for each neighborhood or special district, as appropriate.

LAND USE PLAN

The recommended land use plan for the Kenosha Urban Planning District is summarized graphically in Map 91. A quantitative summary of the plan for the District as a whole is presented in Table 84 and for the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers individually in Table 85. The land use plan allocates land to the various urban and rural land use categories as needed to accommodate the forecast increases in population, households, and employment, previously set forth, in a manner that is consistent with the development objectives presented in Chapter IX.

In designing the land use plan, it was found that, under full development conditions, the proposed urban service area would be able to accommodate population, household, and employment levels greater than envisioned for the Planning District, even under a high-growth scenario, by the year 2010. Larger blocks of land within the planned urban service area which are not expected to be needed for urban use until after the year 2010 are identified as residential, commercial, and industrial

“reserves.” It is recommended that the development of those reserves be discouraged until after the year 2010.

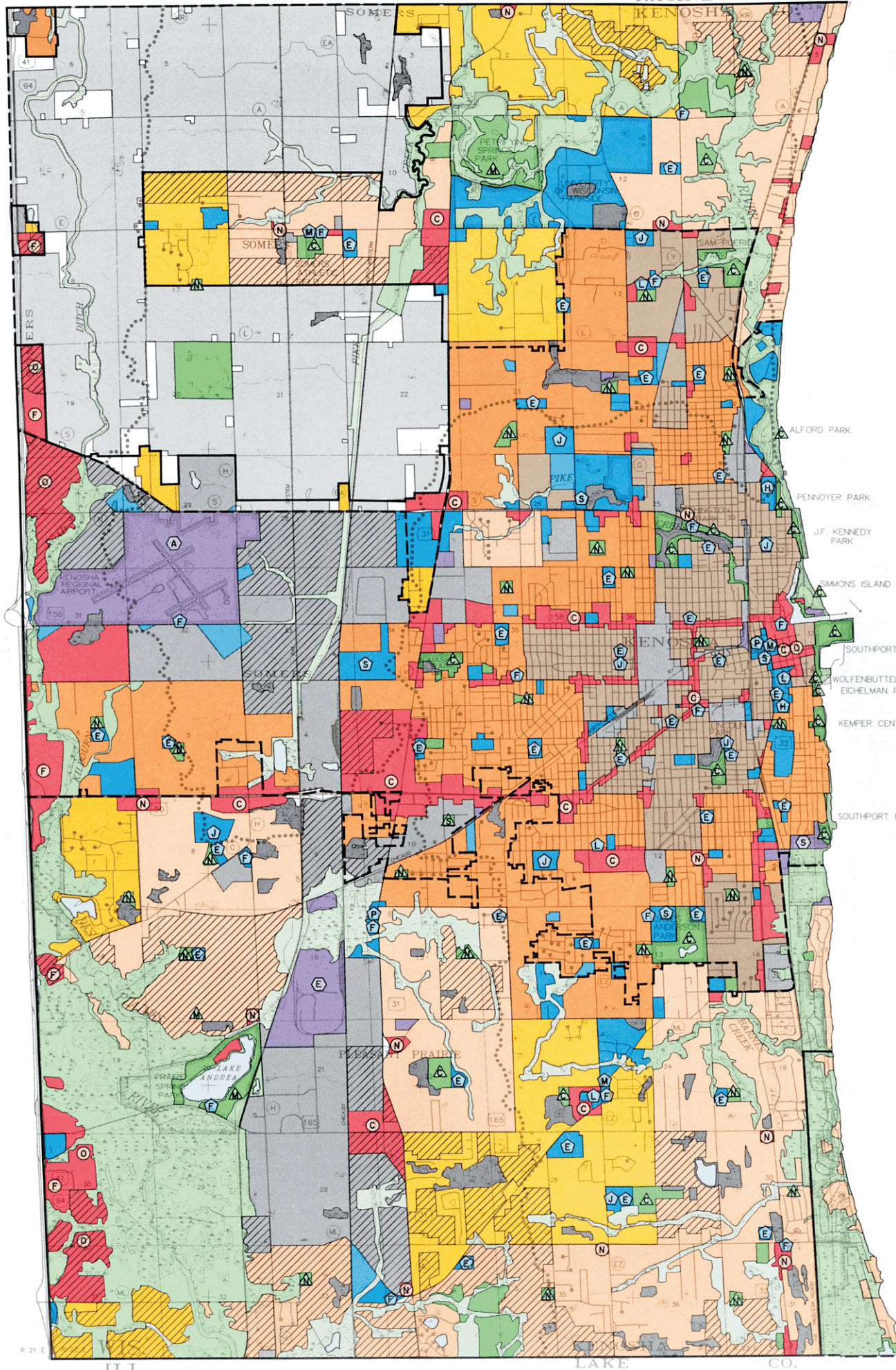
It was further found in the plan design process, that, even when the urban reserve areas are excluded, the areas identified for residential, commercial, and industrial use by 2010 would still be able to accommodate population and employment levels somewhat greater than envisioned under a high-growth scenario. In this respect, only about three-fourths of the developable land within the identified residential, commercial, and industrial areas would actually be needed through the year 2010. Given the widespread availability of public sanitary sewerage and water supply services within the District, it was impossible in the plan design process to identify more specifically the lands which should be developed for urban use by the year 2010. It should be noted that the designation in this manner of additional residential, commercial, and industrial land does provide flexibility for the urban land market. The designation of additional commercial and industrial land is, moreover, consistent with the practice of many firms of acquiring land in excess of current needs in anticipation of future facility expansion.

Residential Land

Under the plan, residential lands in the Planning District would increase from about 8,400 acres in 1990 to about 12,800 acres in the year 2010, an increase of about 4,400 acres, or 52 percent. Almost all of the planned increase would occur in the proposed urban service area. Within the proposed sewer service area, residential lands would increase by about 1,500 acres, or 32 percent, in the City of Kenosha; by about 1,900 acres, or 78 percent, in the Village of Pleasant Prairie; and by about 1,000 acres, or 83 percent, in the Town of Somers. Under the plan, residential growth outside the proposed urban service area would occur primarily as infill development in the southeastern portion of the Village of Pleasant Prairie, in areas previously designated for such use in the land use plan for the Chiwaukee Prairie-Carol Beach area.

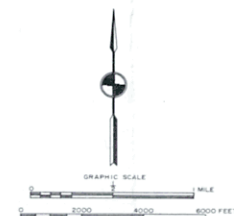
Under the plan, a residential density has been recommended for each neighborhood, taking into account the density of existing development as of 1990, residential development which has taken place or been committed since 1990, existing neighborhood plans, existing zoning, and information regarding community preferences obtained in consultations with local planning staffs and officials.

**RECOMMENDED LAND USE PLAN FOR THE
KENOSHA URBAN PLANNING DISTRICT: 2010**



LEGEND

- LOW DENSITY RESIDENTIAL (19,000 SQUARE FEET OR MORE PER DWELLING UNIT)
- LOWER-MEDIUM DENSITY RESIDENTIAL (12,000 TO 18,999 SQUARE FEET PER DWELLING UNIT)
- UPPER-MEDIUM DENSITY RESIDENTIAL (6,200 TO 11,999 SQUARE FEET PER DWELLING UNIT)
- HIGH DENSITY RESIDENTIAL (LESS THAN 6,200 SQUARE FEET PER DWELLING UNIT)
- INDUSTRIAL
- COMMERCIAL
 - N NEIGHBORHOOD RETAIL AND SERVICE CENTER
 - C COMMUNITY RETAIL AND SERVICE CENTER
 - F FREEWAY-ORIENTED RETAIL AND SERVICE CENTER
 - O OFFICE CENTER
- GOVERNMENTAL AND INSTITUTIONAL
 - M MUNICIPAL ADMINISTRATIVE OFFICES
 - F FIRE STATION
 - P POLICE STATION
 - H HOSPITAL
 - L REGIONAL BRANCH LIBRARY
 - E PUBLIC ELEMENTARY SCHOOL
 - J PUBLIC JUNIOR HIGH SCHOOL
 - S PUBLIC SENIOR HIGH SCHOOL
- RECREATIONAL
 - M MAJOR PARK
 - C COMMUNITY PARK
 - N NEIGHBORHOOD PARK
 - S SPECIAL USE SITE
- TRANSPORTATION AND UTILITY
 - A AIRPORT
 - S SEWAGE TREATMENT PLANT
 - E ELECTRIC POWER GENERATION PLANT
- PRIMARY ENVIRONMENTAL CORRIDOR
- SECONDARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- OTHER OPEN LAND TO BE PRESERVED
- PRIME AGRICULTURAL LAND
- OTHER AGRICULTURAL AND RURAL LAND
- SURFACE WATER
- URBAN RESERVES**
 - LOW DENSITY RESIDENTIAL
 - LOWER-MEDIUM DENSITY RESIDENTIAL
 - INDUSTRIAL
 - COMMERCIAL
 - GOVERNMENTAL AND INSTITUTIONAL
 - RECREATIONAL
- PLANNED CORPORATE LIMIT
- PROPOSED URBAN SERVICE AREA BOUNDARY



Source: SEWRPC.

Table 84

1990 EXISTING AND 2010 PLANNED LAND USE IN THE KENOSHA URBAN PLANNING DISTRICT

Land Use Category	1990 (acres)	Changes: 1990-2010		2010 (acres)
		Acres	Percent	
Urban Service Area				
Urban Lands				
Residential				
In High-Density Neighborhoods	1,855	223	12.0	2,078
In Upper-Medium-Density Neighborhoods	3,215	1,363	42.4	4,578
In Lower-Medium-Density Neighborhoods	1,640	1,935	118.0	3,575
In Low-Density Neighborhoods	1,517	830	54.7	2,347
Subtotal	8,227	4,351	52.9	12,578
Commercial	750	634	84.5	1,384
Industrial	713	1,038	145.6	1,751
Transportation, Communication, and Utility ^a	4,961	1,869	37.7	6,830
Institutional	1,145	494	43.1	1,639
Recreational	1,014	607	59.9	1,621
Nonurban Lands				
Urban Reserves				
Residential	0	3,859	--	3,859
Commercial	0	853	--	853
Industrial	0	1,670	--	1,670
Transportation, Communication, and Utility ^a	0	1,676	--	1,676
Other	0	389	--	389
Other Open Land ^b	29,240	-17,440	-59.6	11,800
Total Urban Service Area	46,050	0	0.0	46,050
Rural Service Area				
Urban Lands				
Residential	216	45	20.8	261
Transportation, Communication, and Utility ^a	412	0	0.0	412
Other	179	0	0.0	179
Nonurban Lands				
Prime Agricultural Land	6,891	0	0.0	6,891
Other Agricultural Land	442	0	0.0	442
Other Open Land ^c	757	-45	-5.9	712
Total Rural Service Area	8,897	0	0.0	8,897
Total District	54,947	0	0.0	54,947

^aIncludes street and highway rights-of-way.

^bIncludes water, wetlands, woodlands, agricultural lands, and unused lands.

^cIncludes water, wetlands, woodlands, and unused lands.

Source: SEWRPC.

The density categories are expressed in terms of net residential site area per dwelling unit as follows: high-density, less than 6,200 square feet per dwelling unit; upper-medium-density, 6,200 to 11,999 square feet per dwelling unit; lower-medium-density, 12,000 to 18,999 square feet per dwelling unit; and low-density, more than 19,000 square feet

per dwelling unit. The recommended density represents an overall, or average, density for each neighborhood, calculated as the area devoted to residential use, exclusive of streets, divided by the total number of dwelling units. Such densities are not intended to be higher than permitted under local ordinances.

Table 85

**1990 EXISTING AND 2010 PLANNED LAND USE IN THE
KENOSHA URBAN PLANNING DISTRICT BY MINOR CIVIL DIVISION**

Land Use Category	Kenosha				Pleasant Prairie				Somers			
	1990 (acres)	Changes: 1990-2010		2010 (acres)	1990 (acres)	Changes: 1990-2010		2010 (acres)	1990 (acres)	Change: 1990-2010		2010 (acres)
		Acres	Percent			Acres	Percent			Acres	Percent	
Urban Service Area												
Urban Lands												
Residential												
In High-Density Neighborhoods	1,840	221	12.0	2,061	15	2	13.3	17	0	0	0.0	0
In Upper-Medium-Density Neighborhoods	2,630	1,214	46.2	3,844	534	142	26.8	676	51	7	13.7	58
In Lower-Medium-Density Neighborhoods	98	34	34.7	132	1,074	1,367	127.3	2,441	468	534	114.1	1,002
In Low-Density Neighborhoods	19	-19	-100.0	0	838	407	48.6	1,245	660	442	67.0	1,102
Subtotal	4,587	1,450	31.6	6,037	2,461	1,918	77.9	4,379	1,179	983	83.4	2,162
Commercial	570	361	63.3	931	115	192	167.0	307	65	81	124.8	146
Industrial	565	373	66.0	938	114	573	502.6	687	34	92	270.6	128
Transportation, Communication, and Utility ^a	2,921	721	24.7	3,642	1,465	820	56.0	2,285	675	328	57.0	903
Institutional	733	235	32.1	968	115	175	152.2	290	297	84	28.3	381
Recreational	534	189	35.4	723	146	383	248.6	509	334	55	16.5	389
Nonurban Lands												
Urban Reserves												
Residential	0	503	--	503	0	2,455	--	2,455	0	901	--	901
Commercial	0	419	--	419	0	301	--	301	0	133	--	133
Industrial	0	974	--	974	0	665	--	665	0	31	--	31
Transportation, Communication, and Utility ^a	0	503	--	503	0	888	--	888	0	287	--	287
Other	0	143	--	143	0	141	--	141	0	105	--	105
Other Open Land ^b	8,332	-5,871	-70.5	2,461	15,368	-8,489	-55.2	6,879	5,540	-3,080	-55.6	2,460
Total Urban Service Area	18,242	0	0.0	18,242	19,784	0	0.0	19,784	8,024	0	0.0	8,024
Rural Service Area												
Urban Lands												
Residential	0	0	0.0	0	85	45	52.9	130	131	0	0.0	131
Transportation, Communication, and Utility ^a	0	0	0.0	0	71	0	0.0	71	341	0	0.0	341
Other	0	0	0.0	0	6	0	0.0	6	173	0	0.0	173
Nonurban Lands												
Prime Agricultural Land	0	0	0.0	0	0	0	0.0	0	6,891	0	0.0	6,891
Other Agricultural Land	0	0	0.0	0	0	0	0.0	0	442	0	0.0	442
Other Open Land ^c	0	0	0.0	0	542	-45	-8.3	497	215	0	0.0	215
Total Rural Service Area	0	0	0.0	0	704	0	0.0	704	8,193	0	0.0	8,193
Total Civil Division	18,242	0	0.0	18,242	20,488	0	0.0	20,488	16,217	0	0.0	16,217

Note: Data are based upon current boundary between the City of Kenosha and the Village of Pleasant Prairie and the future boundary between the City of Kenosha and the Town of Somers as set forth in the 1990 boundary-utility service agreement between the City and Town.

^aIncludes street and highway rights-of-way.

^bIncludes water, wetlands, woodlands, agricultural lands, and unused lands.

^cIncludes water, wetlands, woodlands, and unused lands.

Source: SEWRPC.

Within the proposed urban service area, about 200 acres, or 5 percent of the total planned increase, would occur in high-density neighborhoods; about 1,400 acres, or 33 percent, would occur in upper-medium-density neighborhoods; about 1,900 acres, or 44 percent, would occur in lower-medium-density neighborhoods; and about 800 acres, or 18 percent, would occur in low-density neighborhoods. As indicated in Table 85, within the City of Kenosha, most of the increase in residential land would occur in upper-medium-density neighborhoods; within the Village of Pleasant Prairie, most of the increase would occur in lower-medium-density neighborhoods; and within the Town of Somers the increase would be about evenly divided between lower-medium- and low-density neighborhoods.

As indicated in Tables 84 and 85, the plan envisions continued residential development within the proposed urban service area after the year 2010. This would occur in the form of infilling of lands designated on the plan map for development between through the year 2010 and through the development of the designated residential reserve areas. Residential reserves have been identified in the northern portion of the Town of Somers, as well as on the periphery of the Village of Somers along CTH E, and in the western and southern portions of the Village of Pleasant Prairie.

Commercial Land

The plan envisions that commercial lands of the District would increase from about 750 acres in

1990 to about 1,380 acres by the year 2010, an increase of about 630 acres, or about 85 percent. All of the proposed increase would occur within the proposed urban service area. The plan envisions an increase in commercial land of about 360 acres in the City of Kenosha, about 190 acres in the Village of Pleasant Prairie, and about 80 acres in the Town of Somers.

The plan identifies areas for a variety of potential commercial uses. These include neighborhood retail and service centers, community retail and service centers, freeway-oriented retail and service centers, and community office centers. Plan recommendations with respect to each of these categories follow.

Neighborhood Retail and Service Centers: Neighborhood retail and service centers provide a cluster of retail and service establishments oriented to meeting day-to-day retail and service needs of nearby residents. Typical uses in such centers may include convenience or small grocery stores, motor fuel stations, restaurants, pharmacies, laundry and dry cleaner outlets, barber or beautician shops, and other small retail and service establishments. Standards set forth in Chapter IX indicate that neighborhood retail and service centers should be five to 10 acres in area and indicate that such centers should have a service radius of about one mile in medium-density urban areas. New neighborhood retail and service centers should generally be located on the edge of a neighborhood, along an arterial street or at intersecting arterial streets. Such centers typically serve at least two neighborhoods.

The plan envisions a total of eight new neighborhood retail and service centers by the year 2010. This includes two centers located entirely within the Town of Somers, four centers located entirely in the Village of Pleasant Prairie, one center located partially in the Town of Somers and partially in the City of Kenosha, and one center located partially in the Village of Pleasant Prairie and partially in the City of Kenosha. The plan further envisions the development of two new neighborhood and retail service centers after the year 2010. Those sites are located in planned urban reserve areas in the Village of Pleasant Prairie, as shown on Map 91. The plan map designates a specific location for each new center on the basis of preliminary analysis. As previously noted, final selection of specific sites for neighborhood retail and service center development should be based on a detailed plan for each of the neighborhoods concerned.

Community Retail and Service Centers: Community retail and service centers provide a cluster of retail and service establishments oriented to the community as a whole, rather than to the immediate neighborhood. New community retail and service centers are typically anchored by a large grocery store. Such centers may include a number of other retail and service establishments, including, in some cases, discount or other department stores. Standards set forth in Chapter IX indicate that community retail and service centers should be at least 15 acres in area and indicate that such centers should have a service radius of about 1.5 miles in medium-density urban areas. New community retail and service centers should generally be located at the intersection of two arterial streets. New centers typically serve four or more neighborhoods.

The plan identifies a total of six new community retail and service center sites in the planning district by the year 2010. These include a location near the intersection of CTH E and STH 31 in the Town of Somers, one near the intersection of CTH S and STH 31 in the Town of Somers and City of Kenosha, one near the intersection of STH 31 and STH 50 in the City of Kenosha, one near the intersection of CTH H and STH 50 in the Village of Pleasant Prairie and City of Kenosha, one near the intersection of STH 165 and STH 31 in the Village of Pleasant Prairie, and one near the intersection of CTH ML and 39th Avenue in the Village of Pleasant Prairie. Development of the STH 31-STH 50 site in the City of Kenosha was under way in 1995. As in the case for the proposed neighborhood retail and service centers, final selection of specific sites for community retail and service center development should be based upon more detail neighborhood and special district plans.

Freeway-Oriented Retail and Service Centers: In the past 10 to 15 years, areas near freeway interchanges have become increasingly attractive for commercial development. Development of the Lakeside Marketplace near the IH 94-STH 165 interchange and the Kenosha Outlet Mall and adjacent commercial area near the IH 94-STH 50 interchange are indicative of this trend. The land use plan anticipates a continued strong demand for retail and service development along IH 94. The plan seeks to meet this demand through the year 2010 at three locations along IH 94 in the planning district. In this respect, the plan envisions the continued development of retail and service activity at Lakeside Marketplace in the Village of Pleasant

Prairie; continued development of the retail and service area located near the IH 94-STH 50 interchange, particularly in the area north of STH 50, east of IH 94, in the City of Kenosha; and a new retail and service center on a site located near the IH 94-CTH S interchange in the Town of Somers. It should be noted that the proposed retail and service development near the IH 94-STH 50 interchange would be part of a regional retail and service center located on either side of IH 94 at STH 50.

The plan further envisions the development of two additional freeway-oriented retail and service centers after the year 2010, shown as reserve areas on Map 91. One such center would be located near the IH 94-CTH E interchange in the Town of Somers, the other near the IH 94-CTH C interchange in the Village of Pleasant Prairie.

Office Centers: It may be expected that the retail and service centers envisioned under the plan will include some office development. In addition, the plan identifies certain areas as centers which are intended to be devoted more exclusively to office uses. Specifically the plan identifies community-level or larger office centers. By definition, a community office center accommodates 1000 or more office jobs.

The plan envisions two community office centers in the District by the year 2010. One center consists of the westerly portion of LakeView Corporate Park, located near the IH 94-STH 165 interchange in Pleasant Prairie. The other center is the Kenosha central business district. The central business district warrants designation as an office center, in addition to its designation as a retail and service center, because of its concentration of governmental, institutional, and commercial office space. Both of the identified office centers, it should be noted, are designated as regional office centers, under a high-growth scenario, under the year 2010 regional land use plan.

The plan envisions that additional community-level office centers would be developed after the plan design year 2010. Shown as reserve areas on Map 91, these include a center located adjacent to, and just south of, the aforementioned LakeView West office center in Pleasant Prairie and centers located along IH 94 on either side of CTH S, one in the City of Kenosha and the other in the Town of Somers.

Industrial Lands

The plan envisions that the area devoted to indus-

trial land uses within the District would increase from about 710 acres in 1990 to about 1,750 acres by the year 2010, an increase of about 1,040 acres, or about 146 percent, during the planning period. All of the proposed increase would occur within the proposed urban service area.

Within the City of Kenosha, the industrial land area would increase from about 570 acres in 1990 to about 940 acres by the year 2010. Much of the proposed industrial development in the City would occur in new industrial centers, including the Business Park of Kenosha, a new industrial park located west of CTH H, south of Kenosha Regional Airport, and other lands identified for future industrial use located east and south of the airport. Industrial development in the City would also occur through the infilling of existing industrial areas including Kenosha Industrial Park, located north of STH 158, west of STH 31; Westview Industrial Park, located at 52nd Avenue and 49th Street; and KMG industrial park, located at 39th Avenue and 43rd Street.

Within the Village of Pleasant Prairie, the industrial land area would increase by about 580 acres, from about 110 acres in 1990 to about 690 acres by the year 2010. Most of that anticipated increase would occur within the LakeView Corporate Park, a large-scale industrial center being developed by WISPARK, a subsidiary of Wisconsin Energy, Inc., located west of STH 31 on either side of STH 165,

Within the Town of Somers, industrial land would increase from about 30 acres in 1990 to about 130 acres by the year 2010. The additional land would be accommodated in a new industrial center located north of CTH S, north of the Kenosha Regional Airport.

As indicated in Tables 84 and 85, the plan envisions continued expansion of the industrial base of the District after 2010. This would occur through the infilling of industrial areas designated for development between 1990 and 2010 and through the development of the identified industrial reserves. The largest planned industrial reserves are located in the vicinity of the Kenosha Regional Airport in the City of Kenosha and along the Chicago & North Western Railway in the Village of Pleasant Prairie.

Other Urban Lands

Tables 84 and 85 indicate the increases in other urban land uses anticipated under the plan by the year 2010. As indicated, under the plan, transporta-

tion, communication, and utility lands, including streets and highways, would increase by about 1,900 acres; governmental and institutional lands would increase by about 500 acres; and lands in recreational use would increase by about 600 acres. Specific plan proposal regarding selected governmental-institutional uses and public recreational uses are presented in subsequent sections of this chapter.

Agricultural Lands

By the plan design year 2010, scattered remnants of agricultural land may be expected to remain in portions of the proposed urban service area, particularly in the urban reserve areas. However, only in the rural service area of the Planning District are larger blocks of farmland expected to remain intact.

In 1990, agricultural lands within the proposed rural service area encompassed about 7,300 acres, or 82 percent of the total area of the rural service area and 13 percent of the total area of the Planning District. Of this total, about 6,900 acres, or 94 percent, were identified as prime agricultural areas in the Kenosha County farmland preservation plan, adopted by the Kenosha County Board in 1982. Under that plan, prime agricultural areas were identified as farms meeting the following criteria: 1) the farm unit must be at least 35 acres in size, 2) at least 50 percent of the farm unit must be covered by soils meeting U. S. Soil Conservation Service criteria for national prime farmland or farmland of statewide importance, and 3) the farm unit must be part of farming area of at least 100 acres in size. Map 91 identifies those lands located in the proposed rural service area which were designated as prime agricultural areas under the County farmland preservation plan and which remained in agricultural use in 1990.

The plan envisions that the prime agricultural areas within the proposed rural service area would remain in agricultural use through the year 2010. Only agriculture-related uses would be accommodated in those areas. The plan further envisions that other agricultural land in the rural service area would remain in agricultural or other rural use during the planning period.

Environmentally Significant Areas

In order to guide land use development and redevelopment in the Planning District effectively into a pattern that is efficient, stable, safe, healthful, and attractive, it is necessary to consider carefully the location of the various land uses as they relate to the natural resource base of the area. Locating new

urban development outside the primary environmental corridors and other environmentally significant lands will serve to maintain a high level of environmental quality in the area and will also avoid the creation of serious and costly developmental problems such as flooding, wet basements, and failing foundations of buildings and pavements.

Environmental corridors, more fully described in Chapter III of this report, are linear areas in the landscape that contain concentrations of high-value elements of the natural resource base. By definition, primary environmental corridors are at least 400 acres in area, two miles long, and at least 200 feet in width. The primary environmental corridors contain almost all of the best remaining woodlands, wetlands, and wildlife habitat areas as well as floodlands and steeply sloped area, where intensive development would be ill-advised. The plan proposes the preservation of the existing primary environmental corridor lands in essentially natural, open uses. Under the plan, development within these corridors would be limited to that needed to accommodate required transportation and utility facilities, compatible outdoor recreational facilities, and, on a limited basis, rural-density residential use. In addition, the plan envisions that certain adjacent floodland areas that are currently in agricultural or other open uses, and certain other adjacent lands identified for open space preservation in existing neighborhood plans, would be restored to a natural condition, thereby becoming part of the environmental corridor network, as urbanization of abutting upland areas proceeds. Under the plan, the primary environmental corridor acreage would, therefore, increase from about 5,400 acres, or 10 percent of the Planning District, in 1990, to about 6,600 acres, or 12 percent, by the year 2010 (see Table 86).

Secondary environmental corridors also contain a variety of resource elements, often being remnants of primary corridors that have been partially converted to intensive urban use or agricultural use. By definition, secondary environmental corridors are at least one mile long and 100 acres in area. The plan recommends that secondary environmental corridors be considered for preservation in natural, open use, or incorporated as drainageways, stormwater detention or retention areas, or local parks in developing urban areas. Under the plan, the secondary environmental corridor area would increase from about 1,800 acres, or 3 percent of the Planning District, in 1990 to about 2,000 acres, or 4 percent of the Planning District, by the year 2010.

Table 86

**EXISTING AND PLANNED ENVIRONMENTAL CORRIDORS AND
ISOLATED NATURAL RESOURCE AREAS IN THE KENOSHA URBAN PLANNING DISTRICT**

Civil Division	Primary Environmental Corridors				Secondary Environmental Corridors				Isolated Natural Resource Areas			
	1990 (acres)	2010 (acres)	Change: 1990 to 2010		1990 (acres)	2010 (acres)	Change: 1990 to 2010		1990 (acres)	2010 (acres)	Change: 1990 to 2010	
			Acres	Percent			Acres	Percent			Acres	Percent
City of Kenosha	497	732	235	47.3	241	248	7	2.9	233	253	20	8.6
Village of Pleasant Prairie	3,675	4,343	668	18.2	1,149	1,326	177	15.4	486	570	84	17.3
Town of Somers	1,178	1,483	305	25.9	425	467	42	9.9	118	122	4	3.4
District Total	5,350	6,558	1,208	22.6	1,815	2,041	226	12.5	837	945	108	12.9

NOTE: Data are based upon current boundary between the City of Kenosha and the Village of Pleasant Prairie and the future boundary between the City of Kenosha and the Town of Somers as set forth in the 1990 boundary-utility service agreement between the City and Town.

Source: SEWRPC.

Isolated natural resource areas consist of smaller pocket of wetlands, woodlands, or surface water that are isolated from the primary and secondary corridors. By definition isolated natural resource areas are at least five acres in size. The isolated natural resource areas shown on Map 91 encompass about 900 acres, or 2 percent of the total area of the District. These areas should be preserved in natural open uses insofar as practicable. Isolated natural resource areas may be well suited for use as public or private parks and open space reservations. In some cases they may, of necessity, be used for stormwater management purposes. When they are incorporated into parks or stormwater management systems, care should be used in the design process to minimize disturbance of existing natural features. Where isolated natural resource areas are needed for stormwater management, use of natural storage, rather than constructed storage facilities, should be considered to the maximum extent possible.

It should be noted that the configuration of the environmental corridors along Pike Creek between STH 50 and CTH E shown the land use plan map assumes implementation of the channel improvements proposed in the Pike River watershed plan, as amended in 1994. The watershed plan recommends channel improvements which would have the effect of eliminating much of the existing floodplain along Pike Creek and its Airport Branch tributary. The watershed plan further envisions that certain residual floodlands which would remain upon completion of the proposed channel improvements, particularly along Pike Creek between STH 158 and CTH S, would eventually be filled as urban development proceeds. That assumption has also been

incorporated into the land use plan. Implementation of the Pike River watershed plan, as amended, would leave a band of wetlands and other open space lands on one or both sides of Pike Creek, comprising a secondary environmental corridor along this reach. It should be noted that an environmental impact assessment is being conducted on the channel modifications proposed in the Pike River watershed plan. That environmental impact study is scheduled to be completed in 1995. The Wisconsin Department of Natural Resources will rely heavily on the findings of that environmental impact assessment in any regulatory decisions concerning implementation of the proposed channel modifications.

Population, Households, and Employment

Year 2010 population and household levels envisioned under the land use plan for the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers are set forth in Tables 87 and 88. As indicated in Table 87, under the plan, the resident population of the Planning District would increase from about 100,200 persons in 1990 to about 130,500 persons by 2010, an increase of about 30,300 persons, or 30 percent. The resident population would increase by about 12,500 persons, or about 15 percent, in the City of Kenosha; by about 12,400 persons, or 104 percent, in the Village of Pleasant Prairie; and by about 5,400 persons, or 88 percent, in the Town of Somers.

As indicated in Table 88, under the plan, the number of households in the District would increase from about 37,100 in 1990 to about 52,900 by the year 2010, an increase of about 15,800 households, or 42 percent. The number of households would

Table 87

EXISTING AND PLANNED POPULATION LEVELS IN THE KENOSHA URBAN PLANNING DISTRICT

Civil Division	Service Area	Population						
		1990	2010	Full Development of Urban Service Area	Change: 1990 to 2010		Change: 2010 to Full Development of Urban Service Area	
					Number	Percent	Number	Percent
Kenosha	Urban Service Area	82,097	94,576	100,637	12,479	15.2	6,061	6.4
	Rural Service Area (none)	0	0	0	0	--	0	--
	Total	82,097	94,576	100,637	12,479	15.2	6,061	6.4
Pleasant Prairie	Urban Service Area	11,616	23,870	39,403	12,254	105.5	15,533	65.1
	Rural Service Area	375	557	557	182	48.5	0	0.0
	Total	11,991	24,427	39,960	12,436	103.7	15,533	63.6
Somers	Urban Service Area	5,754	11,208	16,948	5,454	94.8	5,740	51.2
	Rural Service Area	369	325	325	-44	-11.9	0	0.0
	Total	6,123	11,533	17,273	5,410	88.4	5,740	49.8
District	Urban Service Area	99,467	129,654	156,988	30,187	30.3	27,334	21.1
	Rural Service Area	744	882	882	138	18.5	0	0.0
	Total	100,211	130,536	157,870	30,325	30.3	27,334	20.9

NOTE: Data are based upon current boundary between the City of Kenosha and the Village of Pleasant Prairie and the future boundary between the City of Kenosha and the Town of Somers as set forth in the 1990 boundary-utility service agreement between the City and Town.

Source: SEWRPC.

Table 88

EXISTING AND PLANNED HOUSEHOLD LEVELS IN THE KENOSHA URBAN PLANNING DISTRICT

Civil Division	Service Area	Households						
		1990	2010	Full Development of Urban Service Area	Change: 1990 to 2010		Change: 2010 to Full Development of Urban Service Area	
					Number	Percent	Number	Percent
Kenosha	Urban Service Area	30,590	38,420	40,963	7,830	25.6	2,543	6.6
	Rural Service Area (none)	0	0	0	0	--	0	--
	Total	30,590	38,420	40,963	7,830	25.6	2,543	6.6
Pleasant Prairie	Urban Service Area	4,069	9,616	16,010	5,547	136.3	6,394	66.5
	Rural Service Area	134	224	224	90	67.2	0	0.0
	Total	4,203	9,840	16,234	5,637	134.1	6,394	65.0
Somers	Urban Service Area	2,230	4,524	6,674	2,294	102.9	2,150	47.5
	Rural Service Area	126	122	122	-4	-3.2	0	0.0
	Total	2,356	4,646	6,796	2,290	97.2	2,150	46.3
District	Urban Service Area	36,889	52,560	63,647	15,671	42.5	11,087	21.1
	Rural Service Area	260	346	346	86	33.1	0	0.0
	Total	37,149	52,906	63,993	15,757	42.4	11,087	21.0

NOTE: Data are based upon current boundary between the City of Kenosha and the Village of Pleasant Prairie and the future boundary between the City of Kenosha and the Town of Somers as set forth in the 1990 boundary-utility service agreement between the City and Town.

Source: SEWRPC.

increase by about 7,800, or 26 percent, in the City of Kenosha; by about 5,600, or 134 percent, in the Village of Pleasant Prairie; and by about 2,300, or 97 percent, in the Town of Somers. In each com-

munity, the relative increase in the number of households is expected to be greater than the relative increase in population, owing to the anticipated decline in household size.

Table 89

EXISTING AND PLANNED EMPLOYMENT LEVELS IN THE KENOSHA URBAN PLANNING DISTRICT

Civil Division	Service Area	Employment (Jobs)						
		1990	2010	Full Development of Urban Service Area	Change: 1990 to 2010		Change: 2010 to Full Development of Urban Service Area	
					Number	Percent	Number	Percent
Kenosha	Urban Service Area	31,491	42,780	64,351	11,289	35.8	21,571	50.4
	Rural Service Area (none)	0	0	0	0	--	0	--
	Total	31,491	42,780	64,351	11,289	35.8	21,571	50.4
Pleasant Prairie	Urban Service Area	4,782	14,572	28,977	9,790	204.7	14,405	98.9
	Rural Service Area	14	34	34	20	142.9	0	0.0
	Total	4,796	14,606	29,011	9,810	204.5	14,405	98.6
Somers	Urban Service Area	1,898	4,546	7,945	2,648	139.5	3,399	74.8
	Rural Service Area	116	116	116	0	0.0	0	0.0
	Total	2,014	4,662	8,061	2,648	131.5	3,399	72.9
District	Urban Service Area	38,171	61,898	101,273	23,727	62.2	39,375	63.6
	Rural Service Area	130	150	150	20	15.4	0	0.0
	Total	38,301	62,048	101,423	23,747	62.0	39,375	63.5

NOTE: Data are based upon current boundary between the City of Kenosha and the Village of Pleasant Prairie and the future boundary between the City of Kenosha and the Town of Somers as set forth in the 1990 boundary-utility service agreement between the City and Town.

Source: SEWRPC.

Year 2010 employment levels envisioned under the plan are presented in Table 89. As indicated, under the plan, total employment in the Planning District would increase from about 38,300 jobs in 1990 to about 62,000 jobs by the year 2010, an increase of about 23,700 jobs, or 62 percent. Total employment would increase by about 11,300 jobs, or 36 percent, in the City of Kenosha; by about 9,800 jobs, or 205 percent, in the Village of Pleasant Prairie; and by about 2,600 jobs, or 132 percent, in the Town of Somers.

Year 2010 planned population, household, and employment levels are presented by neighborhood in Tables 90, 91, and 92, respectively. It should be noted that some population decreases are indicated for certain older, fully developed neighborhoods. The plan envisions that the number of households in such neighborhoods would remain essentially unchanged while the number of persons in those households would decrease.

Tables 87 through 92 also indicate community and neighborhood population, household, and employment levels which may be anticipated upon full development of the proposed urban service area of the Planning District. The increases envisioned after the year 2010 would result from the infilling of

areas proposed for development during the period from 1990 to 2010 and through the development of the identified reserve areas.

COMMUNITY FACILITIES

Growth in the resident population will require the provision of additional community facilities, particularly in the developing areas of the District. Plan recommendations with respect to public elementary and secondary schools, fire stations, and libraries are presented here. Recommendations with respect to public outdoor recreation sites and facilities are presented in the last section of this chapter.

This section is primarily concerned with the provision of facilities which will be needed in those areas of the Planning District designated for development between 1990 and 2010. As already noted, some of those areas may be expected to be partially, but not fully, developed by 2010. While actual facility development may not be required by 2010, it will be necessary to reserve sites in advance of development if the most desirable sites are to be obtained.

