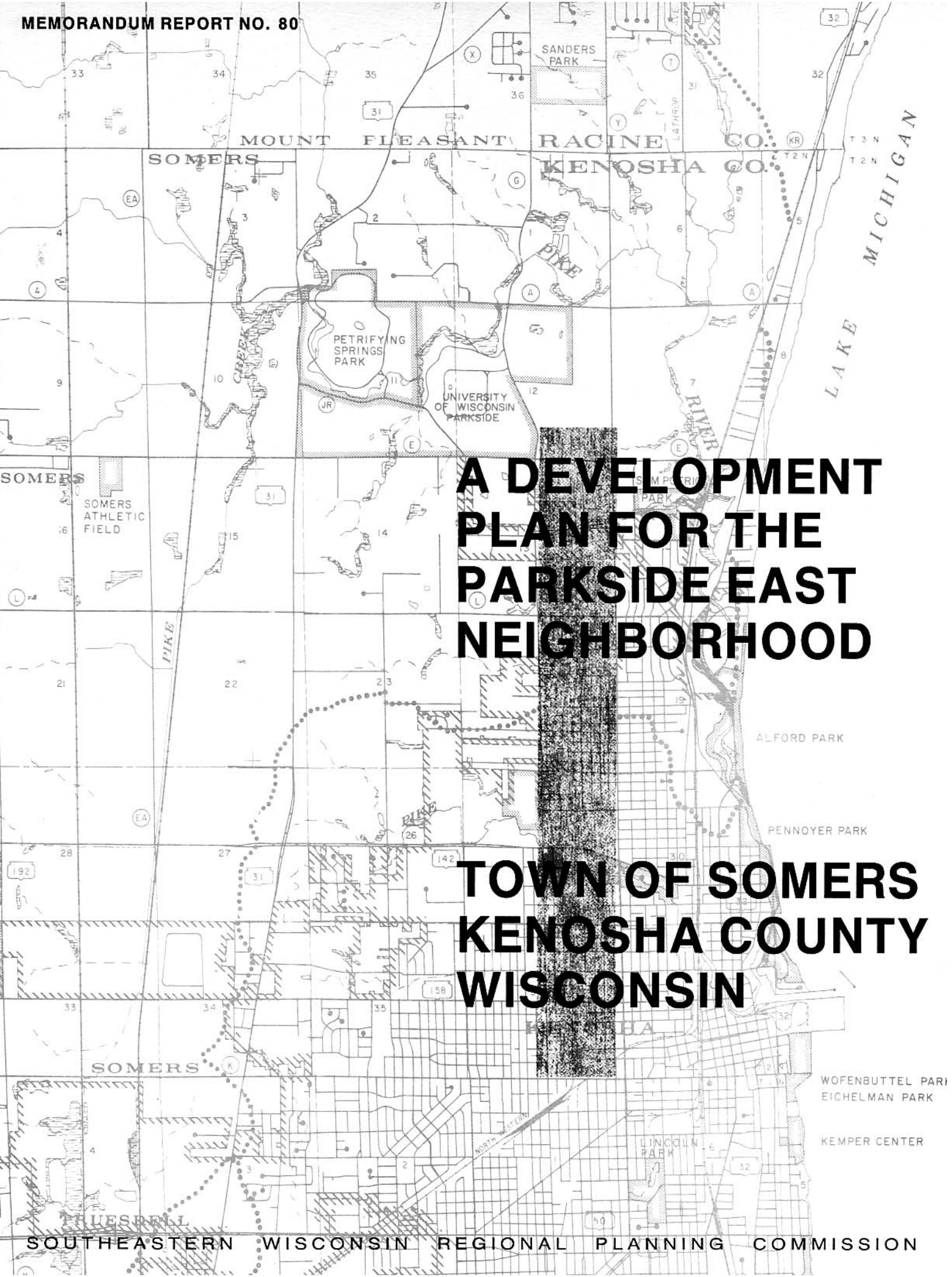
MEMORANDUM REPORT NO. 80



A DEVELOPMENT PLAN FOR THE PARKSIDE EAST NEIGHBORHOOD

TOWN OF SOMERS KENOSHA COUNTY WISCONSIN

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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Special acknowledgement is due Mr. Gerald H. Emmerich, Jr., SEWRPC Principal Planner, and Ms. Tami J. Dake and Ms. Nancee A. Nejedlo, SEWRPC Senior Planning Draftsmen, for their contribution to the preparation of this report.

MEMORANDUM REPORT
NUMBER 80

A DEVELOPMENT PLAN FOR THE PARKSIDE EAST NEIGHBORHOOD

TOWN OF SOMERS, 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

September 1993

Inside Region	$2.50
Outside Region	$5.00

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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September 27, 1993

Mr. David D. Holtze
Chairman
Town of Somers
7511 12th Street
P. O. Box 126
Somers, Wisconsin 53171

Dear Mr. Holtze:

The Southeastern Wisconsin Regional Planning Commission has, since its inception in 1960, recommended and supported the preparation of detailed development plans for neighborhood units in urbanizing communities of the Region such as the Town of Somers. By letter dated June 10, 1992, the Town of Somers requested the Regional Planning Commission staff to prepare a neighborhood unit development plan for that area of the Town of Somers known as the Parkside East neighborhood. The requested plan is set forth in this report.

This report presents basic inventory information on the present stage of development of the Parkside East neighborhood, including information on the population, land use, and the transportation system in the neighborhood. In addition, information is presented on topography, drainage patterns, and environmentally significant areas within the neighborhood—all of which constitute important considerations in the neighborhood design effort. The report describes alternative plans considered and sets forth the recommended neighborhood development plan, which is consistent with both regional and local development objectives. The plan is intended to serve as a point of departure for Town officials in making day-to-day development decisions.

The Regional Planning Commission is appreciative of the assistance and support given to this project by the Town Board of Supervisors, the Town Plan Commission, the Town Public Works Coordinator, and the Town Engineer during the preparation of this plan. The Commission staff stands ready to assist the Town in implementing the recommended plan.

Sincerely,

Kurt W. Bauer
Executive Director

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INTRODUCTION

The Southeastern Wisconsin Regional Planning Commission, almost since its inception, has urged local plan commissions to consider the preparation of detailed neighborhood unit development plans as an important means of guiding and shaping urban land use development and redevelopment in the public interest. SEWRPC Planning Guide No. 1, Land Development Guide, published in November 1963, discussed the importance of neighborhood unit planning to the attainment of good residential land subdivision. This guide indicated that effective public regulation of the important process of land subdivision--a process through which much of the form and character of a community are determined--requires the preparation of detailed neighborhood unit development plans. The regional land use plan originally adopted by the Commission in December 1966 more specifically recommended that local plan commissions identify neighborhood units within areas of existing or proposed urban use and prepare detailed plans for the development and redevelopment of these units over time.

In February 1967, the Southeastern Wisconsin Regional Planning Commission completed a comprehensive development plan for the City of Kenosha, the Town of Pleasant Prairie, and the Town of Somers, as documented in SEWRPC Planning Report No. 10, A Comprehensive Plan for the Kenosha Planning District. That plan recommended that individual neighborhood plans be prepared to guide urban development and natural resource preservation on a detailed local basis.

In June 1992, the Town of Somers Planning Commission requested that the Southeastern Wisconsin Regional Planning Commission prepare a detailed neighborhood plan for the Parkside East Neighborhood. This plan would set forth recommendations for the orderly conversion of the existing open lands in the neighborhood to urban use. The plan would provide local street, block and lot layouts, as well as provide locations for the development of a local school, a neighborhood park, and a neighborhood commercial area. Additionally, the plan would identify the location of the proposed Pike River Parkway, as recommended in the adopted Pike River watershed and the Kenosha County park and open space plans.

The Parkside East Neighborhood Plan is documented in this memorandum report. The first section discusses the neighborhood concept and neighborhood plans. The second section provides general information on the Town of Somers. This information is provided in order to set the neighborhood into a broader context, identifying those natural and cultural, and county and regional plan proposals that may affect development of the neighborhood. The third section describes existing land use and ownership in the neighborhood. The fourth section presents the three alternative designs considered for selection as the neighborhood plan. The fifth section presents the recommended neighborhood plan, and the sixth and

final section of this report presents the actions required to implement the recommended plan, including plan adoption, zoning, and subdivision plat review.

THE NEIGHBORHOOD CONCEPT AND NEIGHBORHOOD PLANNING

The Regional Planning Commission recommendation concerning the preparation of detailed neighborhood unit development plans by local plan commissions is based upon the concept that an urban area should be formed of, and developed in, a number of spatially organized individual cellular units rather than as a single, large, formless mass. These cellular units may be categorized by their primary or predominant land use and, as such, may be industrial, commercial, institutional, or residential. The latter type of unit is the concern of this report.

Insofar as possible, each residential neighborhood unit should be bounded by arterial streets; major park, parkway, or institutional lands; bodies of water; or other natural or cultural features which serve to clearly and physically separate each unit from the surrounding units. Each residential neighborhood unit should provide housing for that population for which, by prevailing local standards, one public elementary school of reasonable size is typically required. The unit should further provide, within established overall density limitations, a broad range of lot sizes and housing types; a full complement of those public and semipublic facilities needed by the family within the immediate vicinity of its dwelling, such as neighborhood parks and neighborhood shopping facilities; and ready access to the arterial street system and, thereby, to those urban activities and services which cannot, as a practical matter, be provided in the immediate vicinity of all residential development--namely, major employment centers, community and regional shopping centers, major recreational facilities, and major cultural and educational centers. The internal street pattern of the residential neighborhood unit should be designed to facilitate vehicular and pedestrian circulation within the unit, but to discourage penetration of the unit by heavy volumes of fast through traffic. An elementary school should be centrally located adjacent to the neighborhood park so that the school and park together may function as a neighborhood center. The school and park should be located within walking distance of all areas of the neighborhood unit.

Unlike the community comprehensive, or master plan, which is necessarily quite general, the plan developed for a neighborhood is quite precise. It depicts explicitly alternative development patterns which are practicable to meet such physical needs as traffic circulation, storm water drainage, sanitary sewerage, water supply, and a sound arrangement of land uses. Neighborhood planning, therefore, must involve careful consideration of such factors as soil suitability, land slopes, drainage patterns, flood hazards, woodland and wetland cover, climate variables, existing and proposed land uses in and surrounding the neighborhood unit, and real property boundaries.

The neighborhood unit development plan, while precise, must, nevertheless, also be flexible. The plan is intended to be used as a standard for evaluating development proposals of private and public agencies. It should not be presumed that private developers cannot present development plans harmonious with sound development standards, nor that any development plans that are privately advanced and at variance in some respect with the adopted neighborhood plan are

necessarily unacceptable. Local planning officials should remain receptive to proposed plan changes that can be shown to be better than the adopted plan, yet compatible with the overall objectives for the development of the neighborhood and the community as a whole.

The recommended neighborhood planning process consists of the following steps: preparation of an overall community comprehensive plan, including delineation of neighborhoods; development and evaluation of alternative neighborhood plans; neighborhood plan selection and adoption; and neighborhood plan implementation. Imperative within the neighborhood planning process is the need to continually reevaluate alternative neighborhood plans based upon the emergence of new data and citizen input.

As already noted, in 1967, the Southeastern Wisconsin Regional Planning Commission completed a comprehensive plan for the Kenosha Planning District, including the Town of Somers. Under the plan, neighborhoods were identified, and, as shown on Map 1,[1] an approximately three square mile low-density residential neighborhood was delineated in the northeastern portion of the Town of Somers. This neighborhood, identified as "Country Club" Neighborhood, was bounded by CTH KR on the north, by the Chicago and North Western Railway right-of-way on the east, by CTH E on the south, and by CTH G on the west.

The Regional Planning Commission is now preparing an update of the comprehensive plan for the District, and, as part of this update, neighborhood boundaries have been evaluated and redelineated. The revised neighborhood boundaries in the District reflect the areas for which neighborhood plans have been prepared since 1967, changes which have occurred in development conditions, and the further identification of local perceptions of neighborhoods and communities of interest in the District.

The Somers Town Board of Supervisors and Plan Commission requested that the identified "Country Club" Neighborhood be divided into two neighborhoods, that a detailed neighborhood plan be prepared for the southern one-half of the former Country Club Neighborhood, and that this neighborhood be referred to as the Parkside East Neighborhood. The town also requested that medium- and low-density residential development alternatives be prepared for the Parkside East Neighborhood. In requesting the division of the Country Club Neighborhood, the Town recognized that CTH Y--an arterial highway, the main stem of the Pike River, the Kenosha County Bike Trail, and an electric power transmission line right-of-way traverse the neighborhood and would serve as constraints in the preparation of a cohesive design for the neighborhood. However, since public sanitary sewer and water supply facilities were being designed to serve the Parkside East Neighborhood, a detail neighborhood plan was needed.

A description of the characteristics of the Town and the neighborhood, the alternative designs for the neighborhood, the recommended plan, and plan implementation is presented in the following sections of this report.

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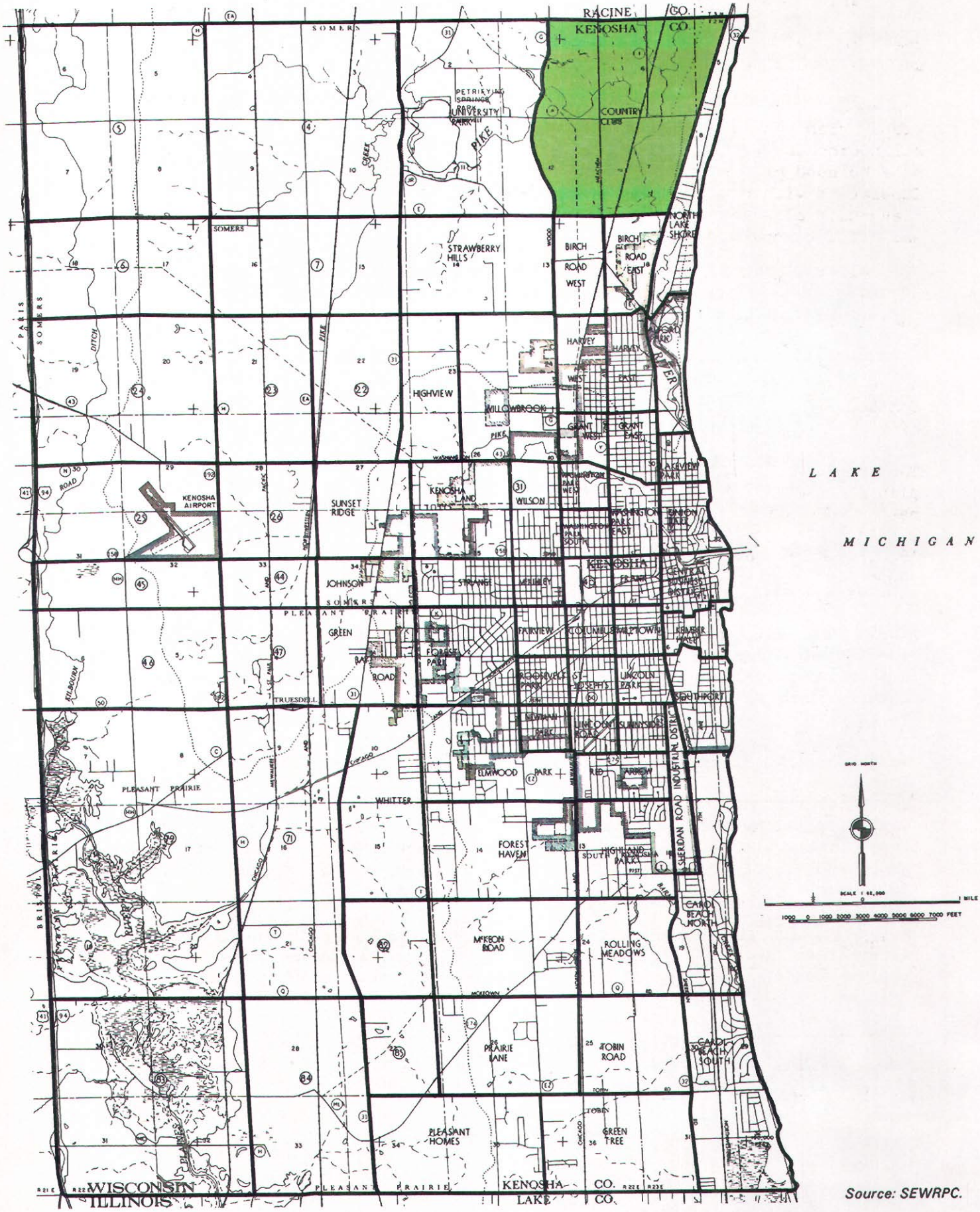
[1]This map was published as Map 19 in SEWRPC Planning Report No. 10, A Comprehensive Plan for the Kenosha Planning District, Vol. I, page 129.

