

CORRIDOR LAND USE PLAN

June, 1991

Department of City Development
City Plan Division
625 - 52nd Street
Kenosha, Wisconsin 53140
(414) 653-4030

RESOLUTION NO. 145-91

BY: The Mayor

Resolution to Adopt the Corridor Land Use Plan for the "Kenosha Corridor Area"

WHEREAS, the Department of City Development of the City of Kenosha has completed a Corridor Land Use Plan for the "Kenosha Corridor" which is generally bounded by STH 50, STH 142, I-94 and STH 31; and,

WHEREAS, the Corridor Land Use Plan will provide for orderly growth, development, and planning within the "corridor area"; and,

WHEREAS, the Corridor Land Use Plan makes recommendations on future land uses for land located within the City, Village of Pleasant Prairie, and Town of Somers; and,

WHEREAS, the Department of City Development has transmitted a copy of the Corridor Land Use Plan to the City, Village, Town and County for review and adoption; and

WHEREAS, the City Plan Commission has held public hearings, reviewed the plan and recommended adoption of the plan, and certifies it to the Common Council for adoption including all maps and descriptive matter.

NOW, THEREFORE, BE IT RESOLVED that the Corridor Land Use Plan, as certified by the Plan Commission and on file in the Department of City Development, is hereby adopted by the Common Council of the City of Kenosha.

Adopted this 5th day of August, 1991.

ATTEST: Gail E. Procarione City Clerk
Gail E. Procarione

APPROVE: Patrick E. Moran Mayor Date: August 6, 1991
Patrick E. Moran

Drafted by:
Department of City Development

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SECTION I

Introduction

A land use plan for the “Kenosha corridor” was identified as a major project in the 1989 Corporate Plan and Department of City Development Business Plan. This corridor has been selected for long range planning because a portion was recently attached to the City as a part of a development and boundary adjustment agreement between the Village of Pleasant Prairie and City of Kenosha and because of the rapid development proposed to occur within the corridor. The corridor study area is comprised of lands under three jurisdictions: the City of Kenosha, Town of Somers, and Village of Pleasant Prairie.

The entire study area consists of approximately 13.07 square miles of land which is generally bounded by STH 50, STH 142, and I-94 as shown on Map 1. The Pleasant Prairie/Kenosha agreement transferred approximately 2.5 square miles of land into the City in 1989. Also as a part of this agreement, the Town of Pleasant Prairie incorporated as a Village. As a result of both actions, as well as the commitment by Wisconsin Energy Corporation for the construction of Lakeview Corporate Park and the migration of people and developers from the Chicago metropolitan area, it is expected that the corridor will be under strong development pressure. Since the corridor area has potential for new development, the City has chosen to establish a land use development plan so that the area develops in an orderly fashion with maximum quality and efficiencies for delivery of services.

Corridor Plan Goal

The goal is to develop and adopt a land use plan for the Kenosha corridor. The land use plan is necessary within the corridor to create orderly development, job growth, quality of life, quality development, image enhancement, and to increase the tax base. This plan will consider several land use alternatives which will include an emphasis on new housing, recreation, commercial, and industry/manufacturing. In addition, other components to be considered in conjunction with the plan development will include the adopted airport land use plan, linkage of I-94 to the downtown area, and review of existing areas of land use conflict or development constraints.

Specific Objectives

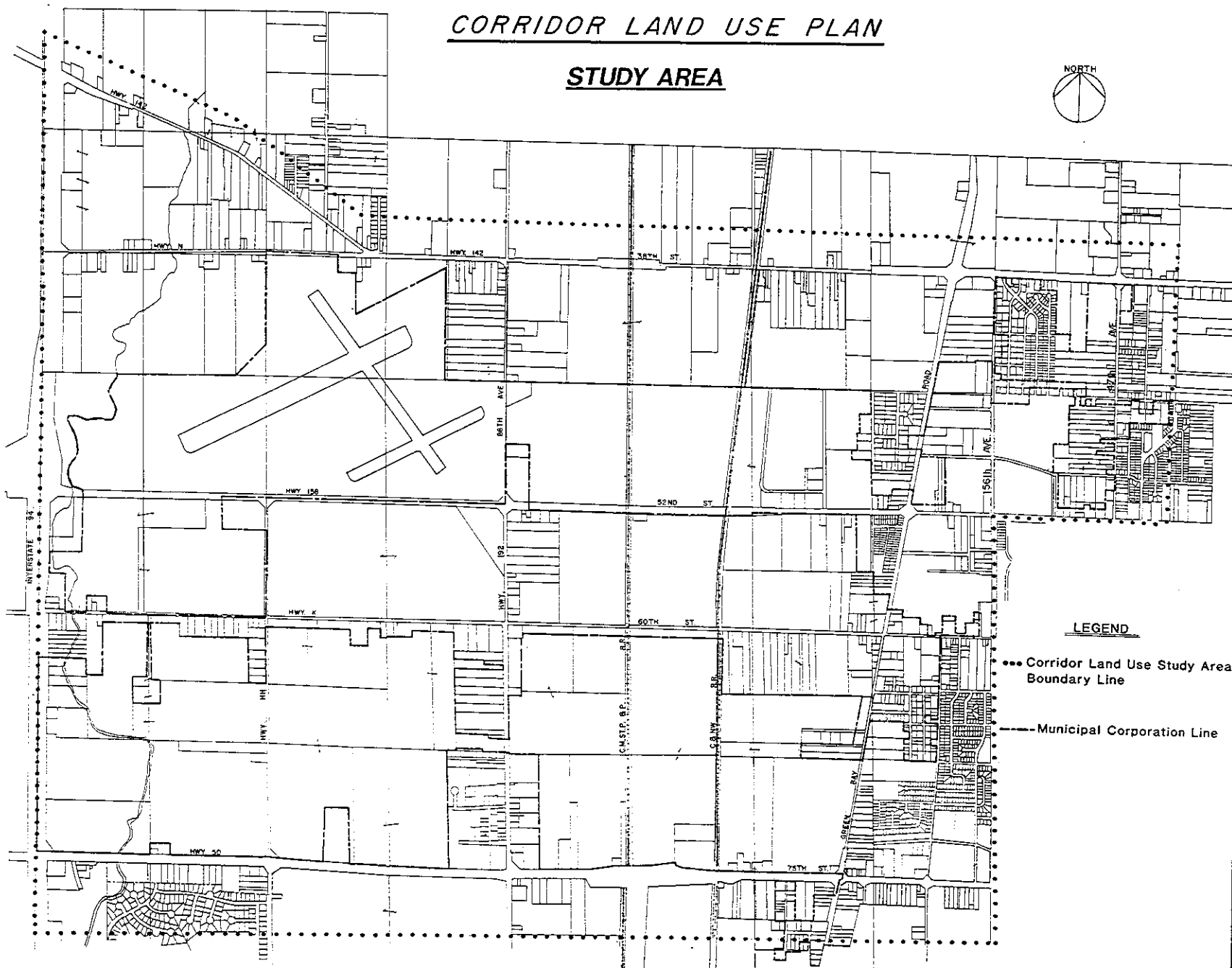
The specific objectives of the plan are to emphasize various aspects of development, including:

1. Design of land uses within the corridor.
 - o Capitalize on major single ownership allowing for large scale, planned development.

- o Encourage innovative approaches to development in order to produce economies and efficiencies while preserving quality and desirability.
 - o Encourage the compatibility of development through transition of land uses and integration of design to fit the natural environment.
 - o Enhance the image of development through design control.
 - o Assure that future utility and roadway plans match long range land use plans.
 - o Encourage the preservation of unique, natural areas by design and land use control.
 - o Encourage land use densities that allow for a transition from the high densities of the City to the lower densities of the suburban/rural area.
 - o Establish high standards of development so as to maximize the remaining development opportunities of the City.
 - o Project a strong, positive design image along the Interstate and the associated major highways.
 - o Develop a linkage between the Interstate and downtown area.
2. Commercial
- o Avoid commercial strip development.
 - o Encourage shopping center/pad development.
 - o Concentrate development on large tracts of land currently under single ownership so as to maximize the use of the land.
3. Residential
- o Promote quality housing with a full spectrum of opportunity including multi-family, condominiums, single-family housing, and planned unit developments.
 - o Accommodate the market opportunity of commuting employment to the Chicago metropolitan area with quality housing with ease of access to the Interstate highway.
4. Recreation
- o Provide for the development of major commercial recreation development opportunities which are complementary and compatible with existing and projected land uses.
 - o Promote the retention and proper management of environmentally sensitive areas for passive recreational uses.
5. Industrial/Manufacturing
- o Encourage concentration of industrial/manufacturing in locations that are both desirable and compatible with existing and proposed development.
 - o Establish new industrial areas which require high quality, least negative impact on land use, and promotes a positive image community.
 - o Encourage development of industrial office parks and discourage freestanding uses.

CORRIDOR LAND USE PLAN

STUDY AREA



LEGEND

- Corridor Land Use Study Area Boundary Line
- - - Municipal Corporation Line

SECTION II

Methodology

A. Definition of Planning Area Boundaries

The study boundaries shall be approximately 1,000 feet north of STH 142 on the north, approximately 1,000 feet south of STH 50 on the south, I-94 on the west and on the east to approximately 43rd Avenue, as shown on Corridor Land Use Plan Study Area Map 1.

B. Data Collection

To assist in the development and analysis of the Corridor Plan, general background information maps ranging from existing conditions and land uses to proposed airport land uses and utility extensions were prepared. These maps were then used as a base for the development of a land use plan for the corridor. The base maps that were prepared include the following:

An Existing Land Use Map 2 was prepared using 1987 aerial photographs. In addition, a windshield survey of land uses was conducted in the fall of 1988. This map was also revised in summer of 1990 based on new development. The purpose of this plan is to show existing development within the corridor.

A Wetland/Environmental Areas Map 3 was prepared to show existing floodplains, shoreland/wetlands, wetland and environmental areas as identified by the 1982 Flood Insurance Rate Maps for the City and County, City and County Zoning Maps, 1986 DNR Final Wetland Inventory Maps and information provided by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). It should be noted that revised topographic maps delineating the 100 year recurrence interval flood hazard along part of the Pike Creek between CTH K and STH 50 have been prepared by SEWRPC. This revised topographic map resulted in a smaller floodplain on part of the vacant Chrysler marshalling yard property located south of CTH K. The revised 100 year floodplain has been shown on the corridor maps.

Existing Topography Map 4 shows major topography on a 20 foot contour interval. These elevations are important in determining various elevation grades within the corridor and for planning certain types of land uses.

Filled Areas and Escarpments Map 5 shows areas in which certain types of land uses may be limited due to poor drainage or a mixture of soil types which would be unstable for development due to filling.

Major Highways and Railroads Map 6 identifies major transportation routes within the corridor including the location of on/off ramps for I-94.

It should be noted that in 1991 the following highways will be reclassified as follows:

CTH HH will be 104th Avenue

STH 192 will be CTH H

STH 142 will be CTH S

Highway 50 Access and Development Plan Map 7 incorporates the recommended development of land uses along STH 50 as shown in the adopted Highway Access and Development Plan for STH 50.

Areas of Land Use Concern Map 8 identifies land areas within the corridor with potential limitations and impacts on development. These limitations generally fall into one of the following categories: (a) Manmade or (b) Physical.

Existing and Proposed Sanitary Sewer Map 9a and Existing and Proposed Water Mains Map 9b identify where existing city sewer and water is available. These maps also identify the location of proposed utility extensions.

Airport Runway Patterns and Noise Contours Map 10 and Airport Height Limitation Map 11 identify lands surrounding the Kenosha Regional Airport which are impacted by their proximity to the airport. Because of the airport regulations, certain types of land uses will be prohibited from developing within selected areas, and in some instances, no development should occur.

Existing Airport Land Use Plan (1985) Map 12 reflects the land use proposed for the Kenosha Regional Airport as identified in the adopted 1985 airport land use plan.

Proposed Airport Land Use Plan (2000) Map 13 recommends land uses for the Kenosha Regional Airport to the year 2000. In addition, this plan shows future airport runway expansions that are projected to occur. These include the following:

A 600 foot extension of runway 14 which was completed in 1990.

A 1,000 foot extension of runway 24R by the year 1994.