The provision of community facilities must be judiciously staged to meet the needs of developing residential neighborhoods. In implementing the

Table 90

**EXISTING AND PLANNED POPULATION BY NEIGHBORHOOD
AND CIVIL DIVISION IN THE KENOSHA URBAN PLANNING DISTRICT**

Civil Division	Neighborhood	Population				
		1990	2010	Full Development of Urban Service Area	Change	
					1990 to 2010	2010 to Full Development of Urban Service Area
City of Kenosha	Airport	106	0	0	-106	0
	Airport East	89	0	0	-89	0
	Airport West	58	53	0	-5	-53
	Alford Park	213	311	311	98	0
	Allendale	2,692	2,456	2,456	-236	0
	Anderson/Tremper	0	0	0	0	0
	Bain Park	1,217	1,149	1,151	-68	2
	Bain Station (part)	94	240	293	146	53
	Barnes Creek (part)	69	63	63	-6	0
	Birchwood	345	2,332	2,989	1,987	657
	Business Park of Kenosha	6	0	0	-6	0
	Carthage (part)	834	1,030	1,030	196	0
	Country Home (part)	850	925	975	75	50
	Dairyland	11	0	0	-11	0
	Downtown	1,780	2,617	2,870	837	253
	Forest Park (part)	5,032	4,709	4,750	-323	41
	Frank	3,692	3,549	3,549	-143	0
	Gateway	920	1,922	2,209	1,002	287
	Grewenow	2,534	2,358	2,377	-176	19
	Harborside	3,232	2,996	3,010	-236	14
	Hillcrest (part)	117	2,627	3,447	2,510	820
	Holy Rosary	1,166	1,162	1,195	-4	33
	Isetts (part)	2,731	3,047	3,202	316	155
	Jamestown	589	882	994	293	112
	Jefferson	3,182	2,888	2,888	-294	0
	Kenosha Industrial (part)	51	46	0	-5	-46
	Lance (part)	3,327	3,793	4,044	466	251
	Lincoln Boulevard	1,814	1,652	1,652	-162	0
	Lincoln Park	3,195	2,917	2,917	-278	0
	McKinley	5,046	4,597	4,602	-449	5
	Mt. Carmel	1,616	1,507	1,507	-109	0
	Nash	2,078	1,975	2,004	-103	29
	Nash West	359	1,326	1,651	967	325
	Northgate	1,325	2,297	2,651	972	354
	Ocean Spray (part)	60	22	22	-38	0
	Petretti (part)	2,485	2,299	2,313	-186	14
	Petzke	2,271	2,066	2,066	-205	0
	Poerio	2,249	2,277	2,351	28	74
	Prairie Lake (part)	27	465	608	438	143
	Red Arrow (part)	3,403	3,665	3,828	262	163
	River Crossing (part)	153	1,592	2,065	1,439	473
	Roosevelt	3,321	3,015	3,015	-306	0
	Saxony	1,141	1,125	1,154	-16	29
	Southport	1,034	940	940	-94	0
	Southport Plaza	35	0	0	-35	0
	St. Joe's	2,390	2,177	2,177	-213	0
	St. Peter's (part)	906	2,856	3,518	1,950	662
	Stocker (part)	2,803	2,733	2,795	-70	62
	Sunnyside South	1,374	1,248	1,248	-126	0
	Uptown	1,142	1,041	1,041	-101	0
	Washington North	1,595	1,454	1,454	-141	0
	West View Industrial	9	0	0	-9	0
	White Caps (part)	87	3,148	4,147	3,061	999
	Wilson	5,242	5,027	5,108	-215	81
	Subtotal: City of Kenosha	82,097	94,576	100,637	12,479	6,061
Village of Pleasant Prairie	Bain Station (part)	82	222	272	140	50
	Barnes Creek (part)	901	2,209	2,642	1,308	433
	Carol Beach North ^a	767	1,305	1,503	538	198
	Carol Beach South/Chiwaukee Prairie ^a	643	1,369	1,625	726	256
	Country Home (part)	793	1,229	1,394	436	165

Table 90 (continued)

Civil Division	Neighborhood	Population				
		1990	2010	Full Development of Urban Service Area	Change	
					1990 to 2010	2010 to Full Development of Urban Service Area
Village of Pleasant Prairie (continued)	Des Plaines River	39	36	36	-3	0
	Forest Park (part)	162	148	148	-14	0
	Green Hill Farms	95	105	2,026	10	1,921
	Isetts (part)	674	1,245	1,451	571	206
	LakeView East	42	0	0	-42	0
	LakeView West	13	0	0	-13	0
	Lakewood	667	641	1,647	-26	1,006
	Lance (part)	1,066	1,058	1,087	-8	29
	Ocean Spray (part)	13	12	12	-1	0
	Pleasant Farms	162	418	3,431	256	3,013
	Pleasant Homes	902	1,220	2,983	318	1,763
	Prairie Lake (part)	24	46	53	22	7
	Prairie Lane	432	1,166	1,694	734	528
	Prairie Ridge	87	1,910	2,505	1,823	595
	Red Arrow (part)	156	152	154	-4	2
	River Crossing (part)	6	6	6	0	0
	River View	1,242	1,501	1,621	259	120
	River Woods	76	69	819	-7	750
	Sheridan Woods	428	1,508	2,440	1,080	932
	Stocker (part)	168	182	192	14	10
	Tobin Road	495	1,101	2,265	606	1,164
	Village Green	480	1,302	1,840	822	538
	WEPCO	79	0	0	-79	0
	White Caps (part)	150	175	187	25	12
	Whittier Creek	465	1,907	2,997	1,442	1,090
	Wilnot Road	682	2,185	2,930	1,503	745
	Subtotal: Village of Pleasant Prairie	11,991	24,427	39,960	12,436	15,533
Town of Somers	Carthage (part)	0	0	0	0	0
	Country Club	166	677	1,550	511	873
	Fairfield	382	875	1,047	493	172
	Hawthorne	358	864	1,810	506	946
	Hillcrest (part)	9	40	50	31	10
	Kenosha Industrial (part)	166	186	198	20	12
	North Lake Shore	1,601	1,635	1,695	34	60
	Parkside	371	838	1,238	467	400
	Parkside East	320	2,124	2,722	1,804	598
	Parkside North	596	1,066	1,547	470	481
	Petretti (part)	118	111	111	-7	0
	Pike Creek	49	308	594	259	286
	Pike River	312	473	535	161	62
	Somers West	836	672	674	-164	2
	St. Peter's (part)	35	40	40	5	0
	Village Center	310	691	1,886	381	1,195
	Village North	92	237	772	145	535
	Village South	402	696	804	294	108
	Subtotal: Town of Somers	6,123	11,533	17,273	5,410	5,740
Planning District Total		100,211	130,536	157,870	30,325	27,334

NOTE: Data are based upon the current boundary between the City of Kenosha and the Village of Pleasant Prairie and on the future boundary between the City of Kenosha and the Town of Somers as set forth in the 1990 boundary-utility service agreement between the City and Town.

^aAssumes infill development in unsewered residential areas in accordance with the Chiwaukee Prairie-Carol Beach land use plan.

Source: SEWRPC.

Table 91

**EXISTING AND PLANNED HOUSEHOLDS BY NEIGHBORHOOD
AND CIVIL DIVISION IN THE KENOSHA URBAN PLANNING DISTRICT**

Civil Division	Neighborhood	Households				
		1990	2010	Full Development of Urban Service Area	Change	
					1990 to 2010	2010 to Full Development of Urban Service Area
City of Kenosha	Airport	36	0	0	-36	0
	Airport East	28	0	0	-28	0
	Airport West	18	18	0	0	-18
	Alford Park	5	5	5	0	0
	Allendale	1,056	1,056	1,056	0	0
	Anderson/Tremper	0	0	0	0	0
	Bain Park	405	409	410	4	1
	Bain Station (part)	34	99	121	65	22
	Barnes Creek (part)	31	31	31	0	0
	Birchwood	191	1,035	1,310	844	275
	Business Park of Kenosha	2	0	0	-2	0
	Carthage (part)	19	19	19	0	0
	Country Home (part)	310	374	395	64	21
	Dairyland	3	0	0	-3	0
	Downtown	771	1,096	1,202	325	106
	Forest Park (part)	1,811	1,864	1,881	53	17
	Frank	1,181	1,181	1,181	0	0
	Gateway	293	663	783	370	120
	Grewenow	1,005	1,029	1,037	24	8
	Harborside	1,309	1,327	1,333	18	6
	Hillcrest (part)	39	1,094	1,437	1,055	343
	Holy Rosary	485	529	543	44	14
	Isetts (part)	1,004	1,205	1,270	201	65
	Jamestown	205	350	397	145	47
	Jefferson	1,155	1,155	1,155	0	0
	Kenosha Industrial (part)	17	17	0	0	-17
	Lance (part)	1,325	1,648	1,753	323	105
	Lincoln Boulevard	741	741	741	0	0
	Lincoln Park	994	994	994	0	0
	McKinley	1,942	1,948	1,950	6	2
	Mt. Carmel	564	564	564	0	0
	Nash	774	810	822	36	12
	Nash West	161	579	715	418	136
	Northgate	649	1,105	1,253	456	148
	Ocean Spray (part)	17	7	7	-10	0
	Petretti (part)	956	974	980	18	6
	Petzke	861	861	861	0	0
	Poerio	909	1,006	1,037	97	31
	Prairie Lake (part)	12	196	256	184	60
	Red Arrow (part)	1,281	1,489	1,557	208	68
	River Crossing (part)	69	677	875	608	198
	Roosevelt	1,251	1,251	1,251	0	0
	Saxony	543	580	592	37	12
	Southport	416	416	416	0	0
	Southport Plaza	10	0	0	-10	0
	St. Joe's	932	932	932	0	0
	St. Peter's (part)	315	1,165	1,442	850	277
	Stocker (part)	989	1,069	1,095	80	26
	Sunnyside South	529	529	529	0	0
	Uptown	441	441	441	0	0
	Washington North	652	652	652	0	0
	West View Industrial	3	0	0	-3	0
	White Caps (part)	32	1,316	1,734	1,284	418
	Wilson	1,809	1,914	1,948	105	34
	Subtotal: City of Kenosha	30,590	38,420	40,963	7,830	2,543
Village of Pleasant Prairie	Bain Station (part)	32	94	115	62	21
	Barnes Creek (part)	294	850	1,031	556	181
	Carol Beach North ^a	272	527	610	255	83
	Carol Beach South/Chiwaukee Prairie ^a	232	560	667	328	107
	Country Home (part)	261	474	543	213	69

Table 91 (continued)

Civil Division	Neighborhood	Households				
		1990	2010	Full Development of Urban Service Area	Change	
					1990 to 2010	2010 to Full Development of Urban Service Area
Village of Pleasant Prairie (continued)	Des Plaines River	12	12	12	0	0
	Forest Park (part)	59	59	59	0	0
	Green Hill Farms	32	40	844	8	804
	Isetts (part)	239	504	590	265	86
	LakeView East	16	0	0	-16	0
	LakeView West	4	0	0	-4	0
	Lakewood	232	246	667	14	421
	Lance (part)	430	466	478	36	12
	Ocean Spray (part)	5	5	5	0	0
	Pleasant Farms	52	165	1,426	113	1,261
	Pleasant Homes	286	454	1,192	168	738
	Prairie Lake (part)	9	19	22	10	3
	Prairie Lane	153	477	698	324	221
	Prairie Ridge	30	796	1,045	766	249
	Red Arrow (part)	52	56	57	4	1
	River Crossing (part)	2	2	2	0	0
	River View	396	550	600	154	50
	River Woods	23	23	337	0	314
	Sheridan Woods	140	608	998	468	390
	Stocker (part)	76	88	92	12	4
	Tobin Road	179	451	938	272	487
	Village Green	159	521	639	362	118
	WEPCO	25	0	0	-25	0
	White Caps (part)	48	64	69	16	5
	Whittier Creek	166	787	1,243	621	456
	Wilmot Road	287	942	1,255	655	313
	Subtotal: Village of Pleasant Prairie	4,203	9,840	16,234	5,637	6,394
Town of Somers	Carthage (part)	0	0	0	0	0
	Country Club	72	292	657	220	365
	Fairfield	134	355	427	221	72
	Hawthorne	141	366	762	225	396
	Hillcrest (part)	3	16	20	13	4
	Kenosha Industrial (part)	58	73	78	15	5
	North Lake Shore	702	778	803	76	25
	Parkside	58	58	58	0	0
	Parkside East	175	942	1,192	767	250
	Parkside North	213	432	633	219	201
	Petretti (part)	53	53	53	0	0
	Pike Creek	17	127	163	110	36
	Pike River	103	182	208	79	26
	Somers West	356	324	325	-32	1
	St. Peter's (part)	12	15	15	3	0
	Village Center	103	274	774	171	500
	Village North	29	93	317	64	224
	Village South	127	266	311	139	45
	Subtotal: Town of Somers	2,356	4,646	6,796	2,290	2,150
Planning District Total		37,149	52,906	63,993	15,757	11,087

NOTE: Data are based upon the current boundary between the City of Kenosha and the Village of Pleasant Prairie and on the future boundary between the City of Kenosha and the Town of Somers as set forth in the 1990 boundary-utility service agreement between the City and Town.

^a Assumes infill development in unsewered residential areas in accordance with the Chiwaukee Prairie-Carol Beach land use plan.

Source: SEWRPC.

Table 92

**EXISTING AND PLANNED EMPLOYMENT BY NEIGHBORHOOD
AND CIVIL DIVISION IN THE KENOSHA URBAN PLANNING DISTRICT**

Civil Division	Neighborhood	Employment (Jobs)				
		1990	2010	Full Development of Urban Service Area	Change	
					1990 to 2010	2010 to Full Development of Urban Service Area
City of Kenosha	Airport	113	163	1,807	50	1,644
	Airport East	41	441	6,307	400	5,866
	Airport West	15	15	4,115	0	4,100
	Alford Park	262	262	262	0	0
	Allendale	196	196	196	0	0
	Anderson/Tremper	233	233	233	0	0
	Bain Park	444	444	444	0	0
	Bain Station (part)	47	178	546	131	368
	Barnes Creek (part)	0	0	0	0	0
	Birchwood	81	425	568	344	143
	Business Park of Kenosha	1	1,401	2,001	1,400	600
	Carthage (part)	362	387	462	25	75
	Country Home (part)	23	25	27	2	2
	Dairyland	22	922	1,222	900	300
	Downtown	5,678	6,691	8,519	1,013	1,828
	Forest Park (part)	728	747	749	19	2
	Frank	732	732	732	0	0
	Gateway	745	810	1,072	65	262
	Grewenow	831	885	896	54	11
	Harborside	1,373	1,374	1,375	1	1
	Hillcrest (part)	35	311	445	276	134
	Holy Rosary	201	203	204	2	1
	Isetts (part)	248	256	263	8	7
	Jamestown	164	193	208	29	15
	Jefferson	531	531	531	0	0
	Kenosha Industrial (part)	794	1,244	2,483	450	1,239
	Lance (part)	1,307	1,780	2,051	473	271
	Lincoln Boulevard	270	270	270	0	0
	Lincoln Park	1,220	1,220	1,220	0	0
	McKinley	1,190	1,225	1,240	35	15
	Mt. Carmel	2,303	2,994	3,078	691	84
	Nash	575	635	661	60	26
	Nash West	76	208	282	132	74
	Northgate	70	114	129	44	15
	Ocean Spray (part)	842	1,205	1,342	363	137
	Petretti (part)	282	283	284	1	1
	Petzke	851	851	851	0	0
	Poerio	286	313	326	27	13
	Prairie Lake (part)	81	723	1,444	642	721
	Red Arrow (part)	875	1,095	1,186	220	91
	River Crossing (part)	60	822	1,522	762	700
	Roosevelt	1,471	1,471	1,471	0	0
	Saxony	82	84	85	2	1
	Southport	103	128	128	25	0
	Southport Plaza	17	1,018	3,080	1,001	2,062
	St. Joe's	312	312	312	0	0
	St. Peter's (part)	198	657	818	459	161
	Stocker (part)	351	692	840	341	148
	Sunnyside South	1,568	1,568	1,568	0	0
	Uptown	393	393	393	0	0
	Washington North	252	252	252	0	0
	West View Industrial	993	1,423	1,693	430	270
	White Caps (part)	6	151	233	145	82
	Wilson	1,557	1,824	1,925	267	101
	Subtotal: City of Kenosha	31,491	42,780	64,351	11,289	21,571
Village of Pleasant Prairie	Bain Station (part)	20	92	124	72	32
	Barnes Creek (part)	429	537	570	108	33
	Carol Beach North	37	48	56	11	8
	Carol Beach South/Chiwaukee Prairie	72	203	254	131	51
	Country Home (part)	26	35	42	9	7

Table 92 (continued)

Civil Division	Neighborhood	Employment (Jobs)				
		1990	2010	Full Development of Urban Service Area	Change	
					1990 to 2010	2010 to Full Development of Urban Service Area
Village of Pleasant Prairie (continued)	Des Plaines River	31	296	296	265	0
	Forest Park (part)	61	61	61	0	0
	Green Hill Farms	17	17	122	0	105
	Isetts (part)	61	72	81	11	9
	LakeView East	1,631	7,286	14,164	5,655	6,878
	LakeView West	477	2,188	3,935	1,711	1,747
	Lakewood	33	33	493	0	460
	Lance (part)	233	235	236	2	1
	Ocean Spray (part)	5	5	5	0	0
	Pleasant Farms	31	35	561	4	526
	Pleasant Homes	52	152	316	100	164
	Prairie Lake (part)	11	34	44	23	10
	Prairie Lane	65	168	231	103	63
	Prairie Ridge	7	225	463	218	238
	Red Arrow (part)	10	10	10	0	0
	River Crossing (part)	0	0	0	0	0
	River View	132	301	559	169	258
	River Woods	41	41	2,072	0	2,031
	Sheridan Woods	97	116	155	19	39
	Stocker (part)	28	28	28	0	0
	Tobin Road	19	158	262	139	104
	Village Green	188	490	612	302	122
	WEPCO	288	402	1,599	114	1,197
	White Caps (part)	14	108	149	94	41
	Whittier Creek	67	92	137	25	45
	Wilmot Road	613	1,138	1,374	525	236
	Subtotal: Village of Pleasant Prairie	4,796	14,606	29,011	9,810	14,405
Town of Somers	Carthage (part)	0	0	0	0	0
	Country Club	182	191	227	9	36
	Fairfield	24	58	65	34	7
	Hawthorne	39	48	87	9	39
	Hillcrest (part)	0	0	0	0	0
	Kenosha Industrial (part)	5	64	90	59	26
	North Lake Shore	272	333	361	61	28
	Parkside	751	801	851	50	50
	Parkside East	192	381	681	189	300
	Parkside North	36	45	65	9	20
	Petretti (part)	15	15	15	0	0
	Pike Creek	17	418	1,292	401	874
	Pike River	26	122	165	96	43
	Somers West	147	1,755	3,614	1,608	1,859
	St. Peter's (part)	2	2	2	0	0
	Village Center	185	295	385	110	90
	Village North	97	104	126	7	22
	Village South	24	30	35	6	5
	Subtotal: Town of Somers	2,014	4,662	8,061	2,648	3,399
Planning District Total		38,301	62,048	101,423	23,747	39,375

NOTE: Data are based upon the current boundary between the City of Kenosha and the Village of Pleasant Prairie and on the future boundary between the City of Kenosha and the Town of Somers as set forth in the 1990 boundary-utility service agreement between the City and Town.

Source: SEWRPC.

plan over time, it is essential that the units and agencies of government responsible for the provision of the various community facilities monitor development conditions within the District, reserve and acquire sites in a timely manner, and, ultimately, construct the facilities as resident population reaches the level at which those facilities are needed.

Public Schools

Public elementary and secondary schools in the Planning District are provided by Kenosha Unified School District No. 1, the boundaries of which coincide with those of the Planning District. As reported in Chapter VII, a detailed school facility needs analysis was completed for the Kenosha Unified School District by the consulting firm of Houlihan and Associates, Architects, in 1990.⁷ In developing the school facility recommendations set forth here, full use was made of that analysis, including the public school enrollment forecasts for the School District developed as part of that study.

The plan envisions the provision of a number of new public schools in areas of the Planning District where significant residential growth is expected. The number of additional schools needed in the District during the planning period was determined on the basis of the enrollment projections prepared as part of the aforementioned school facility needs analysis and on the basis of school capacity standards set forth in Chapter IX.

Projected public elementary school, junior high school, and senior high school enrollment levels for 1990 to 2010 are presented in Table 93.⁸ Based upon the indicated enrollment increases and school capacity standards of 500 students for an elementary school, 750 students for a junior high school, and 1,500 students for a senior high school, it was determined that 10 new public elementary schools,

three new junior high schools, and one senior high school may be expected to be required between 1990 and 2010. Recommended general site locations for the needed schools are described below.⁹

Elementary Schools: Recommended general site locations for 10 additional elementary schools potentially needed during the planning period are shown on Map 92.¹⁰ Selection of sites for new schools was based upon the area and service radius standards for school sites set forth in Chapter IX and the goal of providing an elementary school in each developing neighborhood. As a practical matter, given the relatively low development densities anticipated in some of the planned residential areas, it was necessary that certain of the new elementary school sites be located so as to serve two or more neighborhoods. Where possible, new schools were located adjacent to neighborhood parks, so that recreational facilities could be shared by students and neighborhood residents.

⁹*The five-year age group population projections attendant to a high growth scenario for the Planning District as presented in Chapter X are generally consistent with the school enrollment projections presented in Citizens' Long Range Planning Committee Recommendations to the Board of Education. Interpolating the five-year age group projections from Chapter X to the elementary, junior high school, and senior high school age groups and assuming that public schools would continue to account for 85 percent of all school enrollment, it was estimated that eight new public elementary schools would be needed by the year 2010, that three new public junior high schools would be needed by the year 2010, and that one or two new senior high schools would be needed by the year 2010, depending upon the specific age composition of the population within the 15-to-19-year age group.*

¹⁰As already noted, the enrollment projections presented in Table 93 indicate a potential need for 10 additional elementary schools in the Planning District by the year 2010. Since one new school, Stocker Elementary School, was opened in 1993, the plan as presented to the Advisory Committee initially identified nine new school sites. During the Advisory Committee review, representatives from the School District suggested the inclusion in the plan of another elementary school, on a site located near 39th Avenue and 109th Street, owing to enrollment increases anticipated by the School District in that area.

⁷Houlihan and Associates, Facilities Needs Analysis, Kenosha Unified School District No. 1, 1990; and Houlihan and Associates, Citizens' Long Range Planning Committee Recommendations to the Board of Education, 1991.

⁸The 1990 school facilities needs study developed enrollment projections for the years 1990 to 2004. The year 2010 enrollment levels set forth in Table 93 represent an extrapolation of the 1990 to 2004 projections.

Table 93

**EXISTING AND PROJECTED PUBLIC SCHOOL ENROLLMENT
IN THE KENOSHA URBAN PLANNING DISTRICT: 1990 TO 2010**

Type of School	Actual 1990	Projected 2004 ^a	Projected 2010 ^b	Projected Change: 1990 to 2010	
				Students	Percent
Elementary School	8,263	11,821	13,345	5,082	61.5
Junior High School	3,394	5,116	5,854	2,460	72.5
Senior High School	3,354	4,841	5,477	2,123	63.3

^aProjections prepared by Houlihan and Associates for Kenosha Unified School District No. 1 Citizens' Long Range Planning Committee, set forth in "Recommendations to the Board of Education," 1991.

^bStraight-line extrapolation of 1990-2004 projection.

Source: Kenosha Unified School District No. 1 and SEWRPC.

The Kenosha Unified School District has acquired, or is in the process of acquiring, four of the proposed new elementary school sites: a site near 39th Avenue and 15th Street, one near 30th Avenue and 21st Street, one near 39th Avenue and 109th Street, and one in the White Caps neighborhood. In addition, the site tentatively identified as a location for a new school serving the Hillcrest, Gateway, and St. Peter's neighborhoods on the north side of the City of Kenosha is already owned by the School District. Hillcrest specialty school is located on the westerly portion of that site. The site could potentially also accommodate a regular public elementary school.

The plan further identifies general sites for public elementary schools which may be expected to be required upon development of the identified residential reserves after the year 2010. As indicated on Map 92, these schools would serve the south-central and westerly portions of the Village of Pleasant Prairie.

Junior High Schools: Table 93 further indicates the potential need for three new public junior high schools in the Planning District to accommodate the anticipated increase in the junior high school-age population by 2010. The plan seeks to locate the needed schools in areas that currently do not have good access to a junior high school and where substantial residential growth is expected (see Map 93). One such site would be near the intersection of 39th Avenue and 109th Street and would primarily serve students in the Village of Pleasant Prairie. Another site would be located north of

CTH C, west of CTH H, and would primarily serve students from the west side of Pleasant Prairie and the City of Kenosha. The site near the intersection of 39th Avenue and 109th Street has already been acquired by the School District.

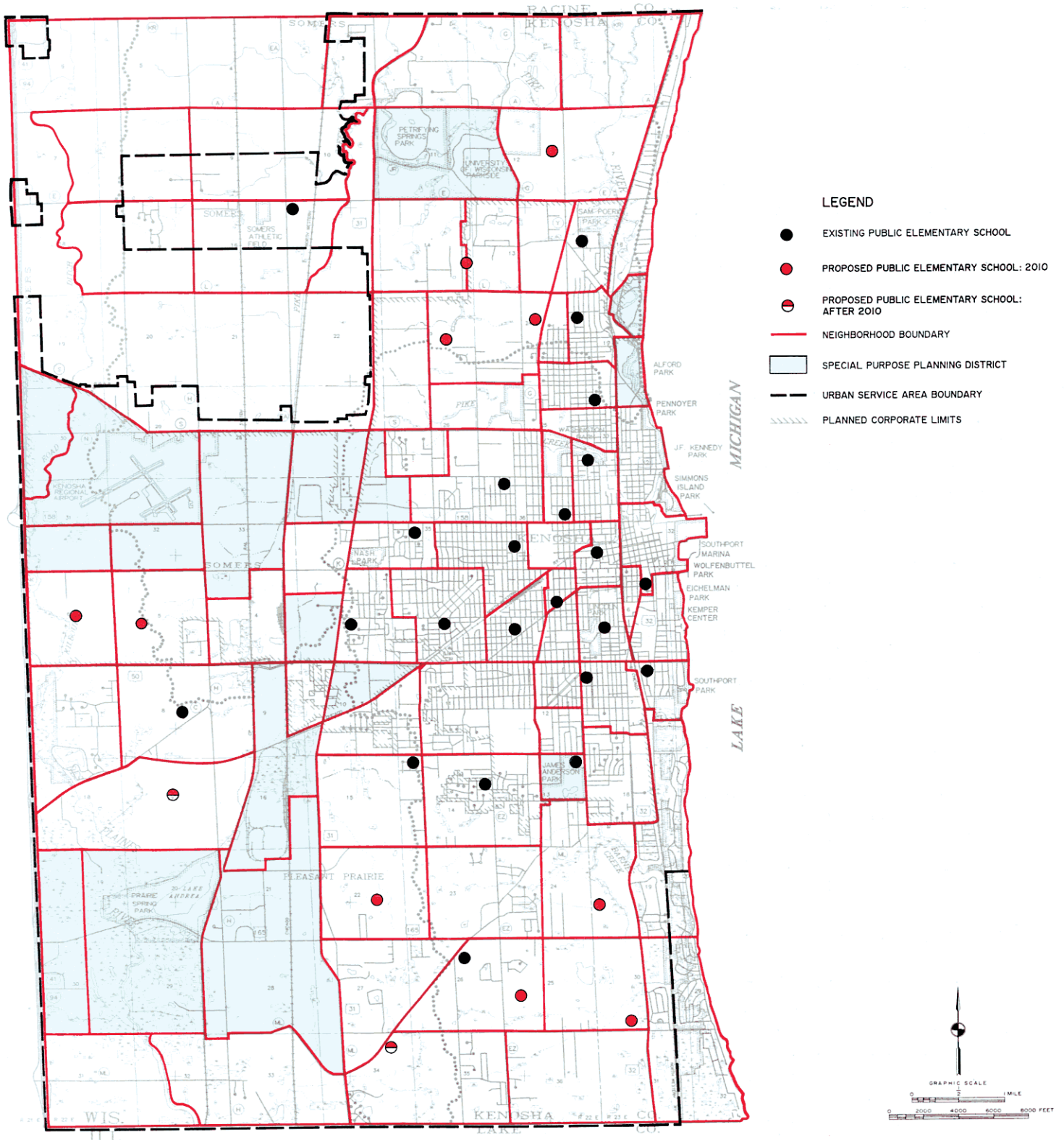
Anticipated population growth on the far-north side of the City of Kenosha and adjacent portions of the Town of Somers indicates the need for a new junior high school to serve that portion of the Planning District during the planning period. A site near the intersection of CTH E and 30th Avenue has been tentatively identified in the plan as a location for the new north side junior high school.

Senior High Schools: The enrollment projections presented in Table 93 indicate a potential need for one new senior high school in the District by the year 2010. The School District has acquired a site north of CTH K and west of STH 31 for the needed high school. A new high school at that location would serve the central area of the Planning District as well as the rapidly growing westerly corridor of the City of Kenosha and adjacent residential areas in Pleasant Prairie (see Map 94).

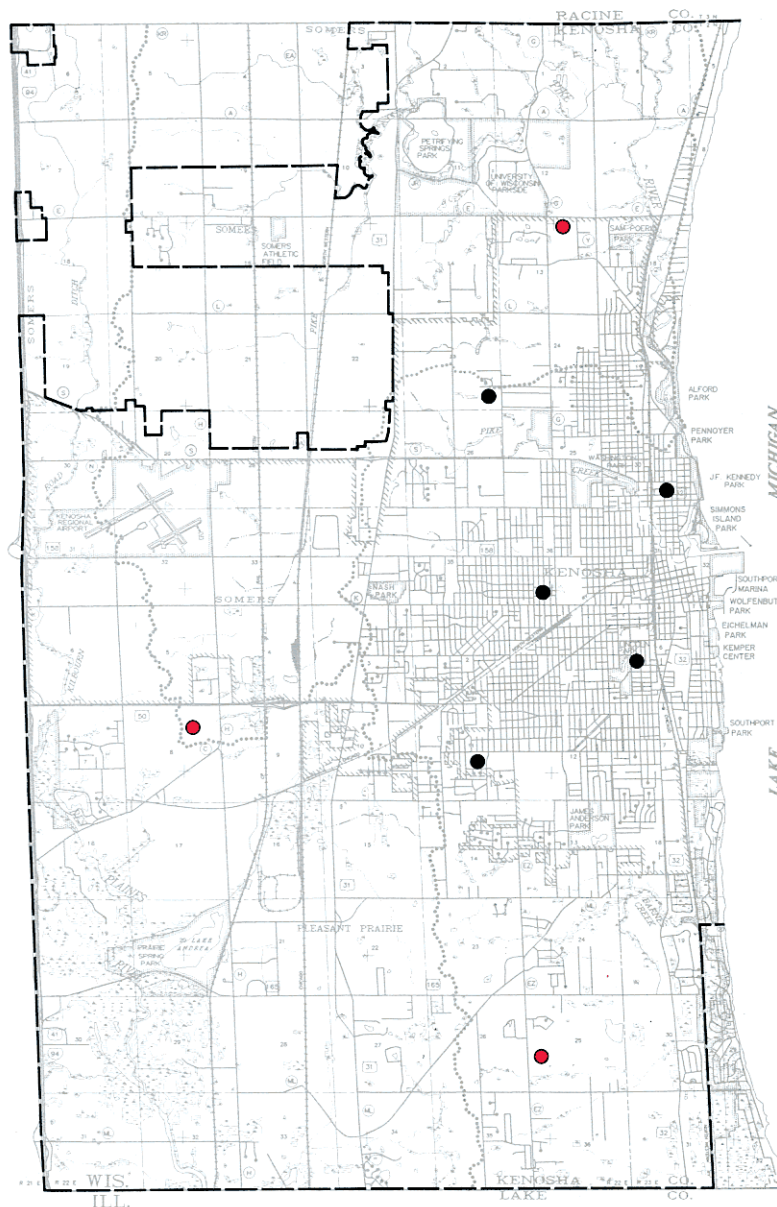
Public Schools, Concluding Remarks: It is important to recognize that the long-range planning of public school facilities is fraught with uncertainties. These uncertainties relate not only to the size, distribution, and characteristics of the population within the Planning District, but also to personal choices between use of public and private, including parochial, schools. Accordingly, it will be important for the Kenosha Unified School District to monitor

Map 92

EXISTING AND PROPOSED PUBLIC ELEMENTARY SCHOOLS IN THE KENOSHA URBAN PLANNING DISTRICT



Source: SEWRPC.

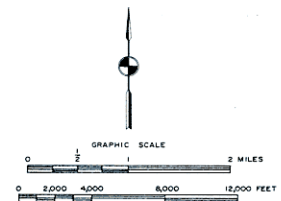


Map 93

EXISTING AND PROPOSED PUBLIC JUNIOR HIGH SCHOOLS IN THE KENOSHA URBAN PLANNING DISTRICT

LEGEND

- EXISTING JUNIOR HIGH SCHOOL
- PROPOSED PUBLIC JUNIOR HIGH SCHOOL: 2010
- PROPOSED URBAN SERVICE AREA BOUNDARY
- //// PLANNED CORPORATE LIMITS



Source: SEWRPC.

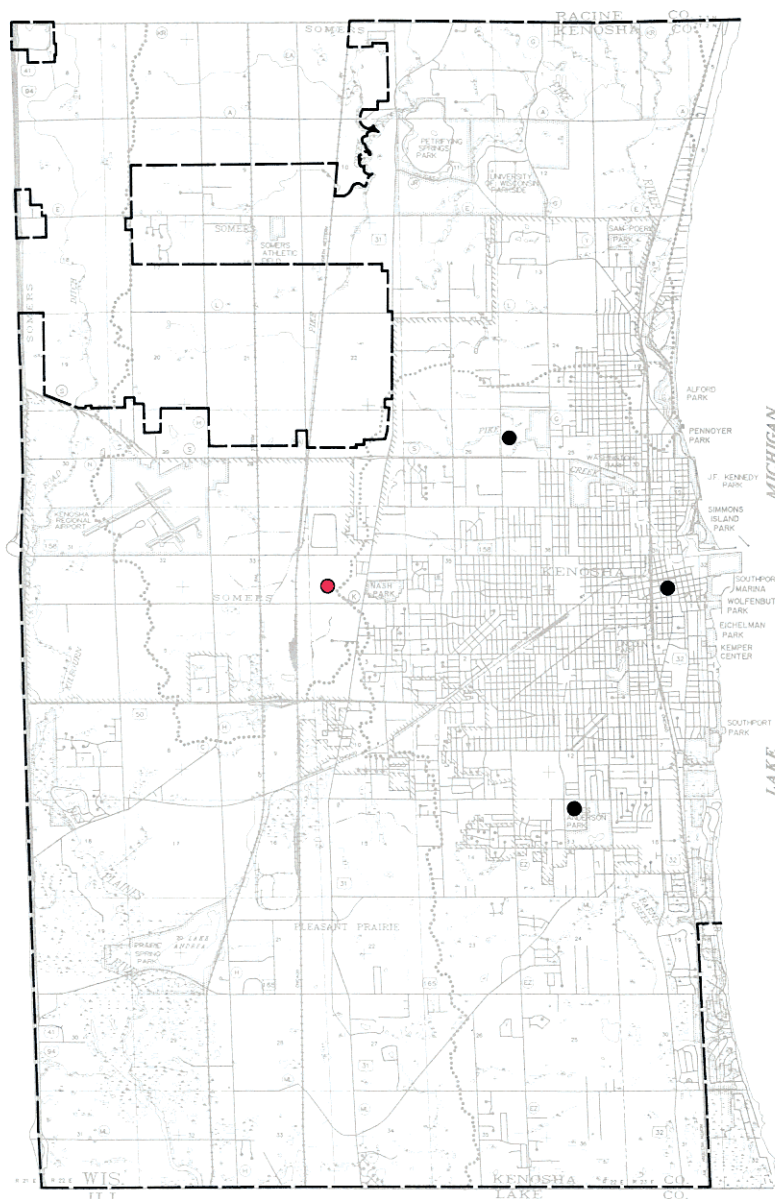
development trends in the area and proceed to acquire needed sites in developing areas, prior to their commitment to other uses. In view of potential changes in population levels in the older, fully developed neighborhoods, it will also be important for the School District to monitor enrollment trends and periodically evaluate inner city school facility needs.

Fire Stations

In 1990, there were 10 fire stations in the Planning District. Six of the stations were operated by the

City of Kenosha, and two each were operated by the Village of Pleasant Prairie and Town of Somers. The recommended plan envisions a total of four new stations in the District by the year 2010, along with the relocation of one existing station. The location of existing fire stations and general site locations for the proposed new or relocated fire stations, along with the attendant optimum 1.5 mile service radius for each station, are shown on Map 95.

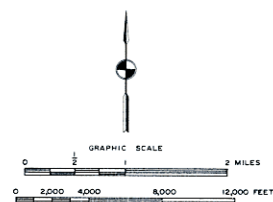
The plan proposes the construction of three new fire stations in the Village of Pleasant Prairie by the



Map 94 **EXISTING AND PROPOSED** **PUBLIC SENIOR HIGH SCHOOLS IN THE** **KENOSHA URBAN PLANNING DISTRICT**

LEGEND

- EXISTING PUBLIC SENIOR HIGH SCHOOL
- PROPOSED PUBLIC SENIOR HIGH SCHOOL: 2010
- PROPOSED URBAN SERVICE AREA BOUNDARY
- PLANNED CORPORATE LIMITS



Source: SEWRPC.

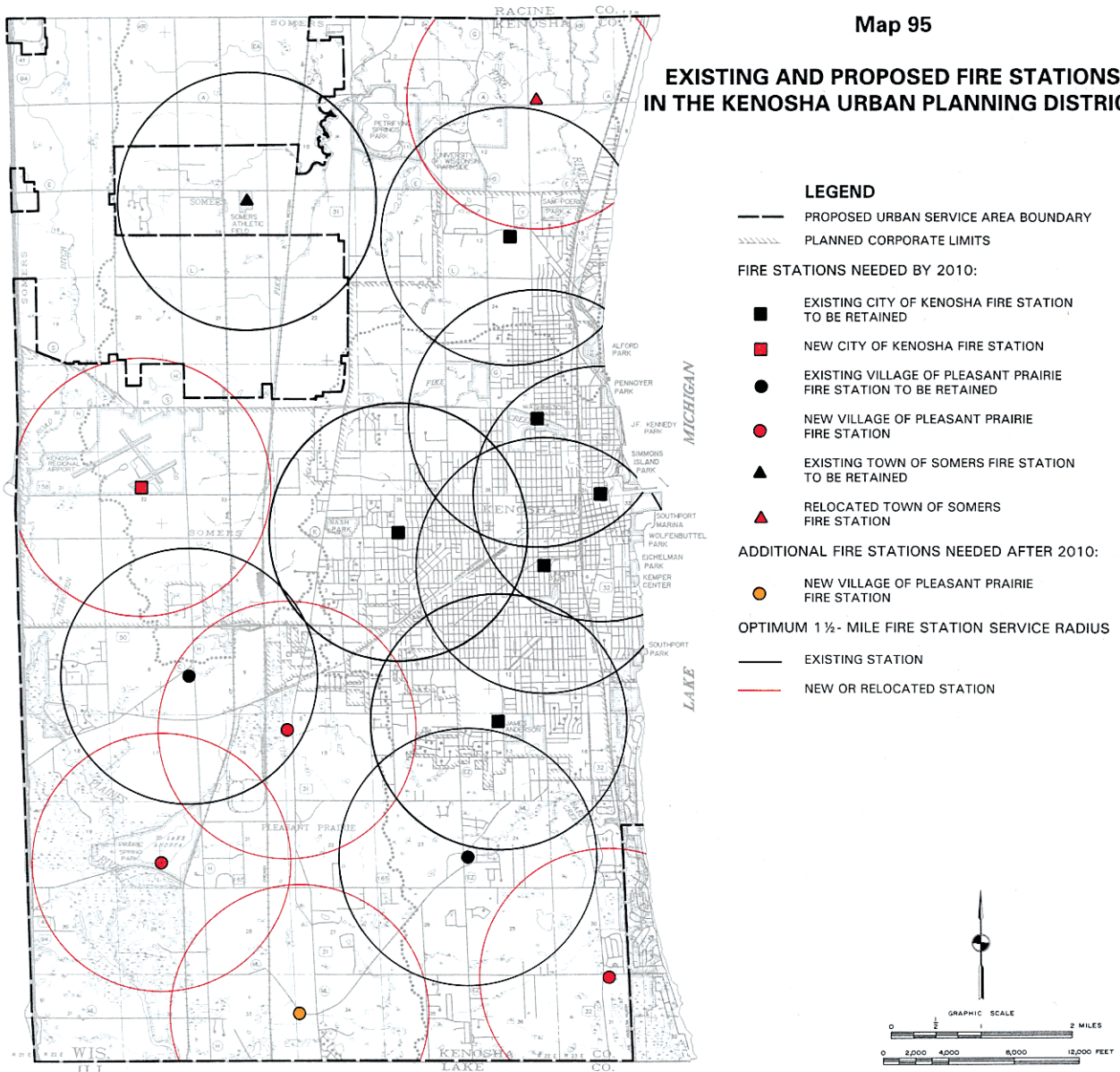
year 2010. Under the plan, one new station would be located on the grounds of the new Village park being developed north of STH 165, west of CTH H, thereby serving LakeView Corporate Park, Lakeside Marketplace and adjacent office development, and eventually, residential development in the Pleasant Farms neighborhood. The second new Village of Pleasant Prairie fire station is proposed to be located near the intersection of STH 32 and 116th Street, primarily to serve anticipated residential development and supporting urban uses in the southeastern portion of the Village. The third new Village of Pleasant Prairie fire station would be

located on the grounds of the Roger Prange Municipal Center to serve residential development and other urban land uses in the north central area of the Village.

The plan envisions that the Town of Somers will continue to be served by two fire stations through the year 2010. However, additional residential development anticipated in the northeast corner of the Town may warrant relocating Somers Fire Station No. 2 in order to optimize its service area. Accordingly, the plan envisions that Station No. 2 would eventually be relocated from its current

Map 95

EXISTING AND PROPOSED FIRE STATIONS IN THE KENOSHA URBAN PLANNING DISTRICT



Source: SEWRPC.

location west of the intersection of STH 32 and CTH E to a site near the intersection of CTH Y and 7th Street.

The plan recommends the provision of a new fire station to serve the far-west side of the City of Kenosha. The plan identifies a location on the Kenosha Regional Airport grounds as a potential location for the station. In addition, the City will need to consider the best means for the provision of fire-protection services in the Hillcrest neighborhood and adjacent areas on the northwest side of the City as development proceeds. Continued development

on the northwest side may necessitate a new fire station in that area or the relocation of an existing station closer to that area.

The plan further envisions the provision of one additional fire station in the District after the year 2010. This site would be in the south-central area of the Village of Pleasant Prairie, upon development of the identified residential reserves in that area.

The land use plan map depicts potential locations for new and relocated fire stations. The selection of specific sites requires further study including a

consideration of the location and capacity of fire hydrants, the fire hazards and needs of the area to be served, the required number and type of fire-fighting equipment and personnel, and the effect of narrow or deteriorated streets, one-way streets, railroads, and other unusual conditions which may affect response times.

Public Libraries

As reported in Chapter VII, the Planning District is served by the Kenosha County Library System and the Kenosha Public Library. The Kenosha County Library System contracts with the Kenosha Public Library, a quasi-independent department of the City of Kenosha, to provide access to its facilities and services open to all residents of the County. Currently, the District is served by three regional branch libraries, all provided by the Kenosha Public Library: the G. M. Simmons Library, the Southwest Library, and the Northside Library. In addition, a smaller library, the West Branch Library, serves as a neighborhood library in the Uptown neighborhood and surrounding area.

