

BRISTOL NEIGHBORHOOD PLAN

PREPARED BY:

DEPARTMENT OF COMMUNITY DEVELOPMENT AND INSPECTIONS
CITY OF KENOSHA, WISCONSIN
APRIL 6, 2015

CITY PLAN COMMISSION ADOPTION – SEPTEMBER 23, 1999
COMMON COUNCIL CERTIFICATION – OCTOBER 4, 1999

CITY PLAN COMMISSION ADOPTION – DECEMBER 5, 2002
COMMON COUNCIL CERTIFICATION – JANUARY 6, 2003

CITY PLAN COMMISSION ADOPTION – JULY 7, 2005
COMMON COUNCIL CERTIFICATION – JULY 18, 2005

CITY PLAN COMMISSION AMENDMENT – OCTOBER 23, 2014
COMMON COUNCIL ADOPTION – DECEMBER 1, 2014

CITY PLAN COMMISSION AMENDMENT – FEBRUARY 19, 2015
COMMON COUNCIL ADOPTION – APRIL 6, 2015

CITY PLAN COMMISSION RESOLUTION # 3-15

By: City Plan Commission

**To Amend the Chapter 6 entitled Existing Plans and Ordinances
for the *Comprehensive Plan for the City of Kenosha: 2035*
amending the *Bristol Neighborhood Plan***

WHEREAS, the City of Kenosha, pursuant to Section 62.23 of the Wisconsin Statutes, has established the City Plan Commission; and

WHEREAS, the Common Council adopted "A Comprehensive Plan for the City of Kenosha: 2035" on April 19, 2010, following extensive public participation; and

WHEREAS, the City of Kenosha has prepared an amended plan for the Bristol Neighborhood Plan; and

WHEREAS, the City Plan Commission finds that the Comprehensive Plan, with the proposed amendment, contains all of the required elements specified in Section 66.1001(2) of the Wisconsin Statutes and the Comprehensive Plan, with the proposed amendment, is internally consistent; and

WHEREAS, the City has duly noticed and will hold a public hearing on the proposed amendment, following the procedures in Section 66.1001(4)(d) of the Wisconsin Statutes.

NOW, THEREFORE BE IT RESOLVED that pursuant to Section 66.1001(4)(b), the City Plan Commission for the City of Kenosha, Wisconsin, hereby approves the amendment to "A Comprehensive Plan for the City of Kenosha: 2035" by amending the *Bristol Neighborhood Plan* dated February 11, 2015.

BE IT FURTHER RESOLVED, that the City Plan Commission, for the City of Kenosha, Wisconsin, does hereby recommend that the Common Council enact a Zoning Ordinance adopting the Comprehensive Plan Amendment.

Adopted this 19th day of February, 2015

ATTEST:



Jeffrey B. Labahn, Secretary of City Plan Commission

APPROVE:



Mayor Keith Bosman, Chairman of City Plan Commission

DRAFTED BY: COMMUNITY DEVELOPMENT & INSPECTIONS

/u2/acct/cp/ckays/1CPC/2015/FEB19/resol-cpc-northshorebank.odt

ORDINANCE NO. 11-15

BY: CITY PLAN COMMISSION

**TO CREATE SUBSECTION 18.02 oo. 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 oo. 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:

- oo. By City Plan Resolution #3-15 on file with the Department of Community Development and Inspections.

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

ATTEST:  City Clerk
Debra L. Salas

APPROVED:  Mayor
Keith G. Bosman

Passed: April 6, 2015

Published: April 10, 2015

Drafted By:
JONATHAN A. MULLIGAN
Assistant City Attorney

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Planning Area and History

The City of Kenosha and Town of Bristol Cooperative Land Use Plan was originally adopted in 1999. This neighborhood plan was developed for the land located west of Interstate 94 (I-94) to CTH MB (156th Avenue) and between STH 50 (75th Street) and CTH K (60th Street). The City of Kenosha along with the Town of Bristol has seen considerable growth in the past 20 years. The I-94 corridor and STH 50 have attracted intense commercial development in the last ten years. Much of this area was recently attached to the City of Kenosha and the remaining area will be attached within the next 30 years.

Most of the existing development is along major highways such as I-94 and STH 50 and to a lesser degree CTH K (60th Street) and CTH MB (156th Avenue). A new single-family residential development and a golf course is currently being developed where a tributary of the Des Plaines River flows through the western portion of the neighborhood. The remaining land is agricultural, vacant, or wetlands. The airport overlay district impacts a portion of the neighborhood. However, the zoning restrictions have recently been amended to allow residential development within much of this overlay district.

Plan Vision and Goals

The Bristol Neighborhood has been experiencing rapid growth and anticipates continued growth. Therefore, it is critical that the City has a vision for how they will allow future development to occur in this neighborhood. This amended neighborhood plan incorporates many of the City's future development goals: encouraging continued quality single, two, and multiple-family residential development; accommodating business and commercial uses; and preserving the natural character and resources of the land. This amended plan recommends development that is compatible with the uses and goals of the neighborhood and will lead to increased value to the City.

Plan Development Policies

The conventional development scheme depicts what many people see as a boon to a community. However, such a scheme remains totally dependent on the automobile, with residential, commercial, and office uses separated into different zones and strung out across the landscape. A more traditional neighborhood-style plan, by contrast, places all uses within walking distance of the neighborhood center. This is made possible by higher densities, with mixed uses not only within neighborhoods, but within structures, where the ground floor might have shops with offices and apartments in the upper stories.

Plan Purpose

This newly amended Recommended Plan is a tool by which the City of Kenosha may guide the future development of the neighborhood. The City has maintained its philosophy of supporting high quality, moderate-density residential neighborhoods while accommodating future growth in both retail and office development. It is clear that the neighborhood is growing and this plan is necessary to not only direct future growth but also establish standards for any future development. The amended plan is intended to be a legally adopted tool for guiding future zoning, subdivision, and other regulatory decisions in the City for the Bristol Neighborhood.

This is a performance-based neighborhood plan that will serve as the primary public policy document for guiding future growth and development within the neighborhood. It is based on standards, which reflect the proven principles in community development and environmental preservation. This amended neighborhood plan shall be used for a wide variety of public and private sector decisions. Several factors of growth are explored in the plan including social, economic, and physical.