Map 1

NEIGHBORHOOD BOUNDARIES IDENTIFIED IN THE COMPREHENSIVE PLAN FOR THE KENOSHA PLANNING DISTRICT



Source: SEWRPC.

TOWN OF SOMERS

The Town of Somers is located in the northeastern portion of Kenosha County. The Town is bounded by Lake Michigan on the east; by the Town of Mount Pleasant in Racine County on the north; by the Village of Pleasant Prairie and the City of Kenosha on the south; and by IH 94 and the Town of Paris on the west. The Parkside East neighborhood is located in the north-east portion of the Town. A description of the population, topography, soils, other natural resources, and transportation facilities of the Town is presented in this section.

Population

The resident population of the Town has grown steadily in recent years, but at a rate slower than the high-growth rate experienced in the Town between 1940 and 1960. As indicated in Table 1, the population of the Town in 1940 was 3,641 persons. Between 1940 and 1950, the population of the Town grew by more than 50 percent, increasing 1,189 persons to a 1950 population level of 5,530 persons. Between 1950 and 1960, the population of the Town continued to grow rapidly, increasing by 1,609 persons, or about 29 percent, to a level of 7,139 persons in 1960. As further indicated in Table 1, after 1960 the population of the Town grew more slowly, increasing by only 131 persons, or about 2 percent, between 1960 and 1970, to a level of 7,270 persons; and by 454 persons, or about 6 percent, between 1970 and 1980, to a level of 7,724 persons. Between 1980 and 1990, the population of the Town stabilized, increasing by only 24 persons, or less than 1 percent, to a level of 7,748 persons in 1990.

Table 1

POPULATION OF THE TOWN OF SOMERS: CENSUS YEARS 1940-1990

Census Year	Population	Change from Preceding Census	
		Absolute Change (persons)	Percent Change
1940	3,641	- -	- -
1950	5,530	1,889	51.9
1960	7,139	1,609	29.1
1970	7,270	131	1.8
1980	7,724	454	6.2
1990	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 Changes in Town 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.

Residential development activity in the Town has increased within recent years, and the resident population level of the Town was estimated to approximate 7,900 persons in January 1992, an increase of about 150 persons, or about 2 percent, over the 1990 population level.

Topography and Soils

Topography and soils can have an important effect on how land is developed and used. The topography, or relative elevation, of the land surface within the Town of Somers is shown on Map 2. Elevations within the Town range from a low of 580 feet above mean sea level in the floodlands of the Pike River to a high of 800 feet along the subcontinental divide in the northwestern portion of the Town. Generally, differences in elevation within the Town are slight, and the topography of the Town may be characterized as relatively flat, broken by occasional stream valleys and glacial ridges.

Five broad groups, or soil associations, occur within the Town. Within each soil association there are many soil types, some of which are not well-suited for urban development. Map 3 provides an overview of the pattern of soils that exist within the Town of Somers. The five soil associations which occur in the Town are described below.

1. The Boyer-Granby association consists of well-drained to very poorly drained soils that have a loam to sand subsoil. These soils are nearly level and gently sloping; they occupy a low, long terrace adjoining Lake Michigan.

2. 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.

3. The Hebron-Montgomery-Aztalan association consists of well-drained to poorly drained soils that have a loam to silty clay subsoil. These soils are nearly level to rolling. Within the Town of Somers, they occur on lake plains close to Lake Michigan and along the Pike Creek.

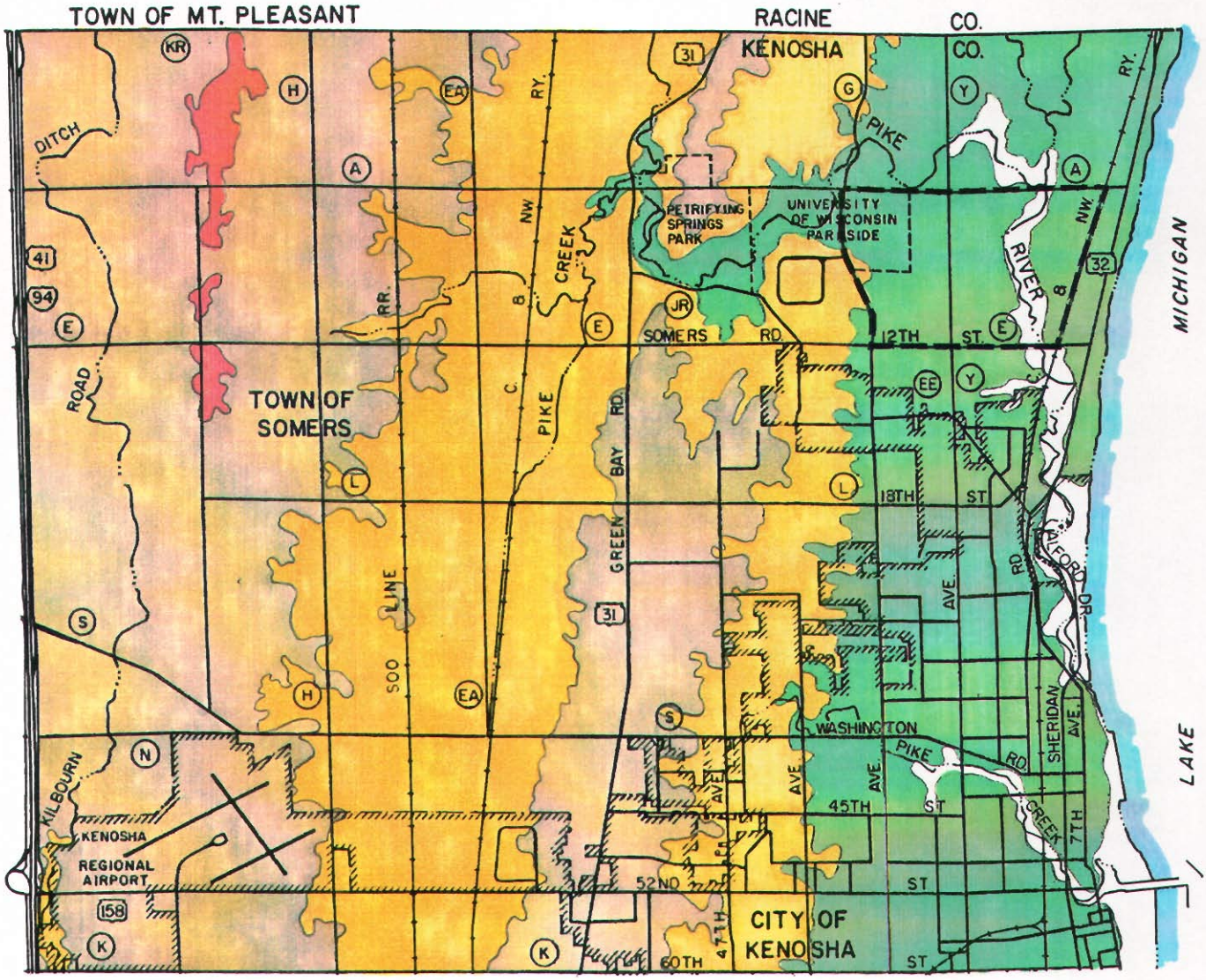
4. The Morley-Beecher-Ashkum association consists of well-drained to poorly drained soils that have a silty clay or silty clay loam subsoil. These soils are nearly level and gently sloping and occupy low, broad ridges and knobs that are dissected by drainageways and depressions.

5. The Varna-Elliot-Ashkum association, occupying the western half of the Town of Somers, consists of well-drained to poorly drained soils that have a silty clay loam to clay subsoil. These soils are nearly level and gently sloping and occur on low, broad ridges.

Detailed soil surveys can be interpreted for suitability for various land uses. Interpreting soil surveys involves evaluating those characteristics of each soil type which influence and affect a particular use of the land and predicting the kinds and degrees of limitations the soil properties are likely to impose. As shown on Map 4, large areas in the Town are covered by soils which have severe limitations for residential development, even with the provision of sanitary sewer service. Such soils are likely to require care in the planning, design, and construction for residential development.

Map 2

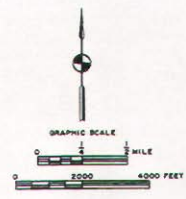
TOPOGRAPHY OF THE TOWN OF SOMERS



LEGEND

ELEVATION IN FEET ABOVE MEAN SEA LEVEL

- 580 - 600
- 600 - 650
- 650 - 700
- 700 - 750
- 750 - 800



Source: U. S. Geological Survey and SEWRPC.

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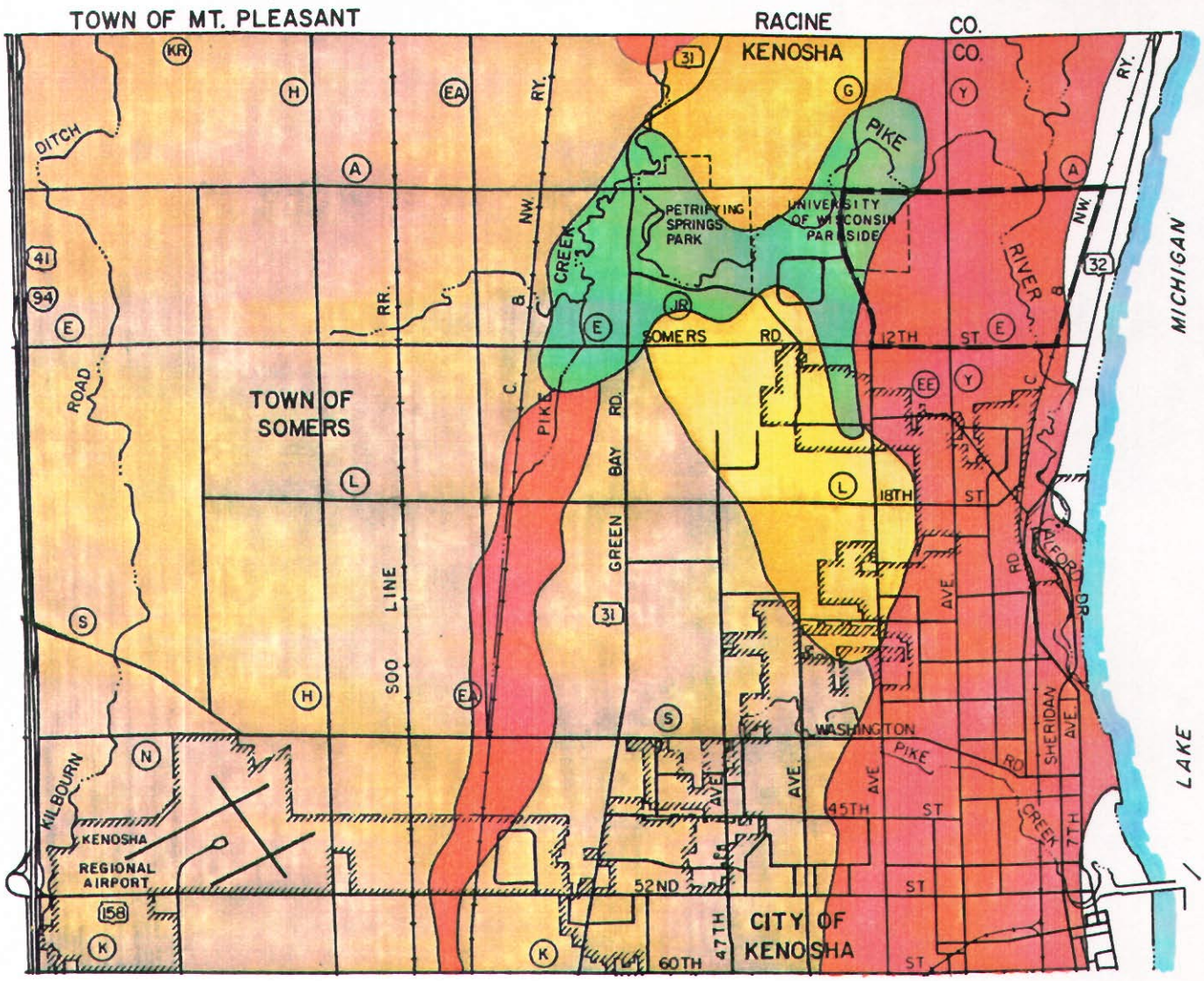
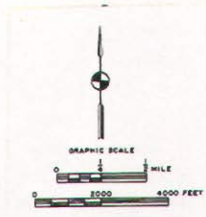
Map 3

GENERAL SOIL ASSOCIATIONS IN THE TOWN OF SOMERS



LEGEND

- VARNA-ELLIOTT-ASHKUM ASSOCIATION: WELL DRAINED TO POORLY DRAINED SOILS THAT HAVE A SILTY CLAY LOAM TO CLAY SUBSOIL; FORMED IN THIN LOESS AND THE UNDERLYING CLAY LOAM OR SILTY CLAY LOAM GLACIAL TILL ON RIDGES AND KNOBS
- MORLEY-BEECHER-ASHKUM ASSOCIATION: WELL DRAINED TO POORLY DRAINED SOILS THAT HAVE A SILTY CLAY OR SILTY CLAY LOAM SUBSOIL; FORMED IN THIN LOESS AND THE UNDERLYING CLAY LOAM OR SILTY CLAY LOAM GLACIAL TILL ON RIDGES AND KNOBS
- HEBRON MONTGOMERY AZTALAN ASSOCIATION: WELL DRAINED TO POORLY DRAINED SOILS THAT HAVE A LOAM TO SILTY CLAY SUBSOIL; UNDERLAIN BY CLAYEY TO LOAMY LACUSTRINE AND OUTWASH MATERIAL ON HILLS, KNOBS, AND LAKE PLAINS
- FOX-CASCO ASSOCIATION: WELL DRAINED SOILS THAT HAVE A CLAY LOAM AND SILTY CLAY LOAM SUBSOIL; MODERATELY DEEP TO SHALLOW OVER SAND AND GRAVEL, ON STREAM TERRACES
- BOYER GRANRY ASSOCIATION: WELL DRAINED TO VERY POORLY DRAINED SOILS THAT HAVE A LOAM TO SAND SUBSOIL; UNDERLAIN BY SANDY GLACIAL OUTWASH ON RIDGES AND KNOBS AND IN DRAINAGEWAYS AND DEPRESSIONS



Source: U. S. Department of Agriculture, Soil Conservation Service.