Standards set forth in Chapter IX indicate that regional branch libraries should be designed to serve a population of 15,000 to 30,000 persons.¹¹ Standards set forth in the regional library system plan indicate that regional branch libraries should serve a minimum population of 25,000 and a maximum population of 50,000. For purposes of the District plan, it was assumed that a regional branch library should be provided for every 25,000 persons. On the basis of an anticipated District population of about 130,000 persons by the year 2010, it may be concluded that the District should be served by five regional branch libraries by the plan design year.

The City of Kenosha has determined to provide a new branch library in the City. The Mayor of the City of Kenosha in 1995 appointed a site-selection committee to identify a location for the new facility. While the work of that committee had not been completed at the time of preparation of this report, it is expected that the new library will be located in the west-central area or on the far-west side of the City.

¹¹The library capacity standard set forth in Chapter IX is the same as that set forth in Kenosha County Long Range Library Plan, prepared by the Kenosha County Library Planning Committee in 1992.

To facilitate convenient access, public libraries should be located along an arterial street or at the intersection of arterial streets. In addition, public libraries should be located near other trip generators, particularly retail centers or governmental and institutional centers, since, as a practical matter, trips to the library are often conducted as part of other, multi-purpose trips. On the basis of these locational considerations, the current and anticipated distribution of population in the Planning District, the current distribution of libraries in the Planning District, and the assumption that the new City of Kenosha library will be located in the west-central area or on the far-west side of the City, the plan identifies a site near the intersection of CTH ML and 39th Avenue in the Village of Pleasant Prairie as the general location for the other regional branch library needed by the Planning District by the year 2010 (see Map 96).

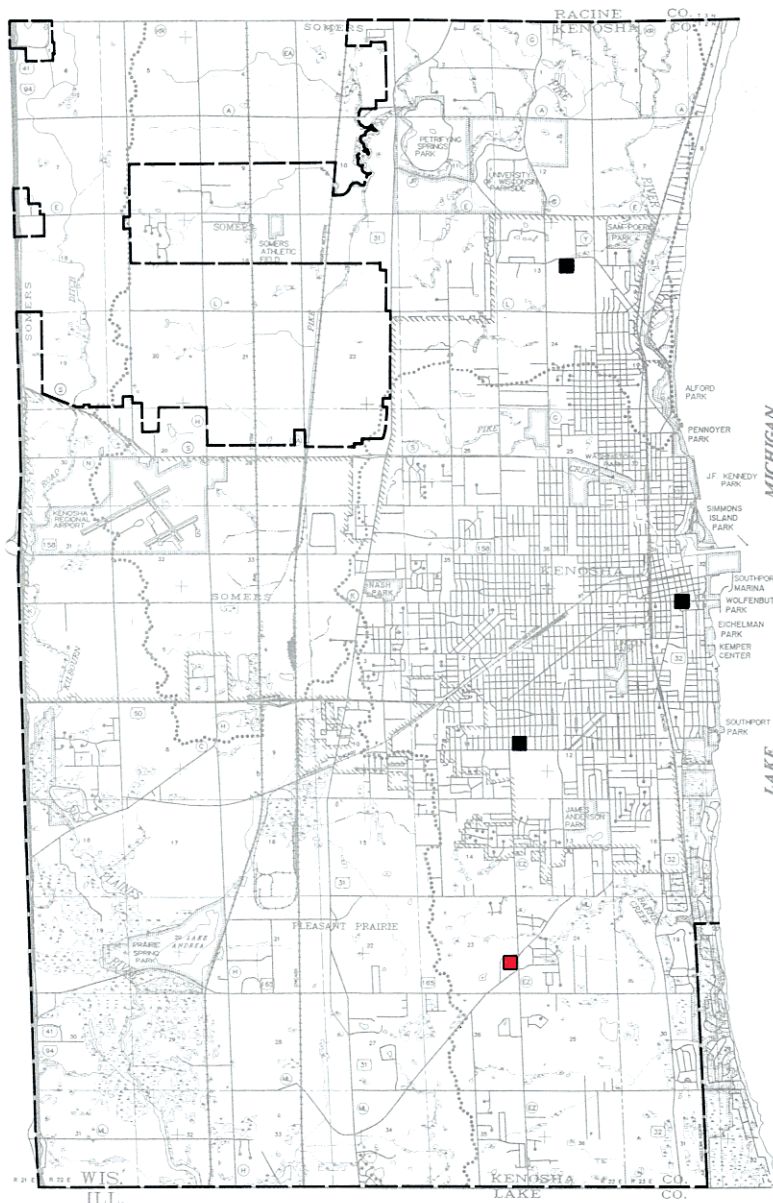
TRANSPORTATION

Arterial Streets and Highways

Arterial streets and highways are intended to facilitate the through movement of fast or heavy traffic within the Planning District as well as between the Planning District and areas outside of the District. The arterial street and highway system plan presented herein for the Kenosha Urban Planning District is that recommended under the year 2010 regional transportation system plan for Southeastern Wisconsin adopted by the Regional Planning Commission on December 7, 1994.¹²

The methodology used in the design of the plan was explicitly structured to ensure that, before any proposal was brought forward to widen existing arterial streets and highways or to build new arterial streets and highways, full and adequate consideration was given to resolving existing and anticipated future transportation problems through demand management, traffic management, and public transit service measures. This approach is consistent with the approach followed in the two previous Regional Planning Commission transportation planning efforts and is, moreover, consistent with the planning approach envisioned under the Federal Intermodal Surface Transportation Efficiency Act of 1991.

¹²SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010, 1994.



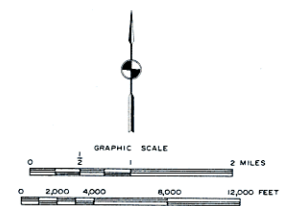
Map 96

EXISTING AND PROPOSED REGIONAL BRANCH LIBRARIES IN THE KENOSHA URBAN PLANNING DISTRICT

LEGEND

- EXISTING REGIONAL BRANCH LIBRARIES
- PROPOSED REGIONAL BRANCH LIBRARIES: 2010
- PROPOSED URBAN SERVICE AREA BOUNDARY
- PLANNED CORPORATE LIMITS

NOTE: THE PLAN ENVISIONS TWO NEW REGIONAL BRANCH LIBRARIES IN THE PLANNING DISTRICT BY THE YEAR 2010-- ONE TO BE LOCATED IN THE VILLAGE OF PLEASANT PRAIRIE, AS SHOWN ON THIS MAP, AND THE OTHER TO BE LOCATED IN THE CITY OF KENOSHA. THE MAYOR OF THE CITY OF KENOSHA IN 1995 APPOINTED A SITE SELECTION COMMITTEE TO IDENTIFY A LOCATION FOR THE NEW KENOSHA LIBRARY. WHILE THE WORK OF THAT COMMITTEE HAD NOT BEEN COMPLETED AT THE TIME OF PREPARATION OF THIS REPORT, IT IS EXPECTED THAT THE NEW LIBRARY WILL BE LOCATED IN THE WEST-CENTRAL AREA OR ON THE FAR WEST SIDE OF THE CITY.



Source: SEWRPC.

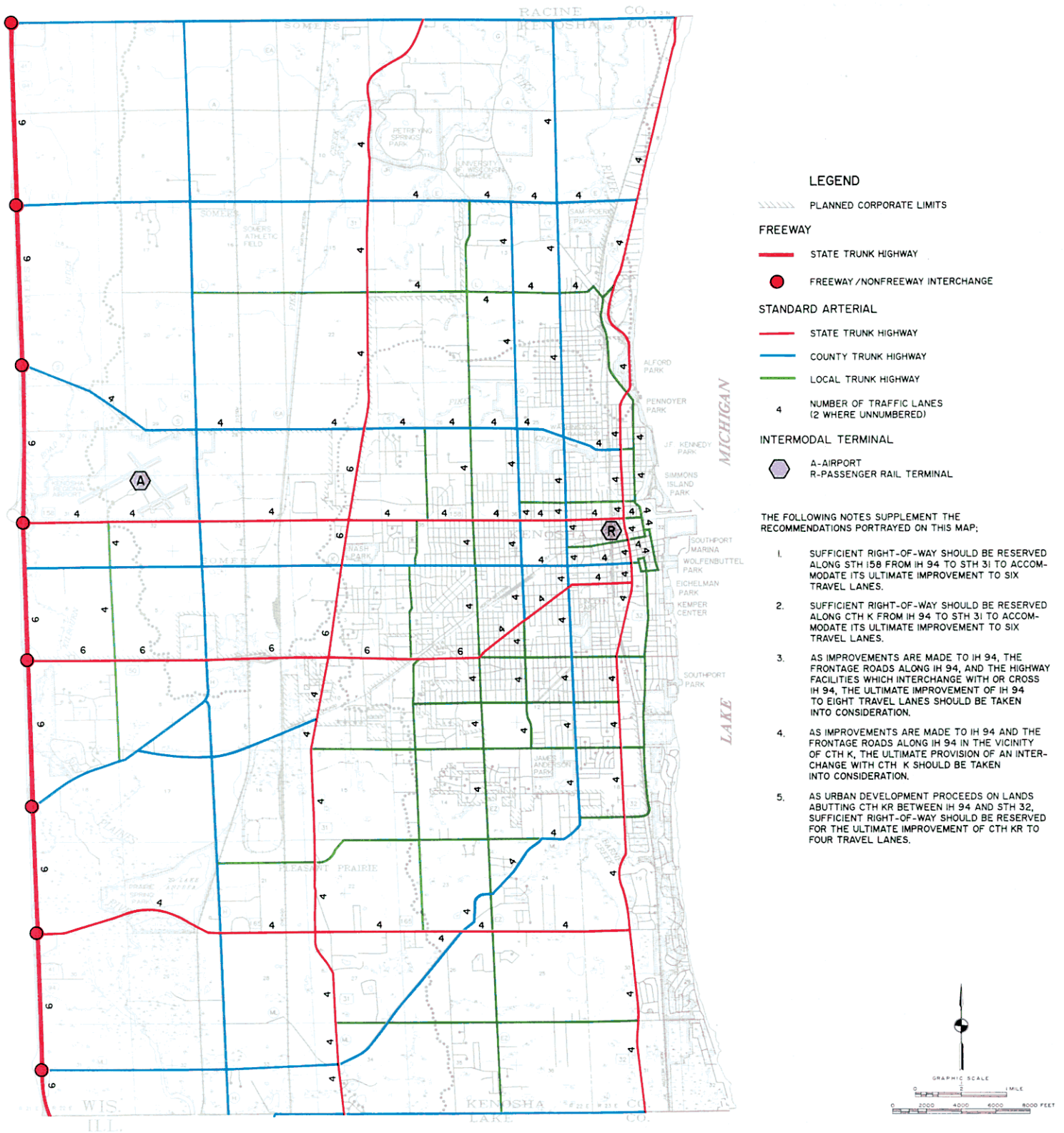
The recommended year 2010 arterial street and highway system plan as it pertains to the Planning District is shown on Map 97. The plan envisions that the arterial street and highway system serving the District would consist of about 175 route-miles and 575 lane-miles of arterial facilities by the year 2010. The plan includes recommendations for the functional improvement of the arterial system and

recommendations with respect to jurisdictional responsibilities for the system, as described below.

The year 2010 plan proposes the construction of about 4 route-miles of additional facilities and the improvement, primarily through widening, of about 38 route-miles, adding 84 lane-miles to the system. The plan envisions that other existing segments of

Map 97

ARTERIAL STREET AND HIGHWAY SYSTEM FOR THE KENOSHA URBAN PLANNING DISTRICT UNDER THE RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN: 2010



Source: SEWRPC.

the recommended system, a total of 133 route-miles, would be maintained at existing capacity with only resurfacing or reconstruction as needed. The plan also proposes the construction of a new interchange at IH 94 and CTH ML.¹³ It is anticipated that if the recommended improvements are carried out, the arterial system would generally provide a service level of "C".

Under the year 2010 plan, State trunk highways would account for about 58 miles, or 33 percent, of the total system mileage within the District; County trunk highways would account for about 69 miles, or 40 percent; and local trunk highways would account for about 48 miles, or 27 percent.

The arterial street and highway system plan shown on Map 97 was designed to accommodate growth and development envisioned under an intermediate-growth scenario for the Planning District and the Southeastern Wisconsin Region. Accordingly, that system represents the minimal level of improvements required to serve the year 2010 development conditions within the District envisioned under the District land use plan, based, as it is, on a high-growth scenario.

In order to identify additional arterial street and highway improvements potentially needed within the Planning District over the long term, analyses were undertaken and traffic assignments made for development conditions anticipated upon complete buildout of the proposed urban service area, as

¹³In addition to these functional improvements, the regional transportation plan also recommends the following right-of-way reservations to accommodate ultimate highway improvements: 1) the reservation of sufficient right-of-way along STH 158 from IH 94 to STH 31 to accommodate its ultimate improvement to six lanes, 2) the reservation of sufficient right-of-way along CTH K from IH 94 to STH 31 to accommodate its ultimate improvement to six lanes, and 3) the reservation of sufficient right-of-way along CTH KR between IH 94 and STH 32 to accommodate its ultimate improvement to four lanes. The plan further recommends that as improvements are made to IH 94, its frontage roads, and intersecting highways, the ultimate improvement of IH 94 to eight travel lanes be taken into consideration. Similarly, the plan recommends that as improvements are made to IH 94 and its frontage roads in the vicinity of CTH K, the ultimate provision of an interchange with CTH K be taken into consideration.

already described in this chapter. It is anticipated that the complete development of the proposed urban service area would require, over and above the improvements needed to serve the design year 2010 planned land use conditions, the widening, for the provision of additional travel lanes, of about 30 route-miles of existing highways, including the entire length of IH 94 in the Planning District, providing an additional 60 lane-miles of facilities. In addition, parking restrictions would be needed to provide additional travel lanes over four miles of existing arterial streets. It is further envisioned that urban development in the northeastern area of the Town of Somers would require the expansion of the arterial street system through the inclusion of two existing nonarterial street segments with a combined length of 5.3 miles, CTH G between CTH E and CTH KR, and CTH A between STH 31 and STH 32. It is also envisioned that CTH JR would be included in the arterial system as a special facility, providing access to Petrifying Springs Park and the University of Wisconsin-Parkside. The expanded arterial street and highway system encompassing the additional improvements necessary to accommodate full development of the proposed urban service area is shown on Map 98.

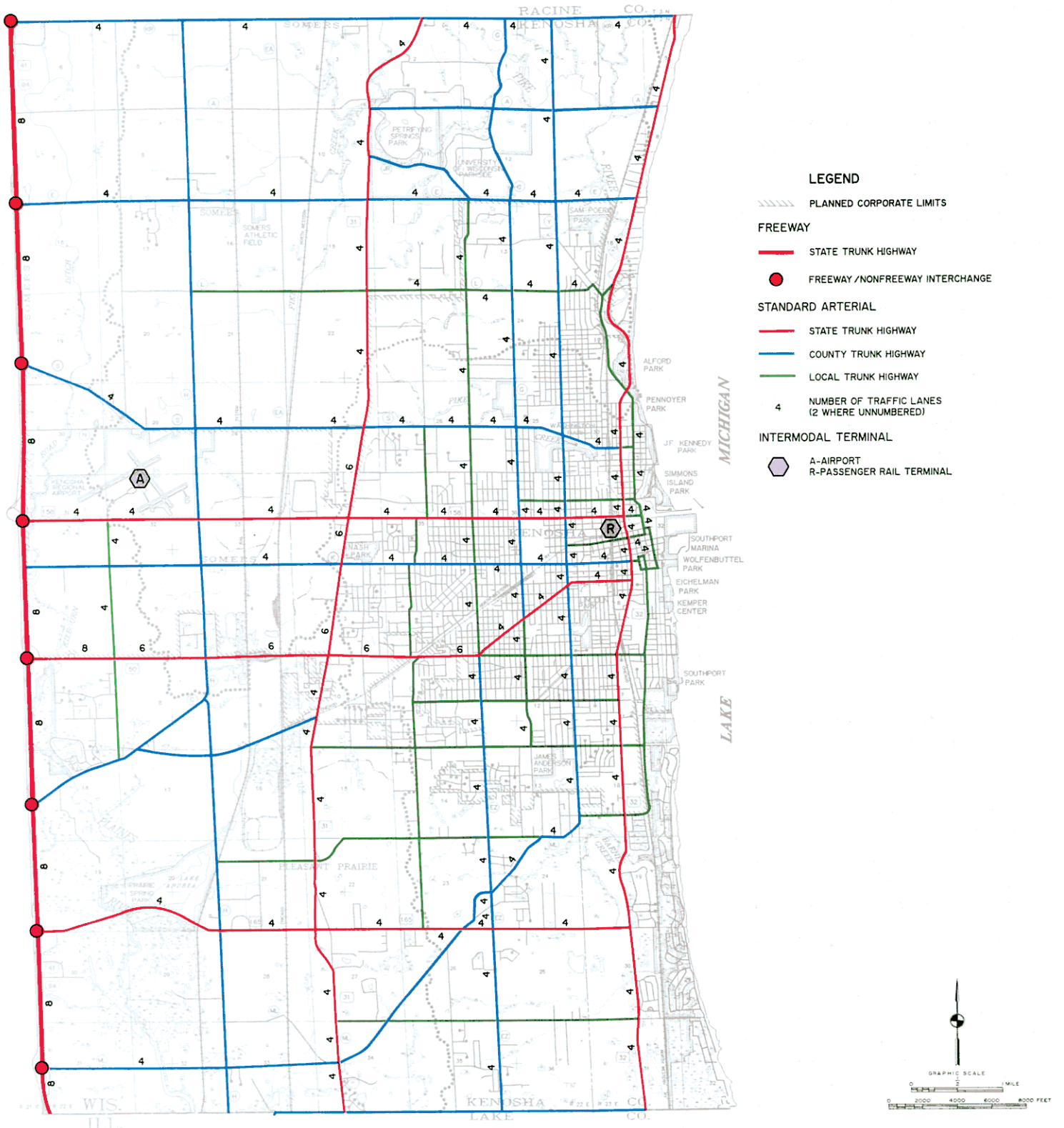
In addition to the aforementioned improvements, it is expected that complete development of the urban service area would require the improvements to the IH 94 frontage road system, including the conversion of certain frontage road segments to four-lane arterial facilities, identified under ultimate development conditions in the IH 94 South Freeway Corridor plan.¹⁴

Application of the jurisdictional highway classification criteria adopted by the Kenosha County Jurisdictional Highway Planning Committee and Kenosha County Board indicated that CTH G, between CTH E and CTH KR, should be classified as a County trunk highway, but that CTH A, between STH 31 and STH 32, should be classified as a local trunk highway under buildout conditions (see Table 94). In considering this matter, the Kenosha Planning District Advisory Committee, nevertheless, recommended that both of these highway segments be proposed for County jurisdiction. The

¹⁴SEWRPC Community Assistance Planning Report No. 200, A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, 1991

Map 98

ARTERIAL STREET AND HIGHWAY SYSTEM FOR THE KENOSHA URBAN PLANNING DISTRICT UNDER FULL DEVELOPMENT CONDITIONS IN THE PROPOSED URBAN SERVICE AREA



Source: SEWRPC.

Table 94

**REVIEW OF JURISDICTIONAL CLASSIFICATION OF SELECTED ARTERIAL FACILITIES IN THE KENOSHA
URBAN PLANNING DISTRICT ASSUMING COMPLETE DEVELOPMENT OF THE PROPOSED URBAN SERVICE AREA**

Facility		Current Jurisdiction	Adopted Plan 2010	Review of Jurisdiction Based on Reapplication of Jurisdictional Classification Criteria						
Name	Limits			Trip Length	Land Use Service	Operating Characteristics			Jurisdiction Based upon Application of Jurisdictional Classification Criteria	Jurisdiction Recommended by Advisory Committee
						Continuity	Spacing	Volume		
CTH A	STH 31 to STH 32	CTH	Local Non-Arterial	LTH ^a	LTH ^b	LTH	CTH	LTH ^c	LTH	CTH
CTH G	CTH E to CTH KR	CTH	Local Non-Arterial	LTH ^d	CTH ^e	CTH ^f	LTH	CTH ^g	CTH	CTH
39th Avenue	STH 50 to 128th Street	CTH	Local Arterial	LTH ^h	LTH	CTH	CTH	CTH	LTH	CTH

^a0.5 mile meets criteria as CTH; remaining 2.7 miles meets criteria as LTH.

^bEntrance to County park within 1 mile of STH 31.

^cEntire length meets criteria as LTH.

^dEntire length meets criteria as LTH.

^eServes University of Wisconsin-Parkside.

^fServes Town of Somers and City of Kenosha when viewed as a facility extending from CTH KR to the proposed STH 50 (Roosevelt Avenue).

^g1.06 mile, slightly more than one-half of the 2.1-mile length, meets criteria as CTH.

^h2.6 miles meets criteria as LTH; remaining 2.4 miles meets criteria as CTH.

Source: SEWRPC.

Planning District Advisory Committee further recommended that 39th Avenue, between STH 50 and the Wisconsin-Illinois State line, be changed from local jurisdiction, as proposed in the 2010 plan, to County jurisdiction under the buildout plan, even though application of the jurisdictional classification criteria indicates local jurisdiction. Map 98, which shows the arterial street and highway plan for buildout conditions, incorporates these jurisdictional recommendations of the Planning District Advisory Committee.

Map 99 presents a comparison of the arterial street and highway plan for the year 2010, as previously presented on Map 97, and the plan recommended by the Advisory Committee for buildout conditions, as presented on Map 98, identifying all functional and jurisdictional differences.

Transit System

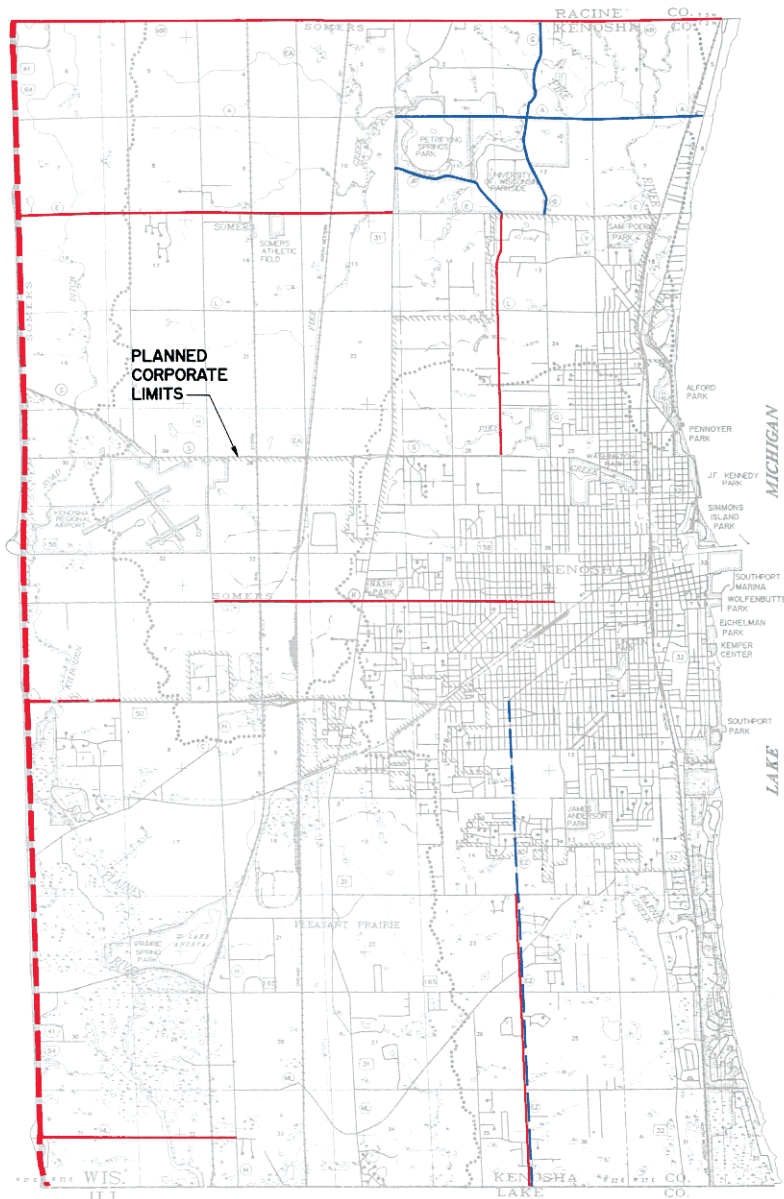
The public transit system plan for the Kenosha Urban Planning District presented here is also that recommended under the year 2010 regional transportation system plan for Southeastern Wisconsin. The transit-related recommendations of the year 2010 regional transportation system plan as it pertains to the Planning District are summarized on Map 100. The recommended transit system includes rapid-transit, express-transit, and local-transit service components, as described below.

Under the plan, rapid-transit service within the District would initially be provided via buses providing relatively fast service over certain State trunk highways within the District and over IH 94; the proposed routes would connect the largest economic activity centers and the highest density residential areas of the Planning District with the Racine and Milwaukee metropolitan areas. The plan recognizes the potential to establish commuter-rail service as an alternative to the proposed bus-oriented rapid-transit service. The plan recommends that the potential for such service be considered in a "major investment study" which would evaluate alternative means for the provision of rapid-transit service in the Kenosha-Racine-Milwaukee corridor.

Under the plan, express-transit service within the Planning District would be provided on a limited basis via buses operating in mixed traffic over surface arterial streets. Express service is distinguished from rapid service in that it provides a greater degree of accessibility at somewhat slower overall operating speeds. The proposed express route within the Planning District traverses STH 158 in the eastern half of the District and STH 31 in the northern half of the District. The plan envisions the provision of 600 revenue vehicle-miles of express service within the District on an average weekday.

Map 99

CHANGES TO THE YEAR 2010 ARTERIAL STREET AND HIGHWAY SYSTEM PLAN REQUIRED TO ACCOMMODATE BUILDOUT CONDITIONS IN THE KENOSHA URBAN PLANNING DISTRICT



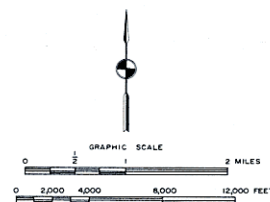
LEGEND

PROPOSED CHANGE	STATUS UNDER 2010 PLAN	STATUS UNDER BUILDOUT PLAN
—	ADDITION TO SYSTEM	NONARTERIAL COUNTY TRUNK
—	JURISDICTIONAL CHANGE	LOCAL TRUNK COUNTY TRUNK
—	WIDENING ^a	TWO-LANE FOUR-LANE
—	WIDENING	SIX-LANE EIGHT-LANE

NOTE: THE YEAR 2010 PLAN IS THE ARTERIAL STREET AND HIGHWAY ELEMENT OF THE ADOPTED REGIONAL TRANSPORTATION SYSTEM PLAN AS IT PERTAINS TO THE KENOSHA URBAN PLANNING DISTRICT. SEE MAP 97.

THE BUILDOUT PLAN IS THE ARTERIAL STREET AND HIGHWAY SYSTEM NECESSARY TO ACCOMMODATE FULL DEVELOPMENT OF THE PROPOSED URBAN SERVICE AREA WITHIN THE KENOSHA URBAN PLANNING DISTRICT. SEE MAP 98.

^a ON 60TH STREET BETWEEN GREEN BAY ROAD AND 30TH AVENUE AND ON THE EXISTING SEGMENTS OF 39TH AVENUE BETWEEN WASHINGTON ROAD AND CTH E, PARKING RESTRICTIONS WOULD BE UTILIZED TO PROVIDE THE REQUIRED ADDITIONAL TRAVEL LANES.



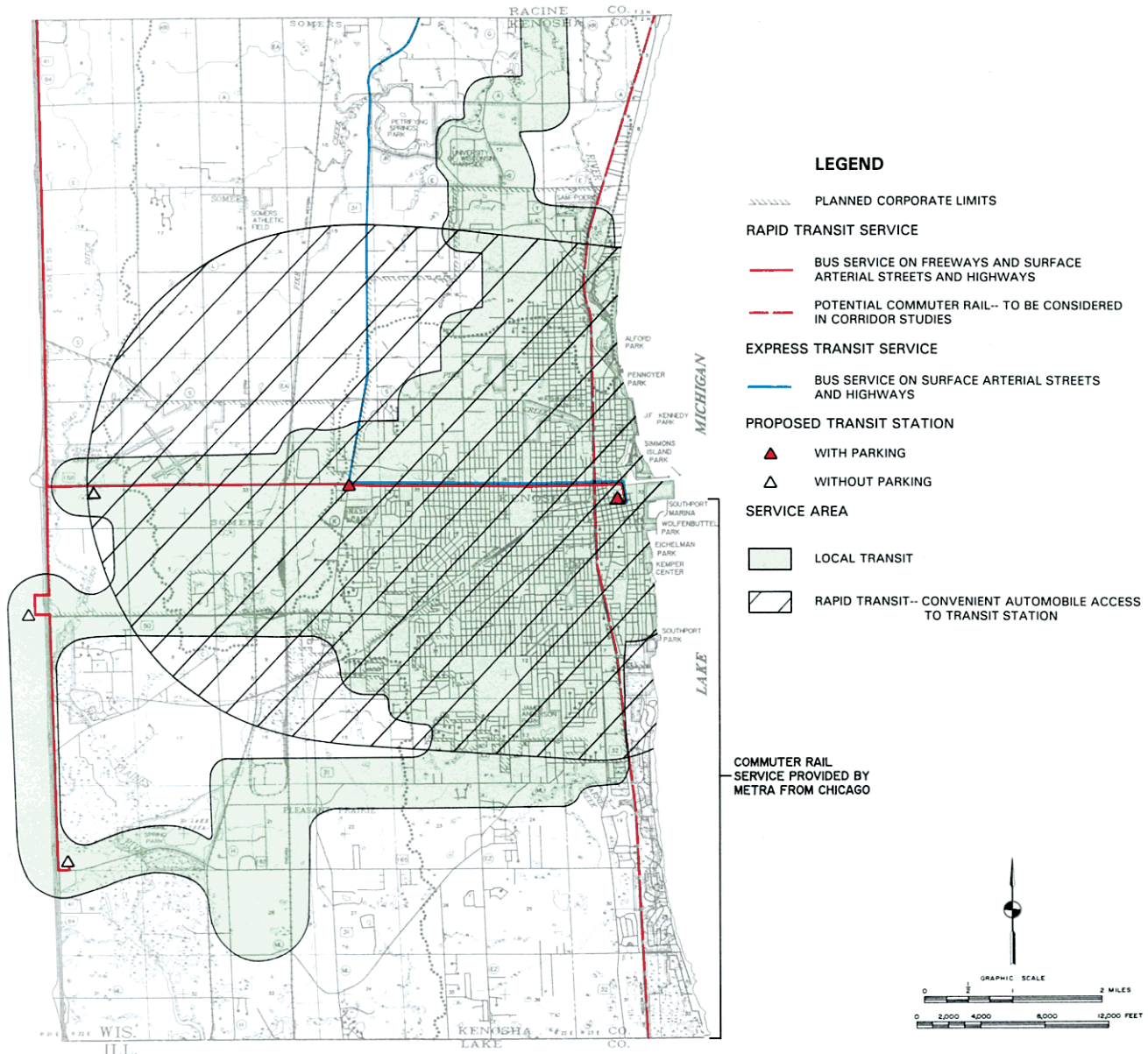
Source: SEWRPC.

Under the plan, local-transit service would be provided via buses operating over arterial and collector streets. The plan calls for improvements in the frequency of local-transit service provided, particularly on the major local routes. The plan envisions the provision of 6,500 revenue vehicle-miles of local-transit service on an average weekday.

The transit system plan presented herein was also designed to accommodate growth and development envisioned under an intermediate-growth scenario for the Planning District and Southeastern Wisconsin Region. Full buildout of the proposed urban service area within the Planning District may be expected to necessitate the expansion of transit

Map 100

PUBLIC TRANSIT SYSTEM FOR THE KENOSHA URBAN PLANNING DISTRICT UNDER THE RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN: 2010



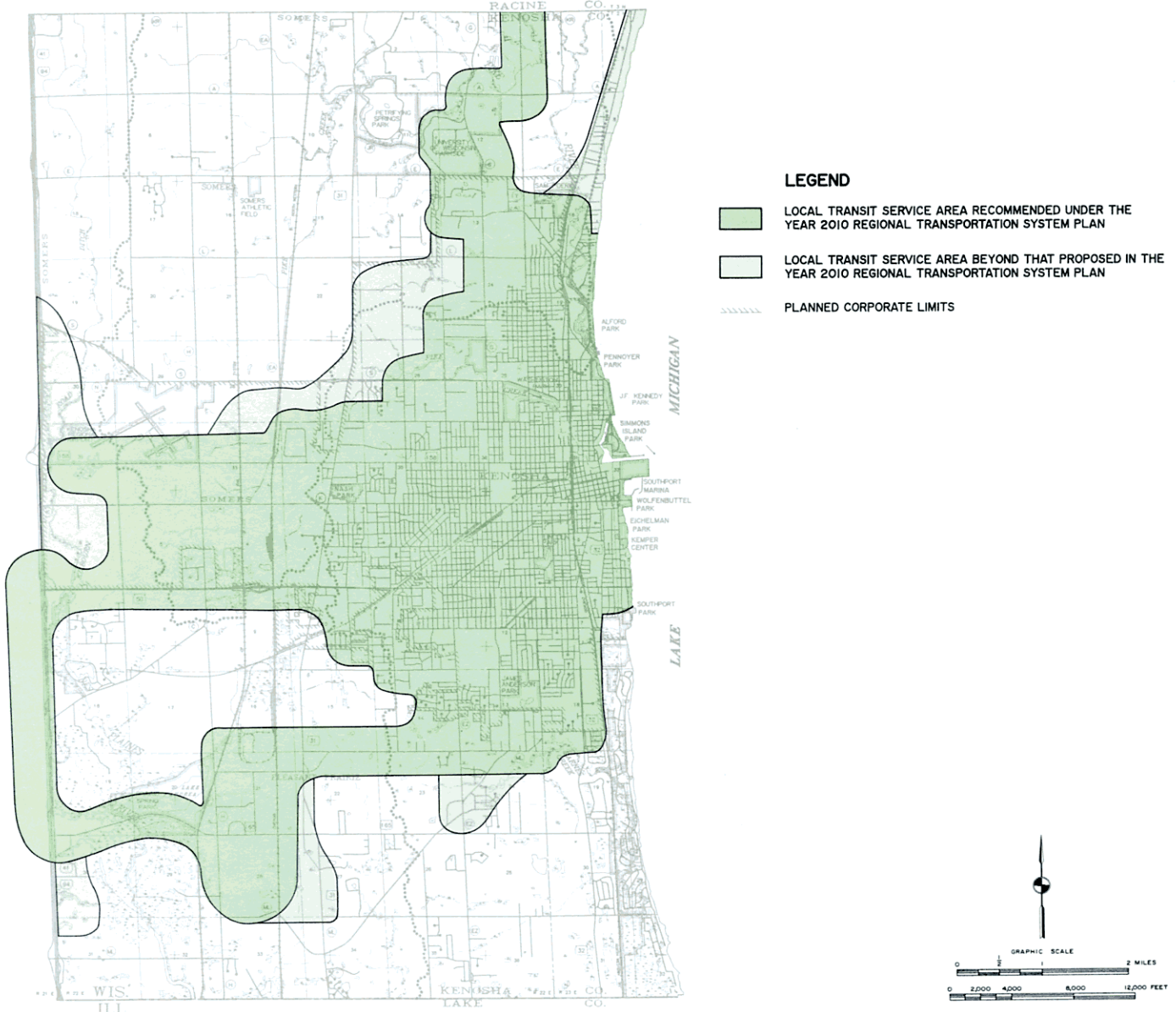
Source: SEWRPC.

services beyond the level envisioned under the year 2010 regional transportation system plan. At a minimum, it may be expected that local-transit service would be expanded to serve the new upper-medium-density residential areas envisioned under the plan as those areas reach full development, as well as to serve the new community retail and

service centers envisioned under the plan, insofar as practicable (see Map 101). It should be noted that the relatively low population and household levels expected in new lower-medium- and low-density residential neighborhoods will likely preclude the provision of local-transit service. It is estimated that the average weekday local-transit revenue vehicle-

Map 101

ADDITIONAL LOCAL-TRANSIT SERVICE AREAS REQUIRED TO ACCOMMODATE FULL DEVELOPMENT CONDITIONS IN THE PROPOSED KENOSHA URBAN PLANNING DISTRICT URBAN SERVICE AREA



Source: SEWRPC.

mileage would increase to about 7,500 miles under buildout conditions.

Bicycle Ways

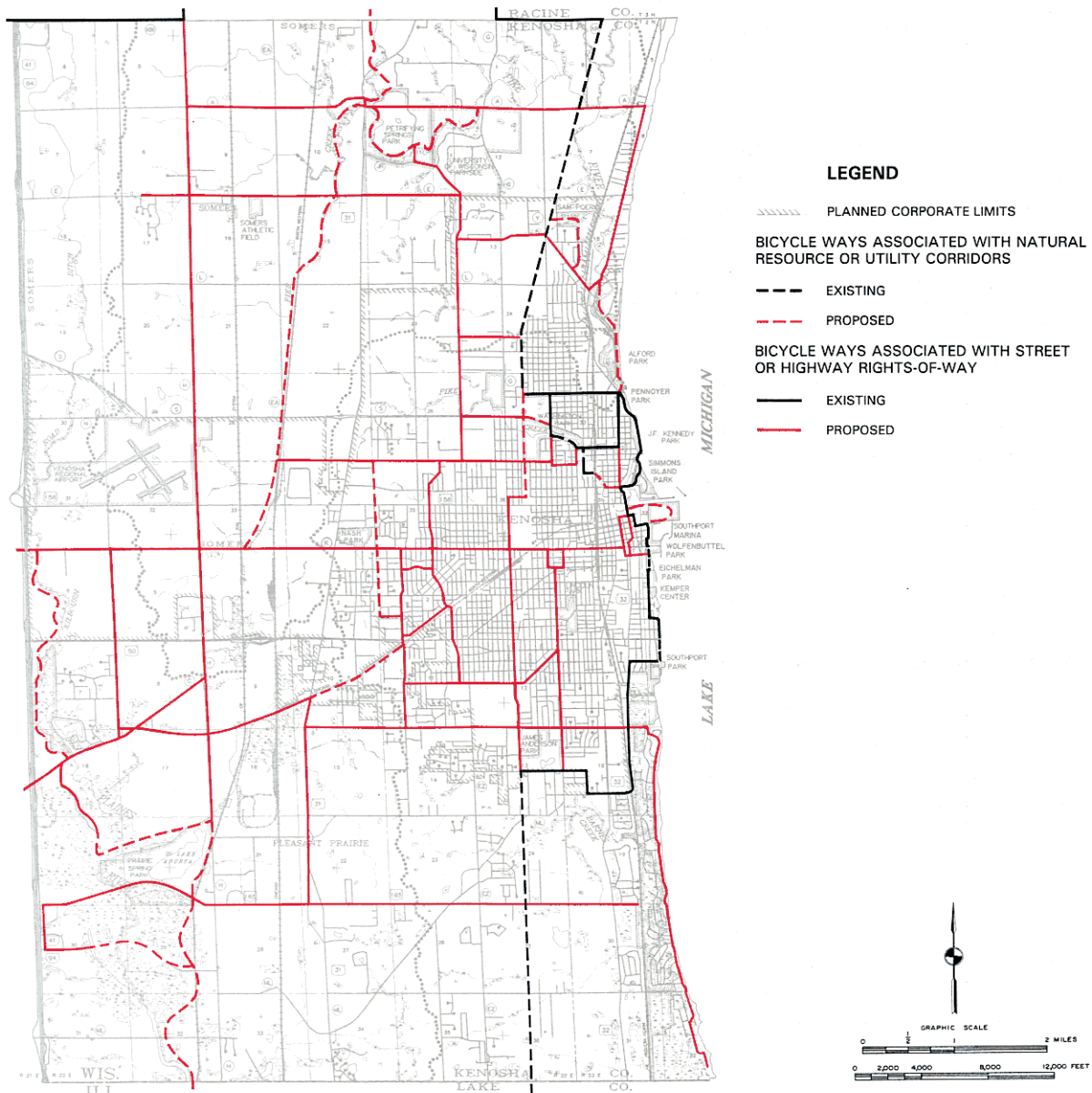
The bicycle way system plan presented herein for the Kenosha Urban Planning District is that recommended under the year 2010 regional bicycle and pedestrian facilities system plan for Southeastern

Wisconsin.¹⁵ The bicycle and pedestrian facilities plan was adopted by the Regional Planning Commission on January 25, 1995, as an element of the regional transportation system plan.