- **Social issues** include those which give the development its character – gathering areas, civic identify, and the “neighborhood” feeling.
- **Economic influences** include the creation of jobs, balance of municipal expenses and revenue, and value of the land – what types of development are allowed and where new and existing developments should occur.
- **Physical factors** include the actual development of the land – how it looks and feels, what types of development are allowed, the sensitivity of the environment, and where the development is located.

Land Use and Circulation Plan

This amended plan proposes performance standards in the form of design guidelines. Many of these guidelines were reiterated from the existing adopted plan. These guidelines describe the type of development that is desired, how the place looks, and what types of activities are recommended. The following descriptions identify the anticipated land use categories, streets, and access points for the plan (see Exhibit I). Due to the scale of the plan and other factors that cannot be fully anticipated prior to plan adoption, reasonable flexibility is provided for the boundaries between the land use categories.

- Residential Uses
- Commercial Uses
- Multiple-Uses for Traditional Buildings
- Institutional/Utility Uses
- Open Space/ Park
- Environmentally Sensitive Areas
- Streets and Access Points

General Design Guidelines

The design guidelines established in this amended plan should be used in planning and designing traditional neighborhood developments. Buildings should be used to form a distinct street edge and define the border between the public space of the street and the private space of the individual lot. This helps to promote active streets, provides visual interest to the pedestrian in commercial areas, and encourages informal encounters between neighbors in residential areas.

The integration of varied land uses within traditional neighborhood developments require a common design concepts. The consistent use of compatible urban design and architectural elements helps to relate individual structures to other structures resulting in a coherent overall development pattern and streetscape. This requires specific development characteristics that result in a compact, mixed-use pedestrian-oriented community. Development design guidelines are provided below that describe the characteristics that will guide the review and approval of development plans, subdivision plats, infrastructure construction plans, and plot plats.

Design Guidelines

1. Attempt to collectively create a continuous alignment with buildings on each side of the street. However, this does not prohibit all projections or recesses from the front facade.
2. Encourage limiting the building height to not more than twice the height of buildings adjacent to or across the street.
3. Provide building height and density transitions for new development and redevelopment between major streets and the interior neighborhood areas and between residential and non-residential uses.

4. Encourage high quality, compatible pedestrian-oriented development and revitalization activities in the design and location of buildings, streets, parking, and open space.
5. Attempt to provide a coherent relationship between the buildings and the street through the design of entryways and architectural style, elements, detail and scale of new construction, building renovations and/or additions.
6. Promote connecting and aligning areas or points of pedestrian orientation or destination to, from and within any new development and/or redevelopment to provide direct and continuous pedestrian access as much as possible.
7. Encourage a minimum of two stories for buildings that are located on or adjacent to a neighborhood park, square, roundabout, boulevard, etc.
8. Promote locating taller buildings at corners or points of visual interest.
9. Encourage building design, size, and materials of new development and redevelopment compatible with the general build characteristics of desirable development in the neighborhood.
10. Promote front facade orientation of all new construction, building renovations and/or additions to the streets, and convey a high quality and distinctive neighborhood character through the use of detailing and design features that break up the mass of the building as much as possible.
11. Attempt to provide equal level of architectural detailing on all sides of new construction appropriate to the architectural style of the building, and maintain the same level of detailing as the original construction on all building renovations and additions.
12. Promote the use of special architectural features to emphasize the importance of the location, such as a building at an entrance to a neighborhood center and at an intersection of a main street or another significant intersection. Special architectural features include corner towers, cupolas, clock towers, spires, balconies, colonnades, or other similar architectural features.
13. Attempt to reflect the differences between ground floor commercial uses and upper level office or residential uses in mixed-use buildings.
14. Require building materials for new construction, renovations and/or additions to be consistent throughout the development including roofing, siding, and window materials.
15. Allow substitution of architectural features such as spandrel windows, shutters, tile mosaics, medallions, or other items on new construction, renovations and/or additions that have interior side facades that cannot provide glazing due to building and fire code regulations.
16. Enhance the appearance of parking by reducing visible paved surfaces, hiding or deemphasizing parking areas, locating buildings closer to the street, and enhancing landscaping.
17. Discourage berms and similar topographic changes that appear artificial.
18. Reinforce street continuity with street lights, paving patterns, and streetscape elements such as street furniture, signage, landscaping, etc.
19. Use a boulevard or square to add prestige and value to adjoining community or residential uses.
20. Encourage the creation of scenic drives along boulevards where residential structures are located on only one side of a street and landscapes are preserved or created on the other.
21. Promote ending boulevards in a public space, public square, or gateway.
22. Plan curb cuts and cross-overs through the center island at intersections with residential streets while maintaining the boulevards' image.
23. Attempt to define the edges of square, rectangle, circle, or other simple polygon or curvilinear form, with buildings that have front facades of relatively uniform heights facing the square.
24. Include specific opportunities for the creation of public art that supports the relation of the square to its neighborhood – visually, symbolically, or functionally.
25. Use materials that can be repaired easily in case of vandalism or graffiti. For example, some elements can be designed to be cleaned or repainted easily.
26. Require common property maintenance be done by property owner associations, including options for public intervention if property owners fail to maintain the land.
27. Encourage the design and preservation of common areas to minimize their future utility as developable parcels.

28. Encourage the maintenance and management of special elements such as ornamental features by local property owners, a neighborhood association, business group, or homeowners association.
29. Where possible assign maintenance and management of the center island of the boulevard or square to local property owners. Alternatively, establish financing mechanisms that provide additional funds to public agencies for maintenance and management of the center island of the boulevard or square.

Residential Uses

Residential land uses account for about 542 acres, or approximately 38 percent of the total land that can be developed in the neighborhood. Three residential land use categories are recommended for the amended neighborhood plan. Two of these categories are consistent with the TRD-1 Single and Two-Family Traditional Residential District and the TRD-2 Traditional Multiple-Family Residential District. The other residential category is intended to preserve the historical rural character south of 60th Street (CTH K).

A variety of housing should be provided in a traditional neighborhood development, which includes single-family residential, duplex, townhomes, condominiums, and apartments. In addition garage doors should be discouraged from being the visual feature along the street. Criteria should be enforced that has been established for doors and windows, porches and garages, roof heights, building materials, etc. for the TRD-1 and TRD-2 Districts. Corner lots should be designed so that the residential structure creates an attractive facade along both streets and, if possible, use a garage to front the side street.