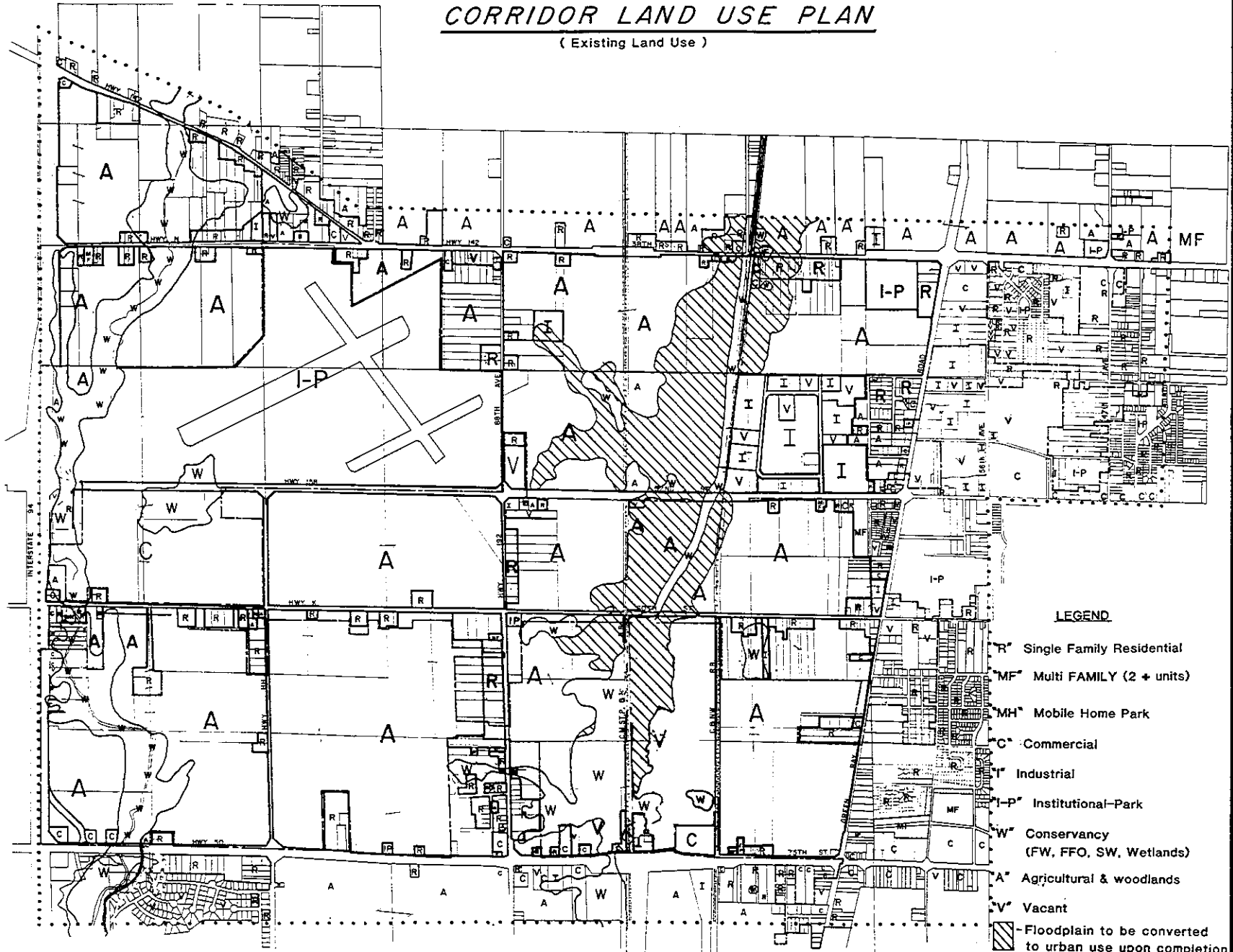
An additional 1,000 foot extension of runway 14 by approximately 1995.

The two main results of the runway expansions are:

- o The FAA has required that part of the southern right-of-way of CTH 'N' be designated as a safety area. In addition, future extensions to runway 14 will require the closing of CTH 'N' between STH 142 and the Kilbourn ditch.
- o A larger area will be impacted by airport related regulations/limitations, i.e. clear zones, easements, noise and runway patterns, etc.

CORRIDOR LAND USE PLAN

(Existing Land Use)

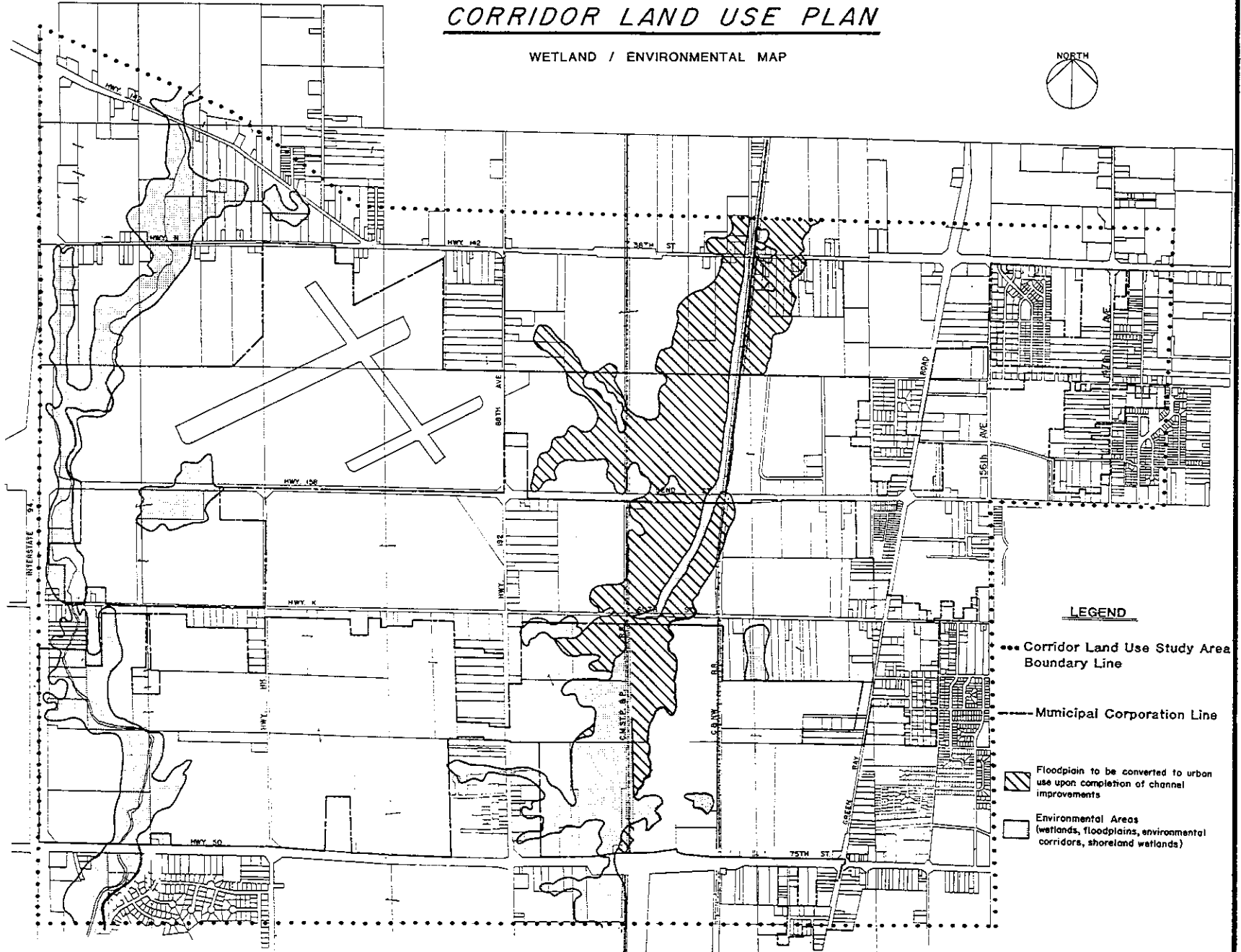


LEGEND



- R Single Family Residential
- MF Multi FAMILY (2 + units)
- MH Mobile Home Park
- C Commercial
- I Industrial
- I-P Institutional-Park
- W Conservancy (FW, FFO, SW, Wetlands)
- A Agricultural & woodlands
- V Vacant
- [Hatched Box] Floodplain to be converted to urban use upon completion of channel improvements

CORRIDOR LAND USE PLAN

WETLAND / ENVIRONMENTAL MAP

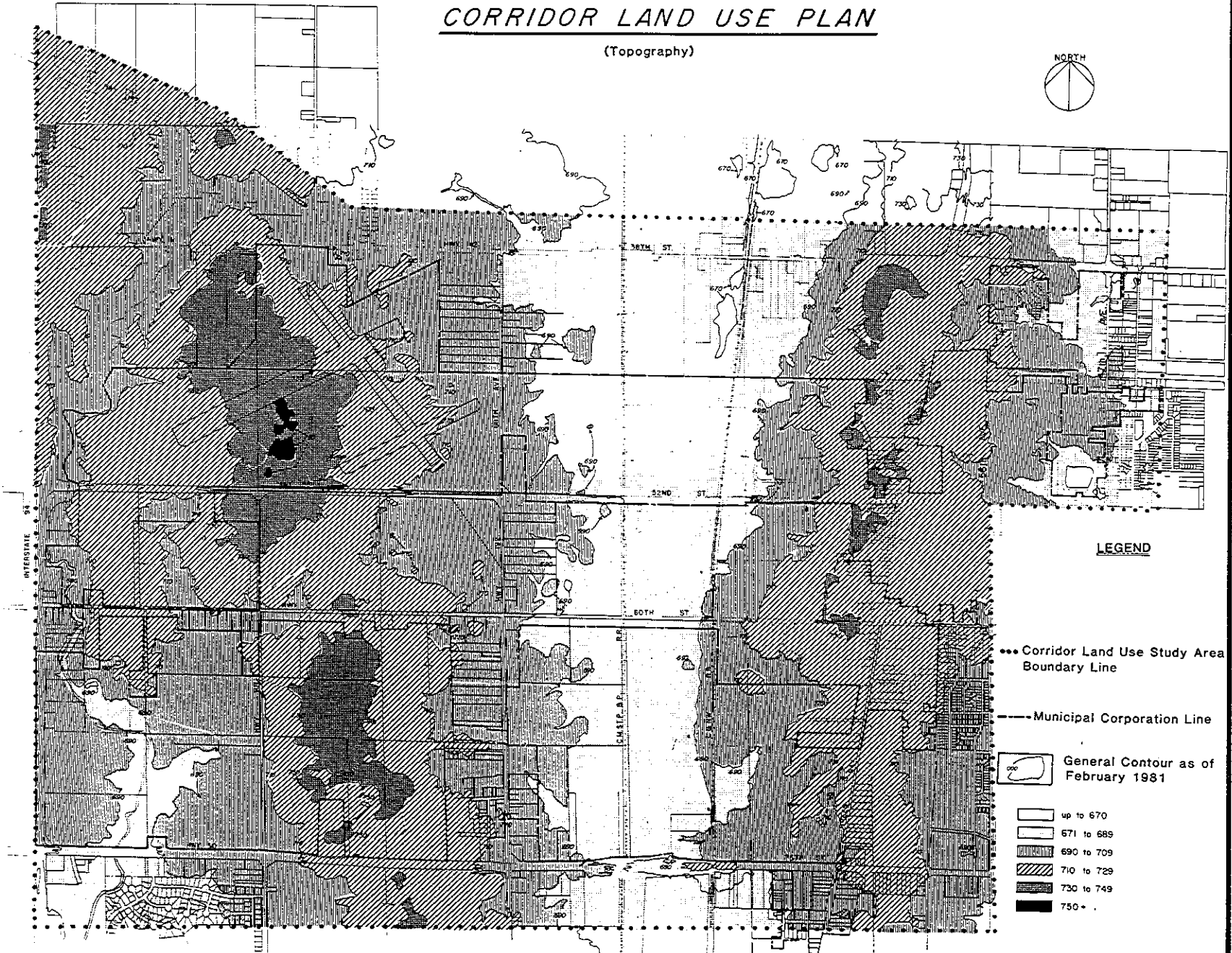


LEGEND

- Corridor Land Use Study Area Boundary Line
- Municipal Corporation Line
-  Floodplain to be converted to urban use upon completion of channel improvements
-  Environmental Areas (wetlands, floodplains, environmental corridors, shoreland wetlands)

CORRIDOR LAND USE PLAN

(Topography)

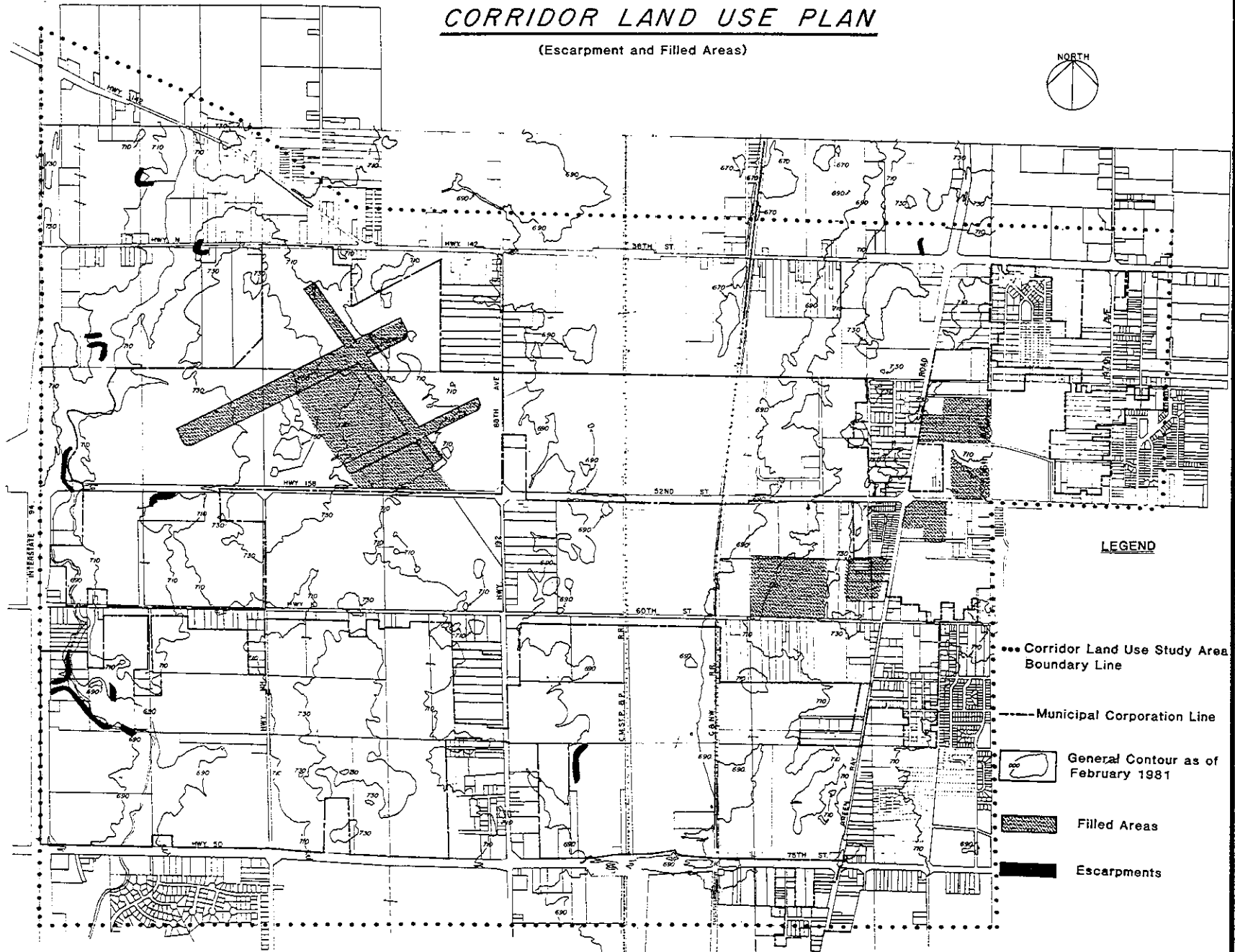


LEGEND




- Corridor Land Use Study Area Boundary Line
- Municipal Corporation Line
- General Contour as of February 1981
- up to 670
- 671 to 689
- 690 to 709
- 710 to 729
- 730 to 749
- 750 +