¹⁵SEWRPC Planning Report No. 43, *A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010*, 1994.

Map 102

BICYCLE WAY SYSTEM FOR THE KENOSHA URBAN PLANNING DISTRICT UNDER THE RECOMMENDED REGIONAL BICYCLE SYSTEM PLAN: 2010



Source: SEWRPC.

The regional bicycle way system plan as it pertains to the Kenosha Urban Planning District is summarized graphically on Map 102. The plan proposes a bicycle way system within the Planning District consisting of 122 route-miles. Of the total system mileage, 34 miles, or 28 percent, would consist of paths located in natural resource or utility corridors, while about 88 miles, or 72 percent of the

proposed system mileage, would be located within street rights-of-way. Bicycle ways within street rights-of-way may consist of a bicycle route designated on a street or highway, an exclusive bicycle lane provided on street or highway, a paved shoulder signed or marked for bicycle use, or a separate bicycle path located within the street or highway right-of-way.

The bicycle way system has been designed to provide good access to major activity centers, including public transit facilities, within the Planning District. Under the recommended plan, bicycle ways on the periphery of Planning District are connected to similar facilities in Racine County, in Kenosha County west of IH 94, and in Lake County Illinois.

Kenosha Regional Airport

Recent Airport-Related Planning and Zoning: The City of Kenosha in 1992 initiated a program to update the master plan for the Kenosha Regional Airport. An airport expansion proposal considered under that program generated significant public opposition; in 1995, the City determined to terminate the airport master planning program. The City subsequently created an advisory committee to study airport operations and infrastructure needs.

A noise and land use compatibility study for the Kenosha Airport was completed in November 1994 for the City of Kenosha by the consulting firm of Ricondo and Associates, Inc., pursuant to Part 150 of the Federal Aviation Regulations. The study recommended changes in airport operations to reduce noise impacts on lands near the airport. That plan further recommended that the City initiate a voluntary residential property acquisition program intended to facilitate the removal of existing homes within the 65 decibel yearly average day-night sound level noise exposure area of the airport. A total of 82 homes are located in the recommended acquisition area in the Planning District, as that area is shown on Map 103.

As reported in Chapter VIII, the City of Kenosha in 1993 adopted a set of airport overlay district regulations as part of the City zoning ordinance, governing lands within three miles of the airport. The airport related zoning governs land use and the height of structures on lands in the vicinity of the airport in the Village of Pleasant Prairie and the Town of Somers, as well as the City of Kenosha (see Map 84 in Chapter VIII).

In 1995, work by the Regional Planning Commission on a new design year 2010 regional airport system plan was nearing completion. A preliminary draft of the new plan recommended certain improvements to the Kenosha Regional Airport as required to meet projected future aviation demands. The principal improvement is a proposed extension of the east end of the primary runway from a length of 5,500 feet to 6,400 feet. This would enable the airport

to accommodate a wider range of business and corporate jets; it would not, however, accommodate larger commercial passenger or cargo planes. As of July 1995, the aforementioned City of Kenosha Airport Advisory Committee had not completed its study and did not have any airport improvement recommendations.

Recommended Airport Area Land Use

As the comprehensive plan was being completed in July 1995, no decision had been made regarding airport expansion. The pattern of land uses in the vicinity of Kenosha Regional Airport recommended under the comprehensive plan for the District, as shown on Map 91, is based upon the following assumptions:

1. That lands adjacent to the airport would be used primarily for commercial and industrial purposes, as recommended in the City of Kenosha west side corridor land use plan and in the land use and transportation system development plan for the IH 94 South Freeway Corridor, as described in Chapter VIII of this report;
2. That no new urban development would be located in the AIR-1 Runway Protection District of the City of Kenosha zoning ordinance as mapped in July 1995; and
3. That the residential land acquisition program recommended in the 1994 airport noise and land use compatibility study would be implemented.

PUBLIC UTILITIES

Public Sanitary Sewerage Service

As already noted, the units of government within the District, acting cooperatively, completed a utility study for the greater Kenosha area in 1992. That study, undertaken by the consulting firm of Ruekert and Mielke, Inc., recommended a set of coordinated sanitary sewerage and water supply system plans for the area.¹⁶ The major sanitary sewerage facilities and the sanitary sewer service areas recommended in the system plan are shown on Map 49 in Chapter VI of this report. Under the

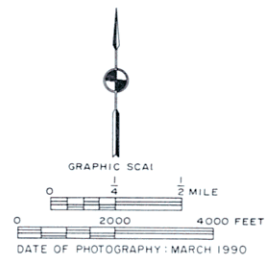
¹⁶Ruekert and Mielke, Inc., A Coordinated Sanitary Sewer and Water supply System Plan for the Greater Kenosha Area.

Map 103

65 DECIBEL YEARLY AVERAGE DAY-NIGHT SOUND LEVEL EXPOSURE AREA AS IDENTIFIED
IN THE NOISE AND LAND USE COMPATIBILITY STUDY FOR THE KENOSHA REGIONAL AIRPORT



Source: Ricondo & Associates, Inc., *Federal Aviation Regulations, Part 150, Noise and Land Use Compatibility Study*, 1994.



plan, all wastewater from within the District, other than the area in the Town of Somers KR Sewer Utility District, would be conveyed to, and treated at, the existing Kenosha Water Utility sewage-treatment plant; the Town of Somers KR Sewer Utility District would continue to be served by the Racine sewerage system. Under the system plan, two of the existing sewage-treatment plants operating within the District, the Pleasant Prairie sewage-treatment plants D and 73-1, would be abandoned and the collection systems served by those facilities connected to the City of Kenosha sewage treatment plant.

The existing City of Kenosha sewage-treatment plant has a design capacity of 28.4 million gallons per day (mgd) on an average annual basis and 68.0 mgd on a peak hourly flow basis. In 1990, the existing plant served a resident population of about 88,000 persons and had a hydraulic loading of about 23.0 mgd on an average annual basis, but of over 100.0 mgd on a peak hourly basis. The sewerage-system plan for the greater Kenosha area recommends that the City sewage treatment plant be modified to minimally increase the average annual hydraulic capacity to 28.6 mgd and to increase the peak hourly hydraulic capacity to 142 mgd, in order

to serve a design year 2010 resident population of 128,000 persons.

The sewerage-system plan for the greater Kenosha area recommends that the system be designed to serve the high-growth future scenario which envisioned a service area resident population of 128,000 persons. Thus, the design population used in the development of the sewerage-system plan is for all practical purposes identical to that used in the development of the comprehensive plan for the District. Accordingly, the facilities recommended in the sewerage-system plan should be adequate to support the development envisioned in this development plan under the high-growth future scenario.

The sewerage-system planning also considered the incremental cost that would be entailed if the sewerage-system components were designed to serve an ultimate development pattern in the District with a design population of 186,900 persons. It was generally found to be cost effective to size the major trunk sewer components to serve the ultimate growth pattern. Increasing the size of these facilities to serve ultimate development conditions resulted in about a 12 percent increase in the cost of the sewerage system. This option was accordingly recommended, since such facilities have a relatively long service life and considerable increased costs would be experienced if the facilities had to be reconstructed, or parallel facilities had to be constructed, in the future. Thus, the major trunk sewer facilities recommended in the sewerage-system plan are sized to provide key components of the sanitary sewerage system needed to serve the ultimate growth development plan herein considered. Under such a plan, the sewage treatment plant itself would have to be expanded at some future date, and such minor sewerage-system components as pumping stations and force mains would also have to be expanded. In addition, there would be a need for additional trunk sewer construction to extend sewerage service to new areas of development, and to reinforce certain components of the existing system.

The City of Kenosha has taken initial action to expand its sewage treatment plant in accordance with the recommendations contained in the area-wide public utility system plans. The City has nearly completed acquisition of a site adjacent to its existing sewage-treatment plant, between 7th Avenue and the Chicago & North Western Railway, south of 80th Street, for sewage-treatment plant expansion. A conceptual design for a new parallel

treatment plant at this site has been prepared by the engineering firm of Rust Environment and Infrastructure.

Public Water Supply Service

The Kenosha area utility study also recommended a centralized water supply system for the Kenosha area, with the City of Kenosha water-treatment plant serving as the sole source of water supply. The major components of the recommended water supply system are shown on Map 52 in Chapter VI of this report.

The existing City of Kenosha water-treatment plant has a design capacity of 40.0 mgd on a maximum daily basis, and 52.5 mgd on a peak hourly demand basis. In 1990, the existing water-treatment plant served a resident population of about 85,000 persons and provided about 33.0 mgd on a maximum daily basis and about 46.5 mgd on a peak hourly demand basis. The water supply system plan for the greater Kenosha area recommends that the water-treatment plant be modestly expanded to provide a capacity of 41.2 mgd on a maximum daily basis, and 58.0 mgd on a peak hourly demand basis, in order to serve a design year 2010 resident population of 128,000 persons.

The water supply system plan for the greater Kenosha area recommends that the water supply system be designed to serve the high-growth future scenario, which envisioned a service area resident population of 128,000 persons. Thus, the design population used in the development of the water supply system plan is for all practical purposes identical to that used in the development of the comprehensive plan for the District. Accordingly, the facilities recommended in the water supply system plan should be adequate to support the development envisioned in this development plan under the high-growth future scenario.

The water supply system planning also considered the increase in cost that would be entailed if the water supply system components were designed to serve an ultimate development pattern in the District with a design population of 186,900 persons. It was generally found to be cost effective to size the major transmission mains and storage components to serve the ultimate growth pattern. Increasing the size of these facilities to serve ultimate development conditions resulted in about an 8 percent increase in the cost of the water supply system. This option was accordingly recommended

since such facilities have a relatively long service life and considerable increased costs would be experienced if the facilities had to be reconstructed, or parallel facilities had to be constructed, in the future. Thus, the major water supply transmission mains and storage facility improvements recommended in the water supply system plan are sized to provide key components of the water supply system needed to serve the ultimate growth development plan being herein considered. Under such a plan, the water-treatment plant itself would have to be expanded at some future date. In addition, there would be a need for additional transmission components to extend water supply service to new areas of development.

The City of Kenosha has also taken initial action to improve and expand the capacity of its water-treatment plant in accordance with the recommendations contained in the public utility system plans. A preliminary design report for improvements to the water-treatment plant has been completed for the City by the engineering consulting firm of Montgomery Watson of Sacramento, California. That report identified a need for renovation or replacement of aging plant facilities; for improved treatment to ensure protection against water-borne pathogens, as well as to meet increasingly stringent State and Federal drinking water regulations; and for increased system capacity to provide for area growth. The Kenosha Board of Water Commissioners approved the preliminary design report in August 1994 and authorized work to proceed on a three-stage facility design and construction project. The proposed improvements are expected to be able to be accommodated on the existing Kenosha Water Utility site in the Kenosha harbor area.

It should be noted that the centralized sanitary sewerage and water supply systems recommended under the Kenosha area utility study would solve the problem of interbasin water diversions existing within the District. The diversion of water across the subcontinental divide which traverses the District is governed by the Wisconsin Statutes, by Federal law, and by international compact. As noted in Chapter VI of this report, the Village of Pleasant Prairie has permission to divert temporarily up to 3.2 million gallons per day from Lake Michigan and, after use, to discharge the water into the Mississippi River basin. This permission was granted by the State of Wisconsin with the understanding that the diversion would be eliminated by the year 2010. The Village of Pleasant Prairie sewage treatment plants, which discharge to the Des Plaines River

system, are scheduled to be abandoned by the year 2010 under the recommended utility system plans. Accordingly, with the provision of both centralized sewer and water supply services by the City of Kenosha systems, no water diversion beyond the year 2010 is envisioned.

Institutional Framework for Implementing the Utility Plan

The Kenosha area utility study recommended the creation of an areawide sewer and water authority for the purpose of implementing the recommended sewerage and water supply system plans. The areawide authority would own and operate all of the major, or areawide, sewerage and water supply facilities in the District. The specific conditions attendant to the ownership and control of the local sewerage and water supply facilities would be determined through an intercommunity advisory committee which would guide the development of the areawide authority. Pending the creation of an areawide sewer and water authority, the utility study recommended use of amendments to the existing contractual arrangements under which the Kenosha Water Utility furnishes service to adjacent municipalities under contracts authorized under Section 66.30 of the Wisconsin Statutes coupled with the use of impact fees to recover capital costs associated with needed facility construction.

The Town of Somers adopted the Kenosha area utility plans in 1994. In April 1995, the City of Kenosha and the Village of Pleasant Prairie adopted those aspects of the areawide utility plans pertaining to configuration and capacities of the physical systems and the related service areas. However, the City and Village did not at that time adopt the plan recommendations pertaining to the creation of an areawide sewer and water authority.

PARK AND OPEN SPACE PLAN

The recommended park and open space element of the comprehensive plan for the Kenosha Planning District is presented in this section. It consists of both an areawide and a local component. The purpose of the areawide component is to provide for resource-oriented recreational sites and facilities and for the protection of areas containing important natural resources. The areawide component is based upon the recommendations contained in the Kenosha County park and open space plan, adopted by the Kenosha County Board and the Regional Planning Commission in 1988. The local component

of the plan is intended to provide for intensive non-resource-oriented recreational facilities. The balance of this chapter presents the park and open space plan for the Planning District.

It is intended that the park and open space element fulfill State planning requirements attendant to the State outdoor recreation aids program, thereby making the County and local units of government within the Planning District eligible to apply for and receive available State and Federal funds to assist in the acquisition and development of recommended park and open space sites and facilities. To this end, the recommendations of the park and open space plan are presented again in Appendix B along with detailed recommendations regarding implementation responsibilities and implementation costs for each of the concerned units and agencies of government.

Areawide Park and Open Space Plan Element

The Kenosha County park and open space plan sets forth recommendations for the acquisition of such resource-oriented recreational facilities as major parks, recreation corridors and associated trail facilities, and lake-access facilities. The County plan also sets forth recommendations intended to protect and preserve the important natural resources of the County, particularly those within primary environmental corridors. The park and open space plan presented here for the Kenosha Planning District includes recommendations for additional sites and facilities not included in the currently adopted Kenosha County park and open space plan and is intended to amend and extend the recommendations of the County plan to the year 2010 for the area within the Planning District.

Recommended Resource-Oriented Outdoor Sites and Facilities: The outdoor recreation sites and trail facilities recommended under the areawide park and open space plan element are shown on Map 104. A description of the recommended sites and facilities follows.

Major Parks: Under the park and open space plan for Kenosha County, two major parks are recommended to be provided within the Planning District: the existing Petrifying Springs Park in the north-central portion of the District in the Town of Somers and a new major park to be located along the Des Plaines River in the southwestern portion of the District in the Village of Pleasant Prairie.

Petrifying Springs Park is a 358-acre park owned and operated by Kenosha County. Existing facilities at the park include a regulation 18-hole golf course, softball diamonds, playfields, playgrounds, group picnic areas, and trails for hiking, horse-back riding, and cross-country skiing. The park also encompasses the Petrifying Springs Hardwoods natural area and river frontage along the Pike River. No additional facility development is proposed at the Park.

Development of the new major park recommended under the County park and open space plan in the southwestern portion of Pleasant Prairie has been initiated by the Village of Pleasant Prairie. Acquisition and development of the major park site by the Village represents a departure from the County park and open space plan, which recommended that the park be developed by Kenosha County. Moreover, Village plans for the site do not include a regulation 18-hole golf course, as proposed in the County park plan. In other respects, acquisition and development of the site as proposed by the Village fulfills the intent of the County park and open space plan to provide opportunities for participation in resource-oriented outdoor recreational activities in this area.

Approximately 425 acres for the new park have been acquired by the Village of Pleasant Prairie. The park site is bounded by Jerome Creek on the north, the Des Plaines River on the west, STH 165 on the south, and the CP Rail System railroad tracks and CTH H on the east. The park site includes a former gravel pit which has been used to create the approximately 110-acre Lake Andrea. The lake is designed to be used for swimming, fishing, and nonmotorized boating. Other proposed resource-oriented uses of the park include hiking and bicycling, picnicking, ice skating, sledding, and cross-country skiing.

The Village also intends to provide a number of nonresource-oriented facilities at the park. Proposed facilities include softball diamonds, soccer fields, volleyball and tennis courts, and a recreation center which would provide a gymnasium for indoor basketball, volleyball, soccer, or fitness classes; two swimming pools; and associated meeting rooms, locker rooms, child care facilities, and administrative offices. It is recommended that facilities provided at the new park also include a baseball diamond and four basketball goals.

Proposed New Public Golf Course: As already noted, the park and open space plan for Kenosha County recommends that the proposed new major park in Pleasant Prairie include a regulation 18-hole golf course. The need for a public golf course in this area was initially identified in the year 2000 regional park and open space plan.¹⁷ As also noted, site plans for the major park now being developed by the Village of Pleasant Prairie do not include the recommended golf course. The need for a public regulation 18-hole golf course in this area, therefore, remains. It is, accordingly, recommended that Kenosha County act to acquire property for, and construct, a golf course in this area. An area immediately north of the new Village park has been identified as a potential site for the golf course. It is further recommended that consideration be given to development of the golf course as a unified residential and recreational planned unit development; however, the golf course should be County owned and accessible to the general public as well as to residents of the planned unit development.

Recreation Trails: The Kenosha County park and open space plan recommends the provision of recreation trails to enable participation in such activities as biking, hiking, nature study, and cross-country skiing. The recreation trails proposed in the County park plan consist of routes aligned in a generally north-south direction on the easterly side of the Planning District. The recreation trail system proposed herein refines and details the system proposed in the County park plan and extends that system to the west side of the Planning District.

The recommended recreation trail system is routed along primary and secondary environmental corridors to the extent practicable. In certain cases, the trail facilities are routed along former transportation or utility corridors, which are well suited for trail facilities. The planned system also anticipates the use of designated bike routes over existing streets and designated hiking routes over existing walks to provide desired continuity. Design of the recreation trail system was, moreover, coordinated with the proposed bicycle way system recommended under the year 2010 regional transportation system

plan, previously described in this chapter, with the result that many segments of the recreation trail system coincide with the bicycle way system.

The proposed areawide recreation trail system is shown on Map 104. The system has been designed as a loop, connecting with similar trail facilities in the Town of Mt. Pleasant in Racine County and the North Shore Trail in Illinois.

The proposed recreation trail system encompasses about 42.4 linear miles of trails, including about 10.7 miles of existing off-street trails and about 6.5 miles of existing on-street trails. Of the total of about 25.2 miles of proposed new trails, about 17.6 miles, or about 70 percent, would be located off-street and about 7.6 miles, or about 30 percent, would be located on-street.

Lake Michigan Access: Public access to Lake Michigan for recreational boating activities, including boat slips, launch ramps, and related parking, is provided at two marinas in the downtown Kenosha area: the Simmons Island small boat harbor and Southport Marina. Development of the recreational boat marinas implements a recommendation set forth in the County park and open space plan for improved access in the downtown Kenosha area to Lake Michigan for boating. The locations of the marinas are shown on Map 104.

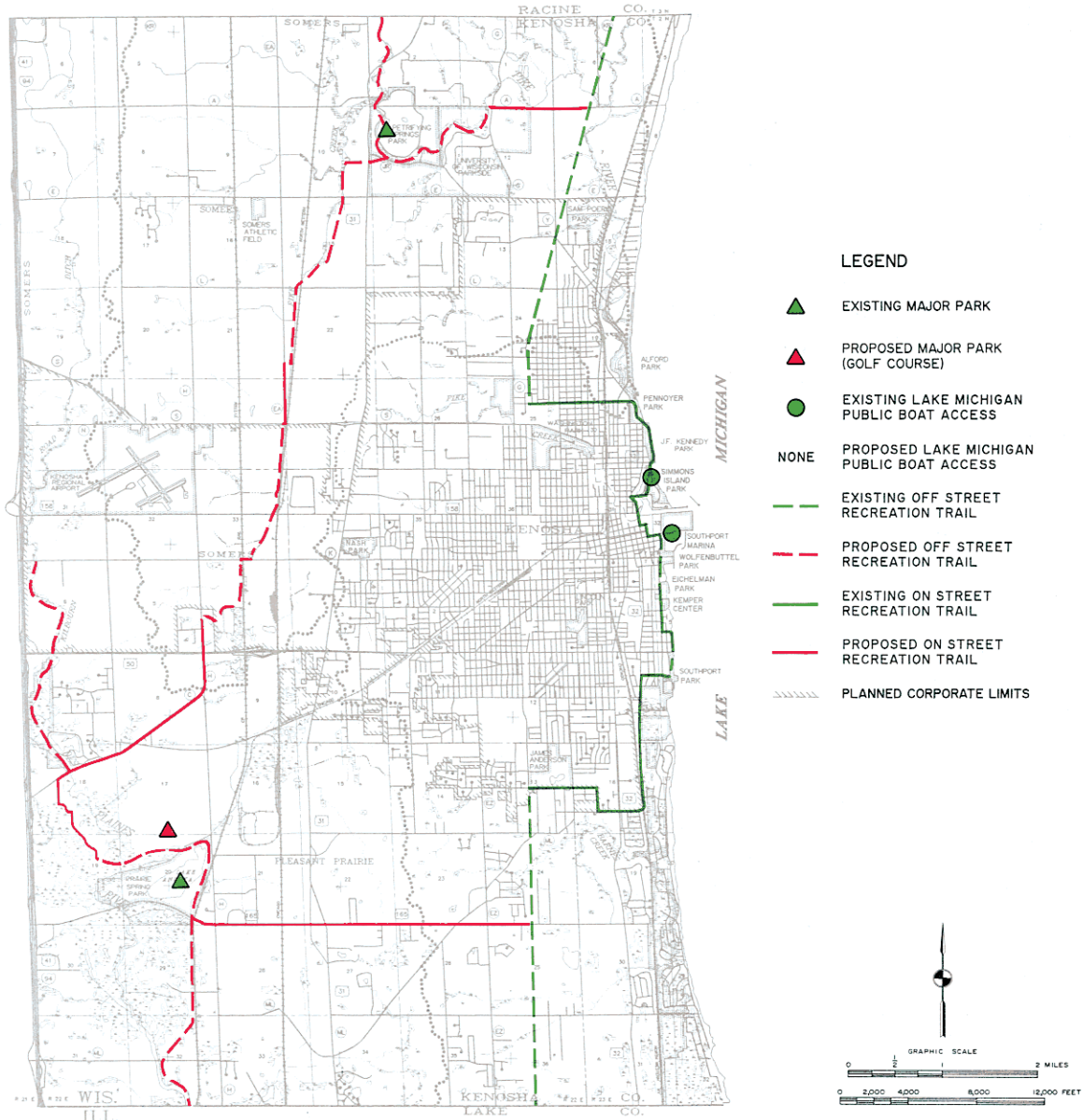
The Simmons Island small boat harbor is owned and operated by the City of Kenosha. The harbor provides 142 boat slips and six launch ramps. Southport Marina is owned by the City of Kenosha and leased to a private operator. The marina provides 216 boat slips and one lift-out well. There is also one private marina within the Planning District, the Prairie Harbor Yacht Club, located just north of the Wisconsin-Illinois state line. No additional areas are recommended to be developed within the Planning District for recreational boating access to Lake Michigan.

Recommended Open Space Preservation: The environmental corridor concept and the planned configuration of primary environmental corridors, secondary environmental corridors, and isolated natural resource areas within the Planning District were described in the land use plan presented earlier in this chapter. Recommended actions with respect to the preservation of such lands are set forth here.

¹⁷*SEWRPC Planning Report No. 27, A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000, 1977.*

Map 104

AREAWIDE PARK AND PUBLIC OUTDOOR RECREATION FACILITIES UNDER THE PARK AND OPEN SPACE PLAN FOR THE KENOSHA URBAN PLANNING DISTRICT



Source: SEWRPC.

Primary Environmental Corridors: The primary environmental corridors contain almost all of the best remaining woodlands, wetlands, wildlife habitat, lakes and streams, and associated shoreland and floodland areas. The protection of the primary environmental corridors from additional intrusion by urban development, thereby preserving such lands in natural, open uses for resource protection,

scenic value, and outdoor recreation purposes, is one of the primary objectives of this park and open space plan.

Under the plan, all primary environmental corridor lands would be preserved in essentially natural, open uses. Within urbanizing areas, the preservation of environmental corridors is most certain and

lasting when the corridor lands are acquired in the public interest for resource preservation and compatible outdoor recreation uses. Since most of the primary environmental corridor lands in the Planning District are located within the proposed urban service area, the plan recommends that most of the corridors in the District be publicly acquired or acquired by nonprofit conservancy organizations. Where such acquisition is not proposed, the plan recommends that the environmental corridor be protected through application of appropriate conservancy zoning.

Map 105 shows the location of planned primary environmental corridors within the Planning District and the pattern of ownership proposed under the plan. Of the total of 6,558 acres of primary environmental corridor lands, 1,892 acres, or about 29 percent, are currently held in public ownership, while 805 acres, or about 12 percent, are held in compatible nonpublic outdoor recreation uses. The plan proposes that an additional 3,168 acres, or about 48 percent, be acquired over the plan design period for public park and open space use. The plan further recommends that 693 acres, or about 11 percent of the total, be retained in private ownership and protected through public land use regulation.

It should be noted that the open space preservation plan for the District presented herein incorporates the recommendations of the land use management plan for the Chiwaukee Prairie-Carol Beach area along the Lake Michigan shoreline in Village of Pleasant Prairie.¹⁸ The Chiwaukee Prairie-Carol Beach plan was intended to preserve, insofar as practicable, given previous commitment of the area to urban use, the unique natural features found in a beach-dune ridge-and-swale complex located in this area, which complex comprises a primary environmental corridor (see Map 79 in Chapter VIII). The plan further identified areas of the corridor which should be acquired in the public interest for resource preservation purposes and areas of the corridor which should be protected through public land use regulation. The configuration of primary environmental corridor lands and the public acquisition of primary environmental corridor lands pro-

posed in the Chiwaukee Prairie-Carol Beach plan are included in the new District park plan.¹⁹ It is recommended, given the unique nature and sensitivity of the natural features found in the Chiwaukee Prairie-Carol Beach area, that any individual, agency, or firm intending to alter in any way lands within the delineated primary environmental corridor in this area should consult with the Wisconsin Department of Natural Resources.

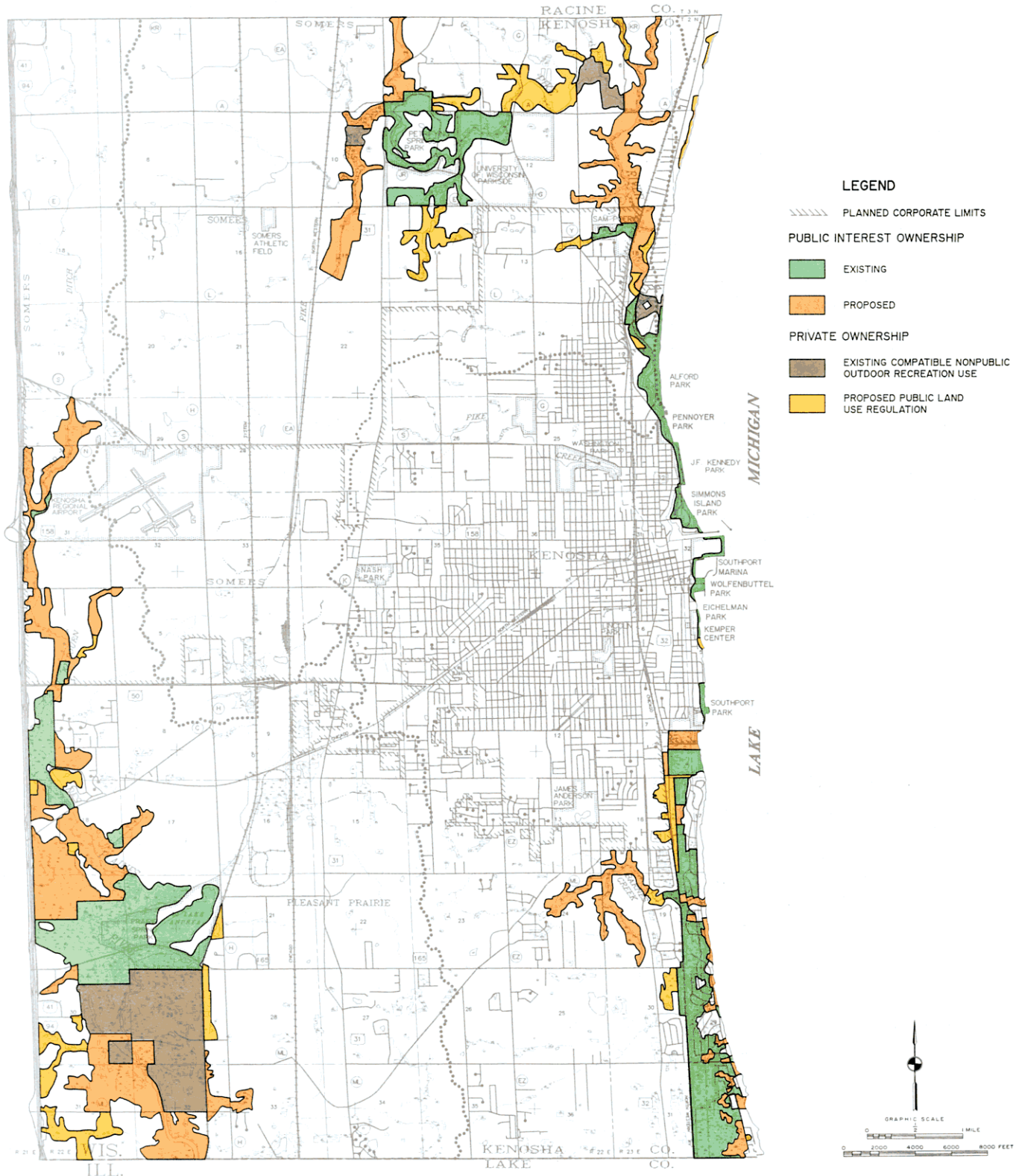
Secondary Environmental Corridors and Isolated Natural Resource Areas: As already indicated in this chapter, under the comprehensive District plan, it is recommended that secondary environmental corridors be considered for preservation in natural, open uses or be incorporated as drainage-ways and local parks in developing areas. The plan also recommends that isolated natural resource areas be preserved in natural open uses insofar as practicable, being incorporated for use as parks and open space reservations as appropriate. Secondary environmental corridors and isolated natural areas are shown on the land use plan map, Map 91, previously presented in this chapter. Some of the identified secondary environmental corridor lands and isolated natural resource areas are recommended for public acquisition to accommodate local parks and recreation trail facilities under the local

¹⁸SEWRPC Community Assistance Planning Report No. 88, *A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, 1985.*

¹⁹*Under the Chiwaukee Prairie-Carol Beach land use plan, responsibility for primary environmental corridor acquisition was assigned to the Wisconsin Department of Natural Resources and The Nature Conservancy. Both the Department and The Nature Conservancy have adopted land acquisition project areas within the site and have made substantial progress in acquiring primary environmental corridor lands in accordance with the plan. The land acquisition project areas adopted by the Department and The Nature Conservancy conform substantially with the areas recommended under the Chiwaukee Prairie-Carol Beach plan, although minor differences do exist. The most noteworthy differences in this regard include: 1) the acquisition by the Department of Natural Resources of an approximately 10-acre area located north of 104th Street, west of 8th Avenue, and 2) the acquisition by The Nature Conservancy of an approximately 10-acre area located north of 95th Street, west of 6th Avenue. Both of these areas were recommended for sewer urban development under the Chiwaukee Prairie-Carol Beach land use plan and are shown as lower-medium-density residential areas on the comprehensive Planning District plan.*

Map 105

PRESERVATION OF PRIMARY ENVIRONMENTAL CORRIDOR LANDS UNDER THE PARK AND OPEN SPACE PLAN FOR THE KENOSHA URBAN PLANNING DISTRICT



Source: SEWRPC.

park and outdoor recreation plan element presented in the following section and further detailed in Appendix B (see Map B-3 in Appendix B). Other public acquisition of secondary environmental corridors and isolated natural resource areas should be identified on the basis of detailed neighborhood unit development plans.

Local Park and Outdoor Recreation Plan Element

In addition to meeting resource-oriented outdoor recreation needs, a park plan must seek to provide sites and facilities for such nonresource-oriented activities as baseball, tennis, and playground activities. In comparison to the resource-oriented outdoor recreation site and facilities, sites and facilities for nonresource-oriented activities rely less heavily on natural resource amenities, generally meet a greater need in urban than rural areas, and have a relatively small service radius. For these reasons, nonresource-oriented outdoor recreation sites and facilities, as a practical matter, should be provided only in areas having significant population concentrations. Responsibility for the provision of such sites and facilities generally rests with city, village, and town governments and school districts.²⁰

Urban Park and Outdoor Recreation Needs: The standards set forth in Tables 72 and 73 in Chapter IX of this report are concerned with the provision of adequate sites and facilities for nonresource-oriented recreational activities for the urban resident population. The standards specify per capita and accessibility requirements for urban sites and facilities. The existing and anticipated future need for urban outdoor recreation sites and facilities may be determined by applying the standards set forth in Chapter IX to the existing and probable future resident population level of the urban service area, as previously set forth in Table 87.

Site Needs: The site standards set forth in Table 72 of Chapter IX pertain to community and neighborhood parks and school recreation areas. Community parks by definition range in size from 25 to 99 acres,

have a service radius of two miles, and generally provide such community-oriented facilities as baseball diamonds, softball diamonds, and swimming pools. Neighborhood parks by definition range in size from 5 to 24 acres; have a service radius of 0.5 mile in a high-density area, 0.75 mile in a medium-density area, and 1.0 mile in a low-density area; and generally provide facilities for such children's outdoor recreation activities as playground and playfield activities, ice-skating, and basketball and other court games. School outdoor recreation sites, while not generally perceived as parks, provide areas for the pursuit of nonresource activities in urban areas. Public school outdoor recreation sites are, therefore, taken into account in the application of the per capita acreage standards for urban outdoor recreation sites.

The results of applying the adopted per capita acreage standards to the existing and planned year 2010 population levels for the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers are presented in Table 95. Application of the per capita standards indicates a need for about 126 additional acres of parks and school outdoor recreation lands combined by the year 2010 in the Village of Pleasant Prairie and about 59 additional acres of parks and school outdoor recreation land combined by the year 2010 in the Town of Somers. No additional sites would be required in the City of Kenosha to meet the per capita urban outdoor recreation site standards through the year 2010.

Even where per capita acreage standards are met, urban areas may need additional parks if the spatial distribution of existing parks does not provide sufficient access for current and future residents. For example, while, as already noted, the per capita urban park site area standards are already satisfied in the City of Kenosha, application of the neighborhood park accessibility standards indicates that certain existing and planned urban areas of the City are not adequately served by existing neighborhood parks (see Map 106). Neighborhood and community park accessibility needs, based upon the aforementioned park service radius standards, were taken into account in the design of the local park plans for the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers presented here.

Facility Needs: The facility standards set forth in Table 73 of Chapter IX are concerned with the provision of sufficient outdoor recreation facilities to allow the resident population adequate opportunity to participate in such nonresource-oriented outdoor

²⁰The local park and outdoor recreation plan element set forth herein is intended to amend the recommendations for local park and outdoor recreation sites and facilities set forth in SEWRPC Community Assistance Planning Report No. 41, A Park and Open Space Plan for the Kenosha Planning District, December 1980.

Table 95

**PER CAPITA ACREAGE REQUIREMENTS FOR URBAN OUTDOOR RECREATION SITES
IN THE KENOSHA URBAN PLANNING DISTRICT BY CIVIL DIVISION: 1990 AND 2010**

Civil Division	Public General-Use Outdoor Recreation Sites	Minimum Standard Net Acreage Requirement (acres per 1,000 persons) ^a	Existing Net Acres ^b	Per Capita Acreage Requirements			
				Existing 1990 Urban Population ^c		Planned 2010 Urban Population ^d	
				Net Acreage Requirement ^e	Net Acreage Need ^f	Net Acreage Requirement ^e	Net Acreage Requirement ^f
City of Kenosha	Parks	3.9	661	320.2	--	368.9	--
	Schools	2.5	136	205.3	69	236.0	100
Village of Pleasant Prairie	Parks	3.9	17	45.2	28	93.0	76
	Schools	2.5	10	29.0	19	59.7	50
Town of Somers	Parks	3.9	6	22.4	16	43.7	38
	Schools	2.5	7	14.4	7	28.0	21

NOTE: Even where per capita acreage standards are met, urban areas may need additional parks if the spatial distribution of existing parks does not provide sufficient access for current and future residents.

^aStandard per capita acreage requirements are set forth in Table 72 in Chapter IX.

^bThis total includes the acreage used for outdoor recreation purposes at those public sites located within the Kenosha Urban Planning District urban service area.

^cBased upon the 1990 urban service area population of 82,100 for the City of Kenosha; 11,600 for the Village of Pleasant Prairie; and 5,800 for the Town of Somers.

^dBased upon the plan design year 2010 projected urban service area population of 94,600 for the City of Kenosha; 23,900 for the Village of Pleasant Prairie; and 11,200 for the Town of Somers.

^eThe acreage requirement for public general-use outdoor recreation sites was determined by multiplying the standard acreage requirement by the appropriate population in thousands of persons.

^fAcreage need was determined by subtracting the existing acres from the acreage requirement and rounding the remainder to the nearest integer. If the remainder was a negative number, the minimum acreage requirement was exceeded, and no per capita acreage need was identified.

Source: SEWRPC.

recreation activities as baseball, softball, and tennis. The results of applying the adopted per capita facility standards to the existing and planned year 2010 population levels for the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers are presented in Table 96. The local park plans presented here were designed to meet the facility needs presented in that table. In some cases, additional facilities, beyond those prescribed by the per capita standards, are needed in order to meet the facility accessibility standards set forth in Chapter IX. The local park plans presented herein have also been designed to meet those accessibility needs.

Recommended Urban Outdoor Recreation Sites and Facilities: The analysis of outdoor recreation needs described above indicates that there will be a need for additional urban public recreation sites and facilities by the year 2010 to serve the anticipated resident population of the Planning District. A graphic summary of the plan recommendations for urban public recreation sites and facilities, including community parks, neighborhood parks, and local recreation trails, is presented on Map 107. A tabular

summary of local park and outdoor recreation site recommendations, organized by civil division, is presented in Table 97.

Community Parks: As already noted, community parks by definition range in size from 25 to 99 acres, have a service radius of 2.0 miles, and generally provide community-oriented facilities such as baseball diamonds, softball diamonds, and swimming pools. The plan proposes the development of three new community parks in the Planning District by the year 2010, including two parks in the Village of Pleasant Prairie, identified as sites A and C on Map 107, and one in the Town of Somers, identified as site D on Map 107. The plan further proposes additional land acquisition and facility development at three existing community parks, Poerio Park and Nash Park in the City of Kenosha and Somers Athletic Field in the Town of Somers. The plan also proposes additional facility development at six sites: Anderson Park, the CDF Site, Eichelman Park, Pennoyer Park, Simmons Island Park, and Southport Park in the City of Kenosha.

PLANNED DESIGN YEAR 2010 RESIDENTIAL AREAS IN THE KENOSHA URBAN PLANNING DISTRICT NOT SERVED BY EXISTING NEIGHBORHOOD AND COMMUNITY PARKS

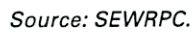


Table 96

**PER CAPITA REQUIREMENTS FOR SELECTED OUTDOOR RECREATION
FACILITIES IN THE KENOSHA URBAN PLANNING DISTRICT BY CIVIL DIVISION: 1990 AND 2010**

Civil Division	Facility	Existing Quantity of a Facility ^a	Minimum Standard Requirement (facility per 1,000 persons) ^b	Existing 1990 Urban Population ^c		Planned 2010 Urban Population ^d	
				Facility Requirement ^e	Facility Need ^f	Facility Requirement ^e	Facility Need ^f
City of Kenosha	Baseball Diamond	17	0.10	8.2	--	9.4	--
	Basketball Goal	78	1.13	92.8	15	106.9	29
	Ice Skating Rink	5	0.15	12.3	7	14.2	9
	Playfield	49	0.50	41.0	--	47.3	--
	Playground	57	0.42	34.5	--	39.7	--
	Softball Diamond	52	0.60	49.3	--	56.8	5
	Tennis Court	43	0.60	49.3	6	56.8	14
Village of Pleasant Prairie	Baseball Diamond	--	0.10	1.2	1	2.4	2
	Basketball Goal	4	1.13	13.1	9	27.0	23
	Ice Skating Rink	--	0.15	1.7	2	3.6	4
	Playfield	5	0.50	5.8	1	11.9	6
	Playground	8	0.42	4.9	--	10.0	2
	Softball Diamond	7	0.60	7.0	--	14.3	7
	Tennis Court	--	0.60	7.0	7	14.3	14
Town of Somers	Baseball Diamond	1	0.10	0.6	--	1.1	--
	Basketball Goal	4	1.13	6.6	3	12.7	9
	Ice Skating Rink	--	0.15	0.9	1	1.7	2
	Playfield	3	0.50	2.8	--	5.6	3
	Playground	3	0.42	2.4	--	4.7	2
	Softball Diamond	5	0.60	3.4	--	6.7	2
	Tennis Court	10	0.60	3.4	--	6.7	--

^aThis total includes only facilities at public sites within the plan design year 2010 Kenosha Urban Planning District urban service area.