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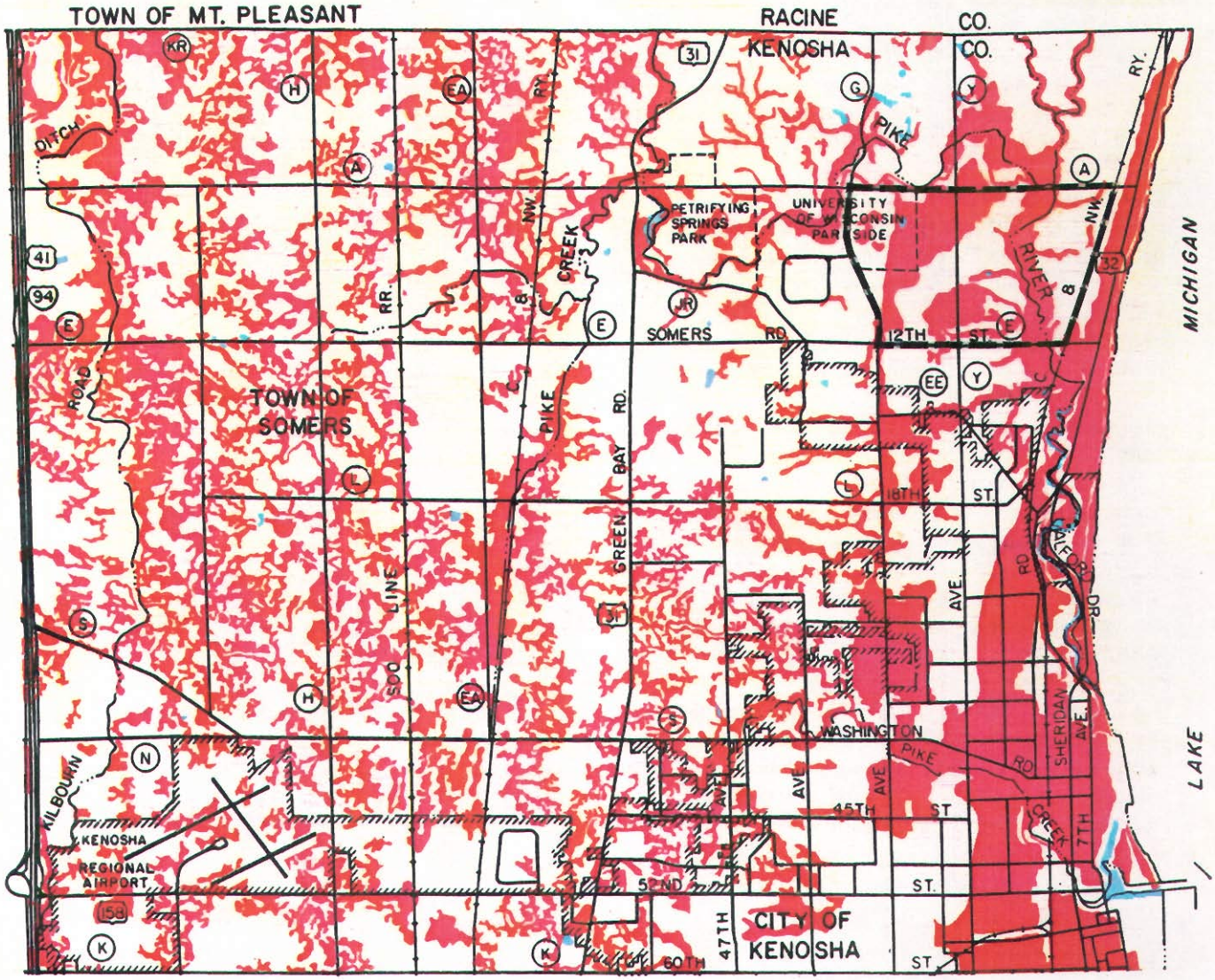
Map 4

SUITABILITY OF SOILS IN THE TOWN OF SOMERS FOR RESIDENTIAL DEVELOPMENT WITH PUBLIC SANITARY SEWER SERVICE



LEGEND

- AREAS COVERED BY SOILS HAVING SEVERE LIMITATIONS FOR RESIDENTIAL DEVELOPMENT WITH PUBLIC SANITARY SEWER SERVICE
- SURFACE WATER
- PARKSIDE NEIGHBORHOOD BOUNDARY

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

Transportation System

As shown on Map 5, a well-developed street and highway transportation system serves the Town of Somers. Interstate Highway 94 runs along and borders the western edge of the Town of Somers. State Trunk Highway 32 traverses the Town of Somers along the Lake Michigan shoreline, and State Trunk Highway 31, or Green Bay Road, also traverses north-south through the central portion of the Town.

Several county trunk highways also extend through the Town of Somers, including CTH Y, CTH G, CTH EA, and CTH H--all oriented north and south, and CTH A, CTH E, and CTH L--all oriented east and west. Three active railroads also traverse the Town, all in a north-south direction.

Natural Resources

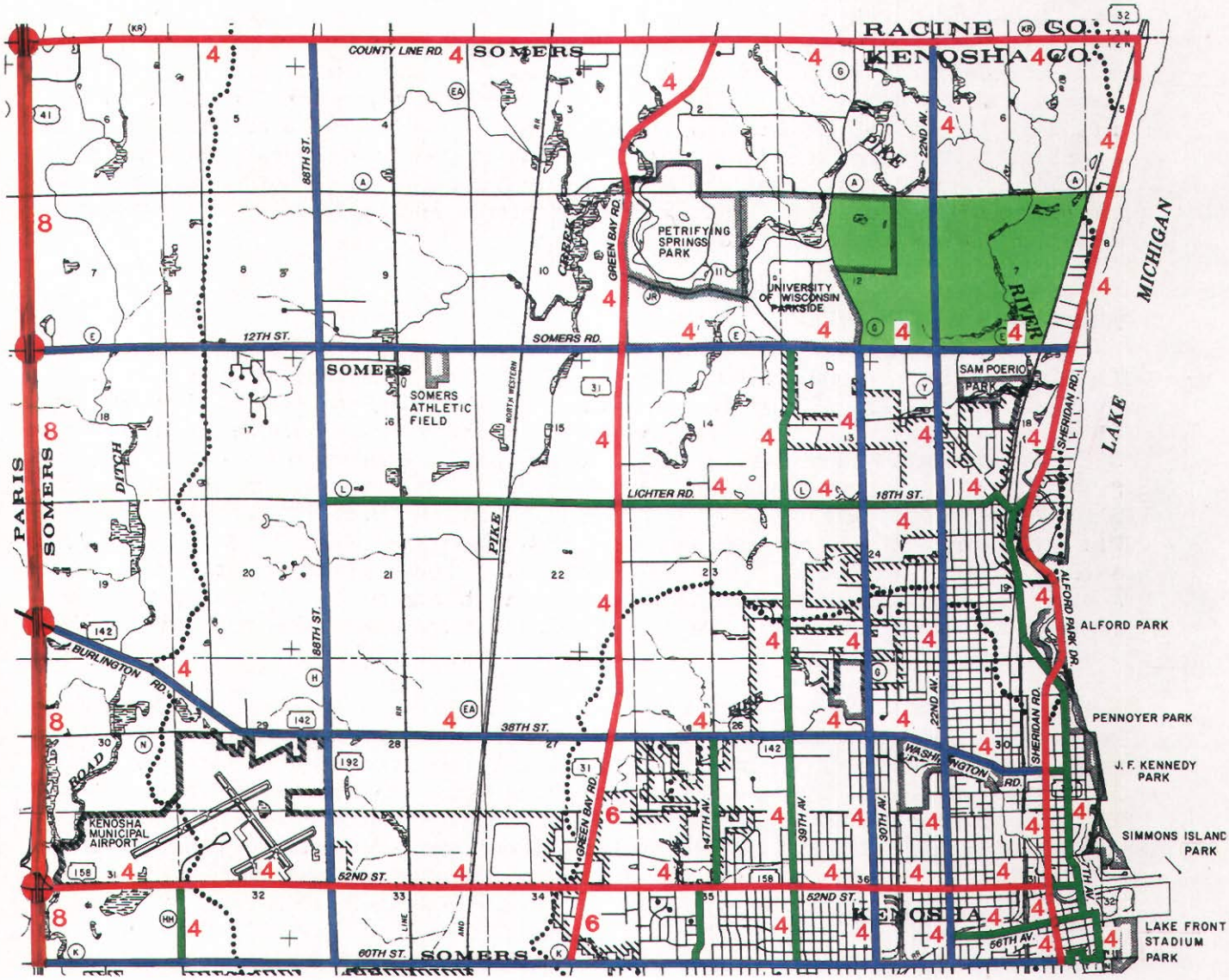
One of the most important tasks completed under the regional planning program for Southeastern Wisconsin has been the identification and delineation of those areas in the Region in which concentrations of the best remaining elements of the natural resource base occur. Preservation of these areas is essential 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.

As shown on Map 6, such concentrations of natural resources generally occur in an essentially linear pattern of relatively narrow, elongated areas which have been termed by the Regional Planning Commission "environmental corridors." In the Town of Somers, these corridors occur along the Pike River, Pike Creek, and Kilbourn Road Ditch. The environmental corridor along the Pike River and around Petrifying Springs Park has been classified as a "primary" environmental corridor and includes a wide variety of natural resource and natural resource-related elements. Such primary environmental corridors are at least 400 acres in size, two miles long, and 200 feet wide. Secondary environmental corridors, such as the corridors along Pike Creek and Kilbourn Road Ditch, generally connect with primary environmental corridors and are at least 100 acres in size and one mile long.

The preservation of these environmental corridors in essentially natural, open uses can assist in flood-flow attenuation, water pollution abatement, noise pollution abatement, glare reduction, and favorable climate modification. Such 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 interacting 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 interconnecting stream systems. The resulting deterioration of surface water quality may, in turn, lead to a deterioration of the quality of the groundwater which serves as a source of domestic, municipal, and industrial water supply, and upon which low flows of rivers and streams may depend. In addition, the intrusion of intensive urban land uses into such areas may result in the creation

Map 5

ARTERIAL STREET AND HIGHWAY SYSTEM FOR THE TOWN OF SOMERS RECOMMENDED UNDER THE YEAR 2000 REGIONAL TRANSPORTATION SYSTEM PLAN, AS AMENDED



LEGEND

- STATE TRUNK FREEWAY
- STATE TRUNK STANDARD ARTERIAL
- COUNTY TRUNK
- LOCAL TRUNK
- FREEWAY INTERCHANGE
- 4 — NUMBER OF TRAFFIC LANES (TWO LANES WHERE UNNUMBERED)
- PARKSIDE EAST NEIGHBORHOOD

GRAPHIC SCALE
0 1/2 1 MILE
0 2000 4000 FEET

Source: SEWRPC.

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. 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 in and of itself be overwhelming, the combined effects must eventually lead to a serious deterioration of the underlying and sustaining natural resource base and of the overall quality of the environment for life. The need to maintain the integrity of the remaining environmental corridors and isolated natural resource areas in the Town should, thus, be apparent.

PARKSIDE EAST NEIGHBORHOOD

The Parkside East neighborhood is about 942 acres in area and is located in the northeastern portion of the Town of Somers. The neighborhood is bordered by CTH G, or Wood Road, on the west; by CTH A, or 7th Street, on the north; by the Chicago and Northwestern Railway right-of-way on the east; and by CTH E, or 12th Street, on the south (see Map 7). The neighborhood is traversed by the Wisconsin Electric Power Company right-of-way and the Kenosha County Bike Trail, by the Pike River and its associated wetlands and floodlands, and by CTH Y or 22nd Avenue. These features act to divide the neighborhood into four distinct areas. A description of the existing land use, topography and soils, natural resources, and land ownership pattern in the Parkside East neighborhood is presented in this section.

