McKinley-Roosevelt Railroad Corridor Neighborhood Plan

Prepared by:
Department of City Development
in Cooperation with Neighborhood Businesses, Residents,
and the Aldermen for the District
City of Kenosha, Wisconsin
December 2008

Adoption and Certification:
City Plan Commission – December 4, 2008
Common Council – December 15, 2008

CITY PLAN COMMISSION RESOLUTION NO. 07-08

BY: THE MAYOR

Adoption of the *McKinley-Roosevelt Railroad Corridor Neighborhood Plan*
Located between 60th - 67th Street and between 26th - 39th Avenue

WHEREAS, under Wisconsin State Statutes 62.23(3), cities have the responsibility for the preparation and adoption of a Master Plan for the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development; and

WHEREAS, the Department of City Development has prepared a Master Plan for the *McKinley-Roosevelt Railroad Corridor Neighborhood* as directed by the City Plan Commission and in conformance with Wisconsin State Statutes 62.23(3); and

WHEREAS, the *McKinley-Roosevelt Railroad Corridor Neighborhood Plan* encompasses the area located between 60th Street and 67th Street and between 26th Avenue and 39th Avenue as directed by the City Plan Commission in conformance with Wisconsin State Statutes 62.23(3); and

WHEREAS, the City Plan Commission, at their meeting on December 4, 2008, conducted a public hearing and subsequently adopted the *McKinley-Roosevelt Railroad Corridor Neighborhood Plan*; and certified said plan to the Common Council on December 15, 2008, and

WHEREAS, the adopted land use classifications and development density, and future streets are in the best interest of the City to plan for the orderly development of the *McKinley-Roosevelt Railroad Corridor Neighborhood* as described in Exhibit "A".

NOW, THEREFORE, BE IT RESOLVED that the City Plan Commission adopts and certifies the *McKinley-Roosevelt Railroad Corridor Neighborhood Plan*.

Adopted this 4th day of December, 2008.

ATTEST: _____
Jeffrey B. Labahn, Secretary

APPROVE: _____
Keith G. Bosman, Chairperson

Drafted by: Department of City Development
1CPC/2008/Dec4/resol-cpc-07-08

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Part 1: Introduction and Summary

Project Description and Boundary

The McKinley-Roosevelt Corridor Neighborhood Area (referred to herein as "the Railroad Corridor Neighborhood Area") is located in the southern part of the McKinley Neighborhood and the northern part of the Roosevelt Neighborhood. The railroad corridor is active and serves as the major boundary between these two neighborhoods. The study area for the *McKinley-Roosevelt Railroad Corridor Neighborhood Plan* includes small portions of Aldermanic Districts #7, #11 and #12. The entire Railroad Corridor Neighborhood Area is included within the boundaries or the Reinvestment Neighborhood Boundary.

The boundaries of the *McKinley-Roosevelt Railroad Corridor Neighborhood Plan* follow blocks as shown on Map 1.1, page 5. The study area comprises 226 parcels and about 133 acres, and is generally bounded by 60th Street on the north, 67th Street on the south, 26th Avenue on the east, and 39th Avenue on the west. All efforts were made to draw the Railroad Corridor Neighborhood Area boundaries as narrow as feasible to address the planning and development issues in the neighborhood corridor area plan.

The *McKinley-Roosevelt Railroad Corridor Neighborhood Plan* identifies the existing physical conditions of the neighborhood corridor area and opportunities for potential new development and redevelopment. The adoption of the neighborhood corridor area plan provides the strategy and direction to move the plan's vision toward reality and to ensure that redevelopment of the Railroad Corridor Neighborhood Area is accomplished in a way that balances private investment objectives with neighborhood sustainability.