^bStandard per capita facility requirements are set forth in Table 73 in Chapter IX.

^cBased upon the 1990 urban service area population of 82,100 for the City of Kenosha; 11,600 for the Village of Pleasant Prairie; and 5,800 for the Town of Somers.

^dBased upon the plan design year 2010 projected urban service area population of 94,600 for the City of Kenosha; 23,900 for the Village of Pleasant Prairie; and 11,200 for the Town of Somers.

^eThe facility requirement was determined by multiplying the minimum standard requirement by the appropriate population in thousands of persons.

^fFacility need was determined by subtracting the existing quantity of the facility from the facility requirement and rounding the remainder to the nearest integer. If the remainder was a negative number, the minimum facility requirement was exceeded, and no per capita facility need was identified.

Source: SEWRPC.

Neighborhood Parks: Neighborhood parks by definition range in size from 5 to 24 acres, have a service radius of 0.5 to 1.0 mile, and generally provide facilities for children's outdoor recreation activities, such as playground and playfield activities, ice-skating, and basketball and other court games. The plan proposes the development of 10 new neighborhood parks in the Planning District by the year 2010. The new neighborhood parks include six proposed parks in the City of Kenosha, identified as sites H, I, J, K, L, and O on Map 107; three proposed parks in the Village of Pleasant Prairie,²¹

identified as sites E, F, and G on Map 107; and one in the Town of Somers,²² identified as site N on Map 107. The plan further proposes additional land acquisition and facility development at one existing neighborhood park, Hobbs Park in the City of Kenosha, and additional facility development at five existing neighborhood parks, Forest Park, Gangler Park, Petzke Park, Sunnyside Park, and Whitecaps Park in the City of Kenosha.

Other Local Outdoor Recreation Sites: In addition to the community and neighborhood parks described

²¹The plan further envisions the development of four new neighborhood parks in the identified residential reserve areas in the Village of Pleasant Prairie. These parks are shown on Map 107 in order that the Village may reserve sites for the parks before the needed lands are committed to other uses.

²²The plan also envisions the development of one new neighborhood park in the identified residential reserve area in the northeastern portion of the Town of Somers. This park is shown on Map 107 in order that the Town may reserve a site for the park before the needed lands are committed to other uses.

Table 97

**PROPOSED LOCAL PARK AND OUTDOOR RECREATION SITE ACQUISITION
AND DEVELOPMENT IN THE KENOSHA URBAN PLANNING DISTRICT BY CIVIL DIVISION: 2010**

Sites and Facilities	City of Kenosha		Village of Pleasant Prairie		Town of Somers		Planning District	
	Number of Sites	Total Area (Acres)	Number of Sites	Total Area (Acres)	Number of Sites	Total Area (Acres)	Number of Sites	Total Area (Acres)
Community Parks								
New	0	0	2 ^a	125	1 ^b	30	3	155
Existing: Additional Acquisition and Development	2 ^c	24	0	0	1 ^d	20	3	44
Existing: Additional Development	6 ^e	N/A	0	0	0	0	6	N/A
Neighborhood Parks								
New	6 ^f	90	3 ^g	35	1 ^h	5	10	130
Existing: Additional Acquisition and Development	1 ⁱ	1	0	0	0	0	1	1
Existing: Additional Development	5 ^j	N/A	0	0	0	0	5	N/A
Other Outdoor Recreation Sites								
New	0	0	1 ^k	20	0	0	1	20
Existing: Additional Acquisition and Development	0	0	1 ^l	1	0	0	1	1
Existing: Additional Development	0	0	4 ^m	N/A	0	0	4	N/A

N/A: Not Applicable.

^aThe proposed new community parks in the Village of Pleasant Prairie are identified as sites A and C on Map 107.

^bThe proposed new community park in the Town of Somers is identified as site D on Map 107.

^cAdditional acquisition and development is proposed at Poerio Park and Nash Park in the City of Kenosha.

^dAdditional acquisition and development is proposed at Somers Athletic Field in the Town of Somers.

^eAdditional facility development is proposed at Anderson Park, the CDF site, Eichelman Park, Pennoyer Park, Simmons Island Park, and Southport Park in the City of Kenosha.

^fThe proposed new neighborhood parks in the City of Kenosha are identified as sites H, I, J, K, L, and O on Map 107.

^gThe proposed new neighborhood parks in the Village of Pleasant Prairie are identified as sites E, F, and G on Map 107.

^hThe proposed new neighborhood park in the Town of Somers is identified as site N on Map 107.

ⁱAdditional acquisition and development is proposed at Hobbs Park in the City of Kenosha.

^jAdditional facility development is proposed at Forest Park, Gangler Park, Petzke Park, Sunnyside Park, and Whitecaps Park in the City of Kenosha.

^kThe proposed new Village outdoor recreation site is identified as site B on Map 107.

^lAdditional acquisition and development is proposed at Lake Michigan Park in the Village of Pleasant Prairie.

^mAdditional facility development is proposed at Midwest Highlands Park, Prairie Trails West Park, Rolling Meadows Park, and at the Village-owned site along the Lake Michigan shoreline located near the intersection of 1st Avenue and 116th Street.

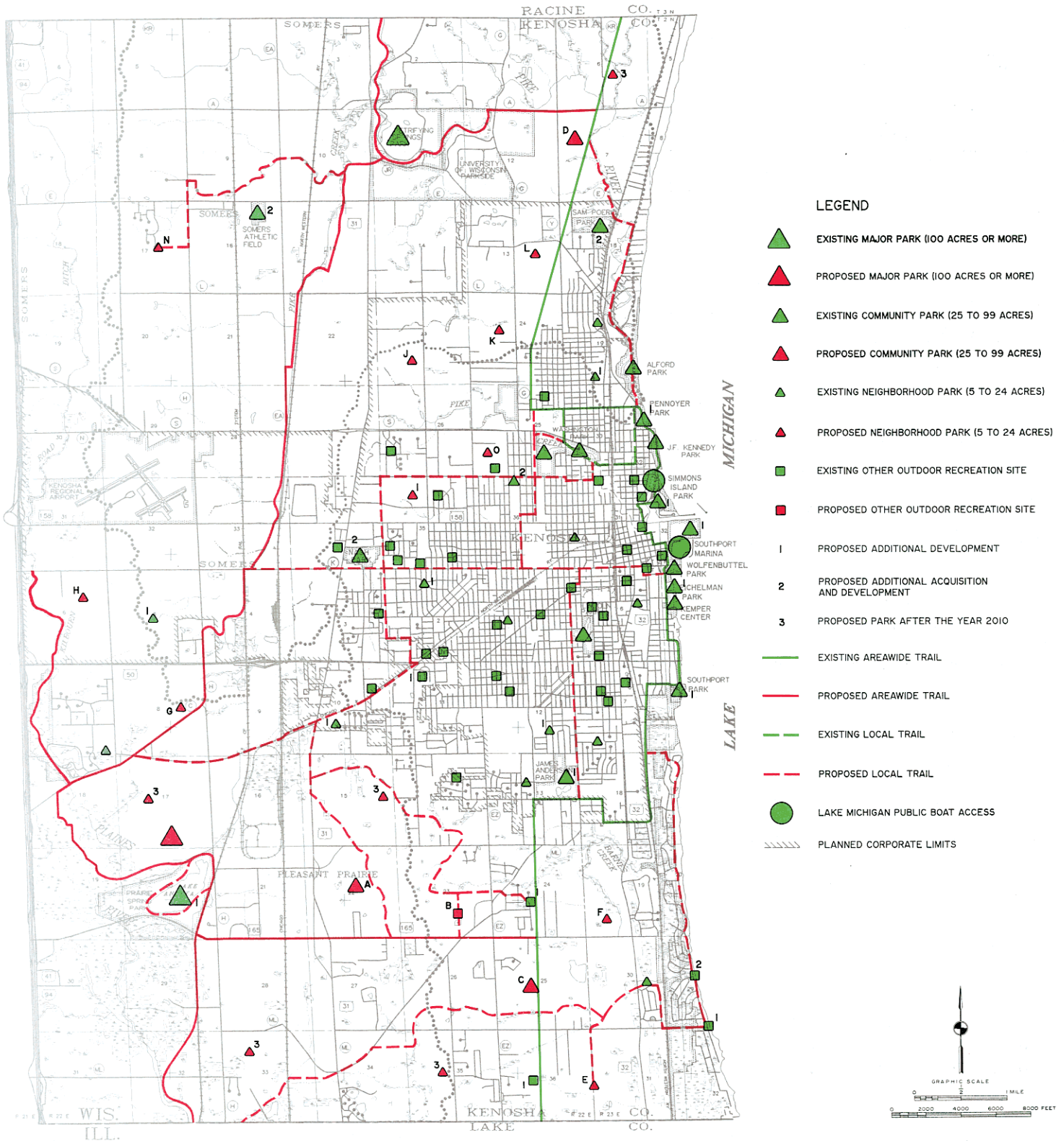
Source: SEWRPC.

above, there are six additional sites that are proposed to be developed for outdoor recreational use, all in the Village of Pleasant Prairie. These sites do not strictly fit the criteria established for neighborhood or community parks in terms of either size or facilities provided, and are therefore separately classified as "other" local outdoor recreation sites.

Two of the sites are intended to provide access to the Lake Michigan shoreline and to accommodate other passive recreational uses. Lake-access sites in the Village of Pleasant Prairie are proposed to be provided at Lake Michigan Park, near the intersection of 110th Street and 1st Avenue, and at a second Village-owned site along the Lake Michigan

Map 107

PARK AND OPEN SPACE SITES UNDER THE PARK AND OPEN SPACE PLAN FOR THE KENOSHA URBAN PLANNING DISTRICT



Source: SEWRPC.

shoreline near the intersection of 116th Street and 1st Avenue. It is recommended that the Village acquire additional land, approximately one acre, for park purposes adjacent to Lake Michigan Park.

It is also recommended that the Village of Pleasant Prairie acquire and develop an approximately 20-acre site adjacent to the Municipal Center for use as a "Village Green." The site would be intended for use by all Village residents for special events; however, the proposed size and facility development at the site are not as large or as intensive as those typically provided at a community park.

It is further recommended that the Village provide additional recreational facilities at three existing parks, Midwest Highlands Park, Prairie Trails West Park, and Rolling Meadows Park, which serve the recreational needs of the subdivisions in which they are located. It is also proposed that rest rooms be provided at Prairie Trails West Park to accommodate users of the Kenosha County South Trail, which runs adjacent to the park.

Local Recreation Trails: In addition to park sites and facilities, the park and outdoor recreation plan recommends a network of local trails that connects to, and supplements, the areawide trail system described earlier in this chapter. The local trail network is intended to provide access to neighborhood and community parks, as well as access to the areawide trail system. The proposed recreation trail system encompasses about 43.7 linear miles of trails, including about 1.5 miles of existing trails and about 42.2 miles of recommended new trails. Of the proposed new trails, about 23.2 miles, or about 55 percent, would be located off-street and about 19.0 miles, or about 45 percent, would be located on-street.

Maintenance of Existing Park and Outdoor Recreation Sites: It is important to note that, in addition to recommendations relating to the provision of new park sites and facilities, this plan anticipates the maintenance in continued recreational use of existing publicly owned recreation sites within the Planning District. In 1995 there were 127 such sites

within the District, encompassing a total of approximately 2,460 acres.²³ Maintenance activities at these sites include, as necessary, such activities as the provision, paving, and resurfacing of parking lots and walkways; resurfacing of volleyball, basketball, and tennis courts; provision, repair, or replacement of such support facilities as sportsfield lighting, park benches, picnic tables, and drinking fountains; provision, repair, or replacement of foot bridges, rest room facilities, water supply facilities, maintenance buildings, picnic shelters, and community buildings; and the maintenance of lawns, gardens, and other landscape plantings. In addition, such maintenance activities may also include the provision of additional playground equipment, playfield area, picnic tables, and areas for passive recreational use. Maintenance activities also include, importantly, the retrofitting of facilities where necessary to accommodate access by persons with disabilities.

The Federal Americans with Disabilities Act, adopted by the U.S. Congress in 1990, requires that "reasonable accommodation" be made to provide persons with disabilities equal opportunities for access to jobs, transportation, public facilities, and services. Accessibility guidelines for certain State and local government buildings and facilities are set forth in Chapter 36, Part 1191 of the Code of Federal Regulations; however, no precise guidelines have been developed for playgrounds and other outdoor recreation facilities.

All new or renovated park and recreation facilities within the Planning District must be designed and constructed to comply with the requirements of the Act. Existing public park and recreation facilities should be evaluated by the unit of government concerned to determine if improvements are needed to meet Federal accessibility requirements.

²³The location of outdoor recreation sites in the Kenosha Urban Planning District in 1995 is provided on Map 66 in Chapter VII of this report. The size, ownership, and principal facilities at each site is provided in Table 60 in Chapter VII.

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Chapter XII

PLAN IMPLEMENTATION

INTRODUCTION

The recommended plan described in Chapter XI of this report provides a design for the attainment of the community development land use, park and open space, transportation, and community facility-related objectives set forth in Chapter IX. In a practical sense, however, the plan is not complete until the steps required to implement the plan, that is, to convert the plan into action policies and programs, are specified. This chapter is, therefore, presented as a guide to the implementation of the recommended plan. It recommends formal plan adoption actions and identifies important steps necessary for implementation of the land use element and the supporting community facility, park, public utility, and transportation elements. Recently enacted State legislation authorizing the imposition of impact fees, potentially relevant to each of the supporting plan elements, is also described in the last section of this chapter.

The comprehensive plan should be used as a guide in making decisions by the cognizant public officials concerning land development and the provision of public facilities in the Planning District. Adjustments to the plan should be made as needed to respond to changing conditions. Consequently, one of the important tasks of plan implementation is the periodic reevaluation and reexamination of the plan to ensure that it continues to properly reflect current conditions and community development objectives. It is recommended that this reevaluation take place about every ten years, or more frequently if warranted by changing conditions.

PLAN ADOPTION

An important initial step in plan implementation is the formal adoption of the plan by the concerned units and agencies of government. The following plan adoption or endorsement actions are recommended:

1. It is recommended that the plan commissions of the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers adopt the comprehensive plan as local master plans for their respective areas, as provided for under

Section 62.23(3) of the Wisconsin Statutes. Although formal adoption of the plan by the Kenosha Common Council, the Pleasant Prairie Village Board, and the Somers Town Board is not legally required, this step is recommended to demonstrate understanding, acceptance, and support by the respective governing bodies. It is further recommended that the local governing bodies direct their park and public works agencies to integrate the plan into their respective functional systems.

2. It is recommended that the Kenosha County Land Use Committee approve the land use plan and recommend the plan for approval to the Kenosha County Board. It is recommended that the Kenosha County Board then approve and adopt the plan as the County development plan for all that part of the County lying east of IH 94 as provided for under Section 59.97 (3) of the Wisconsin Statutes.
3. It is recommended that the Kenosha Unified School District No. 1 endorse the comprehensive plan and use the plan as a guide to the provision of public elementary and secondary school facilities within the Planning District.
4. It is recommended that the Wisconsin Departments of Natural Resources and Transportation formally acknowledge the plan and use the plan in carrying out their various agency responsibilities within the Planning District.

LAND USE PLAN ELEMENT

Preparation of Neighborhood Plans

One of the most important steps required for implementation of the District comprehensive plan over time is the preparation of detailed development or redevelopment plans for residential neighborhoods and special-purpose districts in order to refine the comprehensive plan. It is important to recognize that the comprehensive plan presented in Chapter XI is a community-level plan. As such, it identifies neighborhoods and special planning districts; it recommends an overall density for each residential neighborhood; it provides a recommended

distribution of population, households, and jobs among the neighborhoods and special planning districts; it identifies general site locations for needed neighborhood and community facilities; and it identifies the location and configuration of arterial streets and highways and transit routes within the Planning District. Within the context of the District comprehensive plan, detailed development plans should be prepared for each residential neighborhood or special district where significant growth or change is expected. Such plans should designate future collector and land-access street locations and alignments, pedestrian paths and bikeways, and the configuration of individual blocks and lots. Such plans should also precisely identify areas to be protected from intensive urban development for environmental reasons and should indicate areas to be reserved for drainageways and utility easements. Such plans should also identify specific sites for neighborhood parks, schools, and retail and service centers which are recommended, on a general location basis, in the comprehensive plan. Similarly, detailed redevelopment plans should be prepared for each neighborhood or special-purpose district showing signs of instability and deterioration. Such plans should identify any areas recommended for redevelopment in a different use, areas recommended for rehabilitation, any local street realignments or improvements, and other public facility improvements.

Neighborhood unit development and redevelopment plans had been completed for portions of the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers at the time when the comprehensive plan was prepared, and these plans were appropriately incorporated into the comprehensive plan (see Map 108). It is recommended that the City, Village, and Town continue their neighborhood planning programs. In selecting additional areas for preparation of development plans, priority should be given to those developing neighborhoods and special-purpose districts which are served, or may readily be served, with public sanitary sewer and water supply services and which are most subject to development pressure in the urban land market. In selecting fully developed areas for redevelopment planning, priority should be given to those neighborhoods and districts where instability and deterioration are most evident, as well as to those for which private sector interest in reuse or redevelopment is demonstrated. Recommended priorities for the preparation of neighborhood and special district development and redevelopment plans over the next several years for the City, Village, and Town are set forth on Map 108. The City,

Village, and Town should periodically reevaluate their neighborhood planning needs in light of changing development conditions within the District.

Zoning Ordinances

Of all the land use plan implementation devices presently available, perhaps the most important and most versatile is the zoning ordinance. Zoning ordinance regulations and associated zoning district maps provide effective means for controlling urban growth and development in both time and space, in accordance with adopted land use plans.

Zoning District Regulations: Existing zoning district regulations established by the City of Kenosha, Village of Pleasant Prairie, and the Town of Somers were described in Chapter VIII of this report. A summary of basic zoning district regulations is presented for the City, Town, and Village in Tables 62, 64, and 65, respectively, in Chapter VIII.

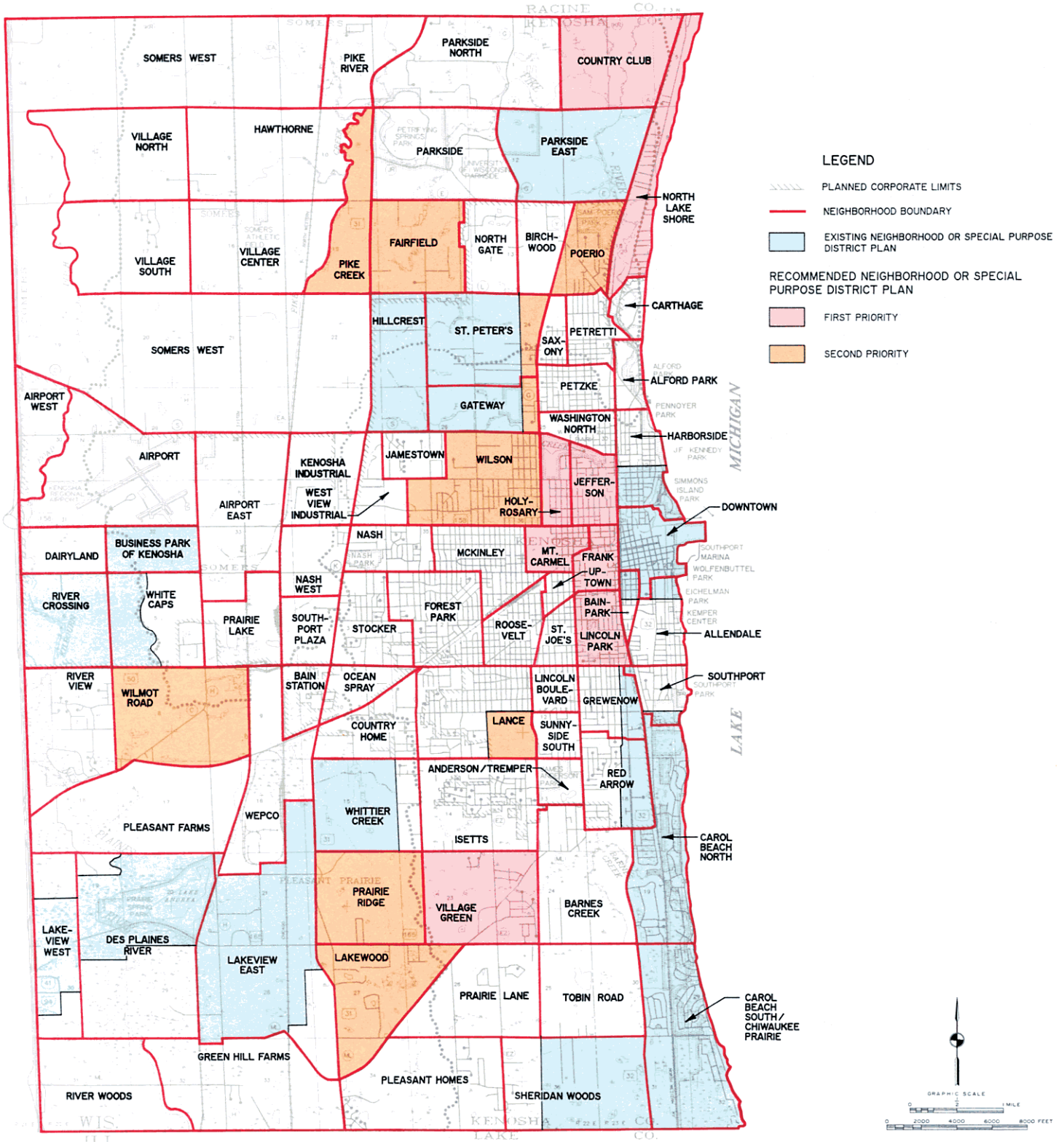
Review of the City of Kenosha zoning ordinance and the Kenosha County zoning ordinance, which is in effect in the Town of Somers, indicates that these ordinances generally provide the urban and rural zoning district regulations necessary to implement the recommended plan. One change to the City of Kenosha zoning ordinance is, however, recommended. It is recommended that the City of Kenosha alter its floodplain fringe overlay district in order to fully protect the 100-year recurrence interval floodplain from urban development. The revised zoning district should be adopted and applied to protect the floodplain fringe areas, once there is agreement among Federal, State, and local units of government on the characteristics of the channel improvements recommended to be made in the Pike River watershed and the ultimate configuration of floodplain areas to be protected.¹

Upon its incorporation in 1989, the Village of Pleasant Prairie adopted the Kenosha County Zoning

¹The recommended change to the City of Kenosha floodplain-fringe overlay district should not, upon construction of needed flood control works, preclude future nonresidential urban development within the Pike Creek floodplain in the planned urban service area north of STH 50. The proposed zoning is intended to be applied to raw land where essentially natural drainage systems have not been significantly altered and which has not been substantially committed to urban use.

Map 108

RECOMMENDED PRIORITIES FOR PREPARATION OF NEIGHBORHOOD OR SPECIAL-PURPOSE DISTRICT DEVELOPMENT OR REDEVELOPMENT PLANS



Source: SEWRPC.

ordinance, previously in effect in the former Town of Pleasant Prairie, as its own zoning ordinance and has acted to amend that ordinance from time to time. At the time of preparation of the comprehensive plan for District, the Village was in the process of recodifying and revising that ordinance. It is expected that the basic structure of the existing ordinance will remain essentially intact but that new districts will be added and certain existing regulations changed in order to better reflect local conditions and local land use objectives and to provide for the effective implementation of the land use element of the District plan.

Zoning District Maps: Following any adjustment of the zoning district regulations, the Town of Somers, in cooperation with Kenosha County, the City of Kenosha, and the Village of Pleasant Prairie should review existing zoning district maps and make any revisions necessary to bring the maps into conformance with the land use plan. General zoning guidelines to be followed in this review and revision of existing zoning are set forth below.

Environmental Corridors and Isolated Natural Resource Areas: Areas which have been designated primary environmental corridors, secondary environmental corridors, or isolated natural resource areas should be placed into one of several zoning districts, depending upon the type and character of the natural features to be preserved. All lakes, ponds, rivers, and streams should be placed into a lowland conservancy or floodland protection district. Woodlands and areas of steep slope should be placed into an upland conservancy, park, or rural residential zoning district permitting a density of no more than one dwelling unit per every five acres.²

Urban Service Area: A key to sound zoning administration within an urbanizing area such as the Planning District is the proper staging of urban development over time. While the primary function of zoning should be to implement the recommended land use plan, this does not mean that the zoning district map should directly and immediately reflect the land use plan. It is important to recognize that the recommended plan is a long-range plan; that many of the areas proposed for residential, commercial, and industrial use will not be developed for a

number of years; and that many of the identified urban land reserves, in particular, will not be developed until after the year 2010. The application of urban zoning districts should, therefore, proceed incrementally; the premature zoning of lands for urban use should be avoided so as to prevent the creation of isolated urban enclaves and incomplete neighborhoods.

Accordingly, it is recommended that only existing urban areas and areas already committed to urban use, as well as those areas that have immediate development potential and can be economically served by municipal services and facilities, be placed in appropriate exclusive residential, commercial, industrial, governmental, recreational, and other urban zoning districts. Other proposed urban areas should be placed in an agricultural district or urban land holding district. The areas concerned should be rezoned into appropriate urban districts only when the need for the proposed development has been demonstrated and essential services and facilities can be readily provided.

Rural Service Area: Areas which have been designated prime agricultural land should be placed into an exclusive agricultural zoning district, which essentially permits only agricultural and agriculture-related uses. Such a district should provide for a minimum parcel size of 35 acres and prohibit incompatible urban development. No structure or improvement should be permitted unless it is consistent with agricultural use. Other open lands within the rural service area not designated as prime agricultural or environmentally significant on the land use plan map should be placed into a general agricultural or rural residential zoning district, depending on the pattern of land ownership and the suitability of the land for farming. It should be noted that the Town of Somers, which accounts for nearly all of the rural service area under the recommended plan, in conjunction with Kenosha County, has already zoned lands within the rural service area in accordance with these guidelines.

Official Mapping

Official mapping powers granted to cities, villages, and towns under Section 62.23(6) of the Wisconsin Statutes provide a means for protecting land for future public use as streets, highways, playgrounds, parks, parkways, and waterways. Subsequent to the preparation and adoption of neighborhood or special purpose district plans as recommended above, proposed new streets, highways, parkways, parks, playgrounds and other public sites depicted on such plans should be incorporated into an official map.

²*It is recognized that the Village of Pleasant Prairie may establish a single new environmental corridor preservation district to protect environmental corridor areas while accommodating appropriate outdoor recreational facilities.*

As indicated in Chapter VIII of this report, within the Planning District, only the City of Kenosha had as of 1995 prepared and adopted an official map. It is recommended that the Village of Pleasant Prairie and the Town of Somers prepare and adopt official maps and that they, along with the City of Kenosha, amend the official map from time to time to reflect streets and public sites recommended in their continuing neighborhood planning efforts. The local official maps should, moreover, incorporate County highways and parkways once the precise alignment for those facilities have been identified.

Land Division Ordinances

The City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers have each adopted ordinances regulating land subdivision. Kenosha County also has a land division ordinance which governs the unincorporated area of the County; the Town of Somers and Kenosha County thus exercise concurrent control over land division within the Town. The provisions of these land division ordinances, including the extraterritorial provisions of the City and Village ordinances, are described in Chapter VIII.

The comprehensive plan should serve as an important basis for review by City, Village, Town, and County officials of land subdivision plats and certified survey maps proposed within the Planning District. Any proposed departures from the plan should be carefully considered by the concerned local plan commission and, for proposed land divisions in the Town of Somers, by the County Land Use Committee as well, and approved only if such departures are found to be in the public interest. All proposed subdivisions should be provided with an adequate complement of urban services. In general, this would include public sanitary sewer, water supply, and stormwater drainage, as well as paved streets, sidewalks, street signs, and street lights in accordance with local development standards. It is understood that in portions of the Town of Somers where public water supply is unavailable, particularly in areas of the Town located west of STH 31, residential subdivisions would be developed utilizing private wells.

PARKS AND OTHER COMMUNITY FACILITIES

Growth in the resident population of the Planning District will require the provision of parks and other community facilities, particularly in the developing areas of the District. The comprehensive plan for the District presented in Chapter XI of this report identified general locations for additional local parks and recreation trails, public schools, and fire

stations needed under planned conditions. Within the context of the comprehensive plan, specific locations for these facilities should be identified through the preparation of detailed neighborhood or special purpose district development plans, as already indicated.

The provision of parks, schools, and other community facilities should be judiciously staged in time to meet the needs of developing neighborhoods and special purpose districts. The City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers as well as the Kenosha Unified School District No. 1 should monitor development conditions within the District; reserve and acquire sites identified in neighborhood plans for future parks and recreation trails, schools, fire stations, and other community facilities in a timely manner; and, ultimately, construct the facilities as the resident population levels reach a level at which the facilities are needed.

It should be noted that the park and open space element of the comprehensive plan for the Planning District is intended to fulfill State planning requirements attendant to the State outdoor recreation aids program, thereby making the County and local units of government within the District eligible to apply for and receive State and Federal funds to assist in the acquisition and development of the recommended park and open space sites. To this end, detailed recommendations with respect to implementation of the park and open space plan element are provided in Appendix B.

PUBLIC UTILITIES

As noted in Chapter XI of this report, the units of government within the District, acting cooperatively, completed a utility study for the greater Kenosha area in 1992. That study recommended the provision of centralized sanitary sewerage and water supply systems within the greater Kenosha area. The facilities recommended in the sewerage and water system plans should be adequate to support the year 2010 development conditions in the District envisioned under the new comprehensive plan. Moreover, the major sewer and water trunk facilities recommended under the utility plans are proposed to be sized to serve ultimate development conditions, conditions which are consistent with the buildout of the urban service area envisioned under the comprehensive District plan as described in Chapter XI. For the purpose of implementing the recommended sewerage and water supply system plans, the utility study recommended the creation of

an areawide sewer and water authority serving the greater Kenosha area.

As reported in Chapter XI, the Town of Somers adopted the Kenosha area utility plans in 1994. The City of Kenosha and Village of Pleasant Prairie in April 1995 adopted those aspects of the plans pertaining to the configuration and capacities of the physical systems and related service areas but did not at that time adopt plan recommendations pertaining to the creation of the areawide sewer and water authority.

If the City of Kenosha and the Village of Pleasant Prairie reconsider their positions with respect to the formation of an areawide utility authority, the municipalities to be served by the proposed system should establish an inter-governmental coordinating and advisory committee to promote creation of the areawide authority, as recommended in the utility plan, in a form acceptable to the units of government concerned. That committee should address such institutional matters as the governance of the authority, including the size and composition of the governing body and whether that body should be elected or appointed, whether the authority should have powers of taxation and bonding, what existing facilities should be acquired by the authority, how communities contributing debt-free facilities should be compensated, how the existing debt on facilities to be acquired should be handled, and how the authority should be staffed.

The areawide utility study recommended that, in the absence of an areawide sewer and water authority, the Kenosha Water Utility should continue to furnish service to areas beyond the City limits under existing contracts, established pursuant to Chapter 66.30 of the Wisconsin Statutes, with certain modifications with respect to the allocation of capital costs for joint use facilities.

TRANSPORTATION

Arterial Streets and Highways

The transportation plan element presented in Chapter XI includes a recommended arterial street and highway system intended to serve the Planning District through the year 2010. The plan indicates the number of travel lanes which should be provided on each segment of the proposed system and sets forth recommended jurisdictional responsibilities for construction, widening, or maintenance of each segment. The transportation plan element also identifies additional arterial facilities and facility widenings which are likely to be needed upon full

development of the proposed urban service area beyond the plan design year 2010.

Toward implementation of the proposed arterial street and highway system, it is recommended that the Wisconsin Department of Transportation, the Kenosha County Board, and the governing bodies of the City of Kenosha, Village of Pleasant Prairie, and Town of Somers: cooperatively arrange for the jurisdictional transfers proposed in the recommended transportation plan; conduct studies necessary to establish urban and rural sections and attendant right-of-way requirements in accordance with the standards set forth in Figure 12 in Chapter IX of this report;³ reserve the required rights-of-way by means of official mapping and land division ordinances, as appropriate; and, ultimately, proceed with right-of-way acquisition and facility construction.

A considerable interval often exists between the time a long-range plan for a given highway facility is formally adopted and the time when actual construction of the facility can begin. If maximum economies are to be effected and future disruption to urban development minimized, the conversion of open land to urban use and the redevelopment of land for urban use within required future right-of-way lines must be avoided. Reservation of adequate rights-of-way by means of official mapping and land division ordinances, as noted above, is critical to plan implementation. Right-of-way reservations should take into account arterial facilities necessary to serve the urban service area under full development conditions as indicated in Chapter XI.

Public Transit

The transportation plan presented in Chapter XI also includes a recommended transit system element, including recommendations with respect to the provision of rapid-transit, express-transit, and local-transit service in the Planning District. Those recommendations, it should be noted, reflect the transit-related recommendations of the year 2010 regional transportation system plan as it pertains to the Planning District. Under the plan, all fixed-route transit service within the District would initially be provided via buses operating in mixed traffic over existing streets and highways. Eventually, the proposed rapid-transit service, which

³Figure 12 in Chapter IX presents recommended cross-sections for urban and rural arterial streets and highways and for collector and land-access streets.

would serve to link the Kenosha, Racine, and Milwaukee areas, may alternatively be provided in the form of commuter-rail transportation service, as may be determined in future studies.

As indicated in Chapter V, the City of Kenosha is the major supplier of fixed-route public transit service in the District. The year 2010 regional transportation system plan recommends that the City continue to provide fixed-route public transit services. Over time, however, as the transit system is increasingly called upon to serve areas beyond the City limits, the plan recommends that the City of Kenosha and Kenosha County jointly conduct a study to determine the manner in which the transit function could be most cost-effectively administered, exploring, among other options, the potential transfer of the transit function and the local property-tax burden attendant thereto to the County.

As indicated in Chapter XI, under the plan, rapid-transit service within the District would initially be provided by buses operating over certain State trunk highways in the District and over IH 94, connecting the largest economic activity centers and highest-density residential areas of the District with the Racine and Milwaukee metropolitan areas. The regional transportation system plan further recommended the conduct of a major investment study to explore other options, including commuter-rail as a means for the provision of rapid-transit service in this corridor. Such a major investment study should be preceded by a feasibility study to identify more specifically the alternatives to be considered, the scope of work required, and the organizational and funding arrangements.

Bicycle Ways

The transportation plan element presented in Chapter XI also included a 122-mile bicycle way system intended to provide safe and convenient access via bicycle travel to major activity centers, including public transit facilities, within the Planning District. The proposed system consists of paths located in natural resource or utility corridors and bicycle ways within street rights-of-way. The latter may include a bicycle route designated on a street or highway, an exclusive bicycle lane provided on a street or highway, a paved shoulder designated for bicycle use, or a separate bicycle path located within the street or highway right-of-way.

Bicycle ways within street rights-of-way account for about 88 linear miles, or 72 percent of the proposed bicycle way system within the District. Most of these bicycle facilities are proposed to be

located along existing streets; they should be provided for as streets are reconstructed or resurfaced.⁴ On new street segments, any recommended bicycle ways should be accommodated in the design and construction of the new street facilities. The level of government exercising jurisdiction over a street or highway should be responsible for providing these bicycle ways.

The balance of the bicycle way system 34 miles, or 28 percent of the system total, is recommended to be located in natural resource or public utility corridors. Most of these planned off-street segments coincide with the recreation trail system proposed in the park and open space plan element and should be provided by the County or local unit of government assigned responsibility for such trail facilities under that plan element.

IMPACT FEE ORDINANCES

State legislation enacted in April 1994, "1993 Wisconsin Act 305," created Section 66.55 of the Wisconsin Statutes which authorizes cities, villages, towns, and counties in Wisconsin to impose impact fees on land developers to recover capital costs attendant to the provision of public facilities necessary to accommodate land development.⁵ The Act indicates the types of facilities for which impact fees may be imposed and specifies standards to ensure that the impact fee amount is properly related to the costs attendant to the new development. The Act does not limit the authority of a local unit of government to finance public facilities by any other means, such as special assessments or land dedication or fee-in-lieu of dedication requirements under Chapter 236, authorized by law. However, the amount of any impact fee imposed under Section 66.55 must be reduced to compensate for related

⁴*It is recognized that major bicycle-related improvements, such as the addition of bicycle lanes, may not be able to be accommodated at the time a street with an urban cross section is simply resurfaced. However, consideration should be given to re-striping the street or making other improvements to better accommodate bicycle travel. The paving of highway shoulders to accommodate bicycle travel should be accomplished at the time a street or highway with a rural cross section is resurfaced.*

⁵*Capital cost, as defined in Section 66.55, may include related legal, engineering, and design costs, which are generally limited to 10 percent of the capital costs.*

exactions imposed under other authority. Moreover, it is possible that exactions imposed under other authority could be legally challenged if they do not meet the standards established under the new impact fee authority.

By definition, under Section 66.55, impact fees include cash contributions, contributions of land or interest in land, or any other items of value imposed on a developer by the local unit of government under that section. Land development is defined as the construction or modification of improvements to real property that creates additional residential dwelling units or that results in nonresidential uses that create a need for new, expanded, or improved facilities. Public facilities for which impact fees may be imposed include highways and other transportation facilities; traffic-control devices; facilities for collecting and treating sewage; facilities for collecting and treating storm and surface waters; facilities for pumping, storing and distributing water; parks, playgrounds, and other recreational facilities; solid waste and recycling facilities; fire protection facilities; law enforcement facilities; emergency medical facilities; and libraries. Under Section 66.35, impact fees may not be imposed for school district facilities.

Before enacting an impact fee ordinance, a governmental unit must prepare a needs assessment for the public facilities for which it is anticipated that impact fees may be imposed. The needs assessment must identify new public facilities or facility improvements that may be expected to be required because of the land development and must estimate the attendant capital costs. Impact fees imposed under Section 66.55 must bear a rational relationship to the need for new or improved public facilities required to serve land development. They may not exceed the proportionate share of the capital costs that are required to serve new development as compared to existing land uses.

In June 1995, the City of Kenosha adopted an ordinance under Section 66.55 establishing a park and open space impact fee for residential development and, further, determined to undertake a comprehensive needs assessment to identify impact fees for other functional areas. The Village of Pleasant Prairie had not utilized the impact fee authority provided under Section 66.55 as of July 1995, although the Village was nearing completion of a facility needs assessment required for such an ordinance. The Town of Somers likewise had not utilized the impact fee authority provided under Section 66.55 as of July 1995, although the Town had previously established a stormwater manage-

ment fee as part of its land division ordinance, prior to passage of the new impact fee legislation.

The new impact fee authority provides local units of government with another means of funding new public facilities required to serve new development. Traditionally, the local units of government in the Planning District and throughout the Region and State have relied upon authority granted under the Chapter 236 of the Wisconsin Statutes, the State platting law, to require land developers to provide, or otherwise pay for, improvements such as streets, sewer and water facilities, parks, and street lighting required by land subdivisions. The new impact fee law expands that authority, both by establishing a broad range of public facilities for which fees can be charged and by authorizing fees on any land development which creates a need for new facilities, rather than only on land developments that are subject to a land division ordinance.

It is recommended that the civil divisions in the District make full use of the newly created impact fee authority in order to provide an equitable basis for the allocation of the costs of facilities attendant to new development. As already noted, the Village of Pleasant Prairie has undertaken a facility needs assessment and is expected to adopt an impact fee ordinance upon completion of the assessment. The City of Kenosha should proceed with a comprehensive facility needs assessment and establish a broader range of impact fees as warranted by that assessment. The Town of Somers should also consider conducting a comprehensive facility needs assessment and establishment of an impact fee ordinance in accordance with that assessment.