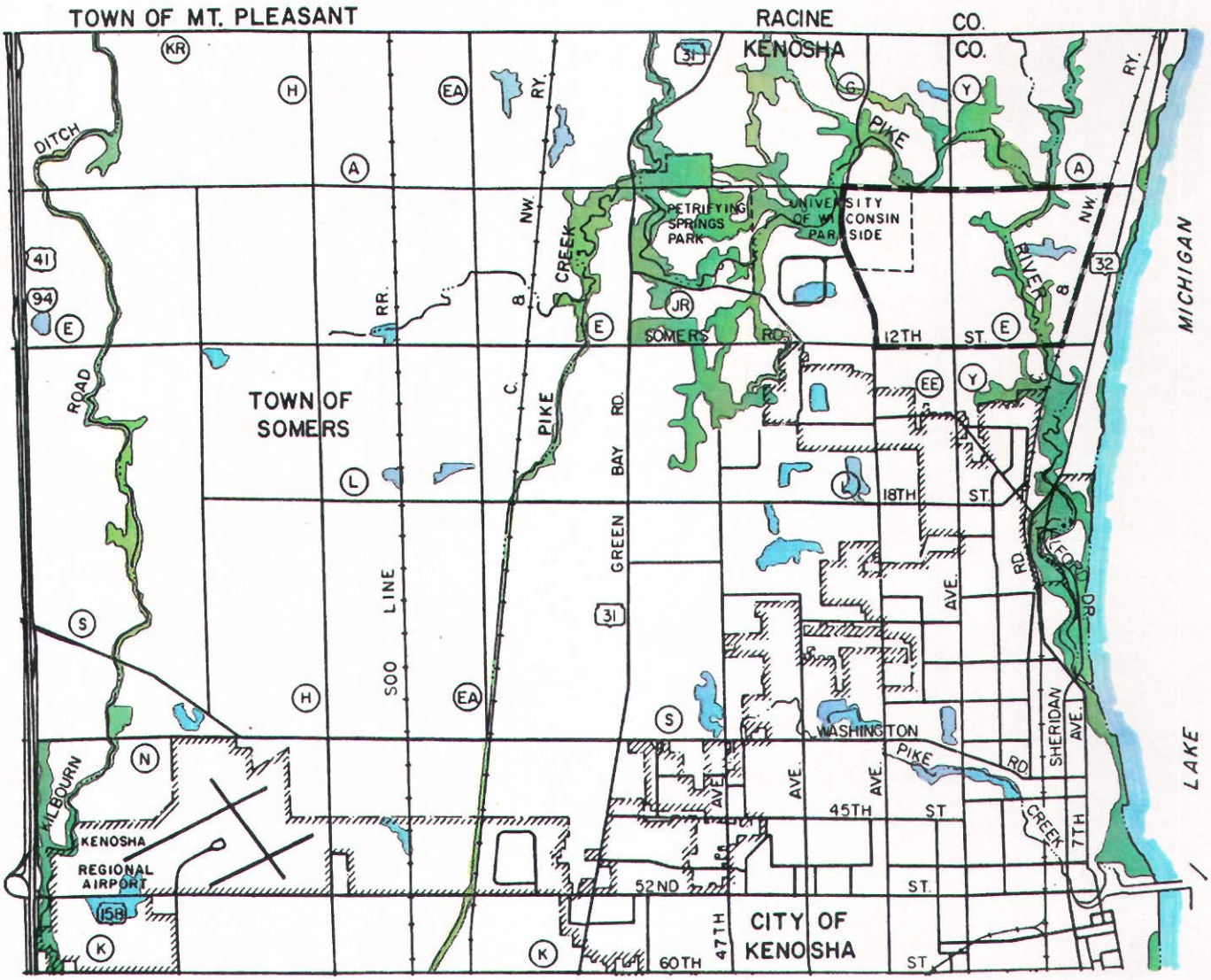
Land Use

The existing 1993 land use pattern of the Parkside East neighborhood is shown on Map 8, and quantitatively summarized in Table 2. As indicated in Table 2, about 126 acres, or about 13 percent of the total area of the neighborhood, were developed for urban uses in 1993. Of this total, about 35 acres, or about 4 percent of the total area of the neighborhood, were devoted to single-family residential uses. These uses are located primarily along CTH Y, CTH A, and CTH E. Multi-family residential land uses occupied about 10 acres, or about 1 percent of the total area of the neighborhood, and were located in the western portion of the neighborhood. Together, single- and multi-family uses occupied about 45 acres, or about 5 percent of the total area of the neighborhood.

Commercial land uses occupied about 3 acres, or less than 1 percent of the total area of the neighborhood in 1993. The commercial land uses were located at the northwest corner of the intersection of CTH E and CTH Y and included a structure and a parking lot. Transportation land uses --more specifically, street, highway and railway rights-of-way--account for about 51 acres of land, or about 5 percent of the total area of the neighborhood. Of this total, streets and highways occupied about 29 acres, or about 3 percent of the total area of the neighborhood. Railways accounted for the remaining approximately 22 acres, or about 2 percent of the total area of the neighborhood. Developed governmental and institutional lands--part of the University of Wisconsin-Parkside--accounted for about 27 acres, or about 3 percent of the total area of the neighborhood. Other University-owned land within the neighborhood not occupied by structures and related grounds in 1993 were classified as agricultural and other open land.

Map 6

ENVIRONMENTALLY SIGNIFICANT LANDS IN THE TOWN OF SOMERS



LEGEND

- PRIMARY ENVIRONMENTAL CORRIDOR
- SECONDARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA

GRAPHIC SCALE
0 1/2 1 MILE
0 2000 4000 FEET

Source: SEWRPC.

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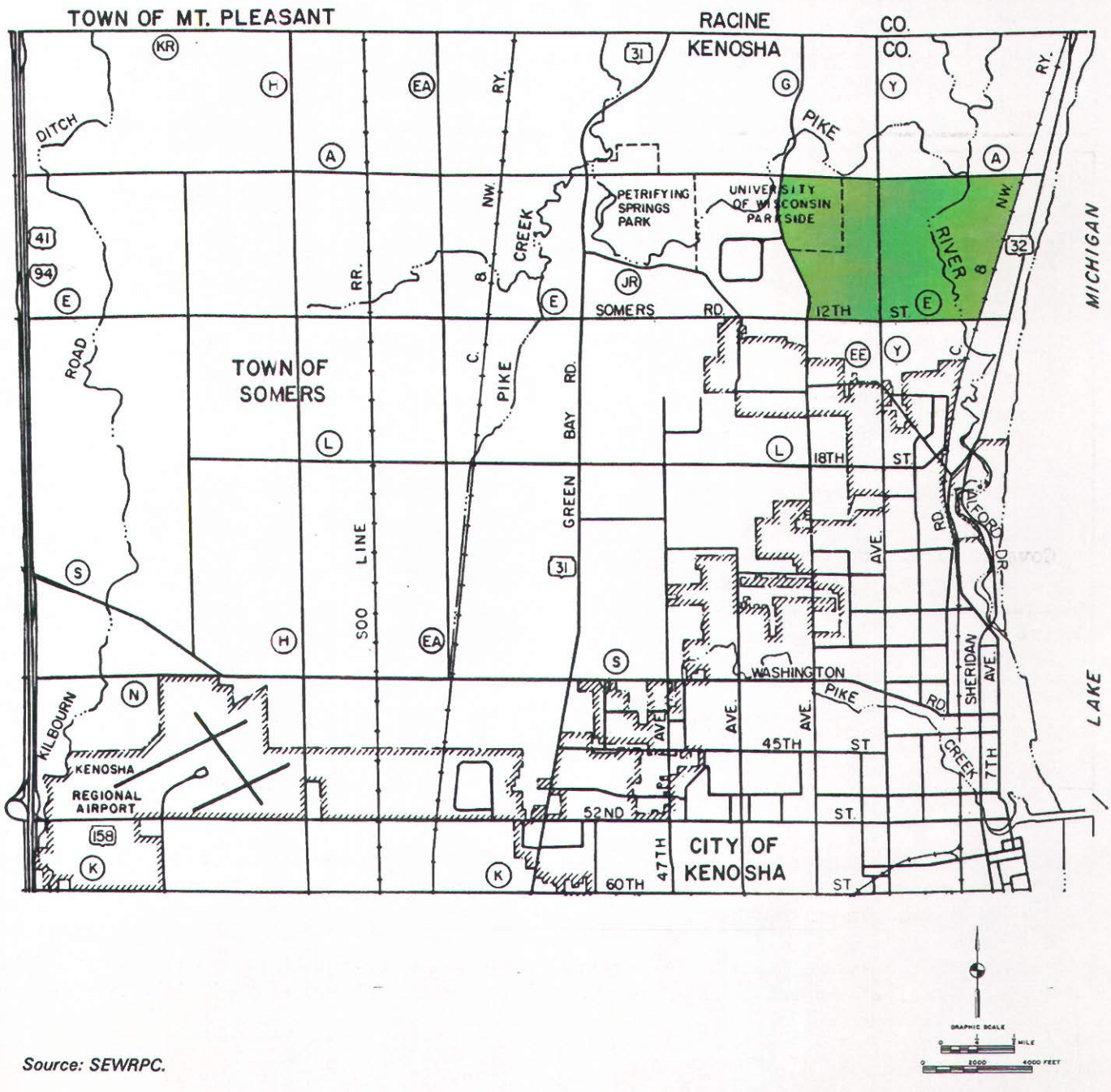
Map 7

LOCATION OF PARKSIDE EAST NEIGHBORHOOD IN THE TOWN OF SOMERS



Source: SEWRPC.

Table 2

GENERALIZED LAND USE IN THE PARKSIDE EAST NEIGHBORHOOD: 1993

Land Use Category	Area (acres)	Percent of Neighborhood
Urban		
Residential		
Single-Family	35	3.7
Multi-Family	10	1.1
Subtotal	45	4.8
Commercial	3	0.3
Transportation		
Street and Highway Rights-of-Way	29	3.1
Railway and Utility Rights-of-Way	22	2.3
Subtotal	51	5.4
Governmental and Institutional	27	2.9
Urban Subtotal	126	13.4
Rural		
Wetlands	40	4.2
Woodlands	31	3.3
Agricultural and Other Open	745	79.1
Rural Subtotal	816	86.6
Total	942	100.0

NOTES: 1. The primary environmental corridor along the main stem of the Pike River encompasses about 155 acres, or about 16 percent of the area of the neighborhood.

2. The 100-year recurrence interval floodplain along the main stem of the Pike River encompasses about 90 acres, or about 10 percent of the area of the neighborhood.

Source: SEWRPC.

Map 8

GENERALIZED LAND USE IN THE PARKSIDE EAST NEIGHBORHOOD: 1993

LEGEND

URBAN

RESIDENTIAL

- SINGLE-FAMILY
- MULTI-FAMILY
- COMMERCIAL
- (NONE) INDUSTRIAL

TRANSPORTATION, COMMUNICATION, AND UTILITIES

- STREETS AND HIGHWAYS
- PARKING
- OTHER TRANSPORTATION, COMMUNICATION, AND UTILITIES
- GOVERNMENTAL AND INSTITUTIONAL
- (NONE) RECREATIONAL

RURAL

- SURFACE WATER
- WETLANDS
- WOODLANDS
- (NONE) EXTRACTIVE
- (NONE) LANDFILL
- AGRICULTURAL AND OTHER OPEN LAND

GRAPHIC SCALE

0 400 800 1200 FEET

Source: SEWRPC.

As further indicated in Table 2, rural land uses occupied about 816 acres, or about 87 percent of the total area of the neighborhood in 1993. Of this total, agricultural lands accounted for about 745 acres, or about 79 percent of the total area of the neighborhood. Wetlands occupied about 40 acres of land, or about 4 percent of the total area of the neighborhood. One wetland was located on University-owned land, while the majority of the other wetlands were located along the Pike River and its tributaries. About 31 acres of land, or about 3 percent of the total area of the neighborhood, was occupied by woodlands in 1993. The woodlands were located in the eastern one-third of the neighborhood along the Pike River and its floodlands.

Topography and Soils

As already noted, the topography of the Town is relatively flat. Surface elevations within the Parkside East neighborhood vary by less than 70 feet, ranging from a low of about 580 feet above mean sea level to a high of about 650 feet above mean sea level (see Map 2). The areas of highest elevation in the Parkside East neighborhood are found near the western edge of the neighborhood in the vicinity of the existing multi-family residential development and the University of Wisconsin-Parkside. This relatively high, flat area of the neighborhood is located west of a north-south ridge that extends north along CTH G. East of this ridge to the floodlands of the Pike River, elevations vary by less than 10 feet, ranging from a low of about 615 feet to a high of about 625 feet above mean sea level. Only the ravine in the southern portion of this part of the neighborhood is below 600 feet in elevation. The floodplain of the Pike River is enclosed on either side by steep slopes and is generally 10 to 20 feet lower in elevation than the land to the east or west. The lands along, and east of, the Pike River are marked by the broad, level floodlands of the River. Elevations in this area range from a low of 615 feet to a high of about 620 feet above mean sea level.

The major soil group of the Parkside East neighborhood is the Hebron-Montgomery-Aztalan association. These poorly drained soils occupy the majority of the neighborhood. The soils on the eastern edge of the neighborhood are representative of the Boyer-Granby association and also consist of poorly drained soils. Such soils generally have severe limitations for urban development and may require special engineering to overcome developmental and drainage limitations.

Natural Resources

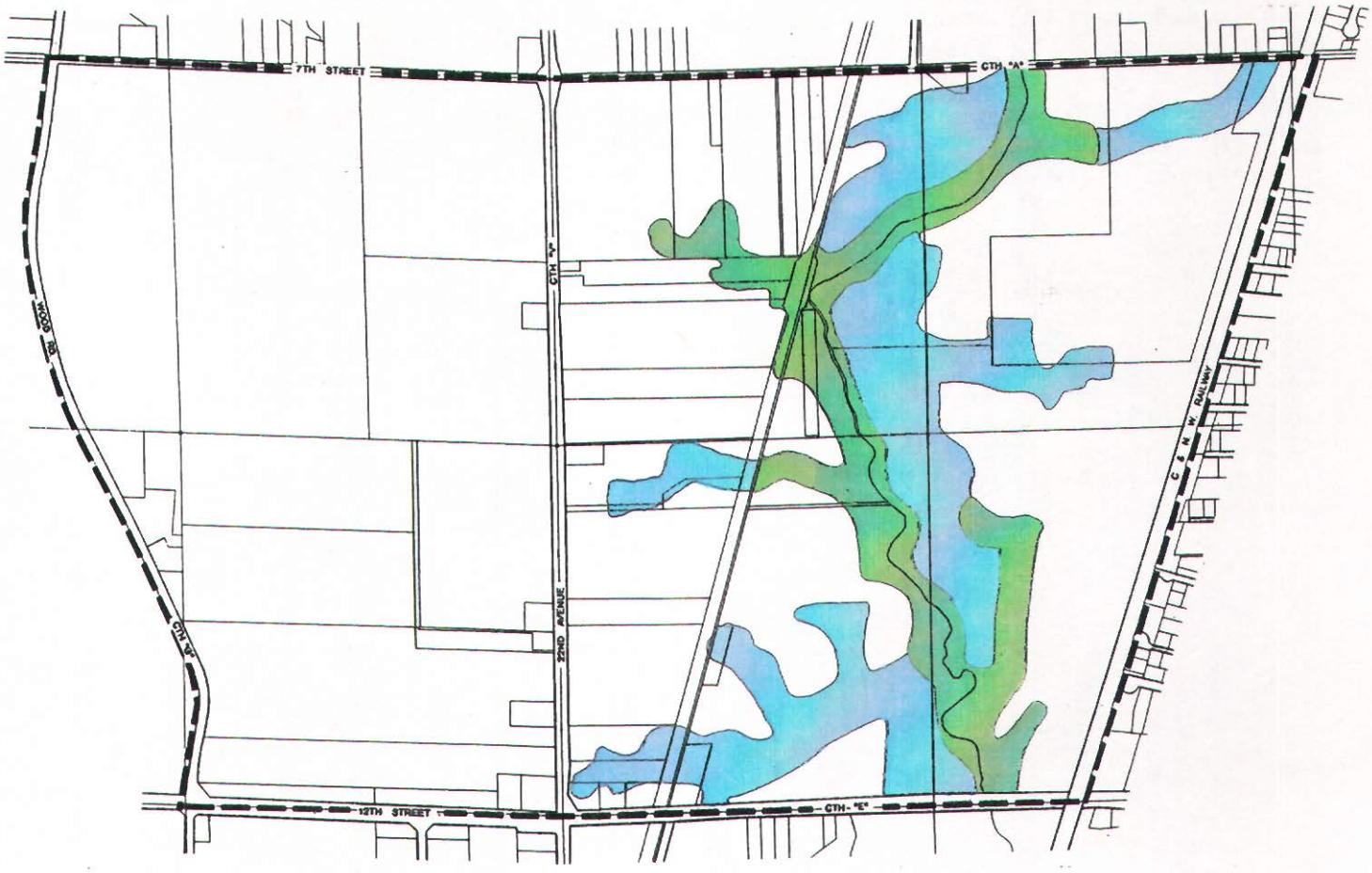
As shown on Map 9, the Pike River flows through the eastern portion of the neighborhood. The primary environmental corridor along the Pike River and its tributaries, including the important wetlands, woodlands, and floodlands in the neighborhood, encompass about 155 acres, or about 16 percent of the total area of the neighborhood. Under the plan for the neighborhood, lands within the primary environmental corridor should be protected in natural open uses for resource preservation, flood- and stormwater management, and limited outdoor recreation purposes.