CORRIDOR LAND USE PLAN

(Escarpment and Filled Areas)

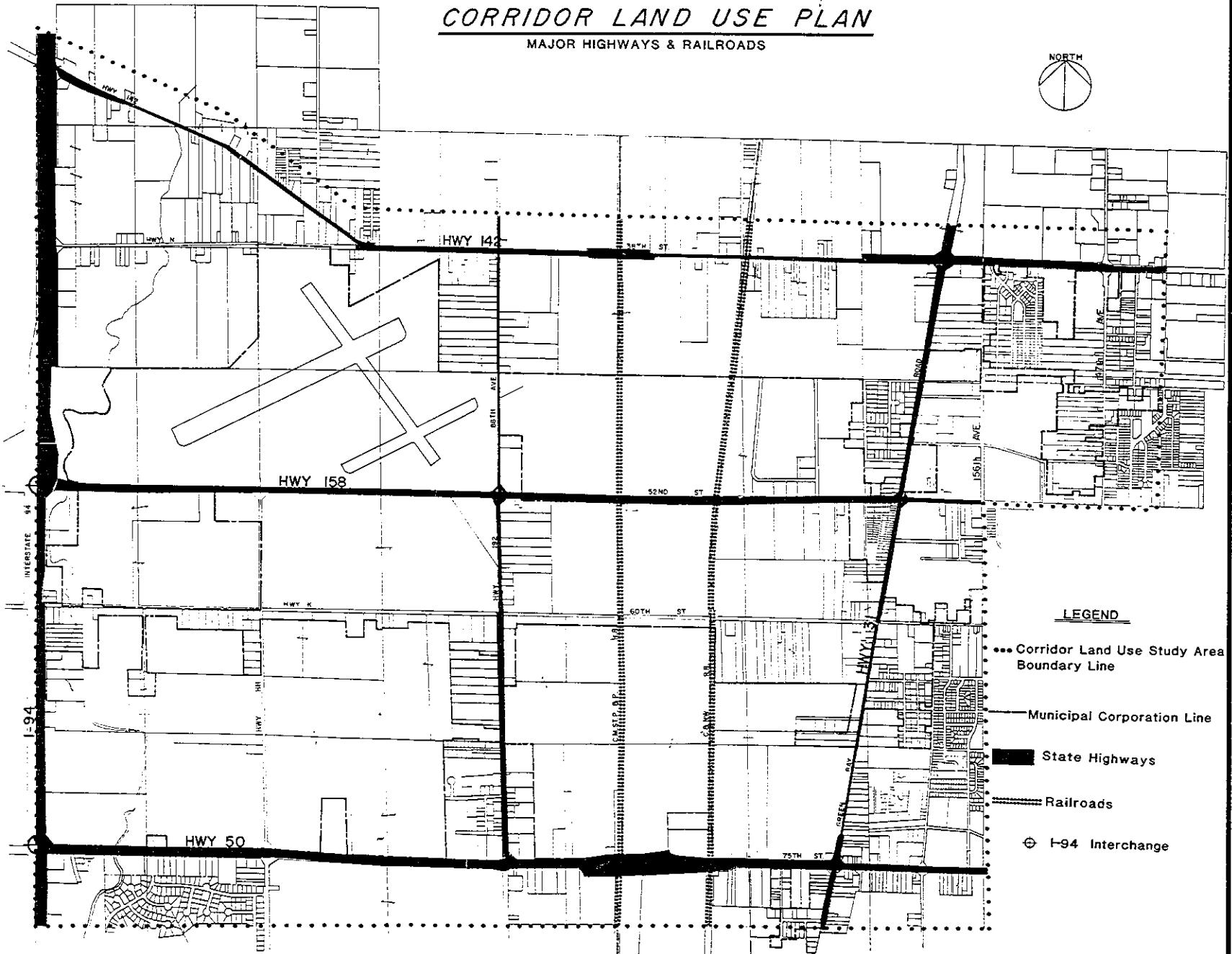


LEGEND

- Corridor Land Use Study Area Boundary Line
- Municipal Corporation Line
-  General Contour as of February 1931
-  Filled Areas
-  Escarpments

CORRIDOR LAND USE PLAN

MAJOR HIGHWAYS & RAILROADS

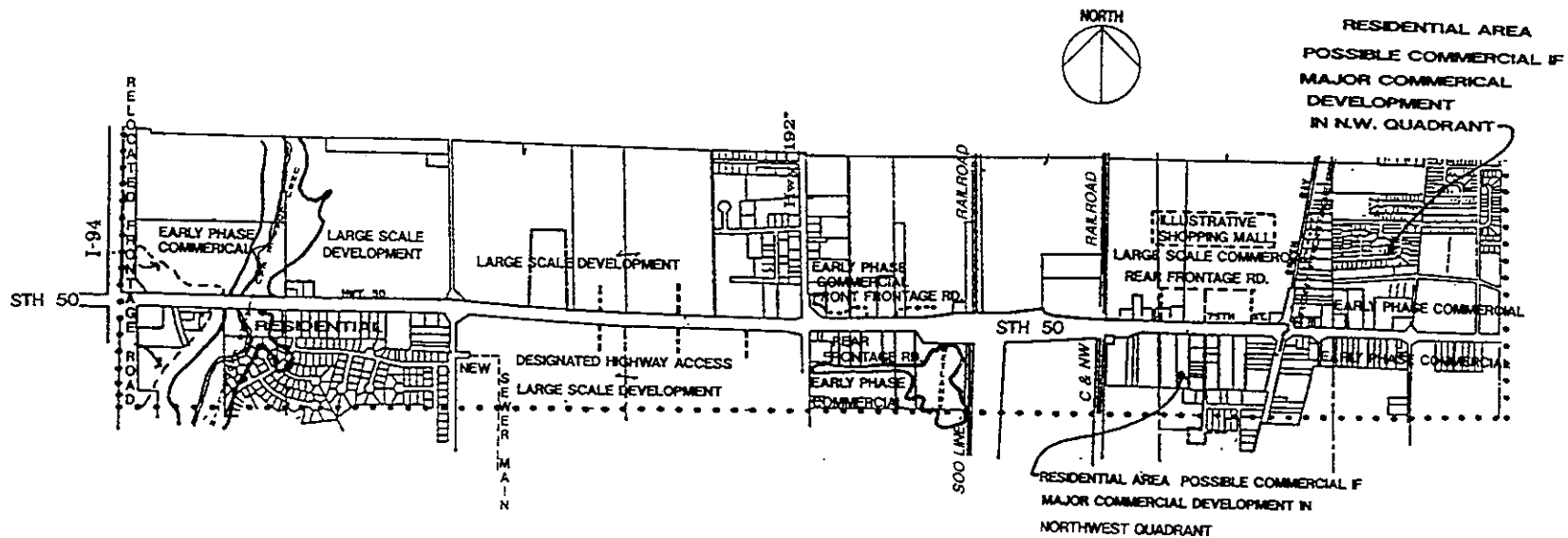


LEGEND

- Corridor Land Use Study Area Boundary Line
- - - Municipal Corporation Line
- █ State Highways
- ==== Railroads
- ⊕ I-94 Interchange