Single and Two-Family Residential (TRD-1 District)

Single and two-family residential land uses account for about 260 acres, or approximately 48 percent of the total residential land that can be developed in the neighborhood. The number of new housing units that can be expected within the neighborhood is based on two factors: 1) the net amount of land that is available for single/two-family development, which excludes the public street rights-of-ways, and 2) the anticipated average residential density for the neighborhood. Even though a minimum lot area of 5,000 square feet is allowed in the TRD-1 District, an average lot size area much closer to 10,000 square feet is expected so as to be compatible with the new subdivisions currently being developed in the neighborhood. Consequently, approximately 1,130 new single and two-family units can be constructed within this residential land use classification. This number of dwelling units is based on the 260 acres for single and two-family development times 4.36 dwelling units per acre. However, this residential density does not account for retention basins or any other open space that may be required for proposed residential developments as well as an additional 92 acres of residential land that is designated for "Rural (Highway) Single-Family Residential."

This land use category is intended to directly correspond with the TRD-1 Traditional Single and Two-Family Residential District, which is to provide for residential development at residential densities not to exceed 6 dwelling units per acre. This District is further intended to provide for a neo-traditional residential community encompassing no less than 5 acres of land or at least 1 entire block with housing types designed to establish and/or reinforce the street with building entrances primarily addressing the street and creating an environment that promotes pedestrian activity and interest on the street. The principal buildings are typically situated on narrower lots with shorter setbacks to the front and side yards, which still allow for porches, fences and small lawns. The parking is generally located at or behind the front facade of the principal building.

Multiple-Family Residential (TRD-2 District)

Multiple-family residential land uses account for about 191 acres, or nearly 35 percent of the total residential land that can be developed in the neighborhood. The number of new multiple-family units that can be expected within the neighborhood is based on two factors: 1) the net amount of land that is available for multiple-family residential development, which excludes the public street rights-of-ways, and 2) the anticipated average residential density for the neighborhood. According to the TRD-2 District, multiple-family residences containing 3 or more units per lot are conditional uses with a minimum density of 6 and a maximum density of 12 dwelling units per acre. With the maximum multiple-family density of 12 dwelling units per acre times 191 acres for multiple-family development, more than 2,300 multiple-family residential units can be constructed within the neighborhood. About 1,900 multiple-family units can be constructed at 10 dwelling units per acre and about 1,530 units can be constructed at 8 units per acre. The residential density includes the areas for private streets retention basins and any other open space that may be required for the proposed development.

This land use category is intended to directly correspond with the TRD-2 Traditional Multiple-Family Residential District, which is to provide for residential development at minimum densities of 6 dwelling units per acre, but not to exceed 12 dwelling units per acre, unless otherwise specified in this neighborhood plan. This District is further intended to provide for a neo-traditional residential community encompassing no less than 5 acres of land or at least one entire block, which accommodates a mixture of multi-family types, such as apartment buildings, townhouses, and condominiums that are designed to establish and/or reinforce the street with building entrances primarily addressing the street and creating an environment that promotes pedestrian activity and interest on the street. The principal buildings are typically situated on narrower lots with shorter setbacks to the front and side yards, which still allow for porches, fences, and small lawns. The parking is generally accessed from a rear alley and located behind the front facade of the principal building.

Rural (Highway) Single-Family Residential

This land use category is intended to preserve the rural development character along 60th Street (CTH K), which accounts for about 90 acres, or almost 17 percent of the residential land within the neighborhood. Land uses are predominantly be single-family residential and rural farm structures. The rural farm structures that are common to the area could be used as a model for the new homes. The minimum requirements for single-family building placement and design from the TRD-1 Traditional Single and Two-Family Residential District will apply to this land category. If there is interest in this land being assembled and developed, it is anticipated that the residential density will be comparable to the density for the TRD-1 District. Consequently, approximately 400 new single and two-family units can be constructed within this residential land use classification. Development guidelines and standards are for this category to maintain the natural and rural character along, and to the rear of, the existing development for 60th Street (CTH K) are similar to the guidelines for "Multiple Uses for Traditional Buildings".

Commercial Uses

Commercial land uses account for about 159 acres, or approximately 11 percent of the total land that can be developed in the neighborhood. Two commercial land use categories have been created to allow for high quality commercial, office, and mixed-used residential development. A well designed development that provides jobs or local services for the residents is acceptable. The commercial categories are located along major traffic arterials and/or adjacent to residential development. Typically, "commercial" means offices, retail, and service related businesses. The categories have been characterized as to the type of commercial and mixed-used activity that is allowed.

Creative development that will provide a mix of commercial, office, residential, and institutional or civic uses within a compact, walkable center will be promoted in both commercial land use categories. An important part of this scheme is how the public spaces, created by well planned streetscapes, central green spaces and carefully located buildings, will serve to unit a diverse collection of uses and architecture. The trend, however, is toward a larger scale development favoring automobile dependent commercial uses. New buildings are set back from the street with parking in front, making the street less comfortable for pedestrians and ruining the streetscape. The creative alternative presents a compromise, where uses can continue to change and evolve, but only if they respect the character of the street and create a pedestrian-friendly streetscape. Appropriate development design guidelines are essential to ensure that the components are compatible and contribute to the character of the street and the neighborhood.