CONCLUDING REMARKS

This chapter is presented as a guide for use in implementation of the comprehensive plan for the Kenosha Urban Planning District. It recommends formal adoption actions and specifies the steps necessary for implementation of the land use plan element and the supporting community facility, park, public utility, and transportation elements. In the final analysis, successful implementation of the comprehensive plan depends, to a large extent, upon efforts in four major areas.

First, the comprehensive plan requires refinement and detailing through the preparation of development and redevelopment plans for residential neighborhoods and special-purpose districts. It should be recognized that the comprehensive plan presented in this report is a community-level plan.

Within the context of that plan, detailed plans should be prepared for each neighborhood or special-purpose district where significant growth or change is expected and redevelopment plans should be prepared for older neighborhoods which are showing signs of instability and deterioration. Such plans should designate future collector and land access street locations and alignments, pedestrian paths and bicycle ways, and the configuration of individual blocks and lots. Such plans should precisely identify areas to be protected from intensive urban development for environmental reasons and indicate areas to be reserved for drainageway and utility easements. Such plans should identify specific sites for neighborhood parks, schools, and retail and service centers which are recommended, on a general basis, in the comprehensive plan.

Second, successful implementation of the comprehensive plan requires the proper staging of urban development over time. The plan recommends a long-range urban service area and further identifies portions of that urban service area where development should be encouraged through the year 2010, as well as reserve areas where development should be discouraged until after 2010. Proper staging of development will help avoid further creation of scattered, incomplete neighborhoods in the Planning District. Such staging can be achieved through judicious application of zoning and land division ordinances and sound public utility extension policies.

Third, successful implementation of the comprehensive plan requires that lands needed for such public purposes as arterial streets and highways, neighborhood and community parks, and public schools be reserved for public use before they are committed to private sector development. If maximum economies are to be achieved and the most desirable sites obtained, urban development and redevelopment within required future right-of-way lines and within sites needed for future schools, parks, and other community facilities must be avoided. As indicated in this chapter, official mapping ordinances and land division ordinances provide local units of government with effective means for reserving lands for future public use.

Fourth, successful implementation of the comprehensive plans requires commitment on the part of Kenosha County, the City of Kenosha, the Village of Pleasant Prairie, the Town of Somers, the Wisconsin Department of Natural Resources, and private conservancy interests to the protection of the remaining natural resource features within the Planning District, particularly as found in the primary environmental corridors. Because the Planning District is an urbanizing district, considerable additional public acquisition of primary environmental corridor lands has been recommended in this plan for resource preservation purposes and for related recreational and educational purposes. Lands not recommended for acquisition should be properly protected through public land use regulation.

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Chapter XIII

SUMMARY

INTRODUCTION

In 1964, the City of Kenosha, the Town of Somers, and the what was the then the Town of Pleasant Prairie, recognizing their commonality of interests and the need to plan cooperatively for orderly growth and development, determined to prepare collectively a comprehensive development plan for the area of Kenosha County lying east of IH 94, an area known as the Kenosha Planning District. In response to this recognition and need, a design year 1990 comprehensive and cooperative plan was completed for the Planning District in 1967. Prepared with the assistance of the Regional Planning Commission and the consulting firm of Harland Bartholomew and Associates, Inc., the plan served as a useful guide in the making of development decisions affecting the area for nearly a quarter of a century.

In 1990, the Superintendent of the Kenosha Unified School District No. 1, acting on behalf of the School District, the City of Kenosha, the Village of Pleasant Prairie, the Town of Somers, and Kenosha County, requested that the Regional Planning Commission prepare a prospectus outlining the work required to revise as necessary, and to extend to a new design year, the comprehensive plan for the Planning District. Upon approval of that prospectus by the City, Village, Town, County, and School District, the Regional Planning Commission in June 1992 initiated work on the preparation of a new comprehensive plan for the District.

The planning effort involved extensive inventories and analyses of the factors and conditions affecting land use development in the Kenosha area, including inventories and analyses of the demography and economy, the natural resources, the land uses, the community facilities and public utilities, and the existing community development plans and related public land use regulations. The planning effort further involved the preparation of forecasts of future population and economic activity levels within the Planning District; the formulation of community development objectives, principles, and standards; and the design of a land use plan and of supporting community facility, park and open space, public utility, and transportation plans.

The planning program was carried out under the guidance of an intergovernmental coordinating and advisory committee consisting of elected and appointed officials representing the City of Kenosha, the Village of Pleasant Prairie, the Town of Somers, the Kenosha Unified School District No. 1, and Kenosha County; representatives of concerned State agencies; and representatives of private interests. The full membership on the advisory committee is listed on the inside front cover of this report.

PLANNING AREA

The Kenosha Urban Planning District represents an area of common community interests and, as such, constitutes a logical area for which a comprehensive plan may be prepared. The 86-square-mile District is defined by stable and identifiable boundaries, including IH 94 on the west, Lake Michigan on the east, the Kenosha-Racine County line on the north, and the Wisconsin-Illinois State line on the south. The Planning District includes three general-purpose local units of government: the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers. It is coterminous with the Kenosha Unified School District No. 1, which provides public elementary and secondary education throughout the District.

EXISTING CONDITIONS

As already noted, the planning process involved extensive inventories of the factors and conditions affecting land use development in the Kenosha area. A description of the economy and demography, natural resources, land uses, transportation system, public utility systems, community facilities, and existing community development plans and land use regulations is presented in Chapters II through VIII of this report. A summary description of existing conditions follows.

Demography and Economy

The resident population of the Planning District increased rapidly from 1950 to 1970, from about 66,100 to about 98,100 persons, an increase of about 2.0 percent per year. The population increased much more slowly from 1970 to 1990, from about 98,100 persons to about 100,200 persons, an increase of

about 0.1 percent per year. The District has experienced a more rapid population increase since 1990, with the 1994 resident population estimated at about 104,800 persons, an increase from 1990 to 1994 of about 1.1 percent per year.

The number of households in the District increased from about 19,200 in 1950 to about 29,700 in 1970, an increase of about 2.2 percent per year. The number of households increased to 37,100 in 1990, an increase of 1.1 percent per year from 1970 to 1990; and to 39,900 in 1994, an increase of 1.8 percent per year from 1990 to 1994. The more rapid increase in households than in population reflects important changes in the size and types of households with the District. The average household size in the Planning District stood at 3.38 persons in 1950, at 3.24 persons in 1970, and at 2.63 persons in 1990.

Over the past two decades, the number of employment opportunities, or jobs, in the Planning District has fluctuated widely in response to business cycles, including, importantly, the major recession of 1979 to 1983, and has, moreover, been affected by basic changes in the structure of the local economy, including the closing of a major automobile assembly plant in 1989. Total employment in the Planning District in 1950 approximated 27,000 jobs. In 1990 total employment, 38,300 jobs, was about the same as in 1972. Since 1990, the District has experienced renewed employment growth, with total employment estimated at 41,000 jobs by 1993. Thus, employment increased by 1.6 percent per year from 1950 to 1972, by less than 0.1 percent per year from 1972 to 1990, and by 2.3 percent per year from 1990 to 1993.

Natural Resource Base

Although it is a relatively highly urbanized area, the Planning District still contains extensive areas of environmental significance. The location and extent of various elements of the natural resource base, including wetlands, woodlands, wildlife habitat, surface water resources and associated shorelands and floodplains, and prairies, were inventoried and mapped under the planning process. These natural resource features were found to occur within the District in linear concentrations in the landscape defined as environmental corridors.

Primary environmental corridors include a wide variety of important natural resource and resource-related elements and are, by definition, at least 400 acres in size, two miles in length, and 200 feet in width. Primary environmental corridors in the District are associated with the natural resources

located along the Des Plaines River, the lower portion of the Kilbourn Road Ditch, the Pike River, and Barnes Creek; in and around Petrifying Springs Park; in the Chiwaukee Prairie-Carol Beach area of the Village of Pleasant Prairie; and along other reaches of the Lake Michigan shoreline. Together, these corridors in 1990 encompassed about 8.4 square miles, or about 10 percent of the total area of the District. Preservation of these corridors in essentially natural, open use will help to maintain a high level of environmental quality in the Planning District, protect its natural beauty, and provide valuable outdoor recreational opportunities for the residents of the District. Preservation of these corridors will also avoid the creation of serious and costly environmental and developmental problems such as flood damage, poor drainage, wet basements, failing foundations of buildings and pavements, excessive infiltration of clear water into sanitary sewers, and water pollution. Such preservation will also provide form and structure to urban development within the District, lending an attractive setting to various urban uses and enhancing real property values.

Secondary environmental corridors, often remnants of primary corridors that have been partially converted to intensive urban or agricultural use, also contain a variety of resource elements. By definition, secondary environmental corridors are at least one mile long and 100 acres in area. Within the Planning District, secondary environmental corridors are located along the upper reaches of the Kilbourn Road Ditch and of Pike Creek and along many of the intermittent streams and watercourses in the District. Together, these corridors in 1990 encompassed a total of about 2.8 square miles, or 3 percent of the District. Maintenance of these corridors in open uses can facilitate natural surface water drainage, retain pockets of natural resource features lending attractive settings to urban uses, and provide sites for local parks and open spaces.

Isolated natural resource areas represent smaller concentrations of natural resource features that have been separated physically from the environmental corridors. Such areas, which are by definition at least five acres in size, in combination encompassed 1.3 square miles, or 2 percent of the Planning District, in 1990. These areas sometimes serve as the only available wildlife habitat in an area, provide good locations for local parks, and lend attractive diversity to an area.

Another noteworthy physical feature of the Planning District is a subcontinental divide which

traverses the District in a generally northwesterly-southeasterly direction. On the west side of the divide, the Des Plaines River watershed, which encompasses about 29 square miles, or 33 percent of the District, drains to the south and southwest as part of the Mississippi River drainage system. On the east side of the divide, the Pike River watershed and the Lake Michigan direct drainage area, which together account for about 57 square miles, or 67 percent of the District, drain generally to the east as part of the Great Lakes-St. Lawrence River drainage system. The subcontinental divide has important implications for the use of Lake Michigan as a source of potable water within the District. In general, water from Lake Michigan may be piped to areas west of the divide only if provision is made for the return of the spent water to the Lake. The Village of Pleasant Prairie has temporary permission to divert up to 3.2 million gallons of water per day to meet water supply needs west of the Divide.

The Built Environment

In 1990, urban land uses, including lands in residential, commercial, industrial, governmental, intensive recreational, and transportation uses, together encompassed about 27.5 square miles, or about 32 percent of the Planning District. About 48 percent of the total area in urban use was in residential use, about 4 percent in commercial use, about 4 percent in industrial use, about 7 percent in governmental use, about 7 percent in recreational use, and about 30 percent in transportation and communication and utility uses. Between 1963, the base year of the initial land use inventory within District, and 1990, lands in urban use increased by about 7.2 square miles, or by about 36 percent. The relative composition of urban lands in terms of the major urban land use categories, however, did not change significantly over the last approximately three decades.

In 1990, rural land uses, including agricultural lands, wetlands, woodlands, and surface water, still accounted for about 58.3 square miles, or about 68 percent of the Planning District. Of this total, 40.0 square miles, or about 69 percent, was in agricultural use. Of the total agricultural land, 25 square miles, or 63 percent, were identified as prime agricultural land, on the basis of a consideration of agricultural soil capability, farm unit size, and size of the larger farming area.

In 1993, three sewage-treatment facilities were in operation within the Planning District: facilities operated by Pleasant Prairie Utility Districts D and 73-1 and a facility operated by the Kenosha Water

Utility. The largest of these was the Kenosha Water Utility sewage-treatment plant on the Lake Michigan shoreline in the City of Kenosha. In addition, sewerage service in the northernmost part of the District was provided by the greater Racine area sewerage system. In total, these sanitary sewerage systems served about 28 square miles, or 32 percent of the total area of the District.¹ The 1990 resident population of the areas served totaled 95,000 persons, or 95 percent of the resident population of the District.

Nearly all public water supply in the Planning District in 1993 was provided by the City of Kenosha water supply system, which utilizes Lake Michigan as its source. Public water supply was provided on a limited basis in the northernmost area of the Planning District by the greater Racine area water supply system. In 1993, water supply service was provided to a total area of about 27 square miles, or about 31 percent of the total area of the District. The 1990 resident population of the area served was about 91,300 persons, or 91 percent of the resident population of the District.

The arterial street and highway system serving the Planning District in 1992 consisted primarily of a grid of north-south and east-west routes, which were typically spaced about one-half mile apart in the most heavily urbanized part of the District and about one to two miles apart in the still rural parts of the District. The system totaled just under 170 route miles in length in 1992.

Local fixed-route transit service in the Planning District was provided by the City of Kenosha by buses operating over existing arterial and collector streets. The local transit service area encompassed approximately 21 square miles in 1992, including most of the City of Kenosha and small portions of the Village of Pleasant Prairie and Town of Somers. Intercity bus service was provided by private carriers, providing service to Milwaukee and Racine to the north and Chicago to the south. Commuter-rail service was provided between downtown Kenosha and Chicago by the Chicago & North Western Transportation Company under an agreement with the Northeast Illinois Railroad Corpora-

¹The area served by public sanitary sewers in 1993 is slightly greater than the developed urban area of Planning District as identified in the 1990 land use inventory. The 1993 sewerage area includes certain lands which were undeveloped as of the date of the land use inventory.

tion, or Metra, the commuter-rail division of the Regional Transportation Authority of northeastern Illinois. The National Rail Passenger Corporation, or Amtrak, provided intercity railway passenger service between Chicago, Milwaukee, and Minneapolis-St. Paul; however, there were no stops within the District. The nearest stop was in the Village of Sturtevant in Racine County.

The Planning District was served by a wide range of community facilities in 1993, including 23 public elementary schools, five junior high schools, two senior high schools, one alternative high school, one special K-12 facility, and one Head Start Program school facility. Fire protection service was provided through a total of 10 fire stations. Library service was provided through three regional branch libraries and one neighborhood library, supplemented by bookmobile service. A total of 127 public outdoor recreation and open space sites, encompassing about 2,500 acres of land, were located within the District.

Existing Plans, Land Use Control Ordinances, and Boundary Agreements

There is a long history of planning for the orderly growth and development of the greater Kenosha area. Benchmark plans for the District include a 1925 comprehensive plan for the City of Kenosha prepared by the firm of Harland Bartholomew and Associates, Inc., and the aforementioned 1967 comprehensive plan for the Planning District, also prepared by Harland Bartholomew and Associates, Inc. That nationally prominent firm also provided the first city planner for the community to help implement the 1925 plan, evidence of such implementation being amply evident in the physical structure and appearance of the community, particularly in the Civic Center. More recently, development plans have been prepared for portions of the District, such as the land use and transportation system development plan for the IH 94 South Freeway Corridor; the corridor land use plan for the west side of the City extending to IH 94; the land use plan for the Chiwaukee Prairie-Carol Beach area of the Village of Pleasant Prairie; and neighborhood development and redevelopment plans prepared for the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers. These important plans are all described in Chapter VIII of this report. Salient recommendations of these plans have been incorporated as appropriate into the new comprehensive plan for the Planning District.

Also incorporated into the new comprehensive plan are various functional plans that have been prepared for the District, including the coordinated

sanitary sewerage and water supply system plans completed in 1992; the regional land use, transportation, water quality management, and airport system plans; the Kenosha County park and open space plan and farmland preservation plan; and the Pike River watershed plan.

The three communities within the Planning District exercise all the regulatory functions important to implementation of a comprehensive plan for the District. The City of Kenosha and Village of Pleasant Prairie have adopted and administer local zoning ordinances; the Town of Somers has adopted the Kenosha County zoning ordinance, which is jointly administered by the Town and County. The City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers have each adopted ordinances regulating land subdivision. Kenosha County also has a land subdivision control ordinance which applies to the unincorporated area of the County, so that the Town of Somers and Kenosha County exercise concurrent control over land divisions within the Town. Within the Planning District, only the City of Kenosha in 1993 had an official map prepared and adopted under Section 66.23(6) of the Wisconsin Statutes.

The City of Kenosha has entered into agreements with the Town of Somers and Village of Pleasant governing the provision of utility services and specifying the locations and configuration of future municipal boundaries. The existing agreement between the City and Village provides for no further change in the mutual boundary of these two communities within the District. The agreement between the City and Town identifies areas which are reserved for future expansion of the City. The City of Kenosha corporate limits shown on the comprehensive plan map include those areas identified in the Kenosha-Somers agreement as reserved for future expansion of the City.

DEVELOPMENT OBJECTIVES, PRINCIPLES, AND STANDARDS

The planning process included the formulation of development objectives, principles, and standards for the Planning District, as documented in Chapter IX of this report. The objectives address the allocation of land to the various land use categories, the spatial distribution of the various land uses, the protection of the natural resources of the area, the preservation of high-quality open space lands for environmental protection and recreational purposes, the provision of parks and other recreation areas, the provision of an integrated transporta-

tion system, and the provision of high-quality fire protection.

The standards developed as part of the planning process have particularly important implications for the plan design process since these standards provide the basis on which future land use needs are determined. These standards include per capita standards, which are used to estimate the amounts of land which may be expected to be required for each of the various types of land uses and to estimate the number and type of community facilities which may be expected to be required, and accessibility standards, expressed in terms of service radii for facilities such as parks, schools, and shopping centers. The accessibility standards are used in the design process to distribute spatially the required facilities so as to provide systems which can conveniently and efficiently serve the resident population.

ANTICIPATED GROWTH AND CHANGE

The population, household, and employment forecasts used in preparing the comprehensive plan for the Kenosha Planning District are presented in Chapter X of this report. The forecasts were based upon consideration of alternative population, household, and employment projections developed at the regional level to the year 2010. Two alternative growth scenarios to the year 2010 were considered, a high-growth and an intermediate-growth scenario. Resident population and household projections to the year 2010 associated with these scenarios for the Planning District ranged from about 112,000 to about 130,500 persons and from about 45,500 to about 49,100 households, while employment projections ranged from about 51,900 to about 75,300 jobs.

The Advisory Committee guiding the preparation of the plan determined that the comprehensive plan should be designed to accommodate a resident population of 130,500 persons in the year 2010, as projected under a high-growth scenario. This represents an increase of about 30,300 persons, or about 30 percent, over the 1990 level of 100,200 persons. The Committee further determined that the plan should anticipate a continuation in the decline of the size of households in the District, with the average household size within the District envisioned to decrease from the 1990 level of 2.63 persons per household to 2.39 persons per household in the plan design year 2010. Under this assumption, the number of households within the District would increase from 37,100 in 1990, to 52,900 in the year 2010, an increase of about 42 percent.

The Advisory Committee further determined that the plan should be designed to accommodate about 62,000 jobs by the year 2010, an employment level approximately midway between that envisioned under the high- and intermediate-growth scenario projections. This would represent a substantial increase in employment, 23,700 jobs, or about 62 percent, over the 1990 level.

THE RECOMMENDED PLAN

The new comprehensive plan for the Planning District seeks to accommodate the design year population, household, and employment levels in a manner that is consistent with the agreed-upon community development objectives and standards. The plan consists of a land use plan element and supporting community facility, public utility, transportation, and park and open space plan elements.

The recommended plan is shown in graphic summary form on Map 91 in Chapter XI of this report. At its most basic level, the plan divides the Planning District into an urban service area and a rural service area. The recommended urban service area reflects the sanitary sewer service area recommended in the recently completed sanitary sewerage and water supply system plans for the District, with certain refinements made in light of the more detailed land use analyses conducted under the comprehensive plan. Under the plan, all new intensive urban development is recommended to occur within the planned urban service area. Lands located outside the proposed urban service area comprise a proposed rural service area. Most of the proposed rural service area is located in the Town of Somers. The plan recommends that lands in the Town of Somers rural service area remain in agricultural and other open space use until at least the plan design year. The small balance of the proposed rural service area is located in the southeasternmost portion of the Village of Pleasant Prairie, where unsewered infill residential development is envisioned in accordance with a previously adopted plan for the Chiwaukee Prairie-Carol Beach area.

The proposed urban service area of the plan was further divided into residential neighborhoods and special-purpose planning districts. To the extent practical, each neighborhood and special-purpose planning district is bounded by clearly identifiable, isolating boundaries such as arterial streets, major parks, surface water bodies, or other well defined natural or cultural feature. An overall average density was recommended for each neighborhood.

The density ranges were expressed in terms of net residential site area per dwelling unit as follows: the high-density range, less than 6,200 square feet per dwelling unit; upper-medium-density, 6,200 to 11,999 square feet per dwelling unit; lower-medium-density, 12,000 to 18,999 square feet per dwelling unit; and low-density, more than 19,000 square feet per dwelling unit. Recommended general locations were identified for community facilities, including the neighborhood and community retail and service centers, public schools, fire stations, libraries, and parks which may be expected to be needed within the planned neighborhoods.

It should be noted that not all lands within the proposed urban service area are expected to be needed to accommodate the forecast population, household, and employment levels by the year 2010. Larger blocks of land which are not expected to be needed for urban use until after the plan design year 2010 are identified as urban reserves. It is recommended that the development of those reserves be discouraged until after the year 2010. Upon complete development of the proposed urban service area, including the urban reserves, the resident population of the Planning District may be expected to approximate 158,000 persons, the number of households may be expected to approximate 64,000 households, and employment may be expected to approximate 101,000 jobs.

Land Use Plan Element

Residential Land: Under the plan, land devoted to residential use within the Planning District would increase from about 13.2 square miles in 1990 to about 20.1 square miles in the year 2010, an increase of about 6.9 square miles, or about 52 percent. Nearly all the new residential development would be located within the proposed urban service area. About 200 acres, or 5 percent, would occur in high-density neighborhoods; about 1,400 acres, or 33 percent, in upper-medium-density neighborhoods; about 1,900 acres, or 44 percent, in lower-medium-density neighborhoods; and about 800 acres, or 18 percent, in low-density neighborhoods.

Commercial Land: The plan envisions that the commercial land area of the District would increase from about 1.2 square miles in 1990 to about 2.2 square miles by the year 2010, an increase of about 1.0 square mile, or 85 percent. The plan identifies areas for a variety of commercial uses. By the year 2010, the plan envisions the development of eight neighborhood-level retail and service centers, including two such centers located entirely

in the Town of Somers, four located entirely in the Village of Pleasant Prairie, one located partially in the Town of Somers and partially in the City of Kenosha, and one located partially in the Village of Pleasant Prairie and partially in the City of Kenosha.

By the year 2010, the plan also envisions the development of six new community-level retail and service centers, including one such center located entirely in the Town of Somers, one located entirely in the City of Kenosha, two located entirely in the Village of Pleasant Prairie, one located partially in the Town of Somers and partially in the City of Kenosha, and one located partially in the Village of Pleasant Prairie and partially in the City of Kenosha.

By the year 2010, the plan further envisions the continued development of existing freeway-oriented retail and service centers at STH 50 and IH 94 and at STH 165 and IH 94, and the development of a new freeway-oriented retail and service center near the IH 94-CTH S interchange in the Town of Somers, and the continued development as office centers of the City of Kenosha central business district and the westerly portion of LakeView Corporate Park in the Village of Pleasant Prairie.

Industrial Land: The plan envisions that the industrial land area of the District would increase from about 1.1 square miles in 1990 to about 2.7 square miles in the year 2010, an increase of about 1.6 square miles, or 146 percent. The plan envisions the continued development of LakeView Corporate Park industrial area in the Village of Pleasant Prairie, the development of a new industrial center located adjacent to the Kenosha Regional Airport in the Town of Somers, the continued development of the Business Park of Kenosha, continued development of the industrial area located east of the CP Rail System railroad line (the former Chicago, Milwaukee, St. Paul and Pacific Railroad) north of STH 50, and the infilling of established existing industrial parks in the City of Kenosha.

Agricultural Land: By the plan design year 2010, scattered remnants of agricultural land may be expected to remain in portions of the proposed urban service area, particularly in the urban reserve areas. However, only in the rural service area of the Planning District in the Town of Somers may larger blocks of farmland be expected to remain intact. In 1990, agricultural lands within the proposed rural service area encompassed about 11.5 square miles, about 82 percent of the rural service

area and 13 percent of the total area of the Planning District. Of this total, 10.8 square miles have been identified as prime agricultural land. The plan envisions that the prime agricultural areas within the proposed rural service would remain in agricultural use through the year 2010. Only agriculture-related uses would be accommodated in those areas. The plan further envisions that other agricultural land in the rural service area would remain in agricultural or other rural uses during the planning period.

Environmentally Significant Areas: The plan recommends the preservation of the existing primary environmental corridor lands in essentially natural, open uses. Under the plan, development within these corridor would be limited to that needed to accommodate required transportation and utility facilities, compatible outdoor recreation facilities, and, on a limited basis, rural-density residential use. In addition, the plan envisions that certain adjacent floodland areas that are currently in agricultural or other open uses would be restored to a wetland condition, thereby becoming part of the environmental corridor network, as urbanization of abutting upland areas proceeds. Under the plan, the primary environmental corridor acreage would, therefore, increase from about 8.4 square miles, or 10 percent of the total area of the Planning District, in 1990, to about 10.2 square miles, or 12 percent, by the year 2010.

In addition, the plan recommends that secondary environmental corridors be considered for preservation in natural, open use or incorporated as drainageways and local parks, in developing urban areas, as appropriate. Under the plan, the secondary environmental corridor area would increase from about 2.8 square miles, or 3 percent of the total area of the Planning District, in 1990 to about 3.2 square miles, or 4 percent, by the year 2010. The plan further recommends the preservation of isolated natural areas, encompassing about 1.5 square miles, in natural, open uses to the extent practicable.

Community Facilities Plan Element

The plan identifies recommended sites for essential community facilities on the basis of the anticipated distribution of population and land use, in accordance with the per capita and service radius standards for the facilities. It is important to recognize that the proposed locations represent general site locations and that final selection of sites should be accomplished in the design of the detailed neighborhood unit development plans.

The plan envisions the need for up to 10 additional public elementary schools within the District by the year 2010, including one in the Town of Somers, four in the City of Kenosha, one located in both Somers and Kenosha, and four in the Village of Pleasant Prairie. The plan also envisions the need for up to three new junior high schools, these sites being proposed to be located in the southern, northern, and western areas of the Planning District. The plan envisions the need for one new high school in the Planning District by the year 2010. The suggested site lies north of CTH K, and west of STH 31, in the City of Kenosha.

The plan envisions the need for four new fire stations within the District by the year 2010, including one in the City of Kenosha and three in the Village of Pleasant Prairie. The plan also recommends the eventual relocation to the north and west of Town of Somers Fire Station No. 2 as residential development proceeds in the northeastern corner of the Town. In addition, the plan recognizes that additional urban development on the northwest side of the City of Kenosha may eventually require a new fire station or the relocation of an existing station to serve that area.

The plan envisions the need for two new libraries in the District by the year 2010. One library is proposed to be located near the intersection of CTH ML and 39th Avenue in the Village of Pleasant Prairie. The other is proposed to be located in the west-central or far-west side of the City.

Parks and Open Space Plan Element

The park and open space plan element consists of both an areawide component and a local component. The areawide component of the plan is primarily concerned with the provision of sites and facilities for resource-oriented outdoor recreational activities and with the protection of areas containing important natural areas. The local plan component is primarily concerned with the provision of sites and facilities for nonresource-oriented outdoor recreational activities.

The areawide recreation plan component recommends the development of a regulation 18-hole golf course in the southwestern portion of the Village of Pleasant Prairie; continued development of Prairie Spring Park, an approximately 425-acre park in the Village of Pleasant Prairie; the development of about 25 miles of new recreation trails, as part of the regional recreational trail system, within the Planning District; and the public acquisition for resource preservation and outdoor recreation pur-

poses of about five square miles, or 48 percent of the planned primary environmental corridor lands within the District.

The local recreation plan component recommends the provision of six new local parks, the further development of 14 existing local parks, and the development of 14 miles of local recreational trails in the City of Kenosha; the provision of six new local parks, the further development of five existing local parks, and the development of 22 miles of local recreational trails in the Village of Pleasant Prairie; and the provision of two new local parks, the further development of one existing local park, and the development of about five miles of local recreational trails in the Town of Somers.

Public Utilities Plan Element

As already noted, the communities in the greater Kenosha area completed, in 1992, a utility study intended to identify the best means of providing needed public sanitary sewer and water supply services within the area. Undertaken by the consulting firm of Ruekert and Mielke, Inc., that study developed a recommended set of coordinated sanitary sewerage and water supply system plans for the District. The major sanitary sewerage and water supply facilities recommended in those system plans are shown on Maps 49 and 52, respectively, in Chapter VI of this report.

Under the plans, all wastewater from within the Planning District, other than that from a small area within the Town of Somers KR Sewer Utility District, would be conveyed to, and treated at, the existing City of Kenosha sewage-treatment plant located on the shore of Lake Michigan. The two existing sewage-treatment plants in the Village of Pleasant Prairie would be abandoned by the year 2010 and the collection systems served by those two plants connected to the City of Kenosha system. Similarly, with the exception of service provided by the greater Racine area water utility to a small area of the Town of Somers, all public water supply within the District would be provided by City of Kenosha water system, utilizing Lake Michigan as its source.

The facilities recommended in the sewerage- and water-system plans are sized to adequately support the year 2010 development conditions within the District envisioned under the new comprehensive plan. Moreover, the major sewer and water trunk facilities recommended in the utility plans are sized to serve ultimate development conditions, conditions which are consistent with the buildout of the pro-

posed urban service area as envisioned under the comprehensive plan.

Importantly, the proposed centralized sanitary sewerage and water supply systems would solve the problem of interbasin water diversions existing within the District in 1995. With the provision of both centralized sewer and water supply services by the City of Kenosha systems, no diversion of Lake Michigan water beyond the year 2010 is envisioned.

It should be noted that the City of Kenosha has taken initial action to expand its sewage-treatment and water-treatment plants in accordance with the recommendations contained in the areawide public utility system plans. The City had in 1995 nearly completed the acquisition of a site adjacent to its existing sewage-treatment plant, a site west of 7th Avenue, south of 80th Street, for sewage-treatment plant expansion. The City had also authorized work to proceed on a three-stage design and construction project to improve the level of treatment and expand the capacity of its water-treatment plant in the Kenosha harbor area.

Transportation Plan Element

Arterial Streets and Highways: The recommended arterial street and highway system which was incorporated into the comprehensive plan is that proposed under the year 2010 regional transportation system plan as it pertains to the Planning District. The recommended plan is shown on Map 97 in Chapter XI of this report.

The plan envisions that the arterial street and highway system serving the District would consist of about 175 route-miles and 575 lane-miles of arterial facilities by the year 2010. The plan proposes the construction of about four route-miles of additional arterial street facilities along with the improvement, primarily through widening, of about 38 route-miles, thereby adding a total of 84 lane-miles to the system. Under the plan, State trunk highways would account for about 58 route-miles, or 33 percent of the total arterial system; County trunk highways would account for about 69 route-miles, or 40 percent; and local trunk highways would account for about 48 route-miles, or 27 percent.

The arterial street and highway system plan was designed to accommodate growth and development envisioned under an intermediate-growth scenario for the Planning District and the Southeastern Wisconsin Region. Accordingly, that system represents the minimal level of improvements required to serve the year 2010 development conditions within

the District envisioned under the District land use plan, based as it is on a high-growth scenario.

In order to identify additional arterial street and highway improvements potentially needed within the Planning District over the long term, analyses were undertaken and traffic assignments made for development conditions anticipated upon complete buildout of the proposed urban service area. An expanded arterial street and highway system encompassing the additional improvements needed to accommodate full development of the proposed urban service area is shown on Map 98 in Chapter XI. It is anticipated that the complete development of the proposed urban service area would require, over and above the improvements recommended in the year 2010 transportation plan, the widening, for the provision of additional travel lanes, of about 30 route-miles of existing highways, including the entire length of IH 94 in the Planning District, providing an additional 60 lane-miles of facilities. It is further envisioned that urban development in the northeastern area of the Town of Somers would require the expansion of the arterial street system through the inclusion of two existing nonarterial street segments with a combined length of 5.3 miles: CTH G between CTH E and CTH KR, and CTH A between STH 31 and STH 32, with both facilities serving as County trunk highways. The plan envisions that CTH JR would be included in the arterial system as a special County facility, providing access to Petrifying Springs Park and the University of Wisconsin-Parkside, and that 39th Avenue, between STH 50 (75th Street) and 128th Street would serve as a County, rather than a local, trunk highway. It is also expected that complete development of the urban service area would require the improvements to the IH 94 frontage road system, including the conversion of certain frontage road segments to four-lane arterial facilities, identified under ultimate development conditions in the IH 94 South Freeway Corridor plan.

Transit Facilities and Services: The plan envisions that local fixed-route public transit service would continue to be provided by buses operating over existing streets and highways, with improvements provided in the frequency of local bus service, particularly on the major local routes. The plan further envisions that rapid-transit service connecting the largest economic activity centers and the highest-density residential areas of the Planning District with the Racine and Milwaukee areas would initially be provided by buses providing relatively fast service over certain State trunk highways within the District and over IH 94. The plan recognizes

the potential to establish commuter-rail service as an alternative to bus-oriented rapid transit and recommends that such service be considered in a "major investment study" which would evaluate alternative means for the provision of rapid transit in the Kenosha-Racine-Milwaukee corridor.

Bicycle Ways: The comprehensive plan also incorporates a 122-mile bicycle way system recommended for the Planning District under the year 2010 regional transportation system plan. The system, which would include both on-street and off-street facilities, is designed to provide access to major activity centers, including public transit facilities, within the District.

Airport: Several planning programs pertaining to the Kenosha Regional Airport were underway at the time of preparation of the new comprehensive plan. The Regional Planning Commission was nearing completion of an update of the regional airport system plan, which plan will recommend improvements to the Kenosha Regional Airport necessary to meet anticipated future aviation demands. In addition, the City of Kenosha had created an advisory committee to study airport operation and infrastructure needs. As the new comprehensive plan was being completed in July 1995, no decision had been made regarding future airport improvements. The new comprehensive plan assumes that lands adjacent to the airport would be used primarily for commercial and industrial purposes, in accordance with previously adopted land use plans for that area. Structure-free areas around the airport identified in the comprehensive plan are based upon the existing City of Kenosha airport zoning regulations.

PLAN IMPLEMENTATION

The recommended plan provides a guide for the attainment of the community land use, park and open space, transportation, and community facility-related development objectives. The plan is not complete, however, until the steps required to implement the plan are specified. Chapter XII of this report recommends formal plan adoption actions and identifies important steps necessary for implementation of the land use element and the supporting community facility, park, public utility and transportation elements. In the final analysis, successful implementation of the comprehensive plan depends, to a large extent, upon efforts in four major areas.

First, the comprehensive plan requires refinement and detailing through the preparation of develop-

ment and redevelopment plans for residential neighborhoods and special-purpose districts. It should be recognized that the comprehensive plan presented in this report is a community-level plan. Within the context of that plan, detailed plans should be prepared for each neighborhood or special district where significant growth or change is expected; redevelopment plans should be prepared for older neighborhoods which are showing signs of instability and deterioration. Such plans should designate specific areas for residential, commercial, and institutional uses; recommend housing types; and show the planned configuration of individual lots and blocks and the location of collector and land-access streets, pedestrian paths, and bicycle ways. Such plans should precisely identify areas to be protected from intensive urban development for environmental reasons and indicate areas to be reserved for drainageway and utility easements. Such plans should identify specific sites for neighborhood parks, schools, and retail and service centers which are recommended, in a general way, in the comprehensive plan.

Second, successful implementation of the comprehensive plan requires the proper staging of urban development over time. The plan recommends a long-range urban service area and further identifies portions of that urban service area where development should be encouraged through the year 2010, as well as reserve areas where development should be discouraged until after 2010. Proper staging of development will help avoid further creation of inefficient and costly scattered, incomplete neighborhoods within the Planning District. Such staging can be achieved through judicious application of zoning and land divisions ordinances and sound public utility extension policies.

Third, successful implementation of the comprehensive plan requires that lands needed for public purposes, including for arterial streets and highways, neighborhood and community parks, and public schools, be reserved for public use before they are committed to private sector development. If maximum economies are to be achieved and the most desirable sites obtained, urban development and redevelopment within required future right-of-way lines and within sites needed for future schools, parks, and other community facilities must be avoided. Official mapping and land subdivision control ordinances provide local units of government with effective means for reserving lands for future public use.

Fourth, successful implementation of the comprehensive plans requires commitment to the protection of the remaining natural resource features within the Planning District, particularly as found in the primary environmental corridors. Because the Planning District is an urbanizing district, considerable additional public acquisition of primary environmental corridor lands has been recommended in this plan for resource preservation purposes, as well as for related recreational and educational purposes. Lands not recommended for acquisition should be properly protected through public land use regulation.

While much of the responsibility for implementation of the plan rests with the City of Kenosha, the Village of Pleasant Prairie, the Town of Somers, and the Kenosha Unified School District No.1, County, State, and Federal units and agencies of government have an important role as well. County responsibilities include the continued administration of the planning and zoning function in cooperation with the Town of Somers in accordance with the plan, continued efforts to implement the arterial highway system plan, acquisition of environmentally significant lands in the District for open space preservation and outdoor recreational purposes, and development of recreational trail and park facilities in accordance with the plan. At the State level, it is important that the Wisconsin Department of Natural Resources consider the plan in carrying out its duties in the regulation of public sanitary sewer and water supply systems, in the administration of its various resource-protection programs, and in the administration of the State outdoor recreation aids program. It is likewise important that the Wisconsin Department of Transportation cooperate in implementation of the arterial street and highway element of the plan and in any transit-related major investment studies. At the Federal level, it is important that the U. S. Department of Transportation, Federal Highway and Federal Transit Administrations, use the plan in the administration of their various Federal grant programs.

CONCLUSION

The plan presented in this report represents a second-generation comprehensive plan for the Kenosha Urban Planning District. The initial plan, prepared in 1967, served as a useful guide for the making of development decisions affecting the

area for almost a quarter of a century. The new plan provides a guide for the continued orderly and economical growth and development of the District over the coming decades and for preservation and enhancement of its unique and desirable environmental qualities. Consistent application of the plan will help assure that individual development proposals are properly related to the overall development of the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers and will help avoid the creation of costly developmental and environmental problems.

Adherence to the new comprehensive plan will, moreover, contribute to the efficient and economical development of the Planning District. In this respect, the staging of development in accordance

with the plan, including, importantly, the maintenance of recommended urban reserves, will help avoid the creation of new, scattered urban enclaves to which the provision of basic urban services is both difficult and costly. The recommended sewerage and water supply systems have been designed to meet anticipated needs over the long term at the lowest possible cost. The recommended arterial street and highway system and transit system have also been designed to provide a balanced, cost-effective surface transportation system. While urban growth and development may be expected to generate increased demands for public services and facilities within the Planning District, consistent application of the plan may be expected to facilitate the provision of the needed services and facilities at the lowest possible cost.

APPENDICES

Appendix A

SITES IN THE KENOSHA URBAN PLANNING DISTRICT LISTED ON THE WISCONSIN REGISTRY OF WASTE DISPOSAL SITES

Since 1984, the Wisconsin Department of Natural Resources has maintained a comprehensive inventory of solid waste disposal sites within the State. This inventory, known as the "Registry of Waste Disposal Sites in Wisconsin," is a listing of active, inactive, and abandoned sites where solid or hazardous wastes are known to have been, or likely to have been, disposed of. The Department's inventory has been assembled from a number of sources, including Department files of licensed landfills, files attendant to one-time demolition disposal permits, Department staff investigations, and information provided by the public. It is important to note that sites listed on the Registry do not necessarily have an environmental contamination problem and most sites have not been evaluated for environmental threat. The Registry thus provides only an indication of where problems attendant to past disposal of solid waste may exist.

The Planning District includes 26 sites that were listed on the Registry of Waste Disposal Sites in 1990.¹ Of the 26 sites, only one site, the Wisconsin Electric Power Company fly ash disposal site in the Village of Pleasant Prairie, is known to be active. The location of the 26 sites and a brief description of the sites based upon information on file at the Wisconsin Department of Natural Resources is presented on Map A-1 and Table A-1.

It should be noted that information concerning sites potentially contaminated by toxic and hazardous substances is also available from Wisconsin Department of Natural Resources files created in conjunction with environmental cleanup programs which the Department administers, including the Environmental Repair program and the Leaking Underground Storage Tank program. Those files are continuously changing as problem sites are remediated and as additional problem sites materialize. Current information regarding sites being treated or scheduled for treatment under these programs may be obtained directly from the Department of Natural Resources.

¹Wisconsin Department of Natural Resources, Registry of Waste Disposal Sites in Wisconsin, February 1990.