CORRIDOR LAND USE PLAN

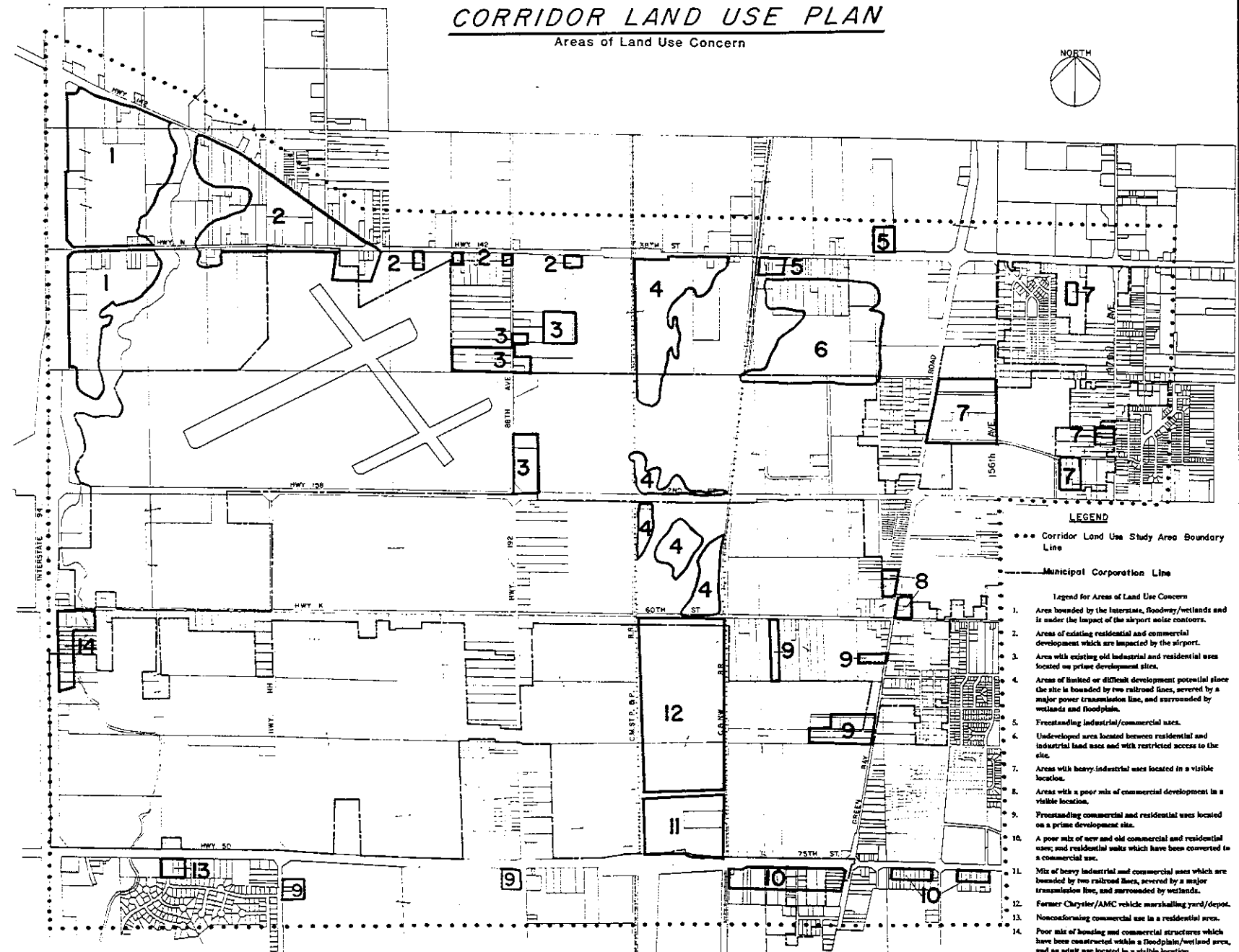
HIGHWAY 50 ACCESS & DEVELOPMENT PLAN



- 1.1 -

CORRIDOR LAND USE PLAN

Areas of Land Use Concern

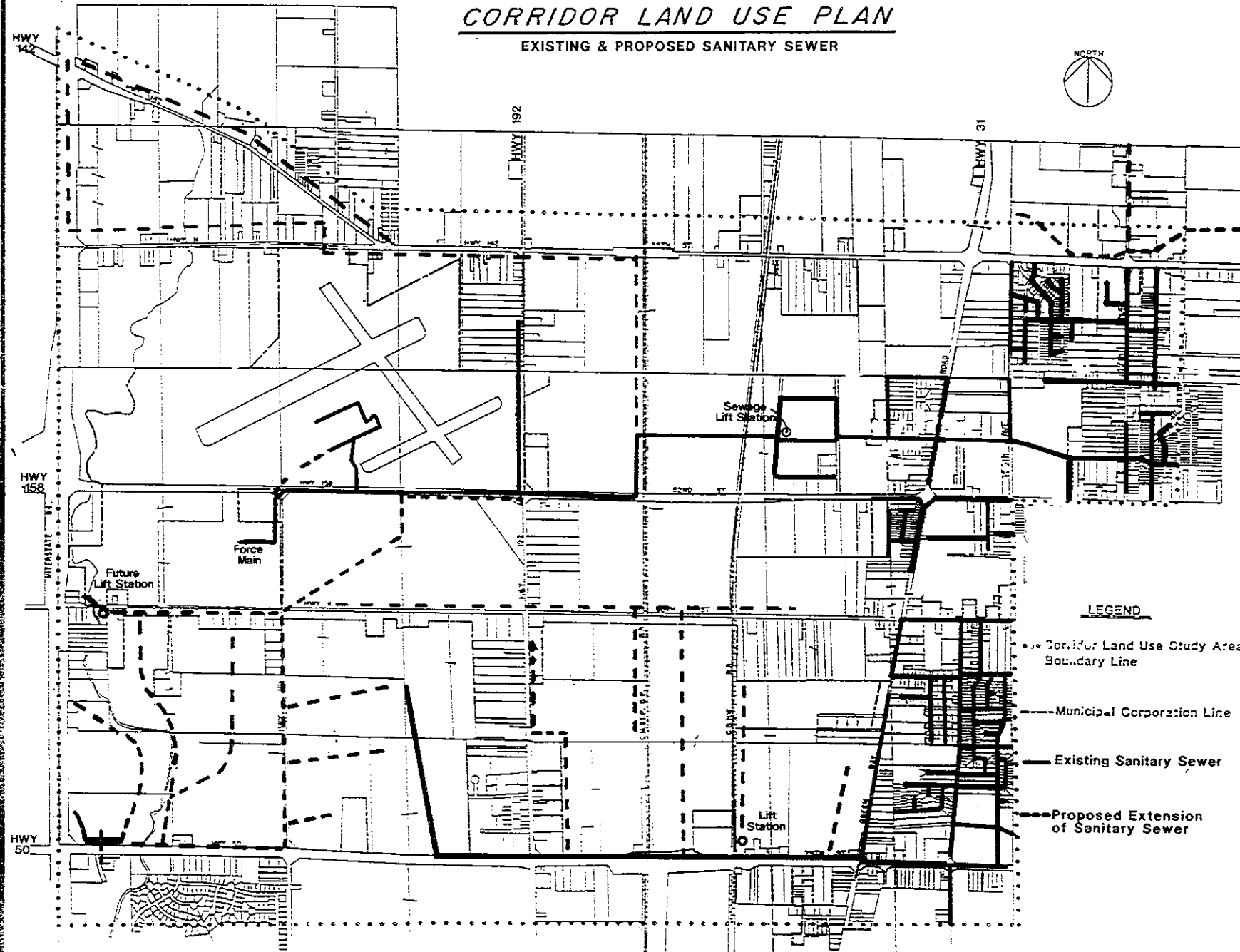


LEGEND

- Corridor Land Use Study Area Boundary Line
 - Municipal Corporation Line
- Legend for Areas of Land Use Concern**
1. Area bounded by the Interstate, floodway/wetlands and is under the impact of the airport noise contours.
 2. Areas of existing residential and commercial development which are impacted by the airport.
 3. Area with existing old industrial and residential uses located on prime development sites.
 4. Areas of limited or difficult development potential since the site is bounded by two railroad lines, severed by a major power transmission line, and surrounded by wetlands and floodplain.
 5. Freestanding industrial/commercial sites.
 6. Undeveloped area located between residential and industrial land uses and with restricted access to the site.
 7. Areas with heavy industrial uses located in a visible location.
 8. Areas with a poor mix of commercial development in a visible location.
 9. Freestanding commercial and residential uses located on a prime development site.
 10. A poor mix of new and old commercial and residential uses; and residential units which have been converted to a commercial use.
 11. Mix of heavy industrial and commercial uses which are bounded by two railroad lines, severed by a major transmission line, and surrounded by wetlands.
 12. Former Chrysler/AMC vehicle marshalling yard/depot.
 13. Nonconforming commercial use in a residential area.
 14. Poor mix of housing and commercial structures which have been constructed within a floodplain/wetland area, and an adult use located in a visible location.

CORRIDOR LAND USE PLAN

EXISTING & PROPOSED SANITARY SEWER

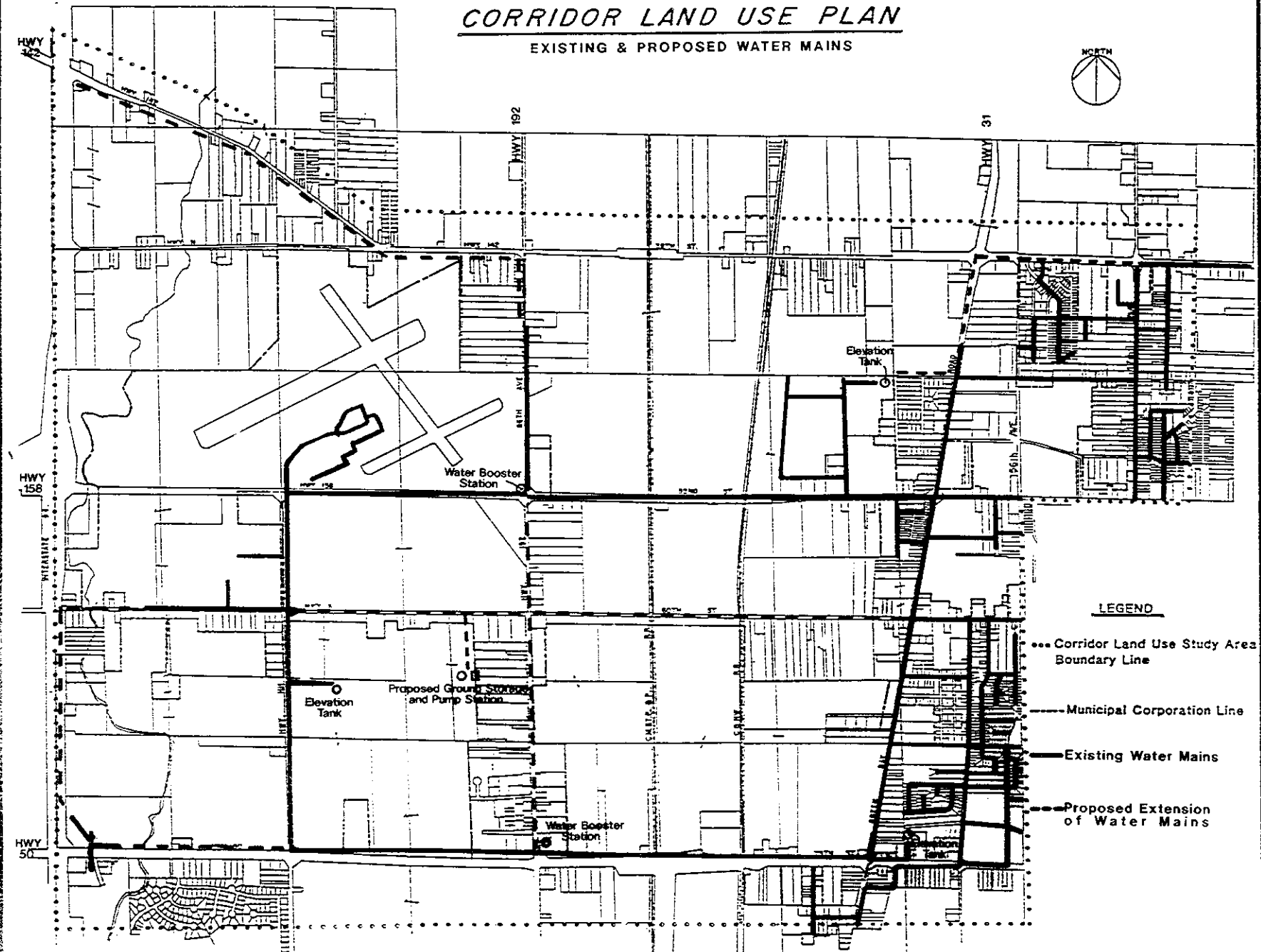


LEGEND

- Corridor Land Use Study Area Boundary Line
- - - Municipal Corporation Line
- Existing Sanitary Sewer
- - - Proposed Extension of Sanitary Sewer

CORRIDOR LAND USE PLAN

EXISTING & PROPOSED WATER MAINS

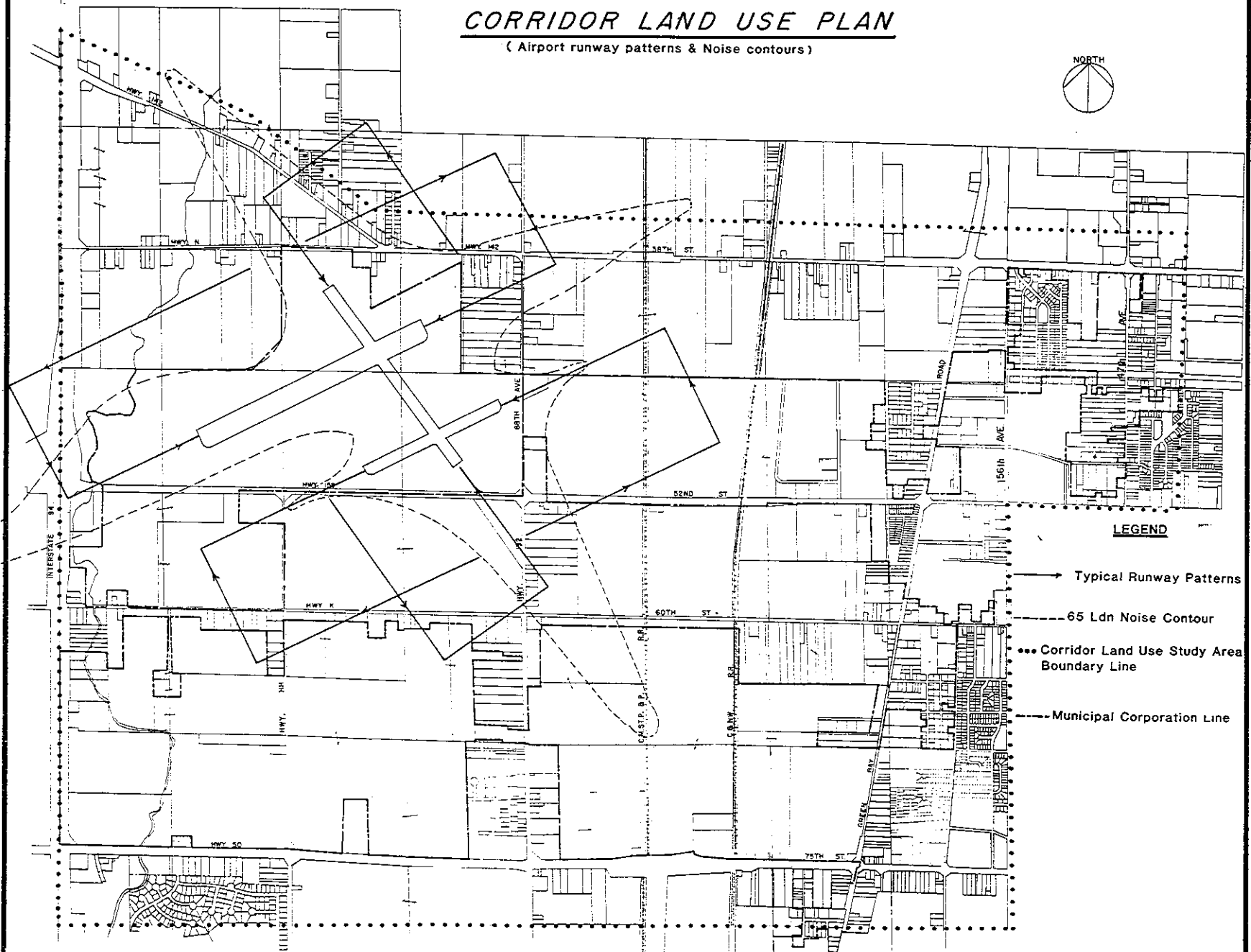


LEGEND

- Corridor Land Use Study Area Boundary Line
- Municipal Corporation Line
- Existing Water Mains
- - - Proposed Extension of Water Mains

CORRIDOR LAND USE PLAN

(Airport runway patterns & Noise contours)