Design Guidelines

1. Require new commercial and retail development to locate in established or planned neighborhood community, and regional centers on major streets or near transit routes.
2. Promote new, mixed-use commercial buildings of at least two to three stories in height within the designated commercial areas.
3. Design quality shopping areas to make the pedestrian feel comfortable and safe with wide sidewalks and storefronts that face the street, shade and shelter, and a sense of spatial enclosure.
4. Encourage site and building improvements for existing commercial uses with landscaping, facade improvements, special signage, grounds maintenance, parking lot paving and repair, lighting, and new pedestrian facilities.
5. Create and maintain vital commercial districts by providing sufficient amenities, e.g., pedestrian oriented parking, sidewalks, lighting, and transit opportunities.
6. Enhance architectural building character using special features to define entrances, corners and links to other buildings and places.
7. Promote orienting the main entrance of the building to the street and clearly articulate the entrance through the use of architectural detailing.
8. Integrally design multiple storefronts with architecturally compatible materials, colors and details.
9. Develop plans based on the expectation that uses in surrounding buildings will change in response to shifting markets.
10. Avoid long, monotonous, uninterrupted walls or roof planes with the building facade being divided into distinct modules. Blank, windowless walls are discouraged. Where solid walls are required, the wall should be articulated using blank window openings trimmed with frames, sills, lintels. Recessed or projecting display window cases should be used for commercial buildings.
11. Develop treatments for rear elevations of existing and new buildings that are visible from the public streets to improve the appearance of the service areas.
12. Integrate the design of signs, awnings and other facade treatments with the architectural character of the building arcade.
13. Encourage limiting the building height on the periphery of a commercial district to generally no more than twice the height of adjacent residential buildings.
14. Promote using buildings to form and shape public places and plazas to connect pedestrians with appropriately-scaled design details and windows.
15. Reinforce the geometry of the public space, and signify entrances with landscaping and other plantings. The landscaping should add to the overall character and identify of the development.
16. Attempt to design the public spaces to give drivers and pedestrians a strong sense of entering or leaving a distinct public place, not just "passing by."
17. Create continuous links designed for pedestrian movement and bicycle paths between sites.
18. Encourage placing parking in the back of buildings, in mid-block courtyards, underground, or in parking structures when additional parking is needed.

19. Encourage locating bicycle parking in planned areas near building entrances to be highly visible from the land uses that they serve for convenience and security.
20. Require commercial and retail developments to provide safe and convenient employee and customer access on sidewalks, bicycle trails, transit service, and roads.
21. Attempt to divide larger parking lots into smaller components to the rear or side of the buildings, including landscaping and sidewalks to provide for easy and safe pedestrian movements.
22. Locate service access in rear of buildings with landscaping, screening, etc., that match adjacent architectural features and site conditions.
23. Include the use of public art or strong visual elements to establish a sense of place and develop the desired character for the area.
24. Use landscaping to moderate the micro-climate that may be a mix of coniferous and deciduous trees to provide a windbreak, visual interest and variety, and define the edge of the space.
25. Incorporate existing trees into the development, wherever possible.
26. Clearly define the different responsibilities of public and private entities for maintenance and management.
27. Follow customary procedures for maintenance and management, where the property owners maintain the pedestrian areas in the right-of-way and public agencies maintain and manage the infrastructure.
28. Assign maintenance and management of public spaces to local property owners, businesses, or neighborhood associations.
29. Assign maintenance and management of special features, such as banners, kiosks, or seating to local property owners or businesses.

Neighborhood Commercial

Neighborhood commercial land uses, which includes the "lifestyle center" that is described below, account for less than 4 acres, or more than 2 percent of the total commercial land that can be developed in the neighborhood. This land use category includes shopping facilities that are intended to provide goods and services to adjacent neighborhoods, and be designed to be compatible and connected with the neighborhoods. These facilities are designed to encourage walking and bicycling, and provide convenient access to and from the adjacent neighborhoods. In addition, these facilities are located on small and medium-sized lots, which are designed to allow for quasi-public civic open spaces such as arcades, canopies, plazas, courtyards, squares and gardens. Small offices could be included in this category. The shops are integrated and connected to each other with direct, convenient sidewalks or pathways. Residential uses are allowed above the shops. Off-street parking should be accessed by a private rear alley or lane. All proposed development in this category is subject to conditional use permits and design review criteria.

Lifestyle Center

In most cases, lifestyle centers are open air, Main Street-like developments with higher quality architecture that focus on certain retail sectors and blend mixed-uses typical of a traditional Main Street. These are new pedestrian-friendly centers where consumers can gather in public spaces and feel part of a community. These centers are vibrant places where people can live, work, play, and shop. In addition, these centers do not usually include anchor stores but may include a large format bookstore, a multiplex cinema, small department stores, etc. These stores offer apparel, home goods, books, music, and restaurant and entertainment elements from national chain specialty stores. However, independent retailers dominate the mixture of stores at some of these centers.

Depending upon location and market demand, these centers may be a part of a mixed-use development with major components such as residential, office space, hotels, churches, theaters and municipal facilities such as libraries. In many ways, these centers are attempting to recreate the traditional pedestrian-oriented center environment within the shopping center. Design ambiance is critical.

Therefore, these centers often feature fountains and other landscape elements that collectively create a town square, marketplace, or Main Street atmosphere. Development design guidelines and standards are included in this category to create pedestrian-scale development with active street frontages that accommodate pedestrians first, while accommodating vehicular movements.

Design Guidelines

1. Promote locating building fronts on property lines with no space or minimal space between the buildings.
2. Attempt to limit development to a scale and design that ensures neighborhood compatibility and supports pedestrian oriented business use of ground floor retail space for neighborhood-oriented commercial uses.
3. Attempt to define a strong public space with a continuous wall of buildings, fences, etc. with openings at key locations for vehicles/pedestrians.
4. Allow surrounding buildings to vary in height, but give visual prominence to the most important buildings, particularly on corner sites.
5. Attempt to create lines of sight between the building and the street with windows and doors on the front facade of the building.
6. Establish visual edges along side yard property lines with landscaping and fencing.
7. Require front entries for the general public, but allow additional side or rear entry conditions for the public.
8. Proportion the doorways, windows, and other openings in the building facade to reflect pedestrian scale and movement and to encourage interest at the street level.
9. Encourage an adequate amount of clear or lightly tinted windows, doors, or other treatments sufficiently transparent to provide views into the interior of building on the front building facade at ground level.
10. Promote the use of awnings, covered walkways, open colonnades, or similar weather protection on the buildings.
11. Use on street parking wherever possible, including perpendicular parking and other patterns that slow traffic, but still create a pleasant and safe driving experience.
12. Promote locating parking lots to the rear or side of the building. If located at the side of the structure, the parking must be screened through the use of solid street walls or landscaping.
13. Attempt to integrate the parking areas with the other architectural features and public space elements of the street.
14. Encourage use of public spaces for shared activities in addition to parking and pedestrian movements, e.g., informal gatherings, posting of information, public art and other neighborhood social functions.
15. Allow for mixed-uses to create an active, pedestrian environment throughout the day.
16. Focus uses on higher intensity retail goods and services (retail goods, services or restaurants), but allow for occasional interspersing of institutional, office or residential uses, especially on upper levels.
17. Include public art opportunities that support the relationship of the public spaces to its neighborhood – visually, symbolically or functionally.