Plan Purpose

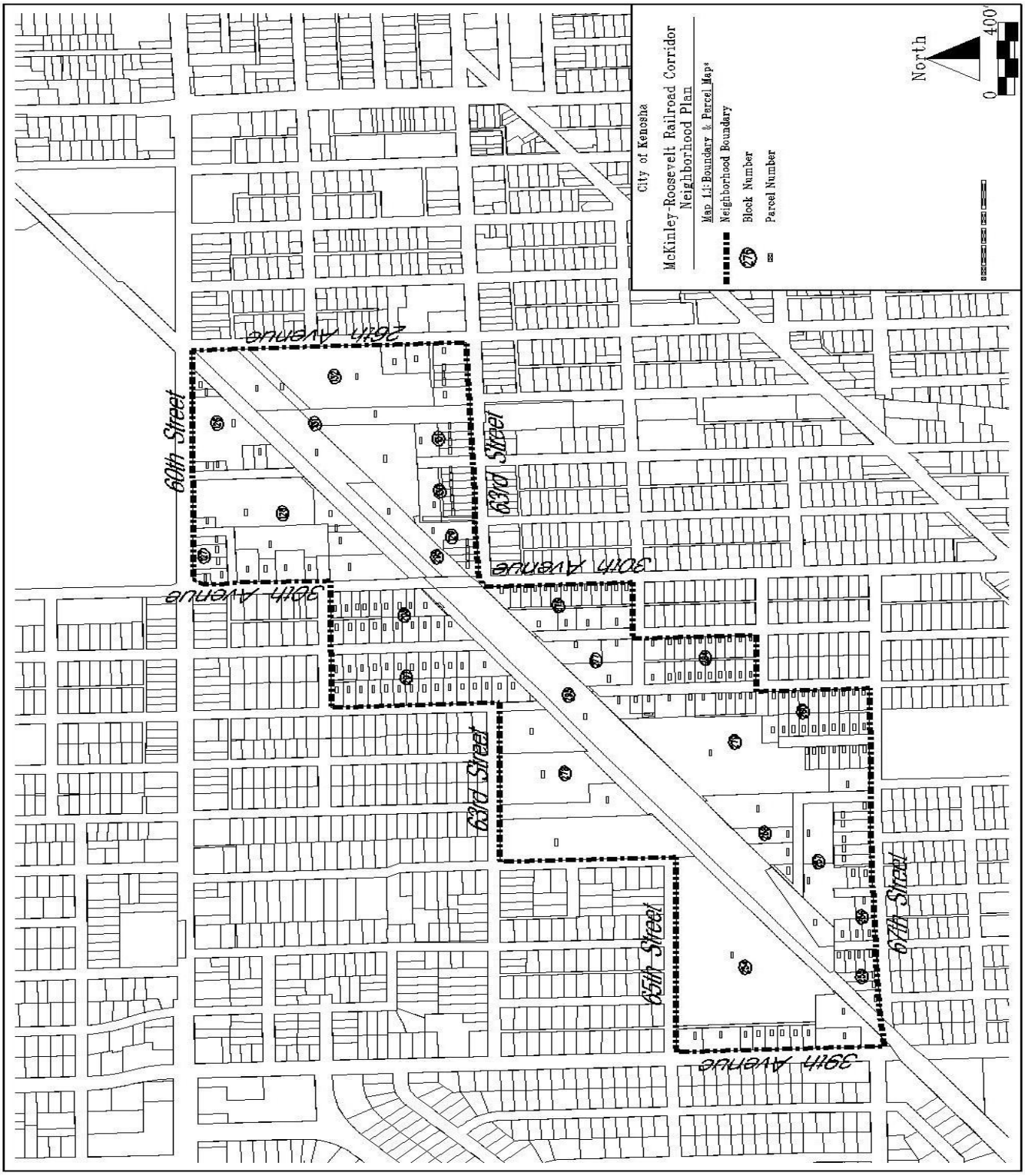
The Mayor and Aldermen of the Railroad Corridor Neighborhood Area have requested that a plan be adopted for the neighborhood corridor area. The request for an adopted plan was made because the city wishes to promote future development and redevelopment for this area. Therefore, a long-term strategy in the form of a plan is needed to reduce, eliminate, and prevent spread of blight and incompatible uses and to stimulate growth and development within this neighborhood corridor area.