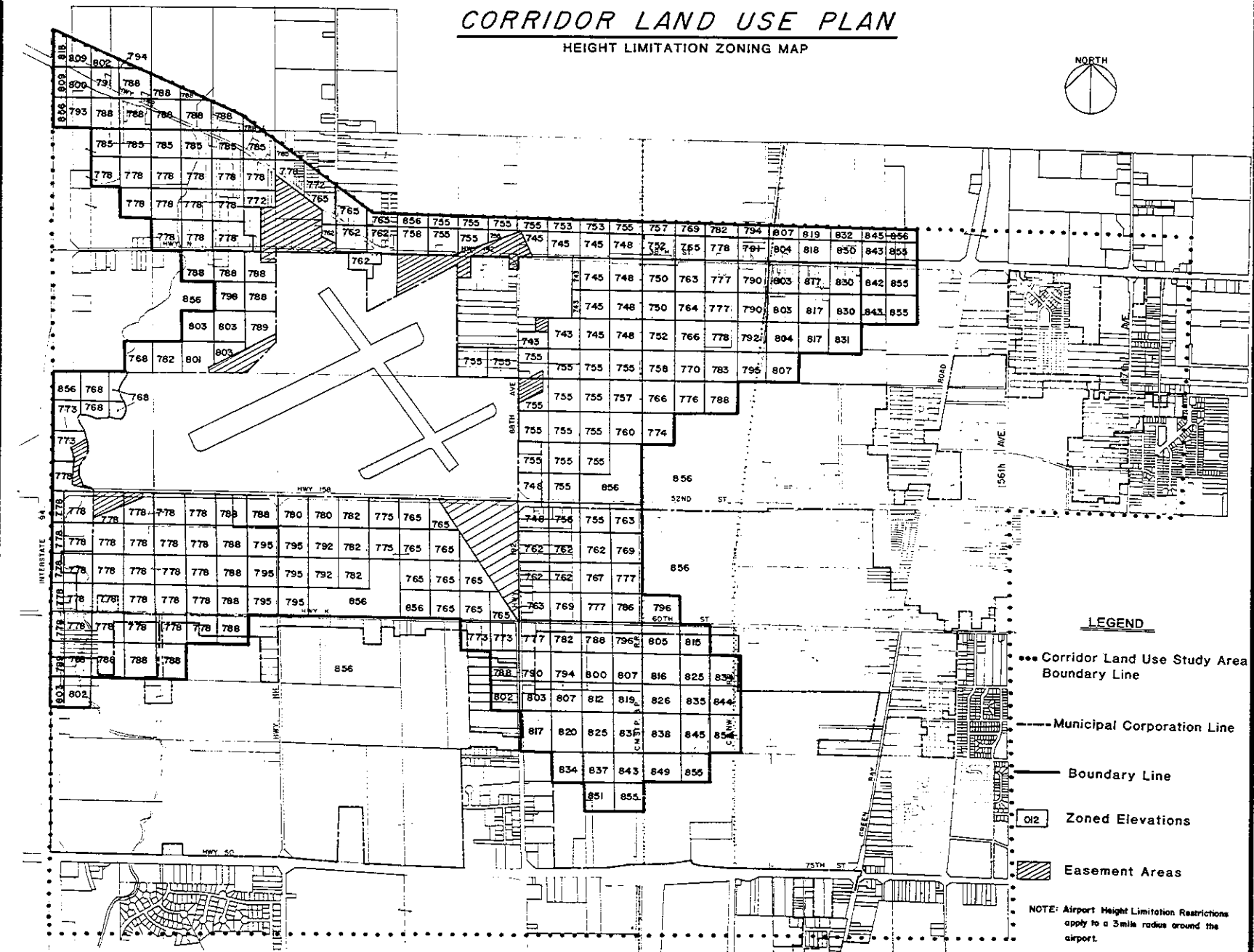


LEGEND

- Typical Runway Patterns
- - - 65 Ldn Noise Contour
- Corridor Land Use Study Area Boundary Line
- - - Municipal Corporation Line

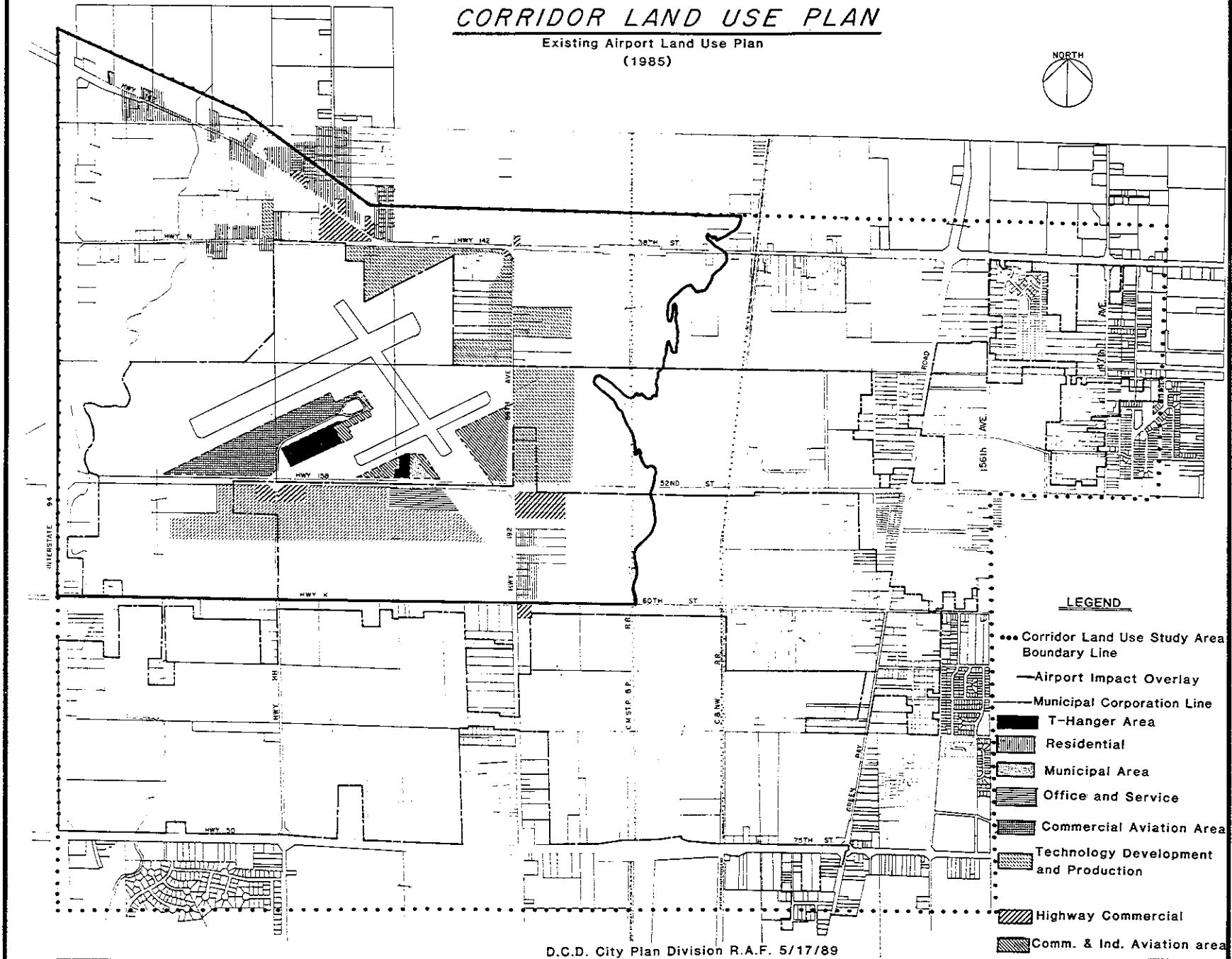
CORRIDOR LAND USE PLAN

HEIGHT LIMITATION ZONING MAP



CORRIDOR LAND USE PLAN

Existing Airport Land Use Plan
(1985)

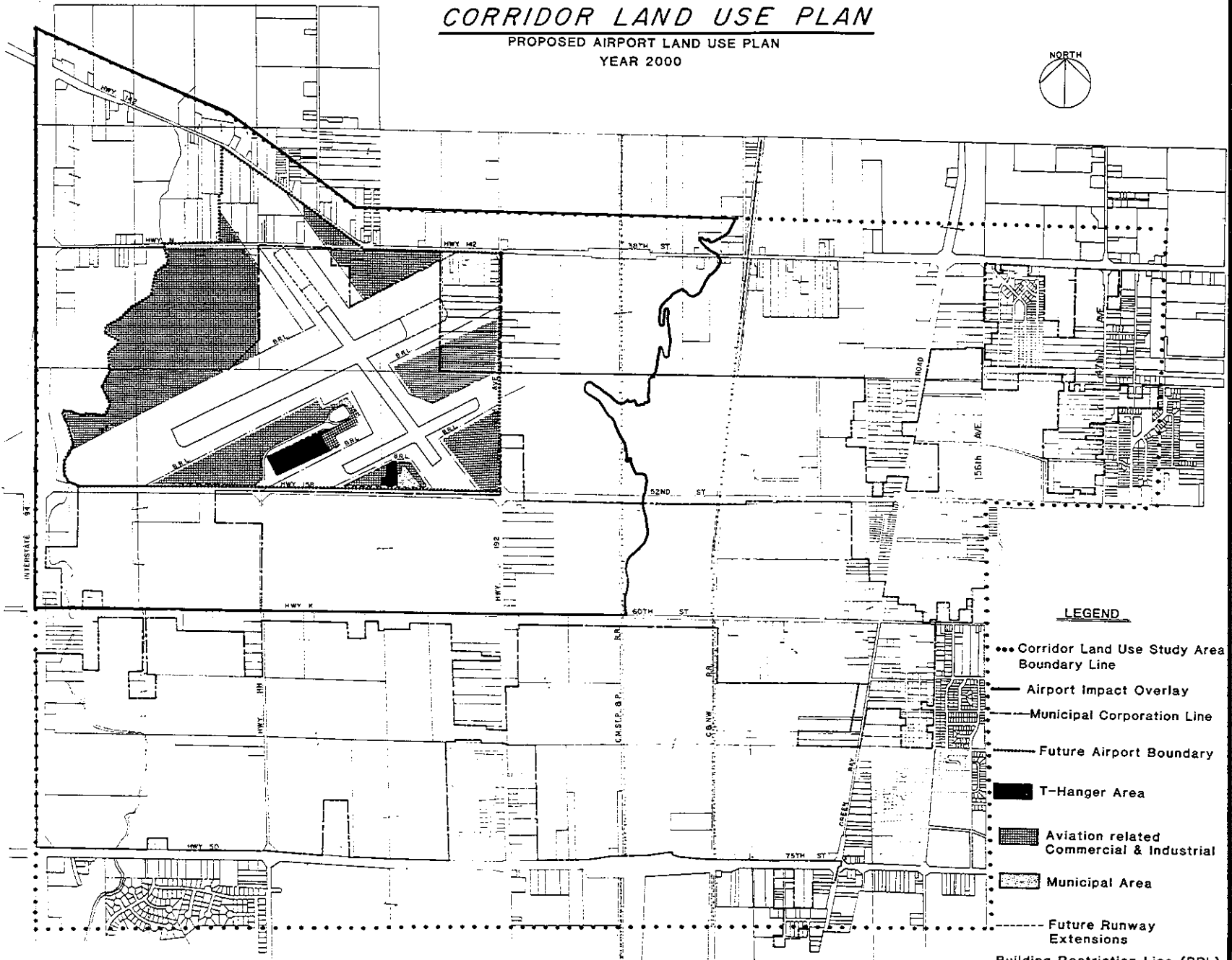


LEGEND

- Corridor Land Use Study Area Boundary Line
- Airport Impact Overlay
- Municipal Corporation Line
- T-Hanger Area
- ▨ Residential
- ▩ Municipal Area
- ▧ Office and Service
- ▦ Commercial Aviation Area
- ▤ Technology Development and Production
- ▥ Highway Commercial
- ▣ Comm. & Ind. Aviation area

CORRIDOR LAND USE PLAN

PROPOSED AIRPORT LAND USE PLAN
YEAR 2000



LEGEND

- Corridor Land Use Study Area Boundary Line
- Airport Impact Overlay
- - - Municipal Corporation Line
- Future Airport Boundary
- T-Hanger Area
- ▨ Aviation related Commercial & Industrial
- ▩ Municipal Area
- - - Future Runway Extensions
- Building Restriction Line (BRL)
- Existing
- Future

SECTION III

Analysis

The following land use classifications were developed by staff and are referenced in the recommended land use plan and the four alternative plans. The recommended plan and alternative plans all represent the ultimate land use development within the corridor. The land use classifications and definitions used on the corridor plans are as follows:

Single-family Residential - low density residential consisting entirely of single-family homes.

Multi-family Residential - medium to high density housing development consisting of two-family residential units or greater. This classification also includes mobile home parks, townhouses, and condominiums.

Commercial - auto oriented, neighborhood and regional business, service, retail and convenience uses.

Industrial - manufacturing, processing, warehousing, distribution, and transportation facilities.

Institutional-Park - public, quasi-public, and private educational, administrative, government and health care uses including park and recreational facilities, excluding the airport.

Environmental-Conservancy - environmentally sensitive land with development constraints including floodplains, flood fringe, wetlands, shoreland uplands and upland conservancy districts.

Airport - land developed, held in reserve or planned for aviation uses for the Kenosha Regional Airport.

Airport Impact Overlay - lands directly surrounding the airport which are significantly impacted by airport noise, height limitations and general airport operations.