Community and Regional Commercial

Community and regional commercial land uses account for about 155 acres, or almost 98 percent of the total commercial land that can be developed in the neighborhood. This land use category includes shopping facilities consisting primarily of retail, offices, services, and entertainment uses which are in close proximity to the state or interstate highway system. These commercial areas should feature pedestrian access and circulation as well as functional open space. Vehicular circulation within the site should be efficient, and all parking areas should be interconnected. Adequate buffers should

be provided where these areas are adjacent to neighborhoods. In larger developments, restaurants and other related support services are encouraged within walking distance of the buildings. Cross-access easements are required and shared parking is encouraged, but not required. All proposed development in this category is subject to conditional use permits and design review criteria. Development design guidelines and standards are included in this category to encourage visually appealing centers that incorporate pedestrian and vehicular circulation equally, with functional open space as a focal point of the development whenever possible.

Design Guidelines

1. Encourage uniform, attractive signage that has a distinct base, middle, and top with the content displayed in the middle portion.
2. Design parking patterns to match and reinforce the geometry of buildings and site conditions.
3. Encourage using paving patterns to reinforce public spaces and parking lot shapes, and create geometries that give greater visual order to these spaces.
4. Promote usage of different materials to differentiate the travel zone from parking and pedestrian zone parking.
5. Attempt to design parking lots as public places and plazas using simple geometric forms, strong edges, lot broken up with landscaping, paving patterns, and separate pedestrian walkways.
6. Create strong edges using landscaping elements on major circulation routes that cross open areas on larger lots, sites, or areas.
7. Design the parking paving with strong visual distinctions to illustrate the flow of pedestrians and vehicles through parking areas. The parking area should appear as a continuous space of activity.
8. Design roadside and parking entries as visually prominent gateways that have adjacent, but distinct vehicular and pedestrian entrances.

Multiple Uses for Traditional Buildings

This land use category is intended to preserve the historical rural development character along specific areas of 75th Street (STH 50) and 156th Avenue (CTH MB), which accounts for almost 64 acres, or less than 5 percent of the total land that can be development in the neighborhood. Poorly planned development can extend sprawling residential subdivisions and commercial strips, and blight one's impression of the neighborhood. Therefore, the historically rural character along these highways is important to the overall perception of the neighborhood. Land uses which retain the character of the buildings and the landscape, while making it economically viable to continue the existing land uses without changing the infrastructure, will be allowed in this category. For example, a barn may be converted to an antique store. This category will apply to all pre-1980 buildings. Development guidelines and standards are included in this category to maintain the natural and rural character of the existing development along 75th Street (STH 50) and 156th Avenue (CTH MB).

Design Guidelines

1. Allow single-family residential, but also encourage multiple uses for buildings that contribute to the historical character of the area. This will promote the preservation of the existing buildings.
2. Promote new development that adheres to the historical character of the area.
3. Attempt to locate houses to minimize disruption to the natural environment. The houses should be visually overshadowed by important natural features.
4. Encourage grouping houses together in ways that create clear, naturally landscaped areas in clusters of between four to five units, with maximum groupings of perhaps eight units.
5. Attempt to preserve and integrate landscape elements in the separation of groups of houses.
6. Encourage the preservation of buildings that add to the historic character of the area.
7. Promote maintaining the natural and rural character of the land surrounding the development.

8. Consider preservation techniques to protect the land. Use deed restrictions and easements that guarantee land control and management of natural areas.
9. Reduce the need for major maintenance in this area by selecting appropriate landscaping and screening elements.
10. Require common property maintenance done by property owner associations, including options for public intervention if property owners fail to maintain the land.
11. Encourage the design and preservation of common areas to minimize their future utility as developable parcels.
12. Promote locating any new access roads and parking areas to the rear of existing or proposed development to preserve the rural character.

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.

Institutional / Utility Uses

This land use category consists of a proposed new fire station, an existing church, a cemetery and a major utility corridor through the neighborhood, which accounts for about 44 acres, or about 3 percent of the total land in the neighborhood. Important civic buildings that are open to the public should be located on prominent sites within the neighborhood. These uses, including public facilities, schools and churches, should serve as focal points and landmarks for the neighborhood.

Fire Station, Church and Cemetery

The proposed new fire station is intended to be located at the easternmost end of the proposed public linear park. A police substation and/or larger municipal cluster or complex accommodating a community center, polling place, bookmobile, and other public facilities, could be considered on the proposed fire station site and/or an additional equivalent public site. In addition, adequate off-street parking and circulation should be considered for any development proposals for the proposed fire station and any additional public sites. Also, an existing church is located on 156th Avenue (CTH MB) and a cemetery is located on 75th Street (STH 50).

Neighborhood Elementary School

Based upon the characteristics of the amended plan, an elementary school site of 15 acres is needed for the neighborhood. The plan recommends that a central location be designated for the proposed elementary school in order to be accessible to the majority of the proposed residential areas in the neighborhood. The proposed school site is recommended to be located adjacent to the community park north of 66th Place and the linear park. Major overhead electrical transmission lines and a major underground gas line are located to the east of the proposed school site.

Major Utility Corridor

Major overhead electrical transmission lines and a major underground gas line traverses north and south through the neighborhood. Separate easements exist for these major utilities. The easement width for the overhead electrical transmission lines is 150 feet. The gas line easement is greater than 30 feet in width. The gas line easement partially overlaps the easement for the overhead electrical transmission lines. The location of both easements may constrict or prohibit development on the eastern portion of the land between 60th Street and 66th Place.

Other Institutional Uses

All additional future locations for institutional uses cannot be anticipated at this time; therefore, they are not shown on the plan. However, institutional uses such as schools, churches, community centers, and other related public uses may be allowed to locate in any of the residential, commercial, and open space categories that are not designated for public parks and environmentally sensitive lands. Any new institutional uses should closely adhere to the development design guidelines for the commercial and, more specifically, the neighborhood commercial land use category.

Open Space / Park

This land use category is intended for the preservation of environmentally sensitive areas and provide for parks and recreational area, which account for almost 319 acres, or about 22 percent of the total land in the neighborhood. Land designated as waterways, wetlands, woods, and sensitive (unbuildable) soils should be preserved in this category. Formal and informal parks and open space are planned for the neighborhood. The design of the neighborhood gives priority to parks and open space, which should be one of the central organizing features of the neighborhood. These kinds of spaces enhance community activity, identity, and civic pride.