The purpose of the plan is to develop recommendations and establish design guidelines that manage the future development and redevelopment of the neighborhood corridor area. This plan will be used as a principal policy document by the City Plan Commission and the Common Council, city staff, non-profit agencies and private developers when making decisions for the neighborhood corridor area. In particular, the plan is intended to promote appropriate land uses and other public improvements.

The adopted plan is a guide for property owners, designers, and developers as they prepare plans for new development and redevelopment projects. The plan provides specific guidelines that city staff, the City Plan Commission and the Common Council can use to review and evaluate private development proposals. The plan also provides a guide for public investments and capital improvements.

The recommendations in the adopted plan relate to specific issues, concerns, and opportunities identified at the neighborhood meetings and public hearings. The recommendations for the plan are intended to focus on land use development and redevelopment, urban design, transportation, and infrastructure issues. However, the recommendations are intended to allow a degree of flexibility and any deviation from this plan should be carefully evaluated.

Map 1.1 - Neighborhood Boundary



Plan Vision and Framework

The plan's primary vision is to promote compatible new development and redevelopment with surrounding uses and complement the character and appearance of desirable adjacent uses. The plan envisions that new development and redevelopment will make a positive contribution to the neighborhood and residential livability and stability. A clear and realistic vision establishes focus and direction for the plan and overviews the recommendations and design guidelines in the plan report. However, the report does not describe any specific proposed projects, programs, or regulatory actions for this railroad corridor neighborhood area.

The plan's framework comprises a land use plan that acknowledges existing conditions and addresses the principal goal of achieving sensitively designed, high-quality new development and redevelopment that will help to stabilize and revitalize the railroad neighborhood corridor area and the adjacent neighborhoods. The land use framework must be flexible enough to encourage long-term investment within the neighborhood. In addition to the development of a land use plan to guide the future of the railroad corridor neighborhood area, future transportation and related-infrastructure improvements must provide an appropriate level of access that integrates into the existing street network.

Process and Participation

The planning process is being conducted by City Development staff in cooperation with area residents, business owners, city departments, public agencies, private interests, etc. Both Aldermen representing the Railroad Corridor Neighborhood Area are encouraged to participate in all areas of the planning process. Adoption of a plan represents the validation of publicly expressed needs and recommendations. This plan is intended to be used as a policy guide for all individuals with a vested interest in the McKinley-Roosevelt Railroad Corridor Neighborhood.

The first step of the process is to compile technical data. Concurrent with gathering of technical data, the second step involved a series of meetings to help ensure that the visioning process includes representatives from a diverse cross-section of the neighborhood corridor area. The City of Kenosha's approach to neighborhood planning is to maximize citizen participation while minimizing the number of meetings that people have to attend.

The Neighborhood Kick-Off Meeting for the *McKinley-Roosevelt Railroad Corridor Neighborhood Plan* was held on August 14, 2007, at the VFW Hall, 6618 39th Avenue. This meeting provided the neighborhood property owners and residents an opportunity to gather information, ask questions, react to the background information on existing land use development, zoning, and transportation conditions, and provided both written and verbal feedback. The purpose of the meeting was to give the property owners and residents an opportunity to identify the strengths and weaknesses and possible opportunities and changes to their neighborhood. Every property owner within and adjacent to the neighborhood was notified by mail, and almost 30 citizens participated.

A follow-up neighborhood meeting was held on October 15, 2008 in Room 204 of the Municipal Building, 625 52nd Street. A complete draft recommended plan and report was presented at this meeting. All property owners within the neighborhood were notified of the meeting and given an opportunity to ask questions and provide written and verbal comments on the draft plan and report. There was a general consensus at the meeting that the overall plan is considered good; however, something must be done about the current industrial operations at the former foundry site for redevelopment to succeed. Most of the property owners expressed concerns about the lack of exterior maintenance, particularly towards the industrial buildings and properties.

Part 2: Existing Conditions, Trends, Issues, Needs, and Concerns

Existing Land Use

The ***Existing Land Use*** on Map 2.1, page 8, shows the current land use and development types that exist as of mid-year 2007 within the Railroad Corridor Neighborhood Area. The predominant land uses are only shown on the map. For example, the first floor of the buildings were counted as the predominant land uses for those buildings with more than one floor.