Ownership

The number and size of ownership parcels in the Parkside East neighborhood in 1991 are presented in Table 3. As indicated in this table, 11 parcels less than one acre in size are located within the neighborhood. These small parcels

Map 9

PRIMARY ENVIRONMENTAL CORRIDOR IN THE PARKSIDE EAST NEIGHBORHOOD



LEGEND

PRIMARY ENVIRONMENTAL CORRIDOR AS IDENTIFIED IN THE KENOSHA SEWER SERVICE AREA REFINEMENT PLAN (56 ACRES)

PLANNED ADDITIONAL PRIMARY ENVIRONMENTAL CORRIDOR UNDER FULL NEIGHBORHOOD DEVELOPMENT CONDITIONS (99 ACRES)

GRAPHIC SCALE
0 400 800 1200 FEET

Source: SEWRPC.

together total approximately nine acres in area. As further indicated in Table 3, there are 21 parcels between one and four acres in size encompassing in all about 55 acres; 12 parcels between 5 and 19 acres in size encompassing in all about 145 acres; seven parcels between 20 and 39 acres in size encompassing in all about 215 acres; four parcels between 40 and 99 acres in size encompassing in all about 222 acres; and two parcels 100 acres in size or larger encompassing in all about 255 acres. Collectively, there are 57 parcels encompassing in all 901 acres, with the remaining 41 acres in the neighborhood located within transportation rights-of-way. The relative abundance of large parcels provides an excellent opportunity for the development of the neighborhood in an attractive, efficient, and orderly manner.

Table 3

OWNERSHIP PARCELS IN THE PARKSIDE EAST NEIGHBORHOOD: 1991

Parcel Size (acres)	Number of Parcels	Area (acres)
Less than 1	11	9
1-4	21	55
5-19	12	145
20-39	7	215
40-99	4	222
100+	2	255
Total	57	901

Note: It is estimated that 41 acres of land in the neighborhood are in public street, highway and railway rights-of-way.

Source: SEWRPC.

ALTERNATIVE DESIGNS FOR THE PARKSIDE EAST NEIGHBORHOOD

Three alternative designs for the Parkside East neighborhood were prepared for consideration by the Town. The alternatives were prepared at a scale of 1 inch equals 200 feet, using topographic maps prepared by the County to Regional Planning Commission standards, having a vertical contour interval of two feet. Cadastral data, compiled by the Regional Planning Commission using Kenosha County records, were also shown on each alternative design. Basic data pertinent to good land subdivision design--including data on the location and extent of wetlands, floodlands, drainageways, and slopes; soil characteristics; on environmental corridors; on existing land use; and on real property boundaries--were carefully considered in the preparation of the designs. The alternative designs were presented for Town Plan Commission review at meetings on January 19,

April 12, and May 24, 1993. Descriptions of the planned land use pattern under each of the three design alternatives follows.

Alternative Design No. 1

The planned land use pattern for Alternative Design No. 1 of the Parkside East neighborhood is summarized in Table 4 and shown on Map 10, while proposed zoning districts under this alternative design are shown on Map 11. This alternative can be described as a low-density residential neighborhood. Under this alternative design, all new residential development would be comprised of single-family homes on minimum 20,000 square feet lots (see Map 11). About 388 acres, or about 41 percent of the total area of the neighborhood would be allocated for single-family residential use, providing about 655 new single-family residential lots.

As further indicated in Table 4, under Alternative Design No. 1, an additional three acres of multi-family residential uses would be provided adjacent to the existing 10 acres of multi-family land located along CTH G. Thus, multi-family residential uses would occupy about 13 acres of land, or about 1 percent of the total area of the neighborhood. Assuming about eight residential units per acre on the three acres of proposed additional multi-family resident use, an additional 24 multi-family residential units would be provided. Thus, a total of about 679 new housing units would be provided in the neighborhood under Alternative Design No. 1.

Transportation land uses would occupy a total of about 147 acres of land, or about 16 percent of the total area of the neighborhood, including about 125 acres for street and highway rights-of-way and about 22 acres for railway and utility rights-of-way. The proposed street system for all alternatives designs is organized on a functional basis and consists of arterial, collector, and land access streets.

Arterial streets are arranged to facilitate access from the neighborhood to centers of employment, governmental activity, shopping and services, and recreation sites, both within and beyond the boundaries of the neighborhood and the Town. Such arterials are integrated with, and related to, the existing and proposed regional system of streets and highways. CTH E and CTH Y are classified as arterial streets. In order to promote traffic safety and protect the capacity of the arterial street system, the Alternative Design No. 1, like Alternative Designs No. 2 and 3 and the recommended design, proposes to limit direct access of building sites to arterial streets by backing lots against the arterials. The depth of the lots backed against the arterials has been increased over the generally prevailing lot depth in the area in order to provide room for a planting strip to buffer the residential uses from the arterial streets. Generally, such planting screen should be a minimum of 15 feet wide and provide a mixture of coniferous and deciduous planting materials, providing a landscape screen.

Collector and land access streets are designed to achieve efficient use of land; to discourage use by through traffic; to minimize street area; to provide an attractive setting for residential development; to facilitate the provision of efficient stormwater drainage, sewerage, and public water supply facilities; and to fit the natural terrain. Street locations are based upon careful consider-

Table 4

PLANNED LAND USE IN THE PARKSIDE EAST NEIGHBORHOOD UNDER ALTERNATIVE DESIGN NO. 1

Land Use Category	Area (acres)	Percent of Neighborhood
Urban		
Residential		
Single-Family	387	41.1
Multi-Family	13	1.3
Subtotal	400	42.5
Commercial	15	1.6
Transportation		
Street and Highway Rights-of-Way	125	13.3
Railway and Utility Right-of-Way	22	2.3
Subtotal	147	15.6
Governmental and Institutional		
Elementary School	20	2.1
UW-Parkside	128	13.6
Subtotal	148	15.7
Urban Subtotal	710	75.4
Open		
Park and Trail	29	3.1
Wetlands, Woodlands, Stormwater Management, Floodplain, and Other	203	21.5
Open Subtotal	232	24.6
Total	942	100.0

NOTE: Under Alternative Design No. 1, there are about 655 new single-family residential lots in the neighborhood. In addition, about three acres of lands are allocated to new multi-family residential use. Assuming about eight residential units per acre of multi-family residential use, there would be about 24 units of multi-family residential and, with the 655 new single-family residential units, a total of about 679 new housing units in the neighborhood.

Source: SEWRPC.

Map 10

PLANNED LAND USE UNDER ALTERNATIVE DESIGN NO. 1

LEGEND

- NEIGHBORHOOD BOUNDARY
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- EASEMENT
- SINGLE-FAMILY RESIDENTIAL
- (NONE) TWO-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- TRANSPORTATION AND UTILITY
- GOVERNMENTAL AND INSTITUTIONAL
- LANDSCAPE BUFFER AND NO ACCESS EASEMENT
- PARK AND RECREATIONAL TRAIL
- WETLANDS, WOODLANDS, STORMWATER MANAGEMENT, FLOODPLAIN, AND OTHER OPEN SPACE
- EXISTING PUBLIC STREET RIGHT-OF-WAY
- PROPOSED PUBLIC STREET RIGHT-OF-WAY

Source: SEWRPC.

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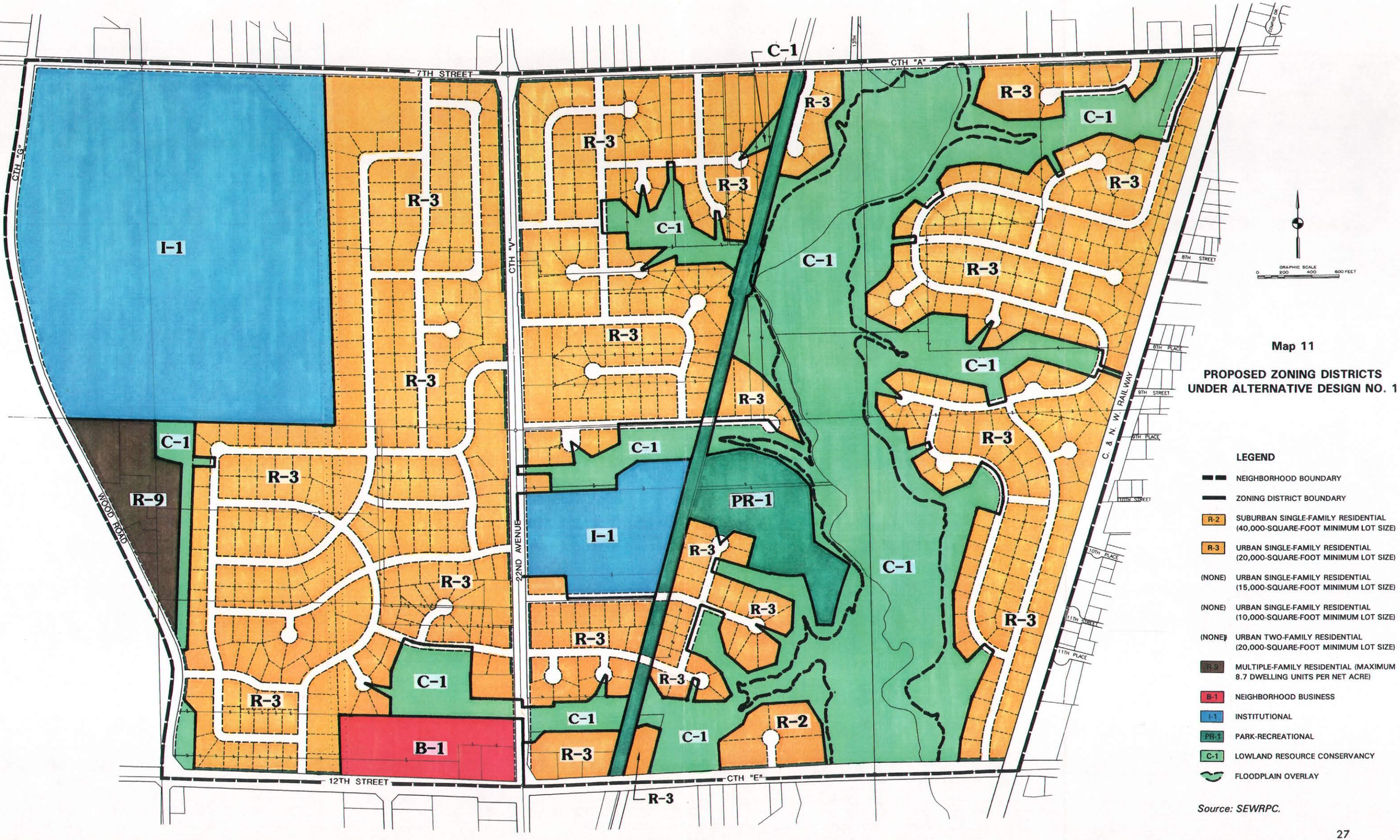

Map 11

PROPOSED ZONING DISTRICTS UNDER ALTERNATIVE DESIGN NO. 1

LEGEND

- NEIGHBORHOOD BOUNDARY
- ZONING DISTRICT BOUNDARY
- R-2 — SUBURBAN SINGLE-FAMILY RESIDENTIAL (40,000-SQUARE-FOOT MINIMUM LOT SIZE)
- R-3 — URBAN SINGLE-FAMILY RESIDENTIAL (20,000-SQUARE-FOOT MINIMUM LOT SIZE)
- (NONE) — URBAN SINGLE-FAMILY RESIDENTIAL (15,000-SQUARE-FOOT MINIMUM LOT SIZE)
- (NONE) — URBAN SINGLE-FAMILY RESIDENTIAL (10,000-SQUARE-FOOT MINIMUM LOT SIZE)
- (NONE) — URBAN TWO-FAMILY RESIDENTIAL (20,000-SQUARE-FOOT MINIMUM LOT SIZE)
- R-9 — MULTIPLE-FAMILY RESIDENTIAL (MAXIMUM 8.7 DWELLING UNITS PER NET ACRE)
- B-1 — NEIGHBORHOOD BUSINESS
- I-1 — INSTITUTIONAL
- PR-1 — PARK-RECREATIONAL
- C-1 — LOWLAND RESOURCE CONSERVANCY
- FLOODPLAIN OVERLAY

Source: SEWRPC.

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ation of a number of factors, including topography, property boundaries, soil characteristics, hierarchial functions within the total street system, existing and proposed land uses, and sound urban design principles. CTH A and CTH G are classified as collector streets, while the remaining streets shown on Map 8 are classified as land access streets.

Under Alternative Design No. 1, government and institutional land uses would account for about 148 acres of land, or about 16 percent of the total area of the neighborhood. This land use would include 128 acres allocated to UW-Parkside expansion, and 20 acres for a neighborhood elementary school. The proposed site for the elementary school is located between CTH Y and the Kenosha County Bike Trail in the center of the neighborhood.

Under Alternative Design No. 1, a neighborhood commercial area would be located at the northwest corner of CTH E and CTH Y. Such commercial land use would account for 15 acres of land, or about 2 percent of the total area of the neighborhood.

Under Alternative Design No. 1, open space uses would account for about 232 acres of land, or about 25 percent of the total area of the neighborhood. The only active park site in the neighborhood would be associated with the elementary school and is proposed to be located directly east of the proposed school adjacent to the Kenosha County Bike Trail. The park, together with the bike trail, would account for about 29 acres of land, or about 3 percent of the total area of the neighborhood. The remaining open space lands, about 203 acres, or approximately 22 percent of the total area of the neighborhood, are largely associated with the wetlands, woodlands, and floodlands in the primary environmental corridor located along the Pike River and its minor tributaries in the neighborhood. Under Alternative Design No. 1, Kenosha County would acquire such corridor lands as part of the Pike River Parkway.

The resident population of the neighborhood under Alternative Design No. 1 is presented in Table 5. As indicated in this table, the existing population of the Parkside East neighborhood is estimated to be about 470 persons. It is envisioned that about 1,890 persons would be accommodated in the planned residential areas in the neighborhood, including about 1,830 persons in proposed new single-family residential areas and about 60 persons in proposed new multi-family residential areas. Thus, under Alternative Design No. 1, the total resident population of the Parkside East neighborhood is anticipated to approximate 2,360 persons.

Alternative Design No. 2

The planned land use pattern for Alternative Design No. 2 of the Parkside East neighborhood is summarized in Table 6 and depicted on Map 12, while proposed zoning districts under this alternative design are shown on Map 13. This alternative can be described as a medium-density neighborhood and provides for the development of single-family, two-family, and multi-family residential uses.