**SITES IN THE KENOSHA URBAN PLANNING DISTRICT
LISTED ON THE REGISTRY OF WASTE DISPOSAL SITES IN WISCONSIN: 1990**

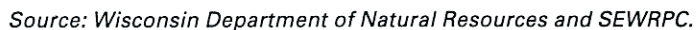


Table A-1

**SITES IN THE KENOSHA URBAN PLANNING DISTRICT
LISTED ON THE REGISTRY OF WASTE DISPOSAL SITES IN WISCONSIN: FEBRUARY 1990**

Site Number (see Map A-1)	U. S. Public Land Survey Section	Site Status	Site Area (acres)	Waste Type
1	SE 1/4, SE 1/4 Sec 5 T1N R22E	Inactive (1976)	2	Demolition materials
2	SE 1/4, SE 1/4 Sec 7 T1N R22E	Inactive (1977)	5	Tree limbs, brush, wood
3	NW 1/4, SW 1/4 Sec 10 T1N R22E	Inactive (1977)	2	Refuse
4	W 1/2, E 1/2 Sec 9 T1N R22E	Active	87	Fly ash
5	NE 1/4, NW 1/4 Sec 9 T1N R22E	Inactive (1977)	7	Concrete and wood waste
6	SE 1/4, NW 1/4 Sec 10 T1N R22E	N/A	1	Ashes from burned wood
7	NW 1/4, NE 1/4 Sec 15 T1N R22E	Inactive (1974)	N/A	Demolition materials, concrete, wood waste, and discarded appliances
8	SW 1/4, SW 1/4 Sec 12 T1N R22E	Inactive (1980)	4	Cardboard, building debris, scrap metal, and wood
9	E 1/2, NW 1/4 Sec 33 T1N R22E	Inactive (1980)	44	Refuse, garbage, wood, demolition materials, noncombustibles
10	SE 1/4, SW 1/4 Sec 18 T1N R23E	Inactive (1976)	1	Scrap wood, sheet metal, brush, and paper
11	SE 1/4, SW 1/4 Sec 18 T1N R23E	Inactive	3	Wood waste and brush
12	NE 1/4, NW 1/4 Sec 19 T1N R23E	N/A	<1	Trash, lumber, and garbage
13	SW 1/4, NE 1/4 Sec 19 T1N R23E	Inactive (1977)	<1	Wood waste
14	SE 1/4, SW 1/4 Sec 29 T1N R23E	Inactive (1975)	<1	Garbage, plaster, wood, and discarded appliances
15	NW 1/4, SE 1/4 Sec 1 T2N R22E	Inactive (1984)	2	Old carpet and foam padding
16	SW 1/4, SW 1/4 Sec 7 T2N R22E	Inactive (1975)	1	Waste from truck terminal, wood, metal, glass
17	SW 1/4, SW 1/4 Sec 15 T2N R22E	Inactive (1980)	5	Refuse
18	NE 1/4, SW 1/4 Sec 31 T2N R22E	Inactive	1	Trash and yard waste
19	SE 1/4, NE 1/4 Sec 18 T2N R23E	Inactive (1975)	<1	Brush
20	SE 1/4, NE 1/4 Sec 18 T2N R23E	Inactive (1977)	1	Fill material and trash
21	SE 1/4, SW 1/4 Sec 18 T2N R23E	Inactive	1	Old trucks and highway equipment
22	SW 1/4, NE 1/4 Sec 19 T2N R23E	N/A	3	Wood and brush
23	NW 1/4, NE 1/4 Sec 2 T1N R22E	Inactive	1	N/A
24	SE 1/4, SW 1/4 Sec 34 T1N R22E	Inactive (1977)	16	Building materials and garbage
25	NE 1/4, NW 1/4 Sec 31 T2N R23E	Inactive (1977)	2	Wood and refuse materials
26	SW 1/4, NW 1/4 Sec 32 T2N R23E	Inactive (1983)	<1	--

N/A: Data not available.

Source: Wisconsin Department of Natural Resources and SEWRPC.

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Appendix B

PARK AND OPEN SPACE PLAN FOR THE KENOSHA URBAN PLANNING DISTRICT: RECOMMENDED AGENCY RESPONSIBILITIES FOR LAND ACQUISITION AND FACILITY DEVELOPMENT AND RELATED COSTS

INTRODUCTION

The comprehensive plan for the Kenosha Urban Planning District includes a park and open space element intended serve as a guide to the provision of public outdoor recreation sites and facilities and to open space preservation within the District through the year 2010. The park and open space plan is based upon an inventory of public outdoor recreation and open space sites, as documented in Chapter VII of this report;¹ recommended outdoor recreation and open space preservation objectives, principles, and standards, as presented in Chapter IX;² and planned population levels within the urban and rural service areas of the Planning District, as presented in Chapter XI.³

The recommended park and open space plan for the Planning District is presented in the last section of Chapter XI of this report. That plan consists of both an areawide component and a local component. The areawide component is concerned with the provision of sites and facilities for resource-oriented outdoor recreational activities and with the protection of areas containing important natural resources. The local plan component is concerned with the provision of sites and facilities for nonresource-oriented outdoor recreational activities.

This appendix constitutes a supplement to the park and open space plan set forth in Chapter XI. It presents again the recommendations of the park and open space plan and sets forth additional

¹The inventory of existing park and open space sites is presented in Tables 60 and 61 and Map 66 in Chapter VII.

²Outdoor recreation and open space preservation objectives, principles, and standards are set forth in Objective Nos. 4 and 5 in Chapter IX.

³Planned year 2010 urban and rural service area population levels are presented by civil division in Table 87.

recommendations regarding implementation responsibilities for the concerned units and agencies of government. It specifies public agency responsibilities for land acquisition and facility development on a site-by-site basis and sets forth the estimated attendant costs. It is intended to help the City of Kenosha, the Village of Pleasant Prairie, the Town of Somers, Kenosha County, and the concerned State agencies in their efforts to program for the needed sites and facilities.

It is intended, upon adoption of the park and open space plan element set forth in this report by the County and the local units of government within the Planning District, that Kenosha County, the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers will be eligible to apply for, and receive, available State and Federal funds to assist in the acquisition and development of recommended park and open space sites and facilities.

AREAWIDE PARK AND OPEN SPACE PLAN COMPONENT

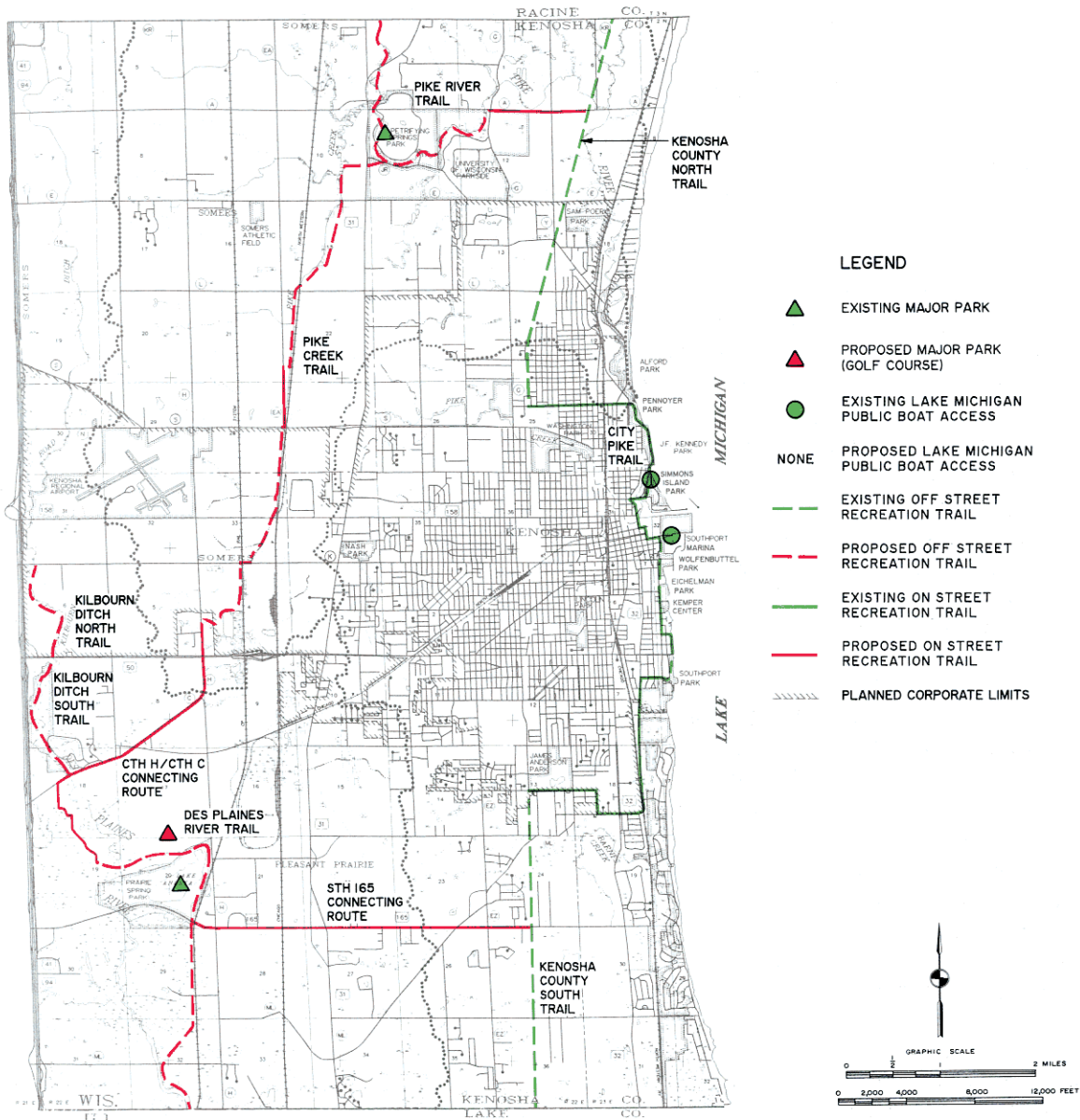
The Kenosha County park and open space plan sets forth recommendations for the acquisition of such resource-oriented recreational facilities as major parks, recreation corridors and associated trail facilities, and lake access for recreational boating. The County plan also sets forth recommendations intended to protect and preserve the important natural resources of the County, particularly those within primary environmental corridors. The park and open space plan for the Kenosha Urban Planning District presented in Chapter XI includes recommendations for additional sites and facilities not included in the currently adopted Kenosha County park and open space plan and is intended to amend and extend the recommendations of the County plan to the year 2010 for the area within the Planning District.

Recommended Resource-Oriented Outdoor Sites and Facilities

The outdoor recreation sites and trail facilities recommended under the areawide park and open

Map B-1

**AREAWIDE PARK AND PUBLIC OUTDOOR RECREATION FACILITIES UNDER THE
PARK AND OPEN SPACE PLAN FOR THE KENOSHA URBAN PLANNING DISTRICT**



Source: SEWRPC.

space plan component are shown on Map B-1. A summary of the acquisition and development costs associated with the recommended sites and facilities is provided on Table B-1. As noted on that table, the cost associated with development of the areawide outdoor recreation sites and facilities is estimated at \$16,460,500, including \$1,250,000 in site acquisition and \$15,210,500 in site development costs. A

description of the recommended sites and facilities follows.

Major Parks: Under the park and open space plan for Kenosha County, two major parks are recommended to be provided within the Planning District: the existing Petrifying Springs Park in the north-central portion of the District in the Town of Somers

Table B-1

**SUMMARY OF COSTS FOR IMPLEMENTATION OF THE AREAWIDE OUTDOOR RECREATION
PLAN ELEMENT FOR THE KENOSHA URBAN PLANNING DISTRICT BY IMPLEMENTING AGENCY**

Facility	Implementing Agency	Estimated Acquisition Cost ^a	Estimated Development Cost ^a
Major Park	Village of Pleasant Prairie	\$ 0 ^b	\$ 7,800,000
Golf Course	Kenosha County	800,000	5,000,000
Recreation Trail	Wisconsin Department of Transportation	0 ^c	380,000
Recreation Trails	Kenosha County	450,000 ^d	1,330,500
Recreation Trails	Village of Pleasant Prairie	0 ^e	700,000
Total	--	\$1,250,000	\$15,210,500

^aAll costs are expressed in 1995 dollars.

^bLand for the new major park has been acquired.

^cThe proposed trail is proposed to be constructed within the right-of-way of STH 165.

^dCost for acquiring secondary environmental corridor lands associated with the Pike Creek parkway and trail. The remaining off-street trails recommended to be developed by Kenosha County would be located within primary environmental corridor lands. Costs for acquiring primary environmental corridor lands are included in Table B-3.

^eOff-street trails recommended to be developed by the Village of Pleasant Prairie would be located within primary environmental corridor lands. Costs for acquiring primary environmental corridor lands are included in Table B-3.

Source: SEWRPC.

and a new major park to be located along the Des Plaines River in the southwestern portion of the District in the Village of Pleasant Prairie.

Petrifying Springs Park is a 358-acre park owned and operated by Kenosha County. The park includes a regulation 18-hole golf course and other facilities for both active and passive recreation. No additional facility development is proposed at the Park.

Development of the new major park recommended under the County park and open space plan in the southwestern portion of Pleasant Prairie has been initiated by the Village of Pleasant Prairie. Acquisition and development of the major park site by the Village represents a departure from the County park and open space plan, which recommended that the park be developed by Kenosha County. Moreover, Village plans for the site do not include a regulation 18-hole golf course, as proposed in the County park plan. In other respects, acquisition and development of the site as proposed by the Village fulfills the intent of the County park and open space plan to provide opportunities for participation in

resource-oriented outdoor recreational activities in this area.

The new park site, which encompasses approximately 425 acres, has been acquired by the Village. It includes a former gravel pit which has been used to create the approximately 110-acre lake, Lake Andrea, which is intended to be used for swimming, fishing, and non-motorized boating. Other proposed resource-oriented uses of the park include hiking and bicycling, picnicking, ice-skating, sledding, and cross-country skiing. The Village also intends to provide facilities for nonresource-oriented uses, including softball, soccer, volleyball, and tennis. A recreation center will also be constructed at the park. The District park plan also recommends that a baseball diamond and four basketball goals be provided at the new park.

The development cost for the new park site is estimated at approximately \$7,800,000, including approximately \$3,500,000 for construction of the recreation center. Construction of park facilities began in 1995 and is anticipated to be completed in 1999.

Proposed New Public Golf Course: As noted in the previous section, the park and open space plan for Kenosha County recommends that the proposed new major park in Pleasant Prairie include a regulation 18-hole golf course. The need for a public golf course in this area was initially identified in the year 2000 regional park and open space plan.⁴ As also noted, site plans for the major park now being developed by the Village of Pleasant Prairie do not include the recommended golf course. The need for a public regulation 18-hole golf course in this area, therefore, remains. It is, accordingly, recommended that Kenosha County act to acquire property for, and construct, a golf course in this area. An area immediately north of the new Village park has been identified as a general site for the golf course. It is further recommended that consideration be given to development of the golf course as a unified residential and recreational planned unit development; however, the golf course should be County-owned and accessible to the general public as well as to residents of the planned unit development.

It is recommended that a minimum of 160 acres be acquired by Kenosha County for construction of the golf course. The cost for land acquisition and golf course development is estimated at \$800,000 and \$5,000,000, respectively, expressed in 1995 dollars.

Recreation Trails: The Kenosha County park and open space plan recommends the provision of recreation trails to enable participation in such activities as biking, hiking, nature study, and cross-country skiing. The recreation trails proposed in the County park plan consist of routes aligned in a generally north-south direction on the easterly side of the Planning District. The recreation trail system proposed by the District plan refines and details the system proposed in the County park plan and extends that system to the west side of the Planning District as well.

The new recommended recreation trail system is routed along primary and secondary environmental corridors to the extent practicable. In certain cases, the trail facilities are routed along former transportation or utility corridors, which are well suited for trail facilities. The planned system also anticipates the use of designated bike routes over existing

streets and designated hiking routes over existing walks to provide desired continuity. Design of the recreation trail system was, moreover, coordinated with the proposed bicycle way system recommended under the year 2010 regional transportation system plan, described in Chapter XI, with the result that many segments of the recreation trail system coincide with the bicycle way system. The proposed areawide recreation trail system is shown on Map B-1.

The proposed recreation trail system encompasses about 42.4 linear miles of trails, including about 10.7 miles of existing off-street trails and about 6.5 miles of existing on-street trails. Of the total of about 25.2 miles of proposed new trails, about 17.6 miles, or about 70 percent, would be off-street trails and about 7.6 miles, or about 30 percent, would be on-street trails. Under the plan, responsibility for the proposed trail system rests with Kenosha County, the City of Kenosha, the Village of Pleasant Prairie, and the Wisconsin Department of Transportation. Recommended agency responsibility for trail system development and estimated facility development costs for the trail system are presented in Table B-2.

All the additional lands needed to be acquired for the off-street segments of the areawide recreation trail system, with the exception of portions of the proposed trail adjacent to Pike Creek, are located in primary environmental corridors which are recommended to be acquired in the public interest for open space preservation purposes. Land acquisition costs for primary environmental corridor lands are set forth later in this appendix on Table B-3. Development of the Pike Creek Trail is proposed to occur within the Pike Creek Parkway identified as part of the amendment to the SEWRPC Pike River Watershed Plan completed by the Commission in 1994. It is recommended that Kenosha County assume responsibility for acquiring all lands within the Pike Creek Parkway, which consist of primary and secondary environmental corridor lands, and for developing the recommended trail. Acquisition costs for secondary environmental corridor lands within the Pike Creek Parkway are estimated to be \$450,000 in 1995 dollars. Acquisition costs for primary environmental corridor lands within the parkway are included on Table B-3.

Lake Michigan Access: Public access to Lake Michigan for recreational boating activities, including boat slips, launch ramps, and related parking is provided at two public marinas in the downtown

⁴See SEWRPC Planning Report No. 27, *A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000, 1977*.

Table B-2

**FACILITY DEVELOPMENT COSTS AND RECOMMENDED
JURISDICTION FOR AREA-WIDE RECREATION TRAIL SYSTEM**

Trail Segment	On- or Off-Street	Length (miles) ^a	Estimated Development Cost ^b	Recommended Jurisdiction ^c
Kenosha County North Trail	Off-Street	4.3	-- ^d	Kenosha County
Kenosha County South Trail	Off-Street	3.4	-- ^d	Kenosha County
City Pike Trail	On- and Off-Street	9.5	-- ^d	City of Kenosha
Pike River Trail	On- and Off-Street	3.2	\$ 210,500	Kenosha County
Pike Creek Trail	Off-Street	7.4	740,000	Kenosha County
CTH H/CTH C Connecting Route	On-Street	2.7	270,000	Kenosha County
Kilbourn Ditch North Trail	Off-Street	1.1	110,000	Kenosha County
Kilbourn Ditch South Trail	Off-Street	1.5	150,000	Village of Pleasant Prairie
Des Plaines River Trail	Off-Street	5.5	550,000	Village of Pleasant Prairie
STH 165 Connecting Route	On-Street	3.8	380,000	Wisconsin Department of Transportation
Total	--	42.4	\$2,410,500	--

^aTrail lengths are given in route-miles. Where trails are proposed to be located on-street, the number of lane-miles will be approximately twice the number of route-miles, since bicycle lanes or bicycle routes would be located along both sides of a street.

^bEstimated development costs are expressed in constant 1995 dollars.

^cLevel of government recommended to assume responsibility for construction and maintenance of trail segment. The responsible agency may enter into operating or maintenance agreements with other units of government to perform maintenance activities.

^dTrail segment has been developed and is open for use.

Kenosha area: the Simmons Island small-boat harbor and Southport Marina. Development of these recreational boat marinas implements a recommendation set forth in the County park and open space plan for improved access to Lake Michigan for boating in the downtown Kenosha area. The locations of the existing marinas are shown on Map B-1. No additional facilities for recreational boating access to Lake Michigan are recommended by the District plan.

Recommended Open Space Preservation

The environmental corridor concept and the planned configuration of primary environmental corridors, secondary environmental corridors, and isolated natural resource areas within the Planning District were described in the land use plan presented in Chapter XI of this report. Recommended actions with respect to the preservation of such lands on the

part of State, County, and local levels of government are set forth here.

Primary Environmental Corridors: Under the plan, all primary environmental corridor lands would be preserved in essentially natural, open uses. Within urbanizing areas, the preservation of environmental corridors is most certain and lasting when the corridor lands are acquired in the public interest for resource preservation and compatible outdoor recreation uses. Since most of the primary environmental corridor lands in the Planning District are located within the proposed urban service area, the plan recommends that most of the corridors in the District be publicly acquired or acquired by non-profit conservancy organizations. Where such acquisition is not proposed, the plan recommends that the environmental corridor be protected through application of appropriate conservancy zoning.

Table B-3

**PROPOSED OWNERSHIP OF PRIMARY ENVIRONMENTAL CORRIDORS UNDER
THE PARK AND OPEN SPACE PLAN FOR THE KENOSHA URBAN PLANNING DISTRICT**

Ownership	1995 (acres) ^a	2010 (acres)	Planned Change: 1995 to 2010 (acres)	Acquisition Cost ^b
Public Interest				
Kenosha County	152	1,304	1,152	\$3,398,500
City of Kenosha	147	172	25	0 ^c
Village of Pleasant Prairie	584	2,415	1,831	3,326,500
Town of Somers	0	0	0	0
Wisconsin Department of Natural Resources	234	342	108	1,053,000
The Nature Conservancy	462	514	52	182,000
University of Wisconsin	313	313	0	0
Subtotal	1,892	5,060	3,168	7,960,000
Private				
Existing Compatible Outdoor Recreation Use	805	805	0	N/A
Other	3,861	693	-3,168	N/A
Subtotal	4,666	1,498	-3,168	N/A
Total	6,558	6,558	0	\$7,960,000

N/A: Not Applicable.

^aStatus in 1995 of planned primary environmental corridor lands.

^bAll costs expressed in 1995 dollars.

^cCost for acquiring 25 acres of primary environmental corridor lands, to be located within proposed City park sites, are included in Table B-7.

Source: SEWRPC.

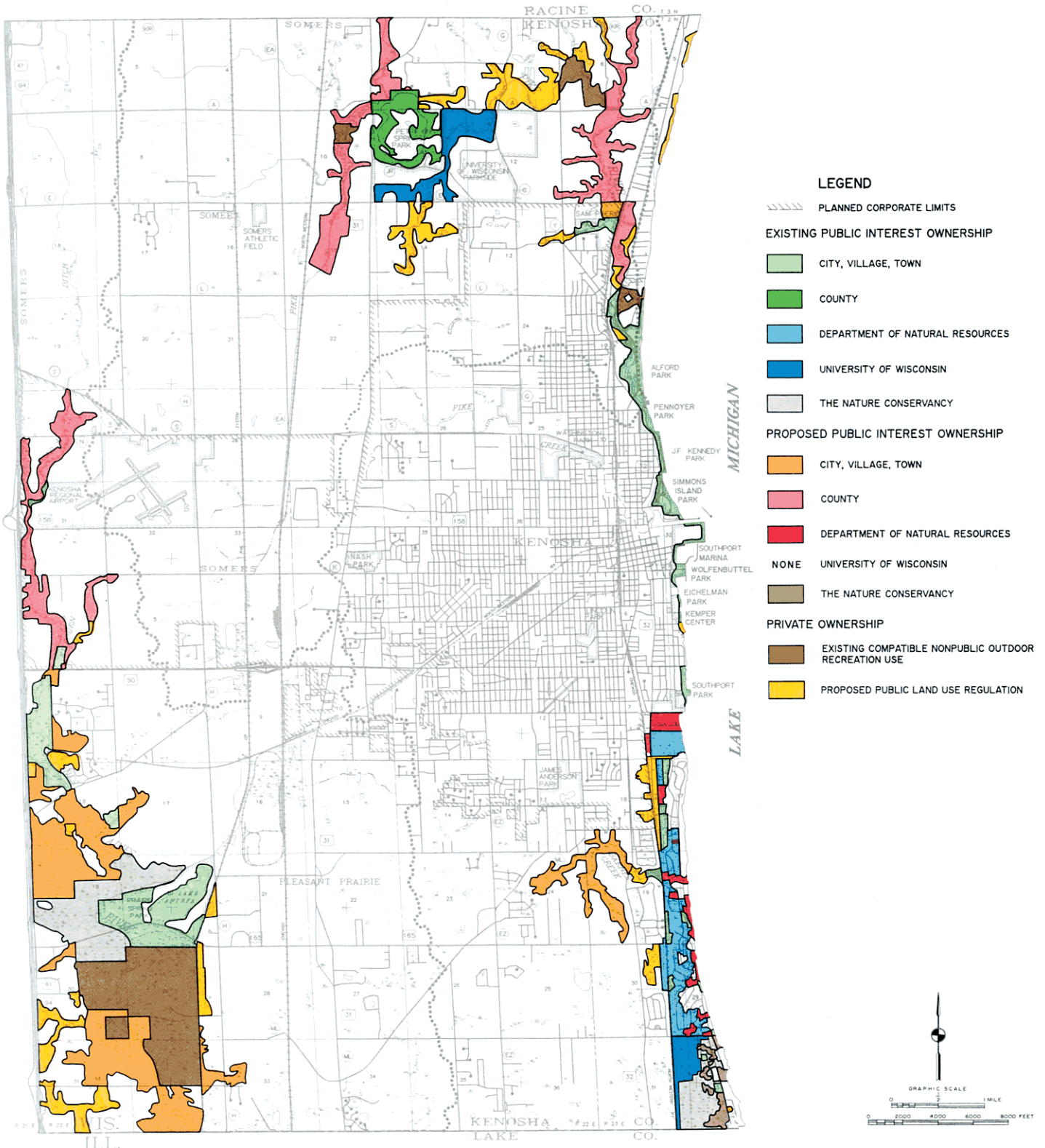
Map B-2 shows the location of planned primary environmental corridors within the Planning District and the agency or organization recommended to assume responsibility for the acquisition of such corridors. A summary of the existing and proposed public and public-interest ownership of the planned primary environmental corridors and associated acquisition costs is presented in Table B-3. The total estimated cost attendant to acquisition of all primary environmental corridors within the Planning District recommended for public or public-interest acquisition is \$7,960,000.

As indicated in Table B-3, it is recommended that the Department of Natural Resources maintain its current holding of 234 acres of primary environmental corridor lands in the Chiwaukee Prairie-Carol Beach area in the Village of Pleasant Prairie and acquire an additional 108 acres in that area for resource preservation purposes. It is also recommended that Kenosha County maintain the 152 acres of primary environmental corridor lands currently encompassed in existing County-owned park

and open space site, and acquire an additional 1,152 acres of such corridors. As further indicated in Table B-3, local units of government in 1994 owned about 731 acres of primary environmental corridor lands, while an additional 775 acres were owned by the University of Wisconsin and nonprofit conservation organizations. It is recommended that an additional 25 acres of primary environmental corridor lands be acquired by the City of Kenosha; that an additional 1,831 acres be acquired by the Village of Pleasant Prairie; and that an additional 52 acres be acquired by The Nature Conservancy, a nonprofit conservation organization. Thus, a total of about 5,060 acres, or about 77 percent of the primary environmental corridor lands in the Planning District, are held in, or proposed to be acquired for, public resource preservation purposes. The remaining 1,498 acres, or about 23 percent of the primary environmental corridors in the Planning District, would remain in private ownership. These corridors are proposed to be protected and preserved in natural uses or in compatible nonpublic recreation uses through public land use regulation.

Map B-2

**PRIMARY ENVIRONMENTAL CORRIDOR PRESERVATION RESPONSIBILITIES
UNDER THE PARK AND OPEN SPACE PLAN FOR THE KENOSHA URBAN PLANNING DISTRICT**



Source: SEWRPC.

It should be noted that the open space preservation plan for the District incorporates the recommendations of the land use management plan for the Chiwaukee Prairie-Carol Beach area located along the Lake Michigan shoreline in Village of Pleasant Prairie.⁵ That plan identified areas of the corridor which should be acquired in the public interest for resource preservation purposes and areas of the corridor which should be protected through public land use regulation. The configuration of primary environmental corridor lands and the public acquisition of primary environmental corridor lands proposed in the Chiwaukee Prairie-Carol Beach plan are included in the new District park plan.⁶

Typically, the responsibility for acquisition and management of primary environmental corridors would be assigned to the County level of government; however, due in part to the results of previous planning efforts and in part to the policies of the various units and levels of government within the District, several exceptions to this general policy apply within the District. For example, under the land use plan for the Chiwaukee Prairie-Carol Beach area, responsibility for the acquisition and management of primary environmental corridor lands within the Chiwaukee Prairie-Carol Beach area was assigned to the Wisconsin Department of Natural Resources and to The Nature Conservancy. Additionally, the Village of Pleasant Prairie has expressed a desire to acquire and manage primary environmental corridor lands within Village corporate limits that are located adjacent to the Des

Plaines River. The District park and open space plan reflects the Village's intentions, even though the acquisition and management of such lands would ordinarily be considered a County responsibility. A transfer of responsibility for acquiring and managing primary environmental corridor lands along the Des Plaines River from the Village to the County, if agreed upon at a future date by both the Village and the County, would be considered consistent with the District park and open space plan.

Secondary Environmental Corridors and Isolated Natural Resource Areas: As indicated in Chapter XI, under the comprehensive District plan it is recommended that secondary environmental corridors be considered for preservation in natural, open use, or incorporated as drainageways and local parks in developing areas. The plan also recommends that isolated natural resource areas be preserved in natural open uses insofar as practicable, through incorporation for use as parks and open space reservations as appropriate.

Secondary environmental corridors encompassing 2,041 acres and isolated natural resource areas encompassing 945 acres, envisioned under the plan, are shown on Map B-3. Currently, 133 acres, or 7 percent of all secondary environmental corridor lands, and 195 acres, or 21 percent of all isolated natural resource areas, are in public ownership or are in compatible nonpublic outdoor recreation use. An additional 672 acres, or 33 percent of all secondary environmental corridor lands, and 93 acres, or 10 percent of all isolated natural resource areas, are recommended for public acquisition to accommodate areawide trail facilities or to accommodate local parks and recreation trail facilities proposed under the local park and open space plan element. Other public acquisition of secondary environmental corridors and isolated natural resource areas should be identified on the basis of detailed neighborhood unit and special purpose district development plans. Areas which are not so identified for public acquisition should be protected through appropriate conservancy zoning.

LOCAL PARK AND OUTDOOR RECREATION COMPONENT

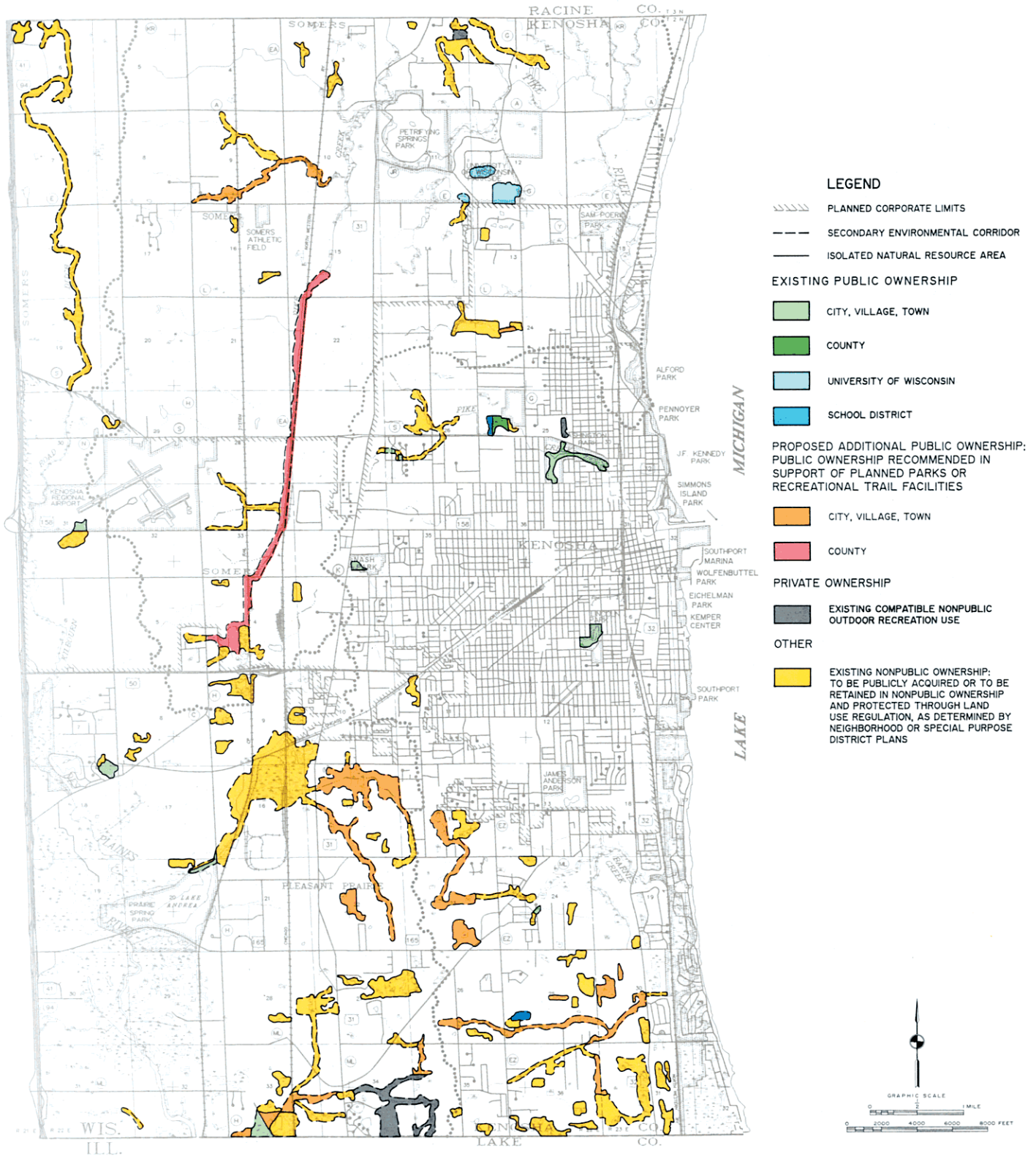
The District park and open space plan also includes a local component, which is primarily concerned with the provision of neighborhood and community parks and local recreation trails. Neighborhood and community parks provide opportunities for such

⁵See *SEWRPC Community Assistance Planning Report No. 88, A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, 1985.*

⁶*Under the Chiwaukee Prairie-Carol Beach land use plan, responsibility for primary environmental corridor acquisition was assigned to the Wisconsin Department of Natural Resources and The Nature Conservancy. Both the Department and The Nature Conservancy have adopted land acquisition project areas within the area and have made substantial progress in acquiring primary environmental corridor lands in accordance with the plan. The land acquisition project areas adopted by the Department and The Nature Conservancy conform substantially with the areas recommended under the Chiwaukee Prairie-Carol beach plan, although minor differences do exist.*

Map B-3

SECONDARY ENVIRONMENTAL CORRIDOR AND ISOLATED NATURAL RESOURCE AREA PRESERVATION RESPONSIBILITIES UNDER THE PARK AND OPEN SPACE PLAN FOR THE KENOSHA URBAN PLANNING DISTRICT



Source: SEWRPC.

nonresource-oriented activities as softball, basketball, tennis, and playground and playfield activities. They typically also contain some natural area for the accommodation of passive recreational activities. Neighborhood parks, by definition, range in size from 5 to 24 acres and have a service radius of 0.5 to 1.0 mile. Community parks, by definition, range in size from 25 to 99 acres and have a service radius of two miles. Under the plan, responsibility for the provision of neighborhood and community parks and nonresource-oriented recreational facilities generally rests with city, village, and town governments and school districts. Specific recommendations related to new neighborhood and community park sites and facilities needed by the year 2010 within each civil division in the Planning District are described below. As noted in the District park plan in Chapter XI, local governments should also maintain existing park and recreation sites and facilities, including, importantly, the retrofitting of facilities where necessary to accommodate access by persons with disabilities.

In addition to neighborhood and community parks, the local park and outdoor recreation plan component recommends a network of local trails connecting with and supplementing the areawide trail system. The local trail network is intended to provide access to neighborhood and community parks, as well as access to the areawide trail system.

The local trail system includes both on- and off-street segments. The off-street segments are, for the most part, located in secondary environmental corridors. It is recommended that the local unit of government concerned assume responsibility for acquiring such corridors and for constructing the recommended trail segments. It is also recommended that the local unit of government concerned acquire a 20-foot wide right-of-way or long-term easement and construct those portions of off-street trails located outside an environmental corridor.

For local trail segments proposed to be located within the right-of-way of a street or highway, the unit of government responsible for constructing and maintaining the street or highway should also have responsibility for constructing and maintaining the associated trail facility, or for entering into operating or maintenance agreements with other units or agencies of government to perform maintenance activities. Accordingly, the Wisconsin Department of Transportation should assume responsibility for constructing trail facilities on, or along, State trunk highways and connecting streets; the Kenosha

County Public Works Department should assume responsibility for constructing and maintaining trail facilities located on or along county trunk highways; and the respective City, Village, or Town should assume responsibility for constructing and maintaining trail facilities located on or along streets and highways under local jurisdiction.

City of Kenosha

Existing and proposed parks and trails to be located within the City of Kenosha by the year 2010 under the local park and outdoor recreation component of the District plan are shown on Map B-4. That map depicts a generalized location of each proposed park site and trail. The precise location and size of each park site and trail should be determined on the basis of more detailed facility planning efforts.

Under the plan, it is recommended that the City acquire and develop six new neighborhood parks by the year 2010. The proposed new neighborhood parks are identified as sites H, I, J, K, L, and O on Map B-4. The proposed size and estimated acquisition cost for each proposed new park site is provided on Table B-4, which also lists proposed facility development and associated costs for each new park. The combined acquisition and development costs for new park sites in the City are estimated at \$2,585,000.

The plan also proposes additional land acquisition and facility development at two existing community parks in the City, Poerio Park and Nash Park, and additional facility development at six existing community parks, Anderson Park, the CDF Site, Eichelman Park, Pennoyer Park, Simmons Island Park, and Southport Park. The plan further proposes additional land acquisition and facility development at one existing neighborhood park in the City, Hobbs Park; and additional facility development at five existing neighborhood parks in the City, Forest Park, Gangler Park, Petzke Park, Sunnyside Park, and Whitecaps Park. Proposed additional site and facility development at these existing park sites, and associated costs are provided on Table B-5. The combined acquisition and development costs are estimated at \$1,049,000.

The local park and outdoor recreation plan component also recommends that the City develop a local recreation trail system to be integrated with the previously recommended areawide recreation trail system. The City has already developed an approximately 1.5-mile portion of its recommended local trail system, consisting of a loop trail con-

**PARK AND OPEN SPACE SITES IN THE CITY OF KENOSHA UNDER THE
PARK AND OPEN SPACE PLAN FOR THE KENOSHA URBAN PLANNING DISTRICT**



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Table B-4

**ACQUISITION AND DEVELOPMENT COSTS FOR PROPOSED NEW URBAN PARKS
UNDER THE LOCAL PARK AND OPEN SPACE PLAN ELEMENT FOR THE CITY OF KENOSHA**

Proposed Park Site ^a	Proposed Acquisition (acres)	Estimated Acquisition Cost ^b	Proposed Facility Development	Estimated Development Cost ^b	Estimated Total Cost ^b
H (Neighborhood Park)	15	\$ 60,000	Playfield Playground One softball diamond Two basketball goals Ice-skating area Shelter and rest rooms General development ^d Subtotal	\$ 20,000 20,000 25,000 10,000 -- ^c 55,000 72,000 202,000	\$ 262,000
I (Neighborhood Park)	15	300,000	Playfield Playground One softball diamond Two basketball goals Ice-skating area General development ^d Subtotal	20,000 20,000 25,000 10,000 -- ^c 90,000 165,000	465,000
J (Neighborhood Park)	15	75,000	Playfield Playground One softball diamond Two basketball goals Two tennis courts Ice-skating area Shelter and rest rooms General development ^d Subtotal	20,000 20,000 25,000 10,000 30,000 -- ^c 55,000 90,000 250,000	325,000
K (Neighborhood Park)	15	261,000	Playfield Playground One softball diamond Two basketball goals Ice-skating area Shelter and rest rooms General development ^d Subtotal	20,000 20,000 25,000 10,000 -- ^c 55,000 42,000 172,000	433,000
L (Neighborhood Park)	15	300,000	Playfield Playground One softball diamond Two basketball goals Two tennis courts Ice-skating area Shelter and rest rooms General development ^d Subtotal	20,000 20,000 25,000 10,000 30,000 -- ^c 55,000 90,000 250,000	550,000
O (Neighborhood Park)	15	300,000	Playground Playfield Softball diamond Two basketball goals Two tennis courts Rest rooms General development ^d Subtotal	20,000 20,000 25,000 10,000 30,000 55,000 90,000 250,000	550,000
Total	90	\$1,296,000	--	\$1,289,000	\$2,585,000

^aLetter corresponds to designation on Map B-4.

