

ORDINANCE NO. 56-14

BY: CITY PLAN COMMISSION

TO CREATE SUBSECTION 18.02 ii. OF THE ZONING ORDINANCE
TO AMEND THE BRISTOL NEIGHBORHOOD PLAN AS REFERENCED
IN THE COMPREHENSIVE PLAN FOR THE CITY OF KENOSHA: 2035

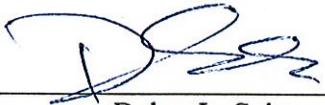
The Common Council of the City of Kenosha, Wisconsin, do ordain as follows:

Section One: Subsection 18.02 ii. of the Zoning Ordinance for the City of Kenosha, Wisconsin, is hereby created as follows:

18.02 The comprehensive plan adopted in subsection 18.01 is amended by the following:

ii. By Common Council Resolution _____ on file with the City Clerk.

Section Two: This Ordinance shall become effective upon passage and publication.

ATTEST:  City Clerk

Debra L. Salas

APPROVED:  Mayor

Keith G. Bosman

Passed: December 1, 2014

Published: December 5, 2014

Drafted By:
JONATHAN A. MULLIGAN
Assistant City Attorney

**Bristol Neighborhood Plan
Industrial Use Section - Revised Text Amendments
October 1, 2014**

Industrial Uses

Industrial land uses account for almost 100 acres, or about 7 percent of the total land that can be developed in the neighborhood. The industrial use category is intended to provide for office, research and development, assembly and manufacturing uses with warehouse and distribution uses within an enclosed structure. No high hazard uses are allowed, and the method of manufacturing shall not be injurious to the point of constituting a nuisance to the occupants of adjacent properties by reason of the emission or creation of noise, vibration, smoke, dust or particle matters, toxic or noxious materials, odors, fire or explosive hazards, glare or heat.

The plan recommends that the City adopt a new industrial district that incorporates the design requirements for this land use category. This district will allow for manufacturing, assembly, warehouse, distribution, and research and development uses as well as office campuses and individual office buildings. These areas will be developed in an attractive setting with consistent landscaping, signage, and building materials designed to present an integrated image to the general public.

Design Requirements

1. All building facades shall require indentations, relief and/or architectural details to avoid blank walls. Exclusively flat and blank wall areas shall not be permitted on all building facades.
2. Recesses and/or projections shall comprise at least twenty (20%) percent of the linear feet on each building facade. No building facade shall be allowed to extend more than two-hundred (200') feet in linear length without incorporating the use of a recess and/or a projection.
3. The exterior wall materials of all buildings shall be constructed entirely of architectural masonry, architectural composite aluminum panels, glass or a combination of materials, which will withstand abuse by vandals or accidental damage by machinery. Other decorative and/or textured materials may be considered to meet these requirements.
4. Smooth face concrete blocks shall not be permitted on any building facade, except when used for accent banding. The accent banding shall not be wider than three (3) adjacent courses and no more than a total of six (6) courses on any building facade.
5. Exterior building walls constructed entirely of split-faced or decorative concrete block shall not be painted or stained after being installed on the building facade.
6. Rooftop mechanicals shall not be visible from grade level as measured from all lot lines, and all screening of rooftop mechanicals shall be compatible with the design, color and materials of all building facades.