Park and open space, both public and private, provides not only aesthetic qualities, but recreational and civic functions as well. A variety of park and open space should always be conveniently accessible to all residents, and provide physical linkages throughout the neighborhood. In addition, park and open space should provide gathering places for residents and places for social interaction. Park and open space can be dedicated to the city, dedicated and maintained by a home owner's association, or maintained under private ownership.

The plan creates a hierarchy of useful open spaces such as a formal linear park as well as community and neighborhood parks that promote and encourage informal meetings. Community and neighborhood parks may accommodate activities such as tot lots, ice rinks, fountains, seating areas, pavilions, and playing fields. Buildings such as nature centers and a community center should be allowed in this category. Park and open space guidelines are included in this category to serve as a primary social interaction between all neighborhoods and serve as an amenity for surrounding home sites through the protection and enhancement of the existing natural environment.

Design Guidelines

1. Encourage public parks with street access on all sides of the parks.
2. Create boundaries that follow alignments of topography and existing patterns of land ownership, development, or environmental features.
3. Promote desirable views that have a unique character or experience into and out of the park, and provide visibility of facilities for security purposes.
4. Create clear entries along the edges of the parks that correspond directly to activities and patterns of movement in the surrounding neighborhood.
5. Link the entries to the parks with the primary pedestrian circulation paths within the parks.
6. Allow for parking along the edges. A few interior lots may be included when necessary and should be incorporated into the topography and overall design of the park.
7. Design the edges as a continuous, pedestrian movement system.
8. Accommodate movement for bicyclists, walkers, joggers, and other pedestrian movements within the parks that also connect to the community.
9. Create passive and active spaces within the shared common areas providing uses that will attract residents of all ages.
10. Design the interior of the parks with a variety of landscapes, ornamental elements, open fields, gardens, paving patterns, topographical features, and lighting.
11. Use the active recreational areas for league games that are managed by sports associations or public agencies. In addition, encourage use of active recreational areas for games that occur spontaneously among neighborhood residents.
12. Encourage community-based social and cultural events, including meetings and celebrations, especially events associated with adjacent community, business, or residential uses.
13. Preserve significant land areas containing natural features.
14. Select self-maintaining landscaping and screening elements to reduce the need for major maintenance in common areas.

15. Assign maintenance and management of the parks to public agencies or, in special cases, to large neighborhood or homeowners associations that have the organizational capacity to sustain maintenance and management services.
16. Encourage the various agencies responsible for maintenance and management to coordinate their efforts to reinforce the social and economic activities of the parks and their relationship to the neighborhood.
17. Encourage the maintenance and management of special features such as a neighborhood gardens, park structures, or play areas by local property owners, a neighborhood association, business group, or homeowners association. Establish specific agreements that clearly define such arrangements.

Neighborhood Park

The neighborhood park category is intended to provide the active and passive short-term recreation needs of neighborhoods. The primary users of these parks will be elementary school children ranging in age from 5 to 12 years old. However, all family members benefit from these parks. These parks serve people within walking or bicycling distance. Typically, these parks are between 5 and 25 acres, although a site of at least 15 acres is preferable. These parks provide neighborhood residents with passive and active recreational facilities that include softball, soccer, tennis, volleyball, playground equipment, tot lots, trails, and sitting or picnic areas.

The proposed neighborhood park is primarily located between 60th Street (CTH K) and the golf course. This area has numerous environmental features; therefore, it is preferable that much of this area stay in a predominantly passive recreational use, if possible. Areas for preservation, at a minimum, include wetlands, shorelands, floodplains, etc. The Parks Commission shows a much smaller portion of this park that is primarily located in within the Des Plaines Floodplain on their Park Acquisition map. Due to the significant environmental features within this area of the neighborhood, further analysis of these features will be required before any determination can be made as to the characteristics and boundaries of this park.

Community Park

The community park category is intended to serve a greater number of residents in the City. These parks are designed to serve all age groups. Facilities in these parks generally cater to the active recreation needs of teenagers and adults. These parks average from 25 to 100 acres. These parks combine intensive and non-intensive recreational facilities. The intensive facilities often include fully equipped softball hardball and multiple-use fields, tennis, ice skating, restrooms, tot lots, trails, swimming pools, and parking. The non-intensive facilities accommodate natural areas for more passive recreational activities. Therefore, these parks should be centrally located with good access to several neighborhoods and schools.

A proposed community park is needed within the neighborhood. This park is centrally located within the neighborhood, and accounts for about 32 acres, or almost 10 percent of the total open space in the neighborhood. The northern portion of this park consists of woodlands, and the Kenosha County zoning regulations restricts the use of these woodlands. The Ring Road borders the park to the north and meanders to avoid the woodlands.

Other Parks and Open Spaces

In addition to the neighborhood and community public parks, a linear public park is recommended for the neighborhood. This linear park is the central unifying feature intended to pull all of the elements of the neighborhood plan together. This park is bounded by 66th Place on the north and 67th Street on the south, and accounts for about 13 acres, or more than 4 percent of the open space in the neighborhood. A proposed fire station site is intended to anchor the eastern end of this park. All additional parks and open spaces may be privately owned, operated and maintained within the neighborhood.

Shorelands, Floodplains, and Wetlands

The neighborhood has numerous environmental features, which should be preserved. They include shorelands, wetlands and floodplains in the neighborhood. Land designated as shorelands, wetlands, floodplains, or sensitive, unbuildable soils should be preserved within, as well as outside, the land use category for "Open Space/Park." The amended plan identifies areas containing significant resources that should be essentially preserved for open, passive uses to protect the overall quality of the environmentally sensitive shoreland and wetland areas, and to enhance the other land uses within the neighborhood. (See Exhibit II).

The intention is that the environmental features will be the predominant organizational tool for development. Other buildings should be organized into clearly distinct enclaves, such as courtyards that have clear boundaries and are subordinate to the environmental features. Densities should not exceed those which would be permitted in the other residential districts. Development guidelines are included in "Parks/Open Space." In addition, development policies and practices that 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 neighborhood. Development requiring the draining and filling of wetlands or the grading of hilly, wooded areas in the shoreland district should be avoided. This policy is central to a sound development strategy for the Bristol Neighborhood. As a result, all affected property owners should have their properties field surveyed in order to determine the actual presence of all environmental features (shorelands, floodplains, wetlands, etc.) on their land prior to proposing any future development in the vicinity of any shoreland areas.