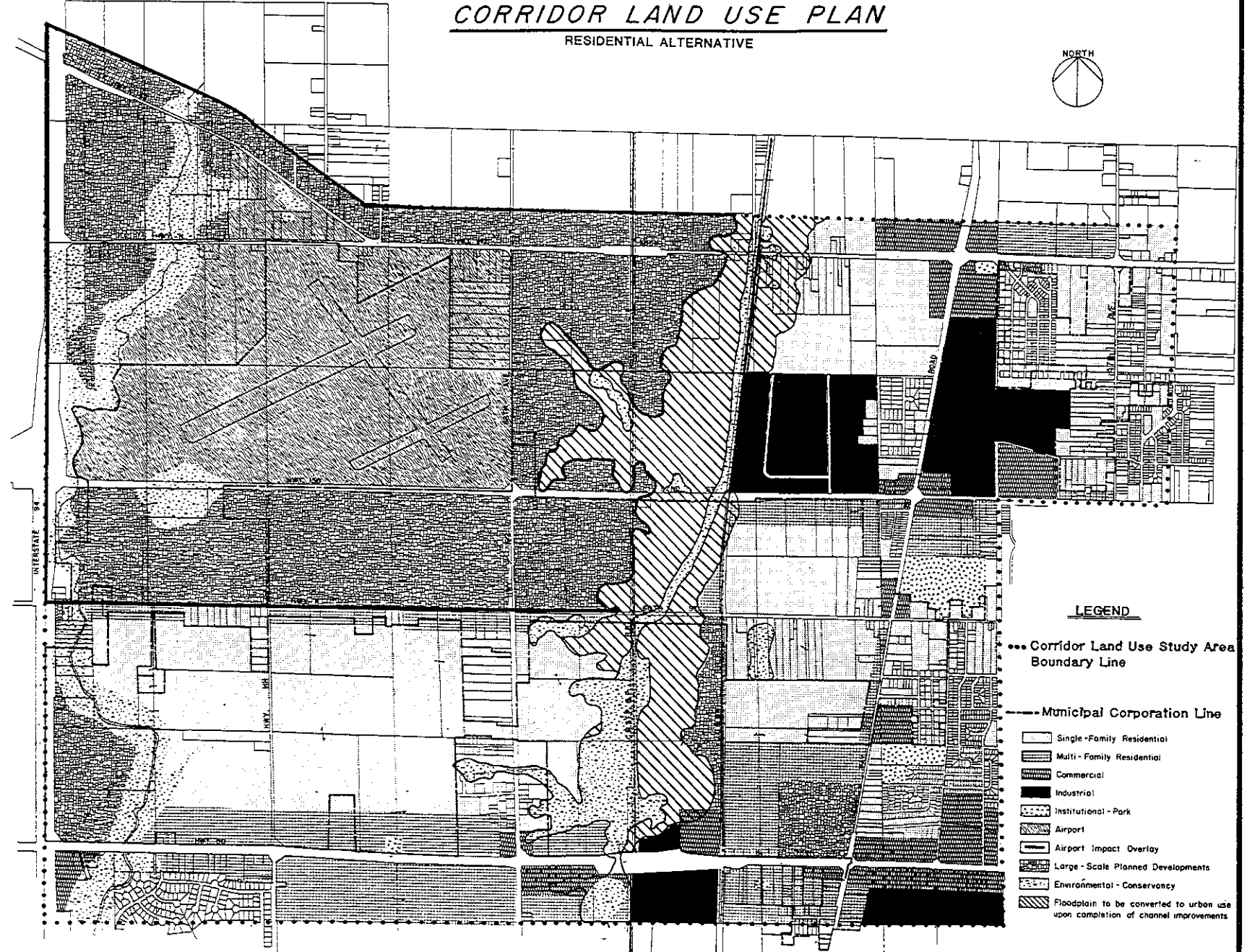
Large Scale Planned Developments - significant developments such as major recreational facilities, office parks, convention facilities and integrated commercial activities constructed on a planned unit development basis. All development within this classification is to be nonresidential.

Prior to the development of a recommended land use plan, City staff prepared four alternative land use plans. The four alternatives include a residential concept, commercial concept, industrial concept and commercial recreation concept. Each alternative emphasizes the maximum development potential of the corridor for that particular use, i.e., commercial development is emphasized in the commercial alternative. However, even under the most optimistic scenario for a particular land use, the corridor would develop as a mixture of land uses. The four alternative land use plans are as follows:

- A. Residential Alternative. This alternative is displayed in Map 14. Housing would range from low density “rural estate” development to high density residential including apartments, condominiums, and townhouses. The corridor is viewed as an attractive and logical location for housing which will serve an expanding Kenosha/Racine population as well as the increasing commuter demand generated from the Chicago metropolitan area. It is recognized that while the predominant long term development within the corridor will be residential uses, other uses (e.g., airport related development, commercial recreation, etc.) will also occur within the area in a compatible fashion.
- B. Commercial Alternative. This alternative is displayed in Map 15. The excellent access roadways serving the corridor provide an attractive setting for commercial development. Significant roadways include Interstate 94; State Trunk Highways 31, 50, 142, 158, and 192; Country Trunk Highways HH, K, and N. It is unrealistic to project that the entire corridor would ultimately be designated for commercial development. While there is a demand for prime commercial land to accommodate local and regional markets, a portion of the corridor would be designed for non-commercial uses ranging from residential to industrial uses.
- C. Industrial Alternative. This alternative is displayed in Map 16. Significant existing industrial areas which can be expanded include the Kenosha Industrial Park and the older industrial development east of Green Bay Road. Even under the most optimistic scenario, it is not anticipated that a significant portion of the corridor would be ultimately developed as industrial. The primary reason being that the Lakeview Industrial Park, located south of the corridor would satisfy a substantial amount of the demand for industrial land. However, it is projected that certain areas in the vicinity of the airport will be compatible for light industry and high technology development. Excellent transportation facilities, including the highways, railroads, and airport, do provide an attraction for industrial land uses.
- D. Commercial Recreation Alternative. This alternative is displayed in Map 17. The term “commercial recreation” is intended to include such land uses as dog tracks, amusement parks, convention centers, and other facilities of regional significance. Primarily due to the excellent access available to and through the corridor, this represents an attractive location for such development. However, it is recognized that the majority of land area in the corridor will not be devoted to commercial recreation activities, even under the most optimistic scenario. Therefore, this alternative also contains a balanced proportion of residential, commercial, and industrial designations.

CORRIDOR LAND USE PLAN

RESIDENTIAL ALTERNATIVE

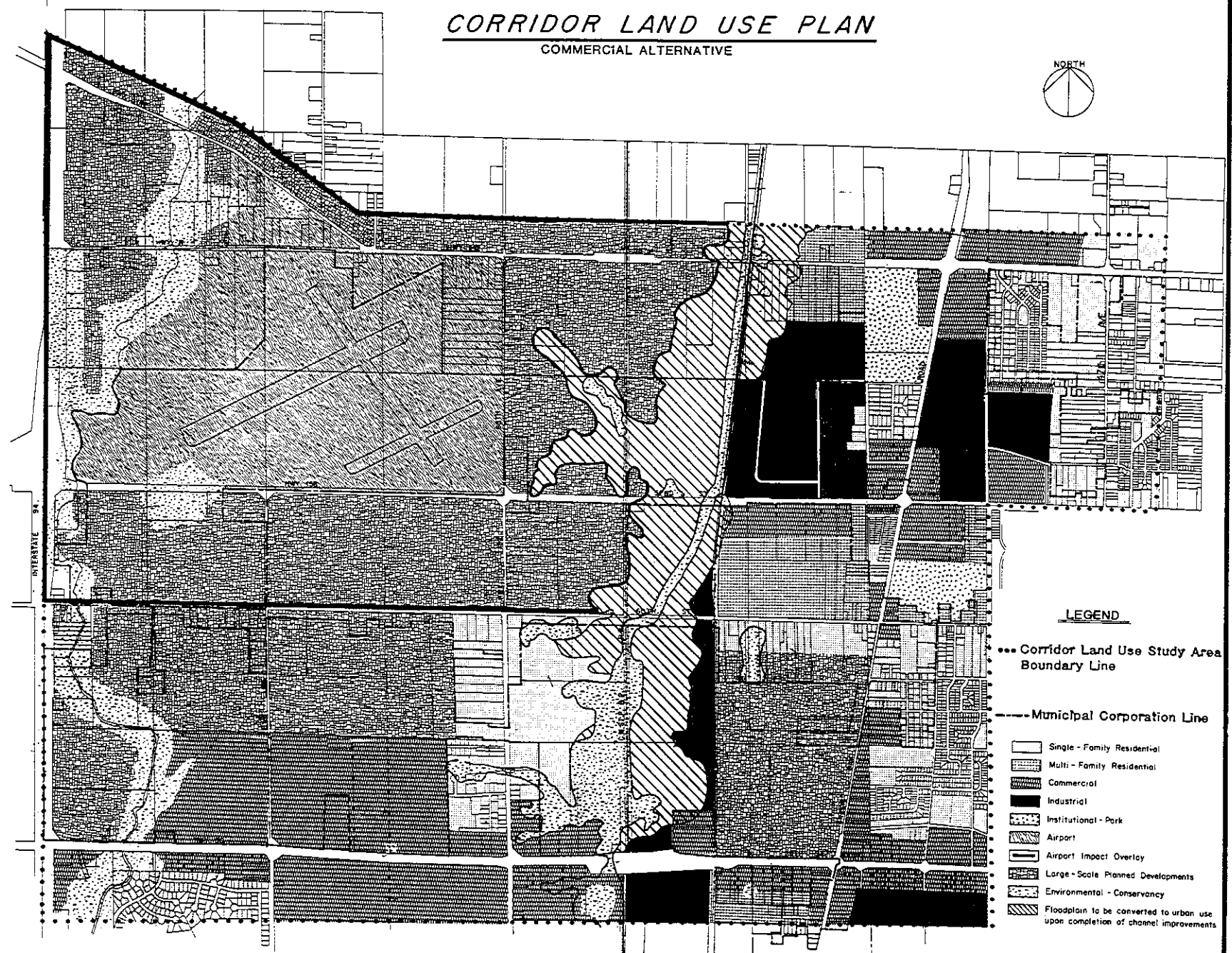


LEGEND

- Corridor Land Use Study Area Boundary Line
- Municipal Corporation Line
- Single-Family Residential
- ▨ Multi-Family Residential
- ▩ Commercial
- Industrial
- ▤ Institutional - Park
- ▥ Airport
- ▧ Airport Impact Overlay
- ▨ Large-Scale Planned Developments
- ▩ Environmental - Conservancy
- Floodplain to be converted to urban use upon completion of channel improvements

CORRIDOR LAND USE PLAN

COMMERCIAL ALTERNATIVE

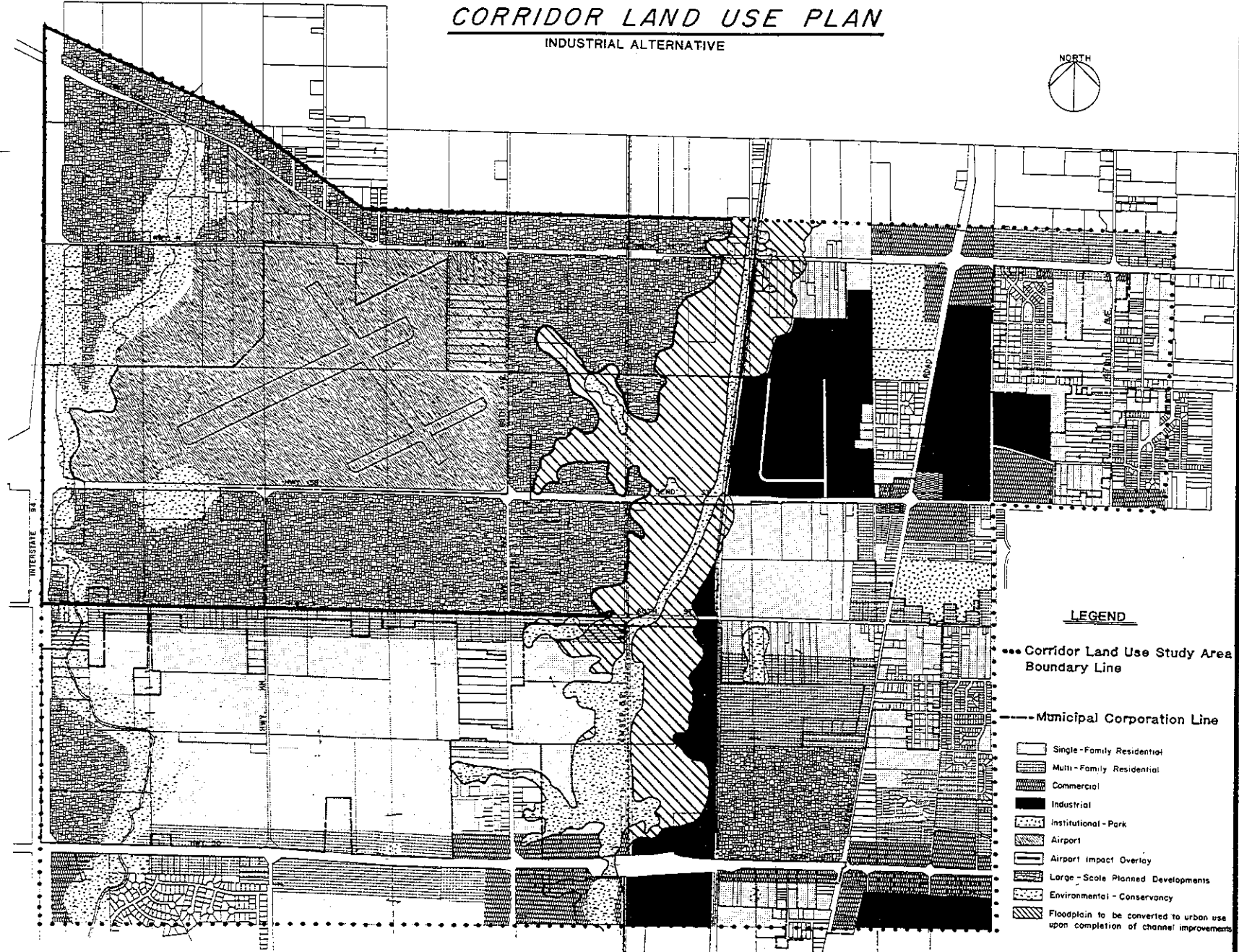


LEGEND

- Corridor Land Use Study Area Boundary Line
- Municipal Corporation Line
- Single - Family Residential
- ▨ Multi - Family Residential
- ▩ Commercial
- Industrial
- ▤ Institutional - Park
- ▧ Airport
- ▨ Airport Impact Overlay
- ▩ Large - Scale Planned Developments
- ▤ Environmental - Conservancy
- ▧ Floodplain to be converted to urban use upon completion of channel improvements