A variety of methods were used to identify existing land uses and development types within the neighborhood corridor area. The methods include the city's real estate database, field analysis, aerial photographs, subdivision plats or lot maps, and zoning maps. For parcels with multiple land uses, attempts were made to identify the most significant land uses and development types as much as possible.

The neighborhood corridor area contains a mixture of existing land uses and development types that include single/two and multiple-family residential, commercial/office, institutional/governmental/utility, industrial/manufacturing/warehousing, and undeveloped non-residential land. In addition, a few of the larger properties include both developed and undeveloped land. Two (2) separate land use categories that were identified include the railroad corridor and the vacant railroad land.

A majority of the structures in the neighborhood corridor area are industrial and residential. There appears to be a predominance of industrial buildings that are deteriorated, obsolete, and some that possess inadequate provision for ventilation, light, air, and sanitation. Some of the larger tracts of land include deteriorated parking lots that detract from the area's visual appeal.

There are a small amount of existing residential uses and a limited number of housing units within the neighborhood corridor area. This limited amount of residential uses and units is directly reflective to how the neighborhood boundaries are delineated to address the primary issues that affect the area. Single-family detached houses on their own separate lots are the most predominate residential use. The remaining residential uses consist of two- and three-family units attached to each other in one building that are dispersed throughout the area.

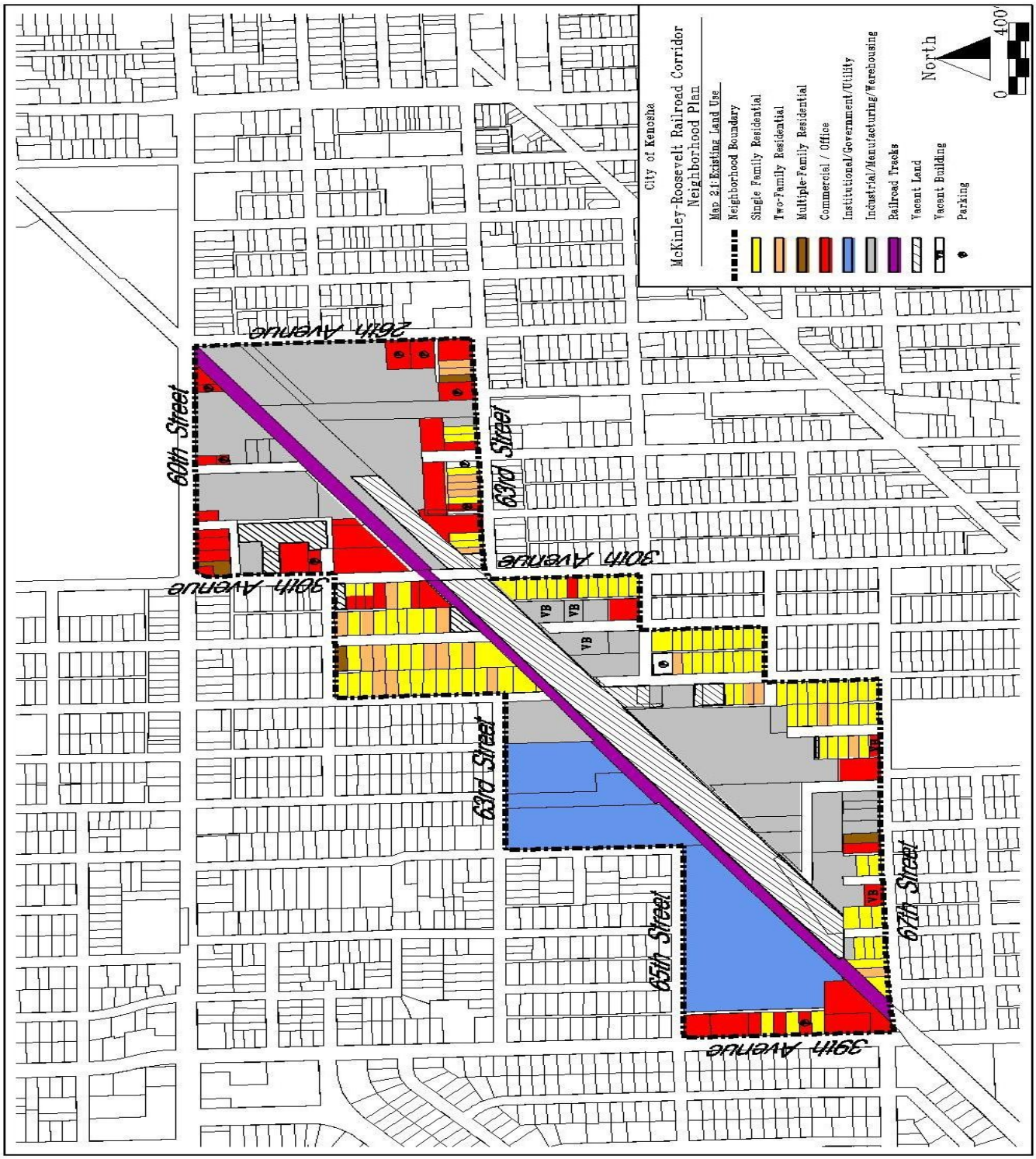
Only one block consists strictly of residential uses within the neighborhood corridor area boundaries. All of the remaining blocks with residential uses also contain some amount of commercial and/or industrial use. It is often difficult to identify the differences between commercial and industrial uses as well as the differences between institutional and commercial/industrial uses. Typically, "commercial" means retail, offices, and service related businesses. Industrial uses consist of light and heavy-manufacturing, and institutional uses are limited to publicly-owned facilities.