Single-family residential uses would account for about 300 acres of land, or about 31 percent of the total area of the neighborhood, and would provide for the development of about 825 new single-family dwelling units. The lot sizes for proposed new single-family residential uses would range from a minimum of about

Table 5

ESTIMATED POPULATION OF THE PARKSIDE EAST NEIGHBORHOOD UNDER ALTERNATIVE DESIGN NOS. 1, 2, AND 3 AND UNDER THE RECOMMENDED DESIGN

Alternatives	Existing Units							New Units							
	Single-Family Residential			Multi-Family Residential			Total Existing Population	Single-Family Residential			Multi-Family Residential			Total Incremental Population	Total Population
	Single Units	Population Multiplier	Subtotal	Multi-Family Units	Population Multiplier	Subtotal		Single Units	Population Multiplier	Subtotal	Multi-Family Units	Population Multiplier	Subtotal		
No. 1	30	2.8	84	160	2.4	384	468	655	2.8	1,834	24	2.4	58	1,892	2,360
No. 2	30	2.8	84	160	2.4	384	468	825	2.8	2,310	510	2.4	1,224	3,534	4,002
No. 3	30	2.8	84	160	2.4	384	468	495	2.8	1,386	500	2.4	1,200	2,586	3,054
Recommended Design	30	2.8	84	160	2.4	384	468	608	2.8	1,702	442	2.4	1,061	2,763	3,231

NOTE: 1. Population multipliers are derived from U. S. Bureau of the Census, Summary Tape File 1A, 1990.

2. Multi-family units include both two-family and multi-family residential land uses.

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

Table 6

PLANNED LAND USE IN THE PARKSIDE EAST NEIGHBORHOOD UNDER ALTERNATIVE DESIGN NO. 2

Land Use Category	Area (acres)	Percent of Neighborhood
Urban		
Residential		
Single-Family	296	31.4
Two-Family	36	3.8
Multi-Family	54	5.8
Subtotal	386	41.0
Commercial	15	1.6
Transportation		
Streets and Highway Rights-of-Way	158	16.8
Railway and Utility Rights-of-Way	22	2.3
Subtotal	180	19.1
Governmental and Institutional		
Elementary School	19	2.0
UW-Parkside	128	13.6
Subtotal	147	15.6
Urban Subtotal	728	77.3
Open		
Park and Trail	31	3.3
Wetlands, Woodlands, Stormwater Management, Floodplain, and Other	183	19.4
Open Subtotal	214	22.7
Total	942	100.0

NOTE: Under Alternative Design No. 2, there are about 825 new single-family residential lots, about 79 new two-family residential lots, or about 158 new two-family residential units, and about 44 acres of lands allocated to new multi-family residential use. Assuming about eight residential units per acre of multi-family residential use, there would be 352 new multi-family residential units and a total of about 1,335 new housing units in the neighborhood.

Source: SEWRPC.

13,000 square feet in the southwestern portion of the neighborhood to a maximum of about 20,000 square feet adjacent to the Pike River Parkway (see Map 13).

Two-family residential development is proposed as a transitional land use between the proposed multi-family and commercial land uses abutting CTH E and CTH G and single-family residential uses. Two-family uses are also proposed along CTH Y along the Chicago and Northwestern Railway right-of-way on the eastern edge of the neighborhood. This two-family residential development would provide a transition between the existing higher density residential development to the east of the railway right-of-way and the proposed single-family residential uses to the west. Two-family residential uses would account for about 36 acres of land, or about 4 percent of the total area of the neighborhood, and approximately 79 two-family lots, or about 158 two-family units, would be provided in the neighborhood.

As shown on Map 10, multi-family residential uses for Alternative Design No. 2 are proposed in four different locations, in addition to the existing multi-family uses south of UW-Parkside, including the area near the intersection of CTH E and CTH G; the area north of CTH E and east of CTH Y; the southeast corner of the neighborhood adjacent to the Chicago and Northwestern Railway right-of-way--east of the proposed Pike River Parkway; and the northeast corner of the neighborhood, south of CTH A. Under this alternative design, about 44 acres of new multi-family residential lands would be provided; and, with the approximately 10 acres of existing multi-family residential development, multi-family land uses would account for about 54 acres of land, or about 6 percent of the total area of the neighborhood. Assuming about eight residential units per acre on the 44 acres of proposed new multi-family residential development, about 352 new multi-family residential units would be provided. Thus, under this alternative, there would be a total of about 1,335 new housing units in the neighborhood.

Transportation land uses would account for a total of about 180 acres of land, or about 19 percent of the total area of the Parkside East neighborhood, including about 22 acres of railway and utility rights-of-way and 158 acres of street and highway rights-of-way. As in Alternative Design No. 1, streets are arranged to facilitate ready access from the neighborhood to centers of activity; provide safe, efficient transportation; achieve efficient land use; discourage through traffic; and to provide an attractive setting for residential development.

Under Alternative Design No. 2, government and institutional land uses would account for a total of about 147 acres of land, or about 16 percent of the total area of the neighborhood. This land use would include 128 acres allocated to UW-Parkside expansion, and 19 acres for an elementary school--located east of CTH Y in the geographic center of the neighborhood.

Under Alternative Design No. 2, as under Alternative Design No. 1, a neighborhood commercial area would be located at the northwest corner of CTH E and CTH Y. Commercial land uses would account for about 15 acres of land, or about 2 percent of the total area of the neighborhood.

Open space uses would account for about 214 acres of land, or about 23 percent of the total area of the neighborhood. The active park site in the neighborhood

Map 12

PLANNED LAND USE UNDER ALTERNATIVE DESIGN NO. 2

LEGEND

- NEIGHBORHOOD BOUNDARY
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- EASEMENT
- SINGLE-FAMILY RESIDENTIAL
- TWO-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- TRANSPORTATION AND UTILITY
- GOVERNMENTAL AND INSTITUTIONAL
- LANDSCAPE BUFFER AND NO ACCESS EASEMENT
- PARK AND RECREATIONAL TRAIL
- WETLANDS, WOODLANDS, STORMWATER MANAGEMENT, FLOODPLAIN, AND OTHER OPEN SPACE
- EXISTING PUBLIC STREET RIGHT-OF-WAY
- PROPOSED PUBLIC STREET RIGHT-OF-WAY

Source: SEWRPC.

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Map 13

PROPOSED ZONING DISTRICTS UNDER ALTERNATIVE DESIGN NO. 2

LEGEND

- NEIGHBORHOOD BOUNDARY
- ZONING DISTRICT BOUNDARY
- R-2 SUBURBAN SINGLE-FAMILY RESIDENTIAL (40,000-SQUARE-FOOT MINIMUM LOT SIZE)
- (NONE) URBAN SINGLE-FAMILY RESIDENTIAL (20,000-SQUARE-FOOT MINIMUM LOT SIZE)
- R-4 URBAN SINGLE-FAMILY RESIDENTIAL (15,000-SQUARE-FOOT MINIMUM LOT SIZE)
- R-5 URBAN SINGLE-FAMILY RESIDENTIAL (10,000-SQUARE-FOOT MINIMUM LOT SIZE)
- R-8 URBAN TWO-FAMILY RESIDENTIAL (20,000-SQUARE-FOOT MINIMUM LOT SIZE)
- R-9 MULTIPLE-FAMILY RESIDENTIAL (MAXIMUM 8.7 DWELLING UNITS PER NET ACRE)
- B-1 NEIGHBORHOOD BUSINESS
- I-1 INSTITUTIONAL
- PR-1 PARK-RECREATIONAL
- C-1 LOWLAND RESOURCE CONSERVANCY
- FLOODPLAIN OVERLAY

Source: SEWRPC.

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would be associated with the elementary school and is proposed to be located directly east of the proposed school adjacent to the Kenosha County Bike Trail. This park, together with the bike trail, would occupy about 31 acres of land, or about 3 percent of the neighborhood. The remaining open space land, about 183 acres, or approximately 19 percent of the total area of the neighborhood, would be associated with the proposed Pike River Parkway.

The resident population of the neighborhood under Alternative Design No. 2 is presented in Table 5. As indicated in Table 5, the existing population of the neighborhood is estimated to be about 470 persons. It is envisioned that about 3,530 persons would be accommodated in the planned residential areas of the neighborhood, including about 2,310 persons in proposed new single-family residential areas and about 1,220 persons in proposed new multi-family areas. Thus, under Alternative Design No. 2, the total population of the Parkside East neighborhood is anticipated to be about 4,000 persons.

Alternative Design No. 3

The planned land use for Alternative Design No. 3 of the Parkside East neighborhood is summarized in Table 7 and shown on Map 14, while proposed zoning districts under Alternative Design No. 3 are shown on Map 15. This alternative can also be described as a medium-density neighborhood and provides for the development of new single-family, two-family, and multi-family residential uses.

Single-family residential uses would account for about 337 acres of land, or about 36 percent of the total area of the neighborhood, and would provide for the development of about 495 new single-family residential units. The lot sizes for proposed single-family residential use would range from a minimum of about 13,000 square feet in the southwestern portion of the neighborhood to over two acres for lots adjacent to tributaries of the Pike River (see Map 15).

Two-family residential development is proposed as transitional land use between proposed multi-family and commercial land uses abutting CTH E and CTH G and single-family residential uses. Two-family uses are also proposed along the Chicago and Northwestern Railway right-of-way on the eastern edge of the neighborhood. Two-family residential uses would occupy about 21 acres of land, or about 2 percent of the total area of the neighborhood, and would include approximately 50 new two-family lots, or about 100 new two-family units.

Under Alternative Design No. 3, like Alternative Design No. 2, multi-family residential uses are proposed in four different locations in addition to the existing multi-family land use south of UW-Parkside, including the area near the intersection of CTH E and CTH G in the southwest corner of the neighborhood; the area north of CTH E and east of CTH Y; the area in the southeast corner of the neighborhood adjacent to the Chicago and Northwestern Railway right-of-way and east of the proposed Pike River Parkway; and the northeast corner of the neighborhood, south of CTH A. Multi-family land uses would account for about 60 acres of land--including about 50 acres of new and 10 acres of existing multi-family residential development--or about 6 percent of the neighborhood. Assuming about eight residential units per acre on the 50 acres of proposed additional multi-family residential use, there would be about 400 new multi-family residential units and a total of about 995 new housing units in the neighborhood.

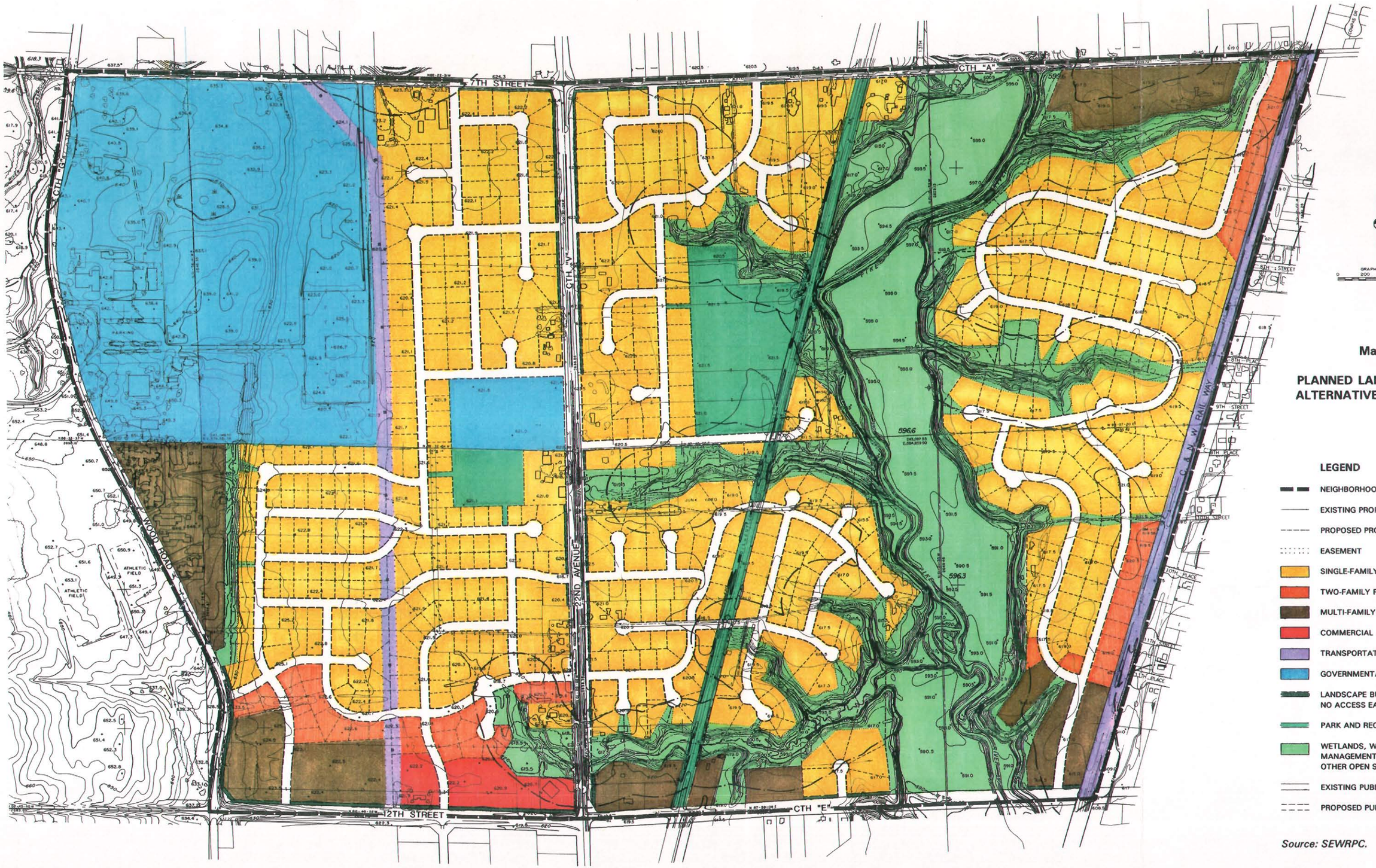
Table 7

PLANNED LAND USE IN THE PARKSIDE EAST NEIGHBORHOOD UNDER ALTERNATIVE DESIGN NO. 3

Land Use Category	Area (acres)	Percent of Neighborhood
Urban		
Residential		
Single-Family	337	35.8
Two-Family	21	2.3
Multi-Family	60	6.4
Subtotal	418	44.5
Commercial	15	1.6
Transportation		
Street and Highway Rights-of-Way	130	13.8
Railway and Utility Rights-of-Way	22	2.3
Subtotal	152	16.1
Governmental and Institutional		
Elementary School	10	1.0
UW-Parkside	128	13.6
Subtotal	138	14.6
Urban Subtotal	723	76.8
Open		
Park and Trail	37	3.9
Wetlands, Woodlands, Stormwater Management, Floodplain, and Other	182	19.3
Open Subtotal	219	23.2
Total	942	100.0

NOTE: Under Alternative Design No. 3, there are about 495 new single-family residential lots, about 50 new two-family residential lots, or about 100 new two-family residential units, and about 50 acres of lands allocated to new multi-family residential use. Assuming about eight residential units per acre of multi-family residential use, there would be about 400 new multi-family residential units and a total of about 995 new housing units in the neighborhood.