CORRIDOR LAND USE PLAN

INDUSTRIAL ALTERNATIVE

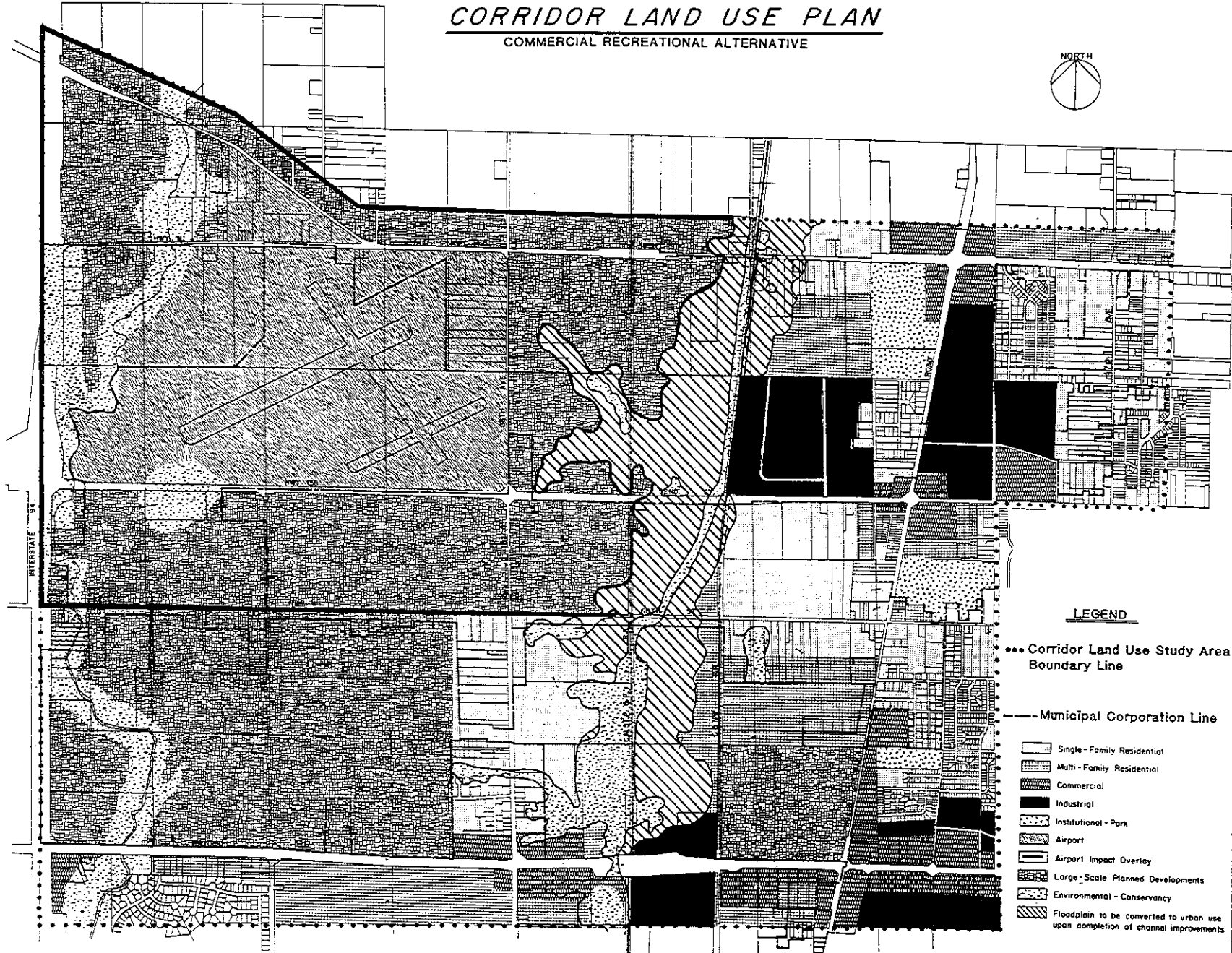


LEGEND

- Corridor Land Use Study Area Boundary Line
- Municipal Corporation Line
- Single-Family Residential
- ▨ Multi-Family Residential
- ▩ Commercial
- Industrial
- ▤ Institutional - Park
- ▧ Airport
- ▨ Airport Impact Overlay
- ▩ Large-Scale Planned Developments
- ▤ Environmental - Conservancy
- ▧ Floodplain to be converted to urban use upon completion of channel improvements

CORRIDOR LAND USE PLAN

COMMERCIAL RECREATIONAL ALTERNATIVE



LEGEND

- Corridor Land Use Study Area Boundary Line
- Municipal Corporation Line
- Single-Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Institutional - Park
- Airport
- Airport Impact Overlay
- Large-Scale Planned Developments
- Environmental - Conservancy
- Floodplain to be converted to urban use upon completion of channel improvements

SECTION IV

Recommended Land Use Plan

Upon completion and after review of the four alternative land use plans, a recommended land use plan was prepared as shown in Map 18. This plan represents the preferred ultimate land use development of the corridor. The recommended corridor plan includes 12 land use classifications. Five of the classifications are environmental districts. Table 1 shows the predominant land use groups recommended are single-family residential (27.3%) and large scale planned development (17.8%).

Table 1
Land Use Classifications
Recommended Corridor Land Use Plan

Land Use	Approximate Acreage	% of Total Acreage
Single family	2,193	27.3
Multi family	229	2.8
Commercial	808	10.0
Industrial	694	8.1
Institutional	329	4.1
Airport	1,084	13.5
Large Scale Planned Development	1,434	17.8
Environmental	1,318	16.4
TOTAL	8,044	100.0


Note: The above information excludes major streets and highways.

A summary and description of the individual land use categories and their general location on the recommended corridor plan are as follows:

Residential

For the purposes of this study, residential development has been placed into two categories, single-family and multi-family, which is considered as any residential development of two units or more. Significant residential development according to the land use plan is generally located in the following areas:


- a. South of CTH K between the Pike Creek and the Kilbourn Ditch. This area currently consists of a mixture of developed residential property and agricultural property.

- b. East of STH 31 being predominantly existing or developing residential subdivisions.
- c. Between STH 31 and Pike Creek and north of 63rd Street. This area currently consists of a mixture of developed residential properties and agricultural property.
- d. North of STH 142 and west of 96th Avenue to approximately 102nd Avenue is shown as residential at the request of the Town of Somers. However, it should be noted that the City Planning staff disagrees that the best long term use of this property is residential, since future expansion of the airport will make nonresidential development more compatible at this location.
- e. The area on the northeast corner of STH 50 and 104th Avenue is recommended for multi-family residential. However, an acceptable land use alternative for this site could be a mixed use development of multi-family, neighborhood commercial, and/or professional offices. In this alternative, the multi-family development would serve as a buffer or transition between the emerging residential development on the north and east and the non-residential on the corner. It is noted that any commercial development occurring on this site must be limited to small scale or neighborhood commercial and all commercial/office development must be high quality and complementing to the surrounding area. Reference  on Map 18, "Recommended Land Use Plan" for location of this site.

Commercial

The commercial classification on the land use plan represents auto oriented, neighborhood and regional business, service, retail and convenience uses. The areas recommended for commercial development on the plan generally represent sites of existing commercial development, such as the area along STH 50 and east of the CNW railroad tracks.

However, four "new" commercial areas that have been identified are as follows:

- a. The area east of 56th Avenue and south of 45th Street. The primary intent of this area is to serve as a buffer or transition area between the industrial uses to the south and the residential uses to the north. This commercial development on this site should be limited to offices or mini warehouses.
- b. The northeast corner of STH 50 and I-94. Given the location of this property relative to the I-94 interchange, it is anticipated that this property will develop primarily as a retail development. However, given the size of the property (97+ acres), an acceptable alternative would be a mixed use development consisting of multi-family, commercial, and/or office buildings. All development on this site, whether commercial or mixed use, will need to be of high quality and integrated with the balance of the site. Reference  on Map 18 "Recommended Land Use Plan" for location of this site.
- c. The northwest corner of STH 50 and STH 31. The most suitable type of development on this site is retail oriented. An acceptable alternative for this site would be a mixed use development consisting of residential, commercial, and/or professional office development. All development on this site will need to be of high quality and

integrated with the balance of the site. Reference 3 on Map 18, "Recommended Land Use Plan" for location of this site.

- d. The southeast corner of STH 50 and 104th Avenue and the southwest corner of STH 50 and STH 192. The commercial development proposed at both corners in the Village of Pleasant Prairie is related to the approved concept plan submitted by the Marc Development Group.

Industrial Development

The areas identified are located as follows:

- a. Developed industrial areas such as the area north of STH 158 and east of STH 31. However, it should be noted that any new industrial development within this area along either STH 31 or STH 158 will need to be properly designed and landscaped so as to enhance the appearance of the area.
- b. Former industrial sites that are now vacant, such as the Chrysler marshalling yards located south of CTH K and west of the CNW railroad tracks. It should be noted that a discrepancy existed as to the extent of the floodplain on this property; the Southeastern Wisconsin Regional Planning Commission has prepared a new topographic map that delineates the existing 100 year floodplain on parts of this property. The corridor maps have been revised based on this new topographic map.
- c. Expansion of the existing City Industrial Park. It is recommended that the industrial park be expanded north to STH 142. This expansion would allow for a second access to the park off of STH 142. However, acquisition of the property may be difficult since there are several property owners involved and existing homes.

Institutional Park

The institutional park category includes such uses as churches, educational buildings, professional offices, parks, health care facilities, public and quasi-public uses, excluding the airport. Although only 3.7 percent of the corridor is proposed for these types of uses, they importantly serve as a buffer between commercial and residential properties. The areas which have been recommended for institutional park uses along STH 31 include an existing cemetery, Nash Park, and land along STH 142 currently under development for a church and lodges.

Large Scale Planned Development

Development within this district will consist of large scale nonresidential development which includes a mixture of land uses such as Dairyland Greyhound Park, office buildings, and airport manufacturing/warehouse development. It is the intent of this district that all development can be constructed and function as a planned unit. In addition, no land within this district shall be used for heavy manufacturing (M-2) use if the site is located within five acres of a single-family residential site.

The area designed for large scale planned development surrounds the airport. Two different types of development are recommended within this area.

- a. Development south of the airport will generally be more recreational oriented such as Dairyland Greyhound Park and associated hotel/convention center and restaurant

developments. It is also expected that some office related development may occur at this site.

- b. The balance of the area around the airport is best suited for either:
 - o Industrial uses that are associated with the airport but do not need to be located directly on the airport, such as warehouses and distribution centers.
 - o Office related parks which could include research and development offices.

The areas which are recommended for large scale planned development will require additional refinement and clarification. A more detailed plan of these areas will occur after adoption of this plan.