^bAll cost estimates are expressed in 1995 dollars.

^cIt is recommended that an ice-skating area be provided during the winter months on a playfield area. No facility development costs would be associated with this use.

^dGeneral development includes park lighting, landscaping, walkways, and such park furnishings as picnic tables, benches, waste containers, and signs. Costs vary on the basis of the size of the park and the amount of developable land.

Source: SEWRPC.

Table B-5

**ADDITIONAL ACQUISITION AND DEVELOPMENT COSTS AT EXISTING PARK SITES
UNDER THE LOCAL PARK AND OPEN SPACE PLAN ELEMENT FOR THE CITY OF KENOSHA**

Site	Proposed Additional Acquisition		Proposed Additional Facilities Development		Total Additional Estimated Cost ^a
	Acres	Estimated Cost ^a	Facility	Estimated Cost ^a	
Anderson Park	0	\$ 0	Softball diamond (with lights) Two tennis courts (with lights) Subtotal	\$ 75,000 40,000 115,000	\$ 115,000
CDF	0	0	General development ^b	124,000	124,000
Eichelman Park	0	0	Two basketball goals	10,000	10,000
Forest Park	0	0	Two basketball goals	10,000	10,000
Gangler Park	0	0	Two basketball goals Playfield Two softball diamonds Two tennis courts Ice-skating area Shelter and rest rooms General development ^b Subtotal	10,000 20,000 50,000 30,000 - ^c 55,000 30,000 195,000	195,000
Hobbs Park	1.0	20,000	Two basketball goals Two tennis courts Subtotal	10,000 30,000 40,000	60,000
Nash Park	4.0	80,000	Playground Four tennis courts (all with lights) Eight basketball goals Ice-skating area Subtotal	65,000 80,000 40,000 - ^c 185,000	265,000
Pennoyer Park	0	0	Four basketball goals	20,000	20,000
Petzke Park	0	0	Two basketball goals	10,000	10,000
Poerio Park	20.0	100,000	Four basketball goals	20,000	120,000
Simmons Island Park	0	0	Four basketball goals	20,000	20,000
Southport Park	0	0	Four basketball goals	20,000	20,000
Sunnyside Park	0	0	Two basketball goals	10,000	10,000
White Caps Park	0	0	Rest room Picnic area Subtotal	55,000 15,000 70,000	70,000
Total	25.0	\$200,000	- -	\$849,000	\$1,049,000

^aAll cost estimates are expressed in 1995 dollars.

^bGeneral development includes park lighting, landscaping, walkways, and such park furnishings as picnic tables, benches, waste containers, and signs. Costs vary on the basis of the size of the park and the amount of developable land.

^cIt is recommended that an ice skating area be provided during the winter months on a playfield area. No facility development costs would be associated with this use.

Source: SEWRPC.

necting with the areawide Pike Trail along 35th Street at 7th Avenue and 22nd Avenue. The loop trail, which consists of both on- and off-street segments, is located along 7th Avenue, 43rd Street, 22nd Avenue, and through a portion of Washington Park. The City also plans to construct in 1995 an approximately 1.1-mile trail from Pennoyer Park

north to Carthage College. That trail is also part of the proposed local trail system.

In addition to the local trails described above, it is recommended that a total of about 14.1 miles of new local trails be provided within the City, consisting of about 3.7 miles, or about 26 percent, of off-street

Table B-6

ACQUISITION AND DEVELOPMENT COSTS FOR LOCAL RECREATION TRAILS^a IN THE CITY OF KENOSHA

Trail Name	On- or Off-Street	Length (miles) ^b	Estimated Acquisition Cost ^c	Estimated Development Cost ^{c,d}	Total	Recommended Jurisdiction ^e
Pike River	Off-street	0.5	\$0 ^f	\$ 50,000	\$ 50,000	City of Kenosha
Washington Park Loop	Off-street	0.4	0 ^g	40,000	40,000	City of Kenosha
45th Street	On-street	2.5	0	1,250	1,250	City of Kenosha
Kenosha County North Extension	On-street	0.6	0	60,000	60,000	Kenosha County
	Off-street	1.1	0 ^h	110,000	110,000	City of Kenosha
CTH K	On-street	4.5	0	450,000	450,000	Kenosha County
Nash Park	Off-street	1.7	0 ⁱ	170,000	170,000	City of Kenosha
70th Street	On-street	0.3	0	500	500	City of Kenosha
22nd Avenue	On-street	2.5	0	250,000	250,000	City of Kenosha
Total	--	14.1	\$0	\$1,131,750	\$1,131,750	--

^aCosts for the acquisition of land and development of major, or areawide, trails are included on Table B-1.

^bTrail lengths are given in route-miles. Where trails are proposed to be located on-street, the number of lane-miles will be approximately twice the number of route-miles, since bicycle lanes or bicycle routes would be located along both sides of a street.

^cEstimated acquisition and development costs are expressed in 1995 dollars.

^dThe unit improvement costs used for calculating estimated trail development costs were \$100,000 per mile for the construction of four-foot wide shoulders or four-foot wide bicycle lanes along both sides of arterial streets and highways; \$100,000 per mile for the construction of a 10-foot-wide asphalt path in off-street corridors or within street rights-of-way separate from the roadway; and \$500 per mile for erection of bicycle route signs along nonarterial streets.

^eLevel of government recommended to assume responsibility for construction and maintenance of trail segment. The responsible agency may enter into operating or maintenance agreements with other units of government to perform maintenance activities.

^fThe Pike River trail is proposed to be located on lands acquired or proposed to be acquired for park purposes. Acquisition costs for such lands are set forth in Table B-7.

^gTo be located within existing City park lands.

^hTo be located on former railroad right-of-way now owned by the City.

ⁱTo be located within WEPCo right-of-way.

Source: SEWRPC.

trails and about 10.4 miles, or about 74 percent, of on-street trails. Acquisition and development costs associated with the new local trails within the City are provided on Table B-6. Of the total \$1,131,800 cost associated with the development of the local trail system, \$621,800 is associated with trails proposed to be developed by the City within off-street corridors or within the rights-of-way of streets under City jurisdiction, and \$510,000 is associated with trails proposed to be developed by Kenosha County within the rights-of-way of County trunk highways.

A summary of the costs associated with implementation of the local park and open space plan for the City of Kenosha is presented on Table B-7. The total

cost of implementing the local plan for the City is estimated at \$4,766,000. As noted on Table B-7, the cost of implementing the City park and open space plan may be significantly reduced, from approximately \$4.8 million to approximately \$1.7 million, through the use of State and Federal grant funds for parkland acquisition and development and by use of the land dedication process for parkland and environmental corridor acquisition.

Village of Pleasant Prairie

Existing and proposed parks and trails to be located within the Village of Pleasant Prairie by the year 2010 under the local park and outdoor recreation component of the District plan are shown on

Table B-7

**SUMMARY OF ACQUISITION AND DEVELOPMENT COSTS UNDER THE
LOCAL PARK AND OPEN SPACE PLAN ELEMENT FOR THE CITY OF KENOSHA^a**

Sites and Facilities	Acquisition			Development		Total Cost ^b
	Sites	Acres	Cost ^b	Sites	Cost ^b	
Proposed New Neighborhood Parks	6	90	\$1,296,000	6	\$1,289,000	\$2,585,000
Existing City Parks	3	25	200,000	14	849,000	1,049,000
Trail System	- ^c	- ^c	0 ^c	- ^c	1,131,750 ^c	1,131,750 ^c
Total	9	115	\$1,496,000	20	\$3,269,750	\$4,765,750

NOTE: Total acquisition and development costs can be reduced dramatically through the use of alternative methods of land acquisition and through the use of available State and Federal funds for park and open space acquisition and development. Thus, if all recommended new neighborhood parks and land needed for trails are acquired through the land division dedication process, and if remaining acquisition and development costs are offset by 50 percent through the use of assistance grants, park and open space acquisition and development costs for the City could be reduced dramatically from about \$4.8 million to about \$1.7 million. Costs could be further reduced if transportation grant funds, which can be used to cover up to 80 percent of project costs, were to be used for trail development for those trails serving both a recreation and a transportation purpose.

^aDoes not include costs for acquisition of primary environmental corridor lands or the development of areawide trails. Those costs are included on Tables B-3 and B-1, respectively.

^bAll cost estimates are expressed in 1995 dollars.

^cA total of seven local trails, measuring about nine miles, are recommended to be developed by the City at a total estimated cost of \$621,750 and an additional two trails measuring about five miles are recommended to be developed by Kenosha County at a total estimated cost of \$510,000.

Source: SEWRPC.

Map B-5.⁷ That map depicts a generalized location of each proposed park site and trail. The precise location and size of each park site and trail should be determined on the basis of more detailed facility planning efforts.

Under the plan, it is recommended that the Village acquire and develop two new community parks, identified as sites A and C on Map B-5, and three new neighborhood parks, identified as sites E, F, and G on Map B-5. It is also recommended that the Village acquire and develop an approximately 20-acre site adjacent to the Municipal Center, identified as site B on Map B-5, for use as a "Village Green." The proposed size and estimated acquisition cost for each proposed new park and outdoor recreation site is provided on Table B-8. That table also lists proposed facility development and associated costs for each new site. The combined acquisition and development costs for new local

park and open space sites in the Village are estimated at \$4,980,000.

The plan further proposes additional land acquisition and facility development at existing Village parks and Village-owned sites. Proposed additional site and facility development at these existing park sites and associated costs are provided on Table B-9 and described in the following paragraphs. The combined acquisition and development costs at existing Village park and outdoor recreation sites are estimated at \$307,000.

It is recommended that the Village develop two Village-owned sites along the Lake Michigan shoreline to provide nonboating access to Lake Michigan and to accommodate other passive recreational uses. The lake-access sites are proposed to be provided at Lake Michigan Park, near the intersection of 110th Street and 1st Avenue, and at a Village-owned site near the intersection of 116th Street and 1st Avenue. It is recommended that the Village acquire additional land, approximately one acre, for park purposes adjacent to Lake Michigan Park.

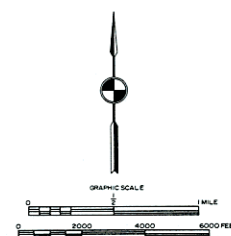
It is further recommended that the Village provide additional recreational facilities at three existing parks: Midwest Highlands Park, Prairie Trails West

⁷The plan further envisions the development of four new neighborhood parks in the identified residential reserve areas in the Village of Pleasant Prairie after the year 2010. These parks are shown on Map B-5 in order that the Village may reserve sites for the parks before the needed lands are committed to other uses.

**PARK AND OPEN SPACE SITES IN THE VILLAGE OF PLEASANT PRAIRIE
UNDER THE PARK AND OPEN SPACE PLAN FOR THE KENOSHA URBAN PLANNING DISTRICT**



- | | | | |
|---|--|---|---|
|  | EXISTING MAJOR PARK (100 ACRES OR MORE) | 1 | PROPOSED ADDITIONAL DEVELOPMENT |
|  | PROPOSED MAJOR PARK (100 ACRES OR MORE): GOLF COURSE | 2 | PROPOSED ADDITIONAL ACQUISITION AND DEVELOPMENT |
| NONE | EXISTING COMMUNITY PARK (25 TO 99 ACRES) | 3 | PROPOSED PARK AFTER THE YEAR 2010 |
|  | PROPOSED COMMUNITY PARK (25 TO 99 ACRES) |  | EXISTING AREAWIDE TRAIL |
|  | EXISTING NEIGHBORHOOD PARK (5 TO 24 ACRES) |  | PROPOSED AREAWIDE TRAIL |
|  | PROPOSED NEIGHBORHOOD PARK (5 TO 24 ACRES) | NONE | EXISTING LOCAL TRAIL |
|  | EXISTING OTHER OUTDOOR RECREATION SITE | | PROPOSED LOCAL TRAIL |
|  | PROPOSED OTHER OUTDOOR RECREATION SITE | | |



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Table B-8

**ACQUISITION AND DEVELOPMENT COSTS FOR PROPOSED NEW URBAN PARKS UNDER
THE LOCAL PARK AND OPEN SPACE PLAN ELEMENT FOR THE VILLAGE OF PLEASANT PRAIRIE**

Proposed Park Site ^a	Proposed Acquisition (acres)	Estimated Acquisition Cost ^b	Proposed Facility Development	Estimated Development Cost ^b	Estimated Total Cost ^b
A (Community Park)	65	\$1,202,000	Playfield Playground Two softball diamonds Three tennis courts Six basketball goals Ice-skating area Shelter Rest rooms General development ^d Subtotal	\$ 20,000 65,000 50,000 45,000 30,000 -- ^c 25,000 55,000 262,000 552,000	\$1,754,000
B (Other Site)	20	400,000	General development ^e	82,000	482,000
C (Community Park)	60	1,200,000	Playfield Playground Two softball diamonds (with lights) Three tennis courts (with lights) Six basketball goals One baseball diamond Shelter Rest rooms Ice-skating area General development ^d Subtotal	20,000 65,000 150,000 60,000 30,000 35,000 25,000 55,000 -- ^c 340,000 780,000	1,980,000
E (Neighborhood Park)	10	45,500	Playfield Playground One softball diamond Two tennis courts Two basketball goals Ice-skating area General development ^e Subtotal	20,000 20,000 25,000 30,000 10,000 -- ^c 60,000 165,000	210,500
F (Neighborhood Park)	15	50,000	Playfield Playground One softball diamond Two basketball goals Two tennis courts Ice-skating area General development ^e Subtotal	20,000 20,000 25,000 10,000 30,000 -- ^c 48,000 153,000	203,000
G (Neighborhood Park)	10	200,000	Playfield Playground Four basketball goals Two tennis courts Ice-skating area General development ^e Subtotal	20,000 20,000 20,000 30,000 -- ^c 60,000 150,000	350,000
Total	180	\$3,097,500	--	\$1,882,000	\$4,979,500

^aLetter corresponds to designation on Map B-5.

^bAll cost estimates are expressed in 1995 dollars.

^cIt is recommended that an ice-skating area be provided during the winter months on a playfield area. No facility development costs would be associated with this use.

^dGeneral development for the community parks includes park lighting, landscaping, walkways, a parking lot, and such park furnishings as picnic tables, benches, waste containers, and signs. Costs vary on the basis of the size of the park and the amount of developable land.

^eGeneral development for the neighborhood parks includes park lighting, landscaping, walkways, and such park furnishings as picnic tables, benches, waste containers, and signs. Costs vary on the basis of the size of the park and the amount of developable land.

Table B-9

**ADDITIONAL ACQUISITION AND DEVELOPMENT COSTS AT EXISTING PARK SITES UNDER
THE LOCAL PARK AND OPEN SPACE PLAN ELEMENT FOR THE VILLAGE OF PLEASANT PRAIRIE^a**

Site	Proposed Additional Acquisition		Proposed Additional Facilities Development		Total Additional Estimated Cost ^b
	Acres	Estimated Cost ^b	Facility	Estimated Cost ^b	
Lake Michigan Park	1	\$23,000	General development ^c	\$ 58,000	\$ 81,000
Midwest Highlands Park	0	0	One basketball goal	5,000	5,000
Prairie Trails West Park	0	0	Restrooms	55,000	101,000
			General development ^c	46,000	
			Subtotal	101,000	
Rolling Meadows Park	0	0	Playfield	20,000	74,000
			Playground	20,000	
			Two basketball goals	10,000	
			General development ^c	24,000	
			Subtotal	74,000	
Village-Owned Land, Lake Michigan Shoreline, 116th Street and 1st Avenue	0	0	General development ^c	46,000	46,000
Total	1	\$23,000	--	\$284,000	\$307,000

^aCosts associated with development of the major park being developed by the Village are set forth under the areawide park and open space plan element.

^bAll cost estimates are expressed in 1995 dollars.

^cGeneral development includes park lighting, landscaping, walkways, and such park furnishings as picnic tables, benches, waste containers, and signs. Costs vary based on the size of the park and the amount of developable land.

Source: SEWRPC.

Park, and Rolling Meadows Park. These parks are not large enough to be classified as neighborhood parks, but serve the recreational needs of the subdivisions in which they are located. It is also proposed that rest rooms be provided at Prairie Trails West Park to accommodate patrons of the Kenosha County South Trail, which runs adjacent to the park.

Development of a local trail system is also recommended under the local park and outdoor recreation plan for the Village. Under the plan, a total of about 22.3 miles of trails, none of which are existing, would be provided within the Village to supplement the recommended areawide trail system. Of the proposed 22.3-mile local trail system, about 15.1 miles, or about 68 percent, would be located off-street and about 7.2 miles, or about 32 percent, would be located on-street. Acquisition and development costs associated with the local trail system are provided on Table B-10. Of the total \$3,058,200 cost associated with the development of the local trail system, \$2,768,200 is associated with

trails proposed to be developed by the Village within off-street corridors or within the rights-of-way of streets under Village jurisdiction; \$210,000 is associated with trails proposed to be developed by Kenosha County within the rights-of-way of County trunk highways; and \$80,000 is associated with trails proposed to be developed by the Wisconsin Department of Transportation within the rights-of-way of State trunk highways.

A summary of the costs associated with implementation of the local park and open space plan for the Village of Pleasant Prairie is presented on Table B-11. The total cost of implementing the local plan for the Village is estimated at \$8,345,000. As noted on Table B-11, the cost of implementing the Village park and open space plan may be significantly reduced, from approximately \$8.3 million to approximately \$3.4 million, through the use of State and Federal grant funds for parkland acquisition and development and by use of the land dedication process for parkland and environmental corridor acquisition.

Table B-10

**ACQUISITION AND DEVELOPMENT COSTS FOR LOCAL
RECREATION TRAILS^a IN THE VILLAGE OF PLEASANT PRAIRIE**

Trail Name	On- or Off-Street ^b	Length (miles) ^c	Estimated Acquisition Cost ^d	Estimated Development Cost ^{d,e}	Total	Recommended Jurisdiction ^f
Bain Station Road Trail	On-street	2.1	\$ 0	\$ 210,000	\$ 210,000	Kenosha County
Jerome Creek-Barnes Creek Trail	Off-street	4.7	528,000	470,000	998,000	Village of Pleasant Prairie
Carol Beach Trail	On-street	3.2	0	1,600	1,600	Village of Pleasant Prairie
Tobin-Carol Beach Trail	On-street portion	1.1	0	550	550	Village of Pleasant Prairie
	Off-street portion	0.6	88,000	60,000	148,000	Village of Pleasant Prairie
Tobin-Spring Brook Trail	Off-street	5.7	470,000	570,000	1,040,000	Village of Pleasant Prairie
Village Green Trail	Off-street	0.5	0 ^g	50,000	50,000	Village of Pleasant Prairie
Sheridan Trail	Off-street	1.9	40,000 ^h	190,000	230,000	Village of Pleasant Prairie
Green Bay Trail	On-street portion	0.8	0	80,000	80,000	Wisconsin Department of Transportation
	Off-street portion	1.7	130,000	170,000	300,000	Village of Pleasant Prairie
Total	--	22.3	\$1,256,000	\$1,802,150	\$3,058,150	--

^aCosts for the acquisition of land and development of major trails are included on Table B-1.

^bPortions of the local trails may be rerouted from planned off-street locations to on-street locations as local street networks are developed.

^cTrail lengths are given in route-miles. Where trails are proposed to be located on-street, the number of lane-miles will be approximately twice the number of route-miles, since bicycle lanes or bicycle routes would be located along both sides of a street.

^dEstimated acquisition and development costs are expressed in 1995 dollars.

^eThe unit improvement costs used for developing trail development costs were \$100,000 per mile for the construction of four-foot-wide shoulders or four-foot-wide bicycle lanes along both sides of an arterial street or highway; \$100,000 per mile for the construction of a 10-foot-wide asphalt path; and \$500 per mile to erect bicycle route signs along nonarterial streets.

^fLevel of government recommended to assume responsibility for construction and maintenance of trail segment. The responsible agency may enter into operating or maintenance agreements with other units of government to perform maintenance activities.

^gThe Village Green trail would be located within a proposed Village park. Acquisition costs for the park are set forth on Table B-8.

^hAcquisition costs for that portion of the Sheridan Trail located within a primary environmental corridor lands are included on Table B-3.

Source: SEWRPC.

Town of Somers

Existing and proposed parks and trails to be located within the Town of Somers by the year 2010 under the local park and outdoor recreation component of the District plan are shown on Map B-6.⁸ That map depicts a generalized location of each proposed park site and trail. The precise location and size of each park site and trail should be determined on the basis of more detailed facility planning efforts.

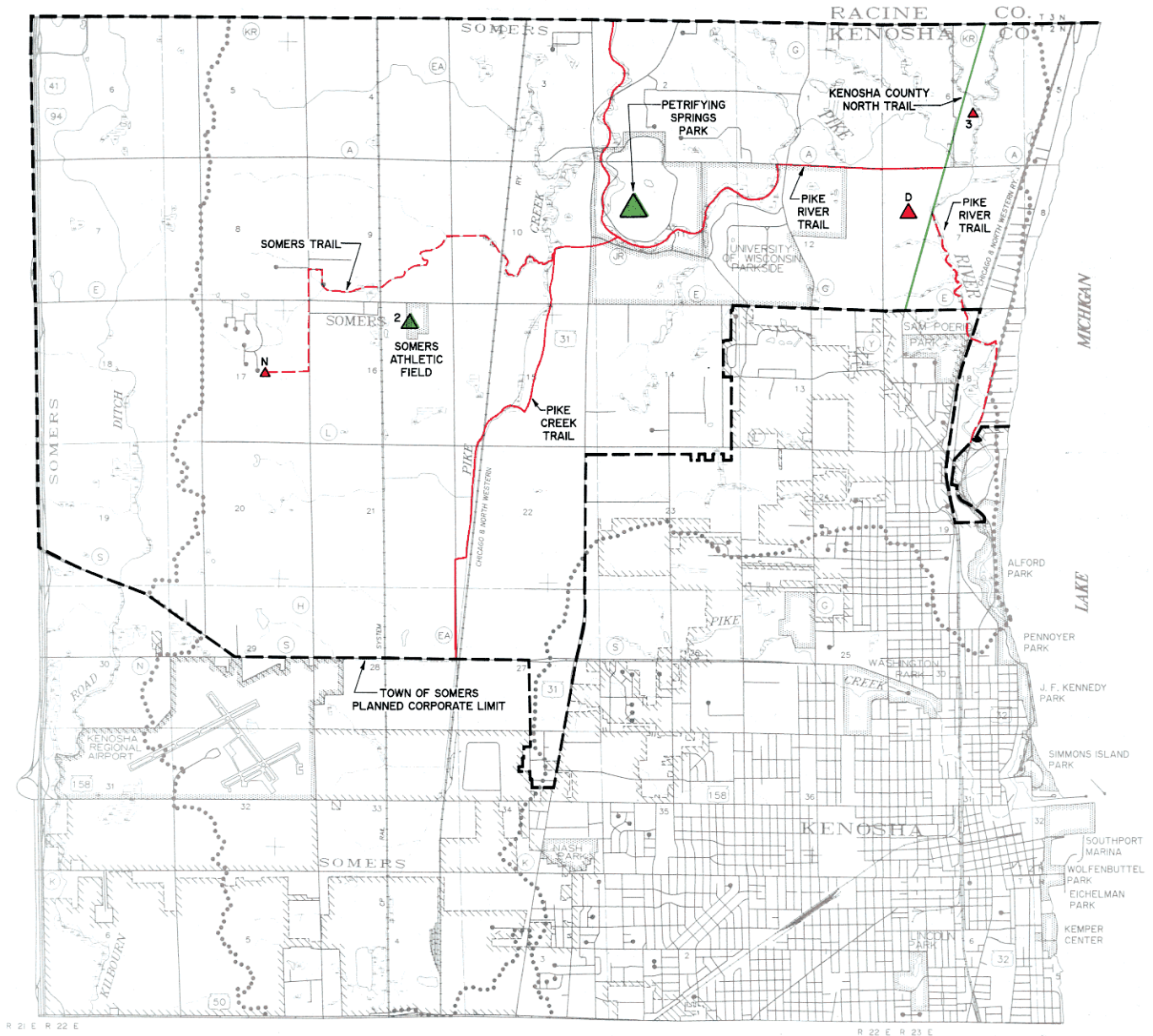
⁸The plan also envisions the development of one new neighborhood park in the identified residential reserve area in the northeastern portion of the Town of Somers after the year 2010. This park is shown on Map B-6 in order that the Town may reserve a site for the park before the needed lands are committed to other uses.

Under the plan, it is recommended that the Town acquire and develop one new community park, identified as site D on Map B-6, and one new neighborhood park, identified as site N on Map B-6. The proposed size and estimated acquisition cost for each proposed new park site is provided on Table B-12, which also lists proposed facility development and associated costs for each new park site. The combined acquisition and development costs for new park and open space sites in the Town are estimated at \$830,000.

The plan further proposes additional land acquisition and facility development at the existing Somers Athletic Field. Proposed additional site and facility development at the Athletic Field and associated costs, totaling \$815,000, are provided on Table B-13.

Map B-6

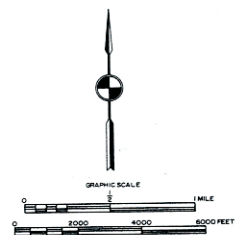
PARK AND OPEN SPACE SITES IN THE TOWN OF SOMERS UNDER THE PARK AND OPEN SPACE PLAN FOR THE KENOSHA URBAN PLANNING DISTRICT



LEGEND

- EXISTING MAJOR PARK (100 ACRES OR MORE)
- NONE PROPOSED MAJOR PARK (100 ACRES OR MORE)
- EXISTING COMMUNITY PARK (25 TO 99 ACRES)
- PROPOSED COMMUNITY PARK (25 TO 99 ACRES)
- NONE EXISTING NEIGHBORHOOD PARK (5 TO 24 ACRES)
- PROPOSED NEIGHBORHOOD PARK (5 TO 24 ACRES)
- NONE EXISTING OTHER OUTDOOR RECREATION SITE
- NONE PROPOSED OTHER OUTDOOR RECREATION SITE

- NONE PROPOSED ADDITIONAL DEVELOPMENT
- 2 PROPOSED ADDITIONAL ACQUISITION AND DEVELOPMENT
- 3 PROPOSED PARK AFTER THE YEAR 2010
- EXISTING AREAWIDE TRAIL
- PROPOSED AREAWIDE TRAIL
- NONE EXISTING LOCAL TRAIL
- PROPOSED LOCAL TRAIL
- EXISTING CITY OF KENOSHA CORPORATE LIMIT



Source: SEWRPC.

Table B-11

**SUMMARY OF ACQUISITION AND DEVELOPMENT COSTS UNDER THE LOCAL
PARK AND OPEN SPACE PLAN ELEMENT FOR THE VILLAGE OF PLEASANT PRAIRIE^a**

Sites and Facilities	Acquisition			Development		Total Cost ^b
	Sites	Acres	Cost ^b	Sites	Cost ^b	
Proposed New Community and Neighborhood Parks and Other Recreation Sites	6	180	\$3,097,500	6	\$1,882,000	\$4,979,500
Existing Village Parks	1	1	23,000	5	284,000	307,000
Trail System	-- ^c	-- ^c	1,256,000 ^c	-- ^c	1,802,150 ^c	3,058,150 ^c
Total	7	181	\$4,376,500	11	\$3,968,150	\$8,344,650

NOTE: Total acquisition and development costs can be reduced dramatically through the use of alternative methods of land acquisition and through the use of available State and Federal funds for park and open space acquisition and development. Thus, if all recommended new neighborhood parks and land needed for trails are acquired through the land division dedication process, and if remaining acquisition and development costs are offset by 50 percent through the use of assistance grants, park and open space acquisition and development costs for the Village could be reduced dramatically from about \$8.3 million to about \$3.4 million. Costs could be further reduced if transportation grant funds, which can be used to cover up to 80 percent of project costs, were to be used for trail development for those trails serving both a recreation and a transportation purpose.

^aDoes not include costs for acquisition of primary environmental corridor lands, the major Village Park, or the development of areawide trails. Those costs are included on Tables B-1 and B-3.

^bAll cost estimates are expressed in 1995 dollars.

^cAll or portions of seven local trails, measuring approximately 19 miles, are recommended to be developed by the Village at an estimated total cost of \$2,768,150. Two additional trails measuring about three miles are proposed to be developed by the County and State levels of government at an estimated total cost of \$290,000.

Source: SEWRPC.

Development of a local trail system is also recommended under the local park and outdoor recreation plan for the Town. Under the proposed local trail system, a total of about 4.7 miles of trails, none of which are existing, would be provided within the Town. The proposed local trail system would consist of about 3.3 miles, or about 70 percent, of off-street trails and about 1.4 miles, or about 30 percent, of on-street trails. Acquisition and development costs associated with the local trail system are provided on Table B-14. Of the total \$993,500 cost associated with the development of the local trail system, \$853,500 is associated with trails proposed to be developed by the Town within off-street corridors; \$80,000 is associated with trails proposed to be developed by Kenosha County within the right-of-way of CTH H; and \$60,000 is associated with trails proposed to be developed by the Wisconsin Department of Transportation within the right-of-way of STH 32.

A summary of the costs associated with implementation of the local park and open space plan for the Town of Somers is presented on Table B-15.

The total cost of implementing the local plan for the Town is estimated at \$2,639,000. As noted on Table B-15, the cost of implementing the Town park and open space plan may be significantly reduced, from approximately \$2.6 million to approximately \$0.8 million, through the use of State and Federal grant funds for parkland acquisition and development and by use of the land dedication process for parkland and environmental corridor acquisition.

SUMMARY

Recommendations related to agency responsibilities for land acquisition and facility development attendant to the park and open space plan for the Kenosha Urban Planning District are presented in this Appendix. The District park plan consists of an areawide component, intended to provide for resource-oriented recreational sites and facilities and for the protection of areas containing important natural resources, and a local component intended to provide for intensive nonresource-oriented recreational facilities. Maps B-1, B-2, and B-3 depict the areawide component, and Maps B-4, B-5, and B-6

Table B-12

**ACQUISITION AND DEVELOPMENT COSTS^a FOR PROPOSED NEW URBAN PARKS
UNDER THE LOCAL PARK AND OPEN SPACE PLAN ELEMENT FOR THE TOWN OF SOMERS**

Proposed Park Site ^b	Proposed Acquisition (acres)	Estimated Acquisition Cost	Proposed Facility Development	Estimated Development Cost	Estimated Total Cost
D (Community Park)	30	\$155,000	Playfield Playground Two softball diamonds (with lights) Three tennis courts Four basketball goals Ice-skating area Shelter and rest rooms General development ^d Subtotal	\$ 20,000 65,000 150,000 45,000 20,000 -- ^c 55,000 190,000 545,000	\$700,000
N (Neighborhood Park)	5	25,000	Playfield Playground One softball diamond Two basketball goals General development ^e Subtotal	\$ 20,000 20,000 25,000 10,000 30,000 105,000	130,000
Total	35	\$180,000	--	\$650,000	\$830,000

^aAll cost estimates are expressed in 1995 dollars.

^bLetter corresponds to designation on Map B-6.

^cIt is recommended that an ice-skating area be provided during the winter months on a playfield area. No facility development costs would be associated with this use.

^dGeneral development for the community park includes park lighting, landscaping, walkways, a parking lot, and such park furnishings as picnic tables, benches, waste containers, and signs. Costs vary based on the size of the park and the amount of developable land.

^eGeneral development for the neighborhood park and other outdoor recreation site includes park lighting, landscaping, walkways, and such park furnishings as picnic tables, benches, waste containers, and signs. Costs vary based on the size of the park and the amount of developable land.

Source: SEWRPC.

depict the urban park and outdoor recreation component. A summary of acquisition and development costs associated with implementation of the plan is provided on Table B-16. The total estimated cost to public agencies to implement the park and open space element of the plan is approximately \$40 million.

Under the areawide park and open space plan for the Kenosha Urban Planning District, one new major park and one new public golf course would be provided. In addition, a total of approximately 42.4 miles of areawide recreation trails would be provided, including about 17.2 miles of existing trails and about 25.2 miles of proposed new trails. A summary of the costs associated with implementation of the areawide outdoor recreation plan component, organized by implementing agency, is presented on Table B-1.

Under the open space preservation component of the park and open space plan for the Kenosha Urban Planning District, all primary environmental corridor lands would be preserved in essentially natural, open uses through a combination of public ownership, ownership by an appropriate nonprofit conservation organization, or through public land use controls. A total of about 5,060 acres, or about 77 percent of the primary environmental corridor lands in the Planning District, are held in, or proposed to be acquired for, public resource preservation purposes. Map B-2 shows the location of planned primary environmental corridors within the Planning District and the agency or organization recommended to assume responsibility for the acquisition and management of such corridors. A summary of the existing and proposed public ownership of the planned primary environmental corridors and associated acquisition costs is presented in Table B-3.

Table B-13

**ADDITIONAL ACQUISITION AND DEVELOPMENT COSTS AT EXISTING PARK SITES
UNDER THE LOCAL PARK AND OPEN SPACE PLAN ELEMENT FOR THE TOWN OF SOMERS^a**

Site	Proposed Additional Acquisition		Proposed Additional Facilities Development		Total Additional Estimated Cost ^a
	Acres	Estimated Cost ^a	Facility	Estimated Cost ^a	
Somers Athletic Field	20.0	\$400,000	Playfield Softball diamond (with lights) Installation of lights at existing softball field One baseball diamond Four basketball goals Ice-skating area Shelter and rest rooms General development ^c	\$ 20,000 75,000 50,000 35,000 20,000 -- ^b 55,000 160,000	\$815,000
Total	20.0	\$400,000	--	\$415,000	\$815,000

^aAll cost estimates are expressed in 1995 dollars.

^bIt is recommended that an ice-skating area be provided during the winter months on a playfield area. No facility development costs would be associated with this use.

^cGeneral development includes park lighting, landscaping, walkways, and such park furnishings as picnic tables, benches, waste containers, and signs.

Source: SEWRPC.

Table B-14

ACQUISITION AND DEVELOPMENT COSTS FOR LOCAL RECREATION TRAILS^a IN THE TOWN OF SOMERS

Trail Segment	On- or Off-Street	Length (miles) ^b	Estimated Acquisition Cost ^c	Estimated Development Cost ^{c,d}	Total Cost	Recommended Jurisdiction ^e
Somers	On-street portion	0.8	\$ 0	\$ 80,000	\$ 80,000	Kenosha County
	Off-street portion	2.5	523,500	250,000	773,500	Town of Somers
Pike River ^f	On-street portion	0.6	0	60,000	60,000	Wisconsin Department of Transportation
	Off-street portion	0.8	-- ^g	80,000	80,000	Town of Somers
Total	--	4.7	\$523,500	\$470,000	\$993,500	--

^aCosts for the acquisition of land and development of major trails are included on Table B-1.

^bTrail lengths are given in route-miles. Where trails are proposed to be located on-street, the number of lane-miles will be approximately twice the number of route-miles, since bicycle lanes or bicycle routes would be located along both sides of a street.

^cEstimated acquisition and development costs are expressed in 1995 dollars.

^dThe unit improvement costs used for developing trail development costs were \$100,000 per mile for the construction of four-foot-wide shoulders or four-foot-wide bicycle lanes along both sides of an arterial street or highway; \$100,000 per mile for the construction of a 10-foot-wide asphalt path; and \$500 per mile to erect bicycle route signs along nonarterial streets.

^eLevel of government recommended to assume responsibility for construction and maintenance of trail segment. The responsible agency may enter into operating or maintenance agreements with other units of government to perform maintenance activities.

^fThat portion of the Pike River trail from Carthage College north to the Kenosha County North Trail.

^gThe Pike River trail is proposed to be located within primary environmental corridor lands. Acquisition costs for such lands are set forth in Table B-3.

Source: SEWRPC.

Table B-15

**SUMMARY OF ACQUISITION AND DEVELOPMENT COSTS UNDER THE
LOCAL PARK AND OPEN SPACE PLAN ELEMENT FOR THE TOWN OF SOMERS^a**

Sites and Facilities	Acquisition			Development		Total Cost ^b
	Sites	Acres	Cost ^b	Sites	Cost ^b	
Proposed New Community and Neighborhood Parks	2	35	\$ 180,000	2	\$ 650,000	\$ 830,000
Existing Town Parks	1	20	400,000	1	415,000	815,000
Trail System	-- ^c	-- ^c	523,500	-- ^c	470,000 ^c	993,500 ^c
Total	3	55	\$1,103,500	3	\$1,535,000	\$2,638,500

NOTE: Total acquisition and development costs can be reduced dramatically through the use of alternative methods of land acquisition and through the use of available State and Federal funds for park and open space acquisition and development. Thus, if all recommended new neighborhood parks and land needed for trails are acquired through the land division dedication process, and if remaining acquisition and development costs are offset by 50 percent through the use of assistance grants, park and open space acquisition and development costs for the Town could be reduced dramatically from about \$2.6 million to about \$0.8 million. Costs could be further reduced if transportation grant funds, which can be used to cover up to 80 percent of project costs, were to be used for trail development for those trails serving both a recreation and a transportation purpose.

^aDoes not include costs for acquisition of primary environmental corridor lands or the development of areawide trails. Those costs are included on Tables B-3 and B-1, respectively.

^bAll cost estimates are expressed in 1995 dollars.

^cThe off-street portions of two trails, measuring about 3.3 miles, are recommended to be developed by the Town, at an estimated total cost of \$853,500. Two additional trails, measuring about 1.4 miles, are proposed to be developed by the County and State levels of government at an estimated total cost of \$140,000.

Source: SEWRPC.

The local park and outdoor recreation component of the park and open space plan for the Kenosha Urban Planning District is shown on Maps B-4, B-5, and B-6. Under the plan, three new community parks, 10 new neighborhood parks, and one new special outdoor recreation site would be provided within the Planning District by the year 2010. It is also recommended that additional lands be acquired and additional facilities be provided at five existing

park and outdoor recreation sites and that additional facilities be provided at 15 existing park and outdoor recreation sites. A total of about 41 miles of new local recreation trails would also be provided under the recommended plan. Attendant land acquisition and facility development costs are presented for the City of Kenosha, Village of Pleasant Prairie, and Town of Somers in Tables B-7, B-11, and B-15, respectively.

Table B-16

SUMMARY OF PARK AND OPEN SPACE PLAN COSTS FOR THE KENOSHA URBAN PLANNING DISTRICT

Level or Agency of Government	Proposed Parks			Existing Parks			Trails		
	Acquisition	Development	Total	Acquisition	Development	Total	Acquisition	Development	Total
Wisconsin Department of Natural Resources	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Wisconsin Department of Transportation	0	0	0	0	0	0	0	520,000	520,000
Kenosha County	800,000	5,000,000	5,800,000	0	0	0	450,000	2,130,500	2,580,500
City of Kenosha	1,296,000	1,289,000	2,585,000	200,000	849,000	1,049,000	0	1,131,750	1,131,750
Village of Pleasant Prairie	3,097,500	9,682,000	12,779,500	23,000	284,000	307,000	1,256,000	2,212,150	3,468,150
Town of Somers	180,000	650,000	830,000	400,000	415,000	815,000	523,500	330,000	853,500
Total	\$5,373,500	\$16,621,000	\$21,994,500	\$ 623,000	\$ 1,548,000	\$ 2,171,000	\$2,229,500	\$6,324,400	\$8,553,900

Level or Agency of Government	Primary Environmental Corridors			Total		
	Acquisition	Development	Total	Acquisition	Development	Total
Wisconsin Department of Natural Resources	\$1,053,000	\$ 0	\$ 1,053,000	\$ 1,053,000	\$ 0	\$ 1,053,000
Wisconsin Department of Transportation	0	0	0	0	520,000	520,000
Kenosha County	3,398,500	0	3,398,500	4,648,500	7,130,500	11,779,000
City of Kenosha	0	0	0	1,496,000	3,269,750	4,765,750
Village of Pleasant Prairie	3,326,500	0	3,326,500	7,703,000	12,178,150	19,881,150
Town of Somers	0	0	0	1,103,500	1,395,000	2,498,500
Total	\$7,778,000	\$ 0	\$ 7,778,000	\$16,004,000	\$24,493,400	\$40,497,400

NOTE: The above costs represent the combined costs of the local and areawide components of the park and open space plan. All costs are expressed in 1995 dollars.

Source: SEWRPC.