Source: SEWRPC.



Map 14

PLANNED LAND USE UNDER ALTERNATIVE DESIGN NO. 3

LEGEND

- NEIGHBORHOOD BOUNDARY
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- EASEMENT
- SINGLE-FAMILY RESIDENTIAL
- TWO-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- TRANSPORTATION AND UTILITY
- GOVERNMENTAL AND INSTITUTIONAL
- LANDSCAPE BUFFER AND NO ACCESS EASEMENT
- PARK AND RECREATIONAL TRAIL
- WETLANDS, WOODLANDS, STORMWATER MANAGEMENT, FLOODPLAIN, AND OTHER OPEN SPACE
- EXISTING PUBLIC STREET RIGHT-OF-WAY
- PROPOSED PUBLIC STREET RIGHT-OF-WAY

Source: SEWRPC.

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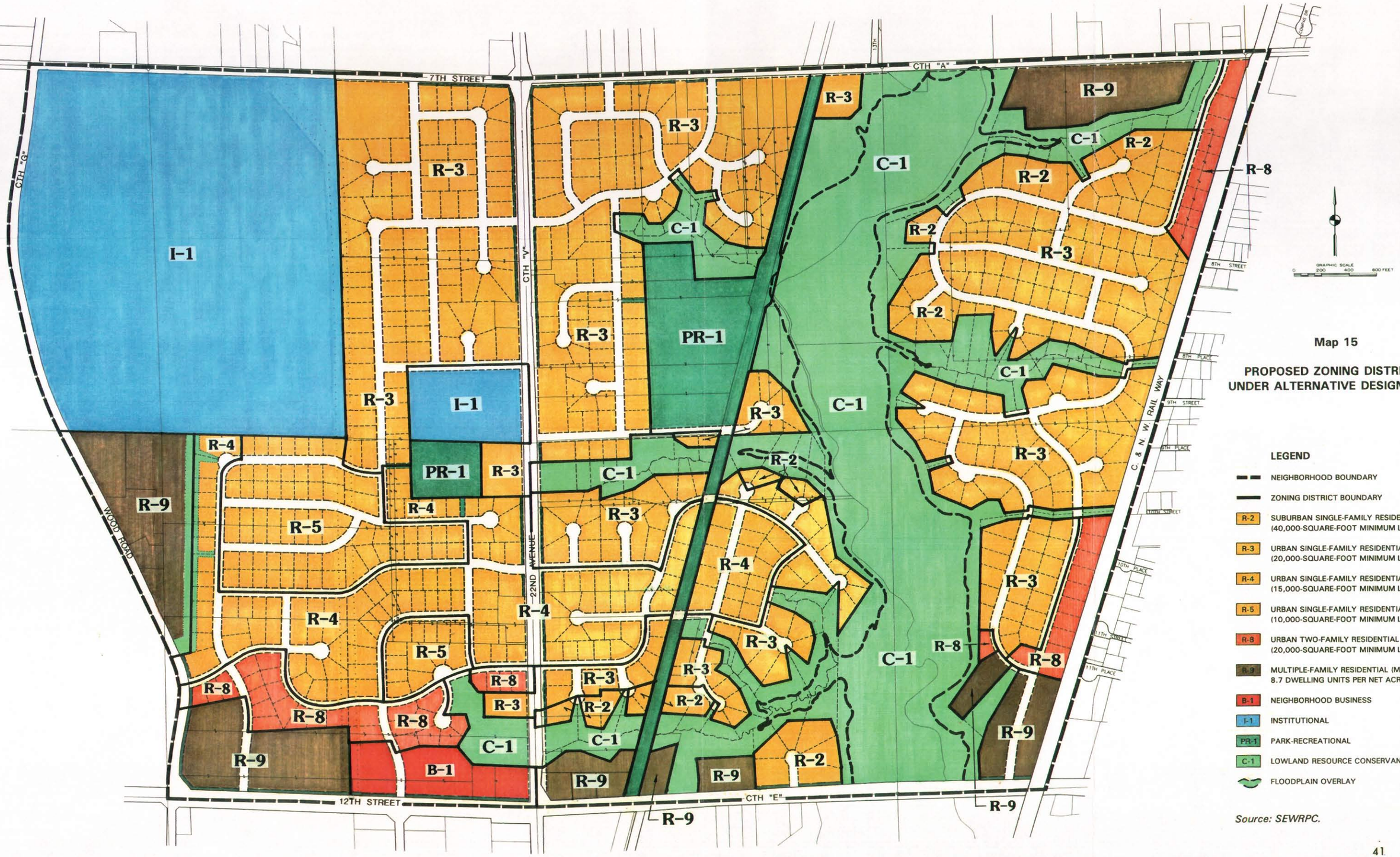

Map 15

PROPOSED ZONING DISTRICTS UNDER ALTERNATIVE DESIGN NO. 3

LEGEND

- NEIGHBORHOOD BOUNDARY
- ZONING DISTRICT BOUNDARY
- R-2 SUBURBAN SINGLE-FAMILY RESIDENTIAL (40,000-SQUARE-FOOT MINIMUM LOT SIZE)
- R-3 URBAN SINGLE-FAMILY RESIDENTIAL (20,000-SQUARE-FOOT MINIMUM LOT SIZE)
- R-4 URBAN SINGLE-FAMILY RESIDENTIAL (15,000-SQUARE-FOOT MINIMUM LOT SIZE)
- R-5 URBAN SINGLE-FAMILY RESIDENTIAL (10,000-SQUARE-FOOT MINIMUM LOT SIZE)
- R-8 URBAN TWO-FAMILY RESIDENTIAL (20,000-SQUARE-FOOT MINIMUM LOT SIZE)
- R-9 MULTIPLE-FAMILY RESIDENTIAL (MAXIMUM 8.7 DWELLING UNITS PER NET ACRE)
- B-1 NEIGHBORHOOD BUSINESS
- I-1 INSTITUTIONAL
- PR-1 PARK-RECREATIONAL
- C-1 LOWLAND RESOURCE CONSERVANCY
- FLOODPLAIN OVERLAY

Source: SEWRPC.

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Transportation land uses would account for a total of about 152 acres of land, or about 16 percent of the total area of the neighborhood, including about 22 acres for railway and utility rights-of-way and about 130 acres for street and highway rights-of-way.

Under Alternative Design No. 3, governmental and institutional land uses would account for a total of about 138 acres of land, or about 15 percent of the total area of the neighborhood. This land use would include 128 acres allocated to UW-Parkside expansion, and 10 acres for an elementary school--located just west of CTH Y in the geographic center of the neighborhood. In addition under Alternative Design No. 3, a neighborhood commercial center would be located at the northwest corner of the intersection of CTH E and CTH Y and would occupy about 15 acres of land, or about 2 percent of the total area of the neighborhood.

Open space uses would account for about 219 acres of land, or about 23 percent of the total area of the neighborhood. Under Alternative Design No. 3, two different active park sites would be provided. The first park site would be located directly south of the proposed elementary school and provide for active outdoor recreation use. The second park, a natural resource-based park, would be located along the bike trail and the proposed Pike River Parkway. Both parks, together with the bike trail, would occupy approximately 37 acres of land, or about 4 percent of the total area of the neighborhood. The remaining 182 acres of open space land, or approximately 19 percent of the area of the neighborhood, are located within the proposed County-owned Pike River Parkway located along the main stem of the Pike River. It is important to note that wetlands and floodlands along the tributaries to the Pike River are, under this alternative, proposed to be located within the back portions of single-family residential lots. Drainage easements would be required; and development of structures, filling, and removing native vegetation in that portion of these lots within the primary environmental corridor or stormwater management area would be prohibited.

The resident population of the neighborhood under Alternative Design No. 3 is presented in Table 5. As indicated in Table 5, the existing population of the neighborhood is estimated to be about 470 persons. It is envisioned that about 2,580 persons would be accommodated in the planned residential areas of the neighborhood, including about 1,380 persons in proposed new single-family residential areas, and about 1,200 persons in proposed new multi-family areas. Thus, under Alternative Design No. 3, the total population of the Parkside East neighborhood is anticipated to be about 3,050 persons.

RECOMMENDED NEIGHBORHOOD PLAN

The Town of Somers Plan Commission completed review of the three alternative designs for the Parkside East neighborhood at a meeting held on May 24, 1993. At that meeting, the Plan Commission suggested that Alternative Design No. 3 be presented for consideration as the recommended neighborhood plan, subject to the following revisions:

1. The minimum single family lot size in the neighborhood should be made consistent with the R-4 Urban Single Family Residential District, which requires a minimum lot area of 15,000 square feet;

2. The proposed land access street to 30th Avenue (CTH G) should be eliminated;

3. The area allocated for multi-family residential use near the intersection of 30th Avenue and 12th Street (CTH E) should be reduced;

4. The proposed park site located west of 22nd Avenue (CTH Y) adjacent to the proposed school site should be eliminated;

5. The proposed park site located east of 22nd Avenue along the proposed Pike River Parkway and the existing Kenosha County Bike Trail should be classified as a community park, and the proposed single family residential lots west of the park should be eliminated;

6. The neighborhood commercial area located at the intersection of 22nd Avenue and 12th Street should be enlarged, and access to this commercial area should be provided from 22nd Avenue; and

7. Two-family residential lots should be provided north of the proposed commercial area.

In addition, the Plan Commission noted that all proposed multi-family development should be made consistent with the R-9 Multiple Family Residential District, which provides for a maximum density of 8.7 units per net residential acre.

Parkside East Neighborhood Plan Adoption

On June 21, 1993, the Town of Somers Plan Commission reviewed the revisions to Alternative Design No. 3 and recommended that a public hearing be held to solicit public review and comment on the Parkside East Neighborhood preliminary recommended plan as revised. A public hearing was held on July 8, 1993, and, on July 13, 1993, the Town Board of Supervisors adopted the Parkside East Neighborhood plan as a guide to development in the neighborhood.

On August 9, 1993, the Town of Somers Plan Commission reviewed and gave conceptual approval to a site development plan for the southwestern corner of the neighborhood and directed that the site plan be incorporated into the neighborhood plan, and that minor revisions to the internal street pattern be made in the area west of 22nd Street and south of the proposed elementary school. Accordingly, the plan has been revised and the final adopted recommended design for the Parkside East Neighborhood is set forth below.

Recommended Design

The planned land use pattern for the recommended design of the Parkside East neighborhood is summarized in Table 8 and shown on Map 16, while proposed zoning districts under the recommended design are shown on Map 17. This design may be described as a medium-density neighborhood that provides for the development of new single-family, two-family, and multi-family residential uses.

Single-family residential uses would account for about 338 acres of land, or about 36 percent of the total area of the neighborhood, and would provide for the development of about 608 new single-family residential units. The lot sizes for recommended single-family residential lots would range from a minimum of about

Table 8

PLANNED LAND USE IN THE PARKSIDE EAST NEIGHBORHOOD UNDER RECOMMENDED DESIGN

Land Use Category	Area (acres)	Percent of Neighborhood
Urban		
Residential		
Single-Family	338	35.9
Two-Family	16	1.7
Multi-Family	61	6.5
Subtotal	415	44.1
Commercial	8	.8
Transportation		
Street and Highway Rights-of-Way	129	13.7
Railway and Utility Right-of-Way	22	2.3
Subtotal	151	16.0
Governmental and Institutional		
Elementary School	12	1.3
UW-Parkside	130	13.8
Subtotal	142	15.1
Urban Subtotal	716	76.0
Open		
Park and Trail	38	4.0
Wetlands, Woodlands, Stormwater Management, Floodplain, and Other	188	20.0
Open Subtotal	226	24.0
Total	942	100.0

NOTE: Under the Recommended Design, there are about 608 new single-family residential lots, about 30 new two-family residential lots or about 60 new two-family residential units, and about 50 acres of lands allocated to new multi-family residential use. Assuming about 7.5 residential units per acre of multi-family residential use, there would be about 382 new multi-family residential units and a total of about 1,050 new housing units in the neighborhood.

Source: SEWRPC.

15,000 square feet in the southwestern portion of the neighborhood to over two acres for lots adjacent to tributaries of the Pike River (see Map 17).

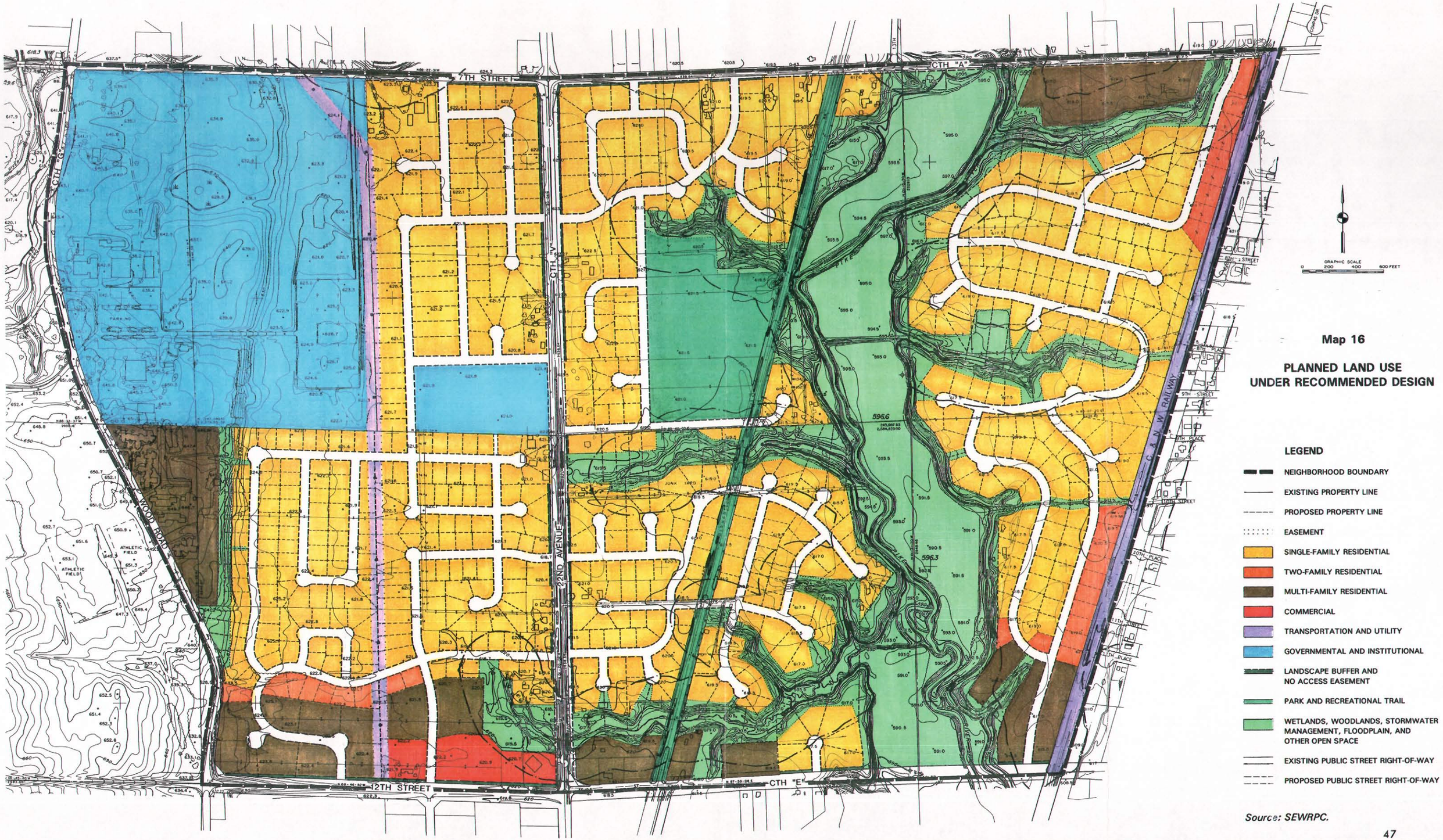
Two-family residential development is proposed as transitional land use between the proposed multi-family residential uses abutting CTH E and the single-family residential uses located to the north. Two-family uses are also proposed along the Chicago and Northwestern Railway right-of-way on the eastern edge of the neighborhood. Two-family residential uses would account for about 16 acres of land, or about 2 percent of the total area of the neighborhood, and would include approximately 30 new two-family lots, or about 60 new two-family residential units.