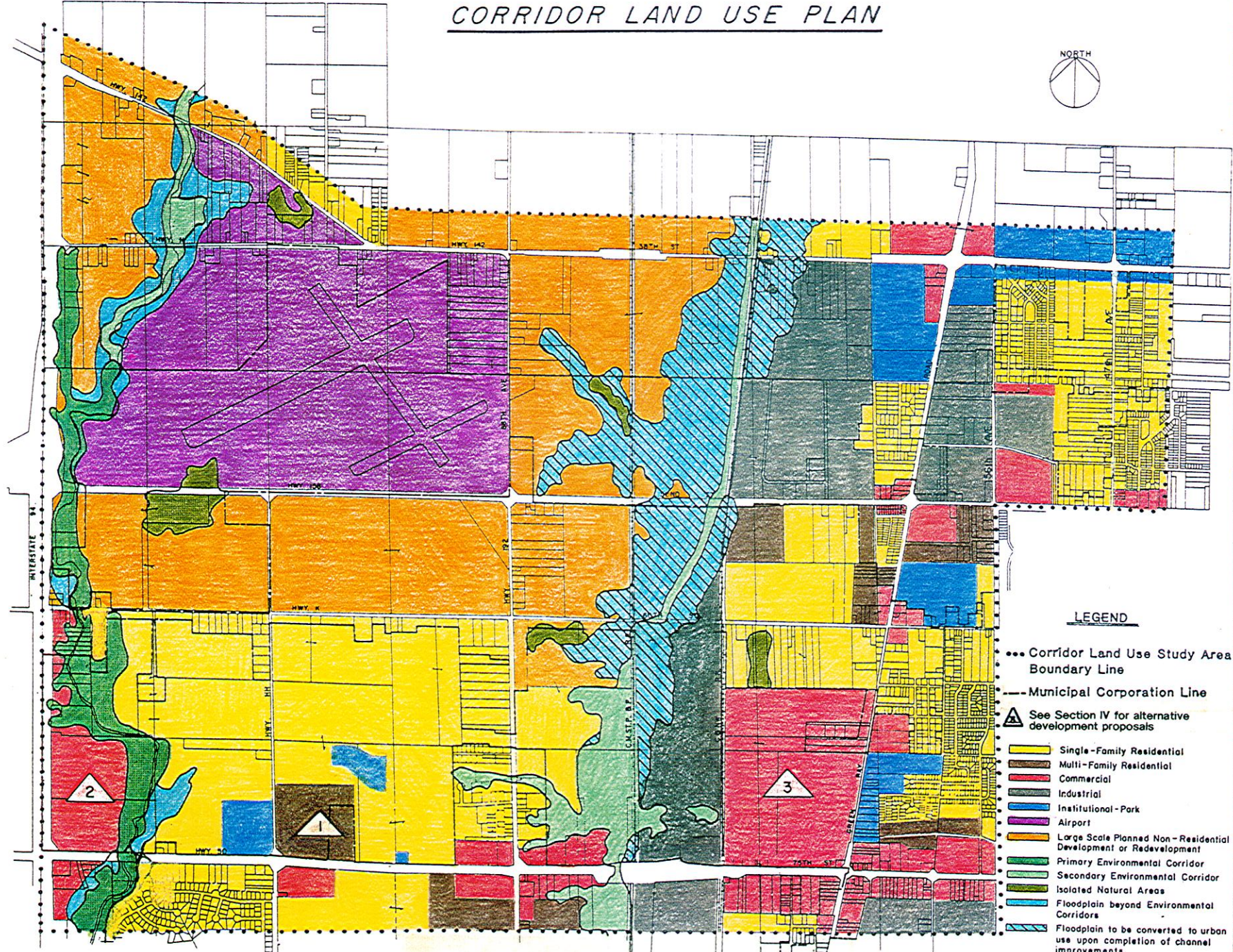
Environmental

Environmental areas make up approximately 17.2 percent of the corridor land uses. The following types of environmental areas are shown on the map: floodplains, wetlands, isolated natural areas, and environmental corridors. However, it is recommended that if the channel improvements are completed as detailed in the SEWRPC report Comprehensive Plan for the Pike River Watershed, that the floodplain areas be converted to urban uses, as identified on Map 19. The Pike Creek area currently contains approximately 731.4 acres of environmentally classified land. As shown in Table 2, implementation of the channel improvements will allow approximately 577.7 acres of this land to be converted to urban use. It should be noted that in all areas to be converted to urban uses the proposed land uses will need to be compatible with the adjacent land uses not located within the floodplain.

Table 2
Land Use Classifications Upon Implementation of the Channel
Improvements as Identified in the
Comprehensive Plan for the Pike River Watershed

<u>Land Use</u>	<u>Approximate Acreage</u>	<u>% of Total Area</u>
Single family	46.7	6.4
Multi family	1.5	0.2
Commercial	3.5	0.5
Industrial	264.8	36.2
Large Scale	261.2	35.7
Secondary Environ- mental Corridor	153.7	21.0
TOTAL	731.4	100.0

CORRIDOR LAND USE PLAN

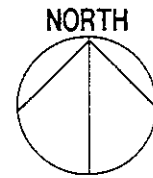
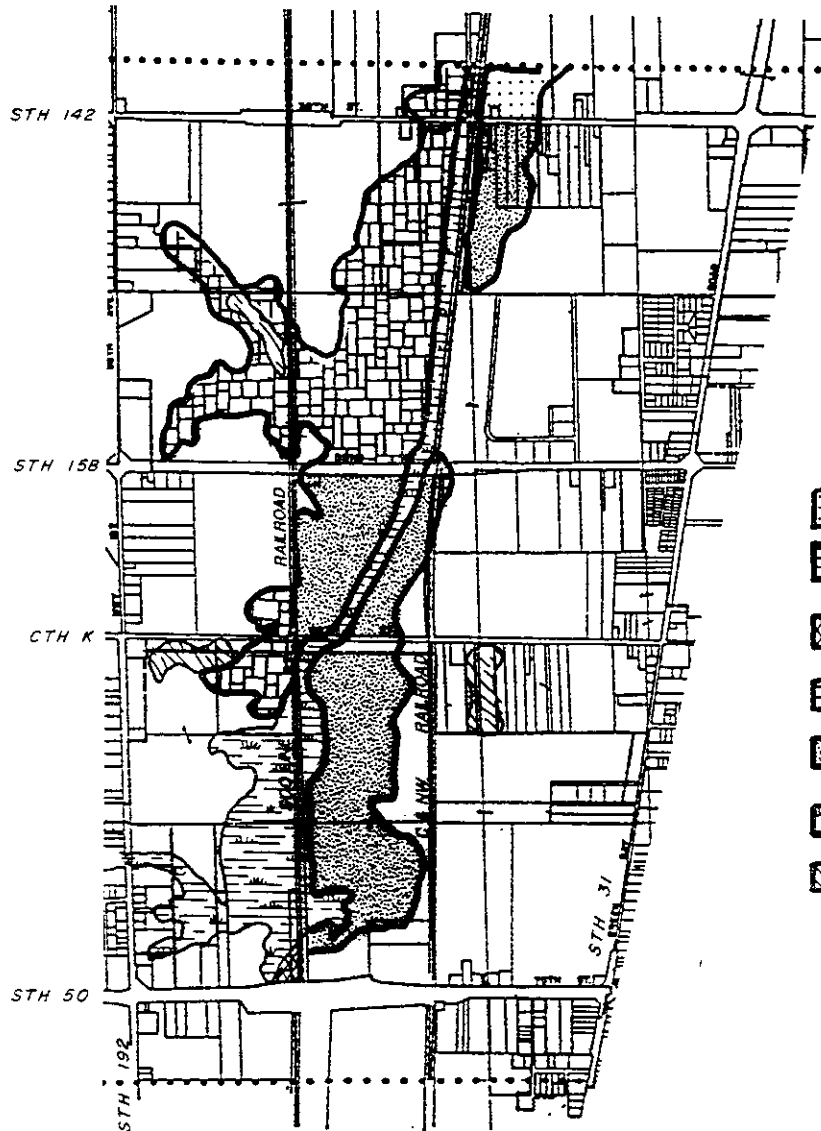


LEGEND

- Corridor Land Use Study Area Boundary Line
- Municipal Corporation Line
- ▲ See Section IV for alternative development proposals
- Single-Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Institutional-Park
- Airport
- Large Scale Planned Non-Residential Development or Redevelopment
- Primary Environmental Corridor
- Secondary Environmental Corridor
- Isolated Natural Areas
- Floodplain beyond Environmental Corridors
- Floodplain to be converted to urban use upon completion of channel improvements

CORRIDOR LAND USE PLAN

RECOMMENDED LAND USE UPON
COMPLETION OF CHANNEL IMPROVEMENTS



Legend

-  Single Family Residential
-  Multiple Family
-  Commercial
-  Large Scale Planned Development
-  Industrial
-  Secondary Environmental Corridor
-  Isolated Natural Area

SECTION V

Future Industrial Park Sites

Since there is a continuing need to make land available for manufacturing uses within the City, one of the goals of the corridor land use plan is to identify potential City industrial park sites within the corridor. As shown in Map 18, three new industrial park sites are recommended as a part of this corridor land use plan as follows:

1. The former Chrysler marshalling yards located between the CNW and Soo Line Railroad tracks south of CTH K.
2. Expansion of the existing City industrial park to the north.
3. The areas surrounding the Kenosha Regional Airport.

Analysis

Three sites have been identified for possible industrial park locations. These three sites range from an immediate solution for a possible industrial park location to a long range solution. In reviewing possible locations for additional industrial park land, it is noted that each location has particular attributes for a specific type of industrial development.

1. Former Chrysler Marshalling Yard. This site, which is bounded by wetlands to the south, railroad tracks on the east and west and CTH 'K' to the north, has been identified as an immediate solution to the demand for additional industrial park space. This site, which is currently for sale, has rail access and is located near federal and state highways. Because of the location of this site, which is bounded by railroad tracks, it would best lend itself for development of heavy industrial uses.
2. Expansion of the Existing Industrial Park. This alternative allows for the expansion of the existing City industrial park to the north. It is recommended that the land use of this expansion to the north be similar in character to the existing permitted City industrial park uses. The benefits of this alternative are:
 - a. The existing industrial park would be abutting this expansion.
 - b. All the required utilities are in the existing park and could be extended north.
 - c. An additional access point to the industrial park would be created off of STH 142.

The main drawback of this option is that this land is currently not for sale and the acquisition of this land could be difficult since the City cannot acquire land for industrial development purposes by eminent domain. As a result, this alternative would be a medium range solution.

3. Area Surrounding the Airport. This site includes lands currently surrounding the Kenosha Regional Airport, as shown in Map 18. It is expected that land developing in this area will be a mixture of large scale commercial and industrial uses. The

recommended industrial development will generally be classified as one of three types: (a) airport related uses; (b) office park; (c) high technology/"clean" industrial uses.

The location of this land is ideal for industrial uses because of its proximity to the airport and interstate system. However, as with the previous alternative, a majority of this land is currently not for sale. In addition, a more detailed study which analyzes individual sites for industrial development needs to be prepared. This detailed analysis goes beyond the scope of the corridor land use plan.

SECTION VI

Implementation and Recommendations

Implementation

After adoption of the land use plan by all governing jurisdictions, the following actions will need to occur to efficiently implement the plan:

1. Development of interim actions and controls by all jurisdictions to discourage or prohibit new uses which are not compatible with the land use plan.
2. Recommendations for changes required to existing City, Village, Town and County ordinances to implement the adopted land use plan.
3. Recommended follow-up revisions to existing plans such as master plans, transportation plans, and airport plans so as to incorporate the adopted land use plan.

Recommendations

Based upon the adoption of the corridor land use plan, which represents the ultimate development of the corridor, the following recommendations are made:

1. New multi-family units should be concentrated in designated areas which will allow for better site control and control of access points onto major streets.
2. Detailed neighborhood plans, which are not included in the scope of this plan, need to be prepared for the area to insure proper development of the area.
3. That natural and environmental areas should be preserved and protected; however, if the recommended channel improvements are completed as detailed in the adopted Comprehensive Plan for the Pike River Watershed, then a large portion of the 100 year Pike Creek floodplain could be converted to urban uses.
4. With the proposed expansions of airport runways, additional land between CTH N and STH 142 will be required for airport uses, easements, clear zones, etc. The result of the airport expansion and improvements is the eventual closing of the CTH N between STH 142 and the Kilbourn ditch.
5. New commercial development should develop and function on "pads" thus site control can be maintained and access points can be shared or limited. Under the proposed recommendation, new strip commercial development should be discouraged.
6. The plan recognizes that some existing uses may become nonconforming under the recommended plan. Although the uses may continue to operate, expansion or new construction of incompatible uses is discouraged.
7. Access on all major streets for all types of land uses should be controlled and limited.

8. That a private consultant be hired to design a land use plan for the large scale planned development area surrounding the Kenosha Regional Airport.
9. That a plan be developed to (a) identify the types of industrial uses that may occur in the industrial areas and (b) to further review the expansion of the Kenosha Industrial Park and new access points to the park.
10. The northeast corner of STH 50 and I-94, the northeast corner of STH 50 and 104th Avenue, and the northwest corner of STH 50 and STH 31 may be used for a mixed use development under certain conditions as detailed in Section IV of this plan.
11. One of the goals of the corridor land use plan is to create a connection or “linkage” between Interstate 94, the downtown, and developed areas of the city. While it is not feasible to prepare a land use plan that accomplishes this goal, it is possible to consider improvements and actions that will attract more people to Kenosha from the Interstate system. The following recommendations are made to assist in the linkage of various areas of the city with the interstate system.
 - a. Establish a grand entrance to the City of Kenosha from I-94. The STH 158 interchange exit should be developed as the grand entrance since it is the only primary arterial which directly links the downtown and interstate.
 - b. Since there are multiple exits off the interstate to Kenosha, a defined focus is needed to attract city destination traffic to a single exit. To create a focus for a specific exit, signage along the interstate should be improved to reflect points of interest including public and private facilities located in the city that can be reached at a specific exit.
 - c. Upgrade the three existing arterial roadways connecting I-94 and the city. STH 158 currently has existing traffic counts which demand immediate widening extending east from the Dairyland Greyhound Park. However, the entire roadway should be improved and upgraded to allow a better flow of traffic. STH 142 should also be considered for widening to improve both the access and image leading into the city.
 - d. “Welcome to Kenosha” signs are needed along STH 50 and STH 158 near the interstate to educate people that the city limits now extend beyond the developed portions of the city.
 - e. Land use development along the three major arterials (STH 50, STH 158 and STH 142) leading into the city, east of I-94, should be attractive and of high quality and character. A positive image needs to be conveyed along the city’s major entrances through continuity of development regardless of whether the land use is residential, commercial, recreational, or industrial.