Streets and Roads

The public street rights-of-ways account for about 203 acres, or more than 14 percent of the total land in the neighborhood. The neighborhood should consist of an interconnected network of collector and local streets. An interconnected street pattern with smaller blocks provide multiple routes diffusing automobile traffic and shortening walking distances. This pattern keeps local traffic off major roads and through traffic off local streets. Neighborhood streets of various types should be designed to provide equitably for pedestrian comfort and automobile movement. Slowing the automobile and increasing pedestrian activity encourage the casual meetings that form the bonds within a community.

The land use categories coincide with the street layout plan for the Bristol Neighborhood. The street layout is intended to become a part of the City of Kenosha's mapped street plan. In addition, the streets should be designed to balance the needs of all users, and streetscape design is critical to this balance. The streetscape consists of sidewalks and amenities such as street furniture and trees. Street widths should be reduced to slow traffic and they should be interconnected to disperse traffic and promote efficient movement for all modes of transportation, including the movement of automotive and transit vehicles as well as pedestrian and bicycle pathways. Wide sidewalks, on-street parking, and an appealing streetscape should be provided to encourage pedestrian activity.

The street standards used within the different areas of the neighborhood may vary depending on the proposed function of the roadway, the anticipated land use and traffic load, and the desired character of the surrounding areas. Special consideration should be given to street layout to minimize through traffic and the potential for inappropriate vehicle speeds. Recommended designs include limiting the length of through streets, introducing roundabouts or traffic circles, shifting the street network through the use of T-intersections, or similar techniques. Appropriate development design guidelines are essential to ensure that the components are compatible and contribute to the character of the street and the neighborhood.

Design Guidelines

1. Encourage street system designs, including boulevards and squares, that slow traffic.
2. Slow traffic, while creating a higher quality and pleasant driving experience, as well as create an attractive pedestrian experience along the street, boulevard, etc.
3. Encourage sidewalks and paths along residential and commercial streets, boulevards, etc.
4. Promote creating a positive walking experience. A ratio of 1:1 or 1:2 (building wall height to street width) is the most ideal. Spaces 1:5 and beyond have little sense of enclosure. In such a case, large trees are needed to correct the proportions.
5. Allow for parallel parking on the residential street and the driving lane along the boulevard.
6. Attempt to layout all public and private streets to link with other streets from adjacent blocks.

Ring Road

As the neighborhood develops as planned, the neighborhood Ring Road will be developed. The rationale is based on a Ring Road being created that provides a clear neighborhood form, and functions as a memorable series of connected public places, activities, and landmarks that help bind the community together socially and symbolically. While the neighborhood Ring Road may facilitate traffic flows, it is not intended as an interior "beltway" for through traffic.

Placement of residential squares, roundabouts, public spaces, gateways, etc. along the Ring Road will create neighborhood nodes that become places for residents to interact and help give it identity. This includes integrating the existing streets and linkages to surrounding development with residential streets and boulevards as well as Main Streets, public spaces, and commercial courts. In addition, the lack of new access roads need to be added to the surrounding development. Also, pedestrian and bike paths should be included that help connect the neighborhood.

Collector Streets

The proposed street system also consists of collector streets for the Bristol Neighborhood. Collector streets are arranged to properly integrate the development of secondary streets, and to provide ready access from the neighborhood to centers of employment, shopping facilities, institutional centers, and recreational areas both within and beyond the neighborhood boundaries. The streets are properly integrated with, and related to, the existing regional system of major county and state highways. The three major highways that are shown on the plan and adjacent to the neighborhood include CTH K (60th Street), CTH MB (156 Avenue) and STH 50 (75th Street).

The proposed collector street network is designed to achieve an efficient use of land to; discourage through traffic; minimize street area; provide an attractive setting for development; facilitate the provision for efficient storm water drainage, sewerage and public water supply facilities; and fit the natural terrain and minimize the need for regrading during the development process. The street locations are based upon careful consideration of a number of factors, including topography and environmental conditions, existing and proposed land uses, and sound urban design principles. However, due to the scale of the plan and other factors that cannot be fully anticipated prior to plan adoption, reasonable flexibility is provided for the exact location of the collector streets (which includes the Ring Road).

Access Points

Access points to the neighborhood include five entrances north of STH 50 (75th Street), five entrances south of CTH K (60th Street), three entrances east of CTH MB (156th Avenue), and two entrances west of the Frontage Road (120th Avenue). All access points for STH 50 are under the jurisdiction of the Wisconsin Department of Transportation. The Kenosha County Division of Highways has jurisdiction of all access points for CTH K and MB.

Plan Implementation

The preparation and adoption of the amended *Bristol Neighborhood Plan* is only the first in a series of public and private actions required for the ultimate development of the Bristol Neighborhood. This includes the careful review of the development proposals for conformance with the amended plan the proper application of zoning district regulations in the neighborhood to assist in implementing the development pattern and objectives envisioned in the plan, and the adoption of an Official Map to implement the plan with respect to the location of streets, parklands, etc.

Neighborhood Plan Adoption

The steps of implementation include adoption of the amended *Bristol Neighborhood Plan*. After formal adoption of the amended neighborhood plan, implementation will require faithful, long term dedication to the underlying plan objectives by the neighborhood residents, business owners, and appointed and elected officials. Therefore, the plan adoption 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 making land use and development decisions affecting the Bristol Neighborhood. Upon adoption, the plan becomes an official guide to be used by City and Town officials in making land use decisions. 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 insure that it is properly reflective of current conditions.

Zoning and Land Use

The amended *Bristol Neighborhood Plan* provides guidance for making zoning decisions. The performance standards, in the form of design guidelines established in the plan, may direct the revision of the Zoning Ordinances and its contents. Specific regulations and policies will be outlined in the zoning ordinances, and will serve as the regulatory document for future development decisions. The necessity of the amended plan is that each property in the district is evaluated as to the appropriate location of development, in regards to topography, environmental features, adjacent land uses, and transportation. In addition, this plan will ensure a sound long-term development pattern for the neighborhood.