7. Mechanical and utility equipment, including rooftop mechanicals, shall be screened from view of all public streets and adjacent residential areas. The development of new industrial, warehouse, distribution, and office uses shall incorporate visual and acoustic mitigation alternatives through the use of natural screening along all public streets and adjacent residential areas.
8. Loading and storage facilities for industrial, warehouse, distribution, and office uses shall not be located on the side(s) of the building facing all public streets, unless such loading and storage facilities are located a minimum of one-hundred (100') feet from all public streets.
9. All loading and storage facilities for industrial, warehouse, distribution, and office uses shall be limited to a maximum of sixty (60%) percent of the linear feet of all building facades. Such facilities shall be recessed at least twenty (20') feet behind the longest length on the ground level of all building facades.
10. Loading and storage facilities, including service and dumpster areas shall be, to the maximum extent possible, located in the rear of the lot or behind the principal building. The design of the screening of such facilities and areas shall be architecturally integrated into the principal building and into the overall design of the project in terms of materials, colors, shape and size..
11. Loading and storage facilities, including service and dumpster areas, not architecturally integrated into the principal building, shall be screened with a decorative masonry fencing of six (6') feet in height with trees and shrubs. A solid, single or double access gate shall be allowed on one side only. Such facilities and areas shall be designed to include the screening of large items (e.g. skids and pallets) as well as the trash bin(s) that are needed for the facility, unless such screening is otherwise architecturally integrated into the principal structure.
12. Except for visitor parking lots, all parking lots adjacent to, or visible from, public streets or adjacent residential areas shall be screened from view through the use of rolling earth berms, low screen walls, landscape hedges or combinations thereof.
13. Fencing, walls and berms shall be used as buffers between different land uses and shall be integrated into all proposed future development and redevelopment activities. Fence materials, such as decorative blocks, brick, stone, treated wood, and ornamental metal, shall be used at key locations with respect to screening of outdoor storage and parking lots.

Design Guidelines

1. Entries to each building should portray a quality appearance while being architecturally related to the overall building composition.
2. The use of siding materials, such as metal, masonry, concrete texturing, concrete or plaster, should vary to produce effects of texture and relief that provide architectural interest.

3. Consider the blending of compatible colors in a single facade or composition to add interest and variety while reducing building scale and breaking up plain walls.
4. Consider the use of light, neutral colors on all large buildings to help reduce their perceived size. Contrasting trim and horizontal color bands should be used to break up the vertical monotony of tall flat walls. Unique and creative solutions are encouraged.
5. A variety of building indentations and architectural details, building entry accentuation, screening of equipment and storage areas, and landscaping should be used to soften building exteriors and to provide a buffer between incompatible uses, particularly for adjacent residential areas.
6. Avoid the use of large, blank, flat surfaces; exposed, untreated concrete and block walls (except split faced and other architectural block materials); and exposed roof drains.
7. Preferred building materials include: full veneer brick, architectural concrete (with recessed panels and reveal lines), colored Concrete Masonry Units (CMU) block and architectural CMU block (i.e. split face, fluted, scored, honed, etc), architectural metals and standing seam metal roofing, and insulated architectural metal panels, i.e. aluco bond.
8. Preferred accent materials for vertical surfaces include: precast concrete accents, Exterior Insulation and Finish System (EIFS), and limited amounts of stucco.
9. Discouraged primary building materials include: plain, grey, flat-faced Concrete Masonry Units (CMU) block, brick tiles, metal walls (unless it is an insulated architectural metal panel such as aluco bond), stucco, and Exterior Insulation and Finish System (EIFS).
10. Parking lots and loading facilities should be designed with the consideration of each other and should not dominate the site.
11. Parking lots and motorized vehicles should not be the dominant visual element of the site. Large expansive paved areas located between the street and the building should be avoided in favor of smaller parking areas separated by landscaping and buildings.
12. Promote appropriately designed signage that appeals to pedestrians and motorists alike, as well as signage that creates an aesthetically pleasing environment.

Proposed amendments to the
Bristol Neighborhood Plan



Properties requested to be changed

From:

- Single & Two-Family Residential
- Multiple-Family Residential
- Institutional / Utilities
- Open Space / Parks
- Neighborhood Commercial
- Community & Regional Commercial
- Roadways

To:

- Multiple-Family Residential
- Institutional / Utilities
- Open Space / Parks
- Community & Regional Commercial
- Light Industrial Uses
- Roadways

Environmental Areas to remain:

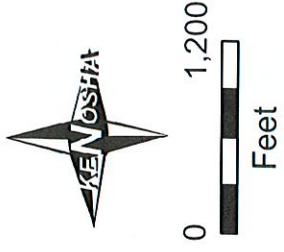
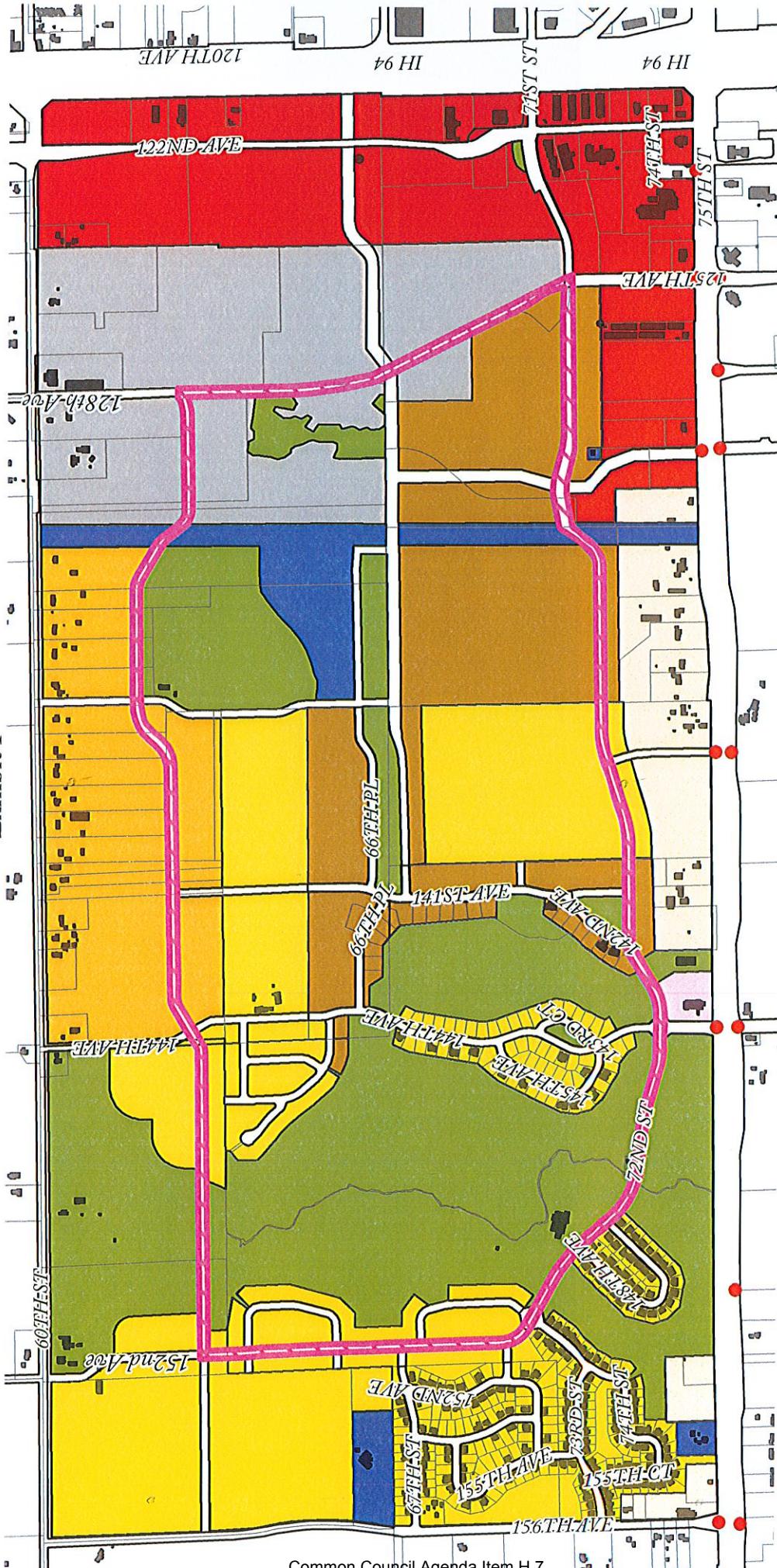
- Floodplains
- Shoreland-Wetland Overlay



Bristol Neighborhood Plan

Revised Recommended Plan

Exhibit I



- Single Family Residential
- Multiple Family Residential (TRD-2)
- Multiple Uses for Traditional Buildings
- Rural (Highway) Single-Family Residential
- Institutional / Utilities
- Open Space / Park
- Neighborhood Commercial
- Community & Regional Commercial
- Industrial Uses
- Ring Road
- Planned Public Street Access Locations for STH 50