Multi-family residential uses are proposed in four locations, in addition to the existing multi-family land use south of UW-Parkside, including the area near the intersection of CTH E and CTH G in the southwest corner of the neighborhood; the area north of CTH E and east of CTH Y; the area in the southeast corner of the neighborhood adjacent to the Chicago and Northwestern Railway right-of-way and east of the Pike River Parkway; and the northeast corner of the neighborhood, south of CTH A. Under the recommended neighborhood design, about 51 acres of new multi-family residential lands would be provided; and, with the approximately 10 acres of existing multi-family residential development, multi-family land uses would account for about 61 acres of land, or about 6 percent of the neighborhood. Assuming about 7.5 residential units per acre on the 51 acres of proposed new multi-family residential development, about 382 new multi-family units would be provided. Thus, under the recommended plan, there would be a total of about 1,050 new housing units in the neighborhood.

Transportation land uses would account for a total of about 151 acres of land, or about 16 percent of the total area of the neighborhood, including about 22 acres for railway and utility rights-of-way and about 129 acres for street and highway rights-of-way.

Under the recommended design, governmental and institutional land uses would account for a total of about 142 acres of land, or about 15 percent of the total area of the neighborhood. This land use would include about 130 acres of land owned by UW-Parkside and about 12 acres allocated for an elementary school--proposed to be located just west of CTH Y in the geographic center of the neighborhood. In addition, a neighborhood commercial center would be located along CTH E, just west of CTH Y, and would cover about 8 acres of land, or about 1 percent of the total area of the neighborhood.

Open space uses would account for about 226 acres of land, or about 24 percent of the total area of the neighborhood. Under the recommended design, a community park is proposed to be located east of CTH Y along the proposed Pike River Parkway and existing Kenosha County Bike Trail. The park, together with the bike trail, would occupy approximately 38 acres of land, or about 4 percent of the total area of the neighborhood. Vehicular access to the park would be provided from CTH Y. The remaining 188 acres of open space land, or approximately 20 percent of the area of the neighborhood, would be located within the proposed County-owned Pike River Parkway located along the main stem of the Pike River. It is important to note that wetlands and floodlands along the tributaries to the Pike River are, under this recommended design, proposed to be located within the



Map 16

PLANNED LAND USE UNDER RECOMMENDED DESIGN

LEGEND

- NEIGHBORHOOD BOUNDARY
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- EASEMENT
- SINGLE-FAMILY RESIDENTIAL
- TWO-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- TRANSPORTATION AND UTILITY
- GOVERNMENTAL AND INSTITUTIONAL
- LANDSCAPE BUFFER AND NO ACCESS EASEMENT
- PARK AND RECREATIONAL TRAIL
- WETLANDS, WOODLANDS, STORMWATER MANAGEMENT, FLOODPLAIN, AND OTHER OPEN SPACE
- EXISTING PUBLIC STREET RIGHT-OF-WAY
- PROPOSED PUBLIC STREET RIGHT-OF-WAY

Source: SEWRPC.

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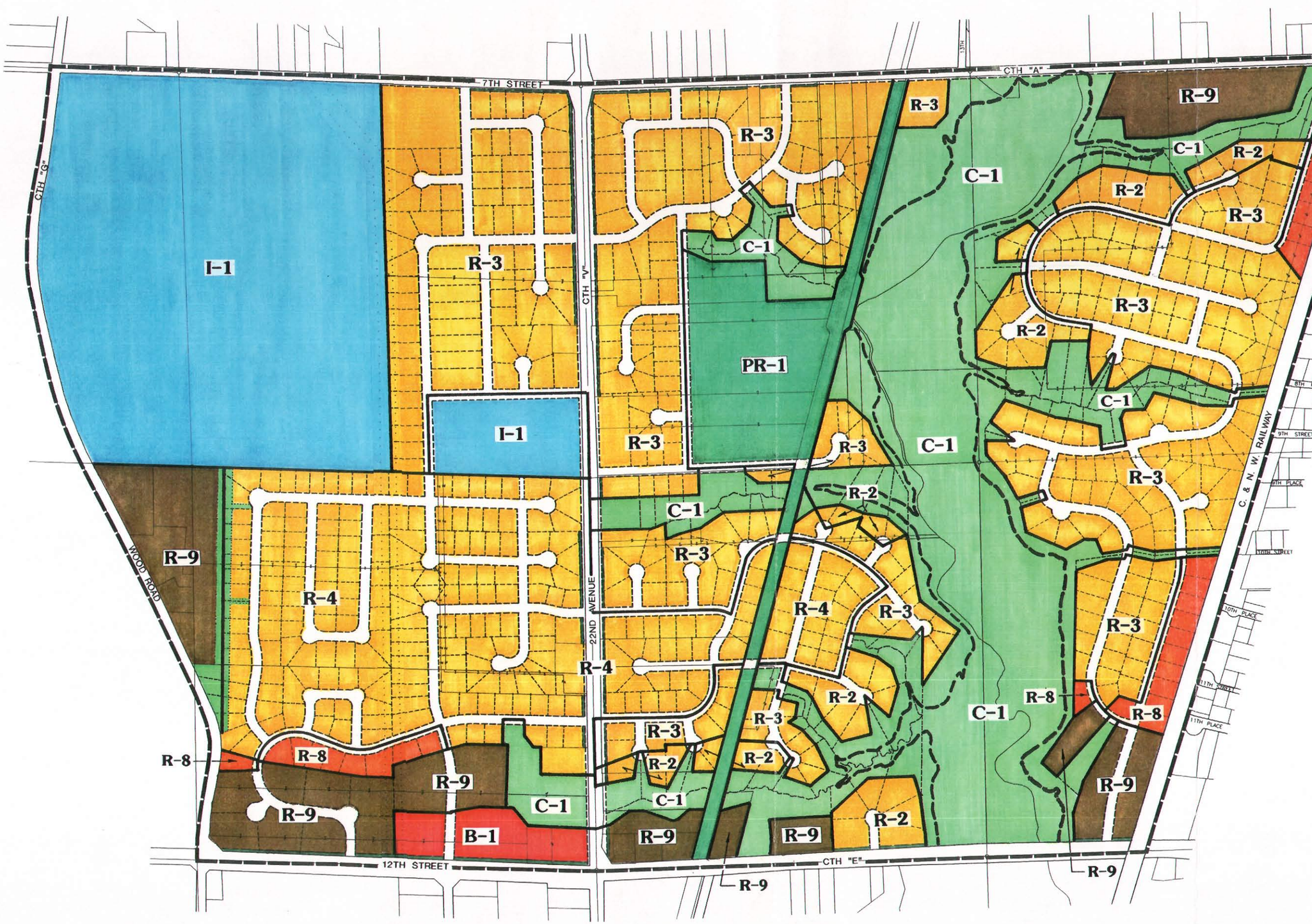

Map 17

PROPOSED ZONING DISTRICTS UNDER THE RECOMMENDED DESIGN

LEGEND

- NEIGHBORHOOD BOUNDARY
- ZONING DISTRICT BOUNDARY
- R-2 SUBURBAN SINGLE-FAMILY RESIDENTIAL (40,000-SQUARE-FOOT MINIMUM LOT SIZE)
- R-3 URBAN SINGLE-FAMILY RESIDENTIAL (20,000-SQUARE-FOOT MINIMUM LOT SIZE)
- R-4 URBAN SINGLE-FAMILY RESIDENTIAL (15,000-SQUARE-FOOT MINIMUM LOT SIZE)
- (NONE) URBAN SINGLE-FAMILY RESIDENTIAL (10,000-SQUARE-FOOT MINIMUM LOT SIZE)
- R-8 URBAN TWO-FAMILY RESIDENTIAL (20,000-SQUARE-FOOT MINIMUM LOT SIZE)
- R-9 MULTIPLE-FAMILY RESIDENTIAL (MAXIMUM 8.7 DWELLING UNITS PER NET ACRE)
- B-1 NEIGHBORHOOD BUSINESS
- I-1 INSTITUTIONAL
- PR-1 PARK-RECREATIONAL
- C-1 LOWLAND RESOURCE CONSERVANCY
- FLOODPLAIN OVERLAY

Source: SEWRPC.

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back portions of single-family residential lots. Drainage easements would be required; and development of structures, filling, and removing native vegetation in that portion of these lots within the primary environmental corridor or stormwater management area would be prohibited.

The resident population of the neighborhood under the recommended design is presented in Table 5. As indicated in Table 5, the existing population of the neighborhood is estimated to be about 468 persons. It is envisioned that about 2,763 persons would be accommodated in the planned residential areas of the neighborhood, including about 1,702 persons in proposed new single-family residential areas and about 1,061 persons in proposed new multi-family areas. Thus, under the recommended design, the total population of the Parkside East neighborhood is anticipated to be about 3,231 persons.

PLAN IMPLEMENTATION

The adopted Parkside East neighborhood plan described herein provides a design for the attainment of sound neighborhood development objectives. Proper utilization of the plan by Town and County officials can provide the following benefits:

1. The plan provides a framework within which proposed land uses can be properly related to existing and other probable future land uses in the area, and to supporting transportation and utility facilities. The plan provides for the development of a basic street network able to efficiently and safely move traffic into and out of, as well as within, the neighborhood. The proposed street pattern also provides the basic public rights-of-way needed to efficiently accommodate utilities.

2. The plan can accommodate a diversity of housing types and styles, as well as a wide range of land subdivision proposals.

3. The plan identifies areas containing significant natural resources which should be permanently preserved in essentially open, natural uses to protect the overall quality of the environment and to enhance other land uses in the area.

4. The plan provides for the identification and preservation of sites for such essential neighborhood facilities as parks and schools.

In a practical sense, however, the plan is not complete until the steps necessary to implement the plan are specified. Even with formal adoption of the Parkside East neighborhood plan, realization of the plan will require faithful, long-term dedication to the objectives on which the plan is based by the officials concerned with its implementation. Thus, the adoption of the Parkside East neighborhood plan is only the beginning of a series of actions necessary to achieve the objectives expressed in this report. The plan is intended to be used as a guide in the making of land development decisions affecting the Parkside East neighborhood.

Adjustments to the plan should be made as required by changing conditions. Consequently, one of the important plan implementation tasks is the periodic reevaluation and reexamination of the plan to ensure that it is properly reflective of current conditions.

Development requiring the draining and filling of wetlands or the grading of steep slopes or wooded areas should be avoided. This policy is central to a sound development strategy for the Parkside East neighborhood. In fact, the effectiveness of many of this memorandum's more specific recommendations will be lost if this policy is ignored or greatly compromised. Development policies and practices which respect the limitations of the natural environment will do much in the long term to protect and preserve the overall quality of the environment in the Town.

The preparation and adoption of the Parkside East neighborhood plan is only the first in a series of public and private actions required for the ultimate development of the neighborhood. Attainment of the recommended Parkside East neighborhood plan will require the application and modification of certain plan implementation instruments. These include the careful review of all subdivisions for conformance with the plan, the proper application of zoning districts (see Map 17) and zoning district regulations to assist in implementing the land use pattern envisioned in the neighborhood plan, and the adoption of an official map to implement the neighborhood plan with respect to the location of streets, highways, parkways, parks, and playgrounds.

Subdivision Plat Review

With the adoption of the Parkside East neighborhood plan, the plan should serve as a basis for the preparation of preliminary and final land subdivision plats within the neighborhood. In this respect, the plan should be regarded as a point of departure against which to evaluate proposed subdivision plats. Developers should be required to fully justify any proposed departures from the plan, demonstrating that such departures are an improvement to, or a proper refinement of, the adopted Parkside East neighborhood plan.

The Capital Improvements Program

A capital improvements program is simply a list of fundable major public improvements needed in a community over the next five years arranged in order of preference to assure that the improvements are carried out in priority of need and in accord with the community's ability to pay. Major public improvements in this respect include such items as streets, sanitary sewers, storm sewers, water mains, public buildings, and parks, which together form the "urban infrastructure" required to support urban land use development and redevelopment. A capital improvements program is intended to promote well-balanced, coordinated community development without overemphasis on any particular phase of such development. With such a program, required bond issues and tax revenues can be foreseen, and land needed for public purposes can be acquired in a timely fashion.

The general procedure for the preparation of a capital improvements program is as follows. An initial list of the improvements believed needed over the next five years is compiled. This list is then evaluated to determine the relative importance and desirability of each proposed improvement. This evaluation should

initially be divorced completely from the issue of funding availability. Criteria which may be helpful in assigning an order or priority to the list of projects include: protection of life, maintenance of public health, protection of property, conservation of resources, maintenance of property, provision of essential public services, and reduction in operating costs.

When the relative need or desirability of the various proposed projects has been determined--that is, when the list of projects has been arranged in order of priority--the available financial resources of the community can be analyzed, and the funds which may be expected to become available for the proposed improvements over the five-year period can be determined. The projects can then be selected and scheduled for construction in accordance with their priority and the funds available. The first year of the five-year schedule is recommended as the capital budget for the ensuing year, and the recommended program given legislative consideration. At the end of the first year, the program is again reviewed. Any new projects which appear to be needed are added to the list. Projects no longer justified are eliminated; others are shifted in position in the schedule as new information may dictate. An additional year is added to replaced the year completed, and the revised list of projects is again scheduled over the full period of the program. Thus, a carefully conceived public improvement program is always available and in readiness for use, but with only one year of the program being actually committed at any time. Since, as the process becomes established, proposed projects are evaluated year after year before ultimately reaching actual authorization, a safeguard is provided against hasty or ill-conceived actions.

* * *