Subdivision Plat and Development Review

After the amended *Bristol Neighborhood Plan* is adopted, it should serve as a basis for the review of preliminary and final subdivision plans and development proposals in the Bristol Neighborhood. In this respect, the amended neighborhood plan should be regarded as a point of departure against which to evaluate proposals for development. 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 plan.

Conclusion

The adopted amended *Bristol Neighborhood Plan*, together with supportive zoning, official mapping, subdivision control ordinances, and conditional use permits, provides the basic means for accomplishing orderly growth and development of the Bristol Neighborhood. However, if the amended plan for the neighborhood is not properly and consistently utilized over a period of time when evaluating proposed zoning changes, reviewing proposed land subdivisions, or considering other physical development proposals, in particular, storm water management, such orderly growth and development may never be realized. The City may consequently face difficult and costly future problems in the neighborhood; therefore, never its full development potential. Consistent application of the plan will assure that individual development proposals will be channeled toward the sound development of the neighborhood.

Appendix

Exhibit I – Revised Recommended Plan

Exhibit II – Environmentally Sensitive Areas

Exhibit III – Public Neighborhood Meeting Notice

Exhibit IV – Neighborhood Meeting Comments

Exhibit V – City Plan Commission Public Hearing Notice

Exhibit III – Public Neighborhood Meeting Notice

May 3, 2005

FIELD(FName) FIELD(LName)
FIELD(Business)
FIELD(Address)
FIELD(City)

Dear FIELD(Title) FIELD(LName):

RE: Bristol Neighborhood Plan - Public Neighborhood Meeting

The City of Kenosha is proposing to amend the **Bristol Neighborhood Plan** adopted in 1999. In response to existing and potential development activity in the Bristol Neighborhood, our department has reviewed the plan to ensure that proper future development and related physical activities occur. You are being notified since the proposed amendments may directly affect your property(ies). Enclosed is the recommended plan representing the proposed amendments. However, the plan does not require that you rezone, develop, or change the existing use of your property.

A public neighborhood meeting is scheduled from **6:00 - 8:00 p.m. on Tuesday, May 17, 2005 at Aurora Medical Center, 10400 75th Street, North Entrance, First Floor, Conference Rooms E and F**. At this meeting, you will have the opportunity to comment about the proposed amendments. A brief presentation will be made at 6:30 p.m., but you can stop in anytime to express your concerns and ask questions about the amendments.

I can be reached at (262) 653-4030 or cbrianr@kenosha.org with any questions or comments about the proposed amendments. Written comments can be faxed to (262) 653-4045 or sent to the Department of City Development, 625 52nd Street, Kenosha, WI 53140.

Sincerely,

CITY DEVELOPMENT

Brian Reining, AICP
Planner

BR:sks
Enclosure

Exhibit IV – Neighborhood Meeting Comments

Bristol Neighborhood Meeting Tuesday, May 17, 2005 Aurora Medical Center

Comments

- Residential properties along “K”
 - Roads and utilities
 - Cost and phasing
 - Impact on properties that do not want to develop at this time
- Consider residential moratorium
- Impact fees should be required for assuming cost of development—schools, parks, etc.
- Airport zoning impacts
 - Properties should be acquired by the City
 - Concern that properties in the Town of Bristol have no voice in the planning decisions
- Access points on Hwy. 50
 - 128th access point only to the south
- Public vs. private parks
 - Access from “K” to future community park
- Airport overlay
 - Residential areas can be developed only with avigation easement
- Concern about low-flying aircraft and other impacts
 - Time of day and night
 - No opportunity to complain (from Airport Director)
- Airport ordinance impact on private property owners without representation
- Question the timetable for development within neighborhood
 - Determination by property owners
- Taxes on agricultural land
 - Impact on property taxes as a result of surrounding development

- Residential (yellow) single- and two-family residential
 - 415 acres, approximately 1,200 acres
- Need for school site in the neighborhood
- Carlborg property
 - Indian Burial grounds?
- Neighborhood plan and development has destroyed the value of property
 - Problems with airport and future roads
- Why are roads being designated in advance of development occurring (e.g., some of the property distances between streets appears too small)?
 - Also, distance between ring road and nearest local road is 240'
- Is the City of Kenosha interested in “blighting” the property along “K” for future development by others?
- What does the “Multiple Uses for Traditional Buildings” mean?
 - Maintain buildings or modify properties for existing uses?
- Particular question about approval for access controlled by DOT
- Questions about the plan and the opportunity to express concerns at the City Plan Commission meeting
- Design of the ring road at the northwest part of the neighborhood
 - Affected by the environmental areas
 - Concern that developable land may be used for roads
- Concern about the extent of the local road system as shown on the plan
 - Take the roads out as they impact especially the smaller properties
- Management of the waste water that will occur as a result of the development in the neighborhood
 - Also, subcontinental divide
- Designate the properties along the south side of “K” in the tan color – i.e., “Traditional Multi-Use” classification
- Owners and residents should have been notified about the Cooperative Plan

➤ **Exhibit V – City Plan Commission Public Hearing Notice**

June 23, 2005

FIELD(Title) FIELD(FName) FIELD(LName)
FIELD(Business)
FIELD(Address)
FIELD(City)

Dear FIELD(Title) FIELD(LName):

RE: **Bristol Neighborhood Plan - City Plan Commission Public Hearing**

You are invited to a public hearing of the City Plan Commission on **Thursday, July 7, 2005** to express any comments you may have on the revised recommended map for the **Bristol Neighborhood Plan**. You are being notified as a property owner that this recommended neighborhood plan map may directly affect your property(ies).

The public hearing will be held at 5:00 p.m. in Room 202 of the Municipal Building, 625 52nd Street. The Plan Commission will consider your comments on the enclosed revised recommended neighborhood plan map at this public hearing.

I can be reached at (262) 653-4030 or cbrianr@kenosha.org with any questions or comments about the recommended plan map. Written comments can be faxed to (262) 653-4045 or sent to the Department of City Development, 625 52nd Street, Kenosha, WI 53140.

Sincerely,

CITY DEVELOPMENT

Brian Reining, AICP
Planner

BR:sks
Enclosure
bcc Mayor John M. Antaramian
Alderman Kenneth O. Polzin, Jr.
Jeff Labahn, Assistant City Planner