Existing Zoning

The ***Existing Zoning*** on Map 2.2, page 9, shows the current zoning district classifications that exist as of mid-year 2007 within the Railroad Corridor Neighborhood Area. Some of the zoning districts allow both residential and non-residential uses within the same zoning district classification either as permitted, permitted accessory, and conditional uses. The permitted uses and specific development regulations for each zoning district are detailed in the City of Kenosha Zoning Ordinance. The area includes the following zoning district classifications: RG-1 (General Residential), B-2 (Community Business), M-1 (Light Manufacturing), M-2 (Heavy Manufacturing), and I-P (Institutional-Park).

RG-1 district applies to single- and two-family residences on smaller lots located generally in the central area of the city. B-2 district applies to substantial commercial, retail, and service establishments to accommodate the needs of a larger consumer population. I-P district refers to areas that are primarily devoted to public office, institutional, and recreational uses. M-1 district applies to limited light manufacturing and industrial uses that do not create appreciable nuisances or hazards. M-2 district refers to heavy manufacturing and industrial uses.

Map 2.1 - Existing Land Use



Map 2.2 - Existing Zoning

Existing Transportation

The ***Existing Transportation*** Map 2.3, page 11, shows the current transportation system that exists as of mid-year 2007 within the Railroad Corridor Neighborhood Area. The existing transportation or circulation system identifies the movement of how people get around, through, and into and out of the neighborhood corridor area. The transportation system within the area consists primarily of public streets, sidewalks, and transit service. This map also shows the proposed bicycle routes within and outside the railroad corridor neighborhood area.

The existing public streets for the area are identified on the map based on a functional basis of classifying streets as arterial, collector, and local streets. *Arterial streets* are designed to carry large volumes of vehicles that are allowed to move more rapidly without much interruption with a limited number of traffic signals or stop signs. *Collector streets* are designed to carry lesser volumes of vehicles with more traffic controls and are intended to link local streets to arterial streets. *Local streets* are designed to carry even less traffic with lower posted speed limits and have many more stop signs and other traffic controls.

Average daily traffic (ADT) volume counts from 2005 were compiled at specific public street locations adjacent to and near the neighborhood corridor area. ADT counts are typically used to indicate whether the volume of traffic exceeds the capacity of a public street. The location of major intersections were also identified on the basis of the placement of traffic signals where the arterial streets intersect each other or with other collector streets. Most of these intersections are areas where traffic congestion may occur during peak hours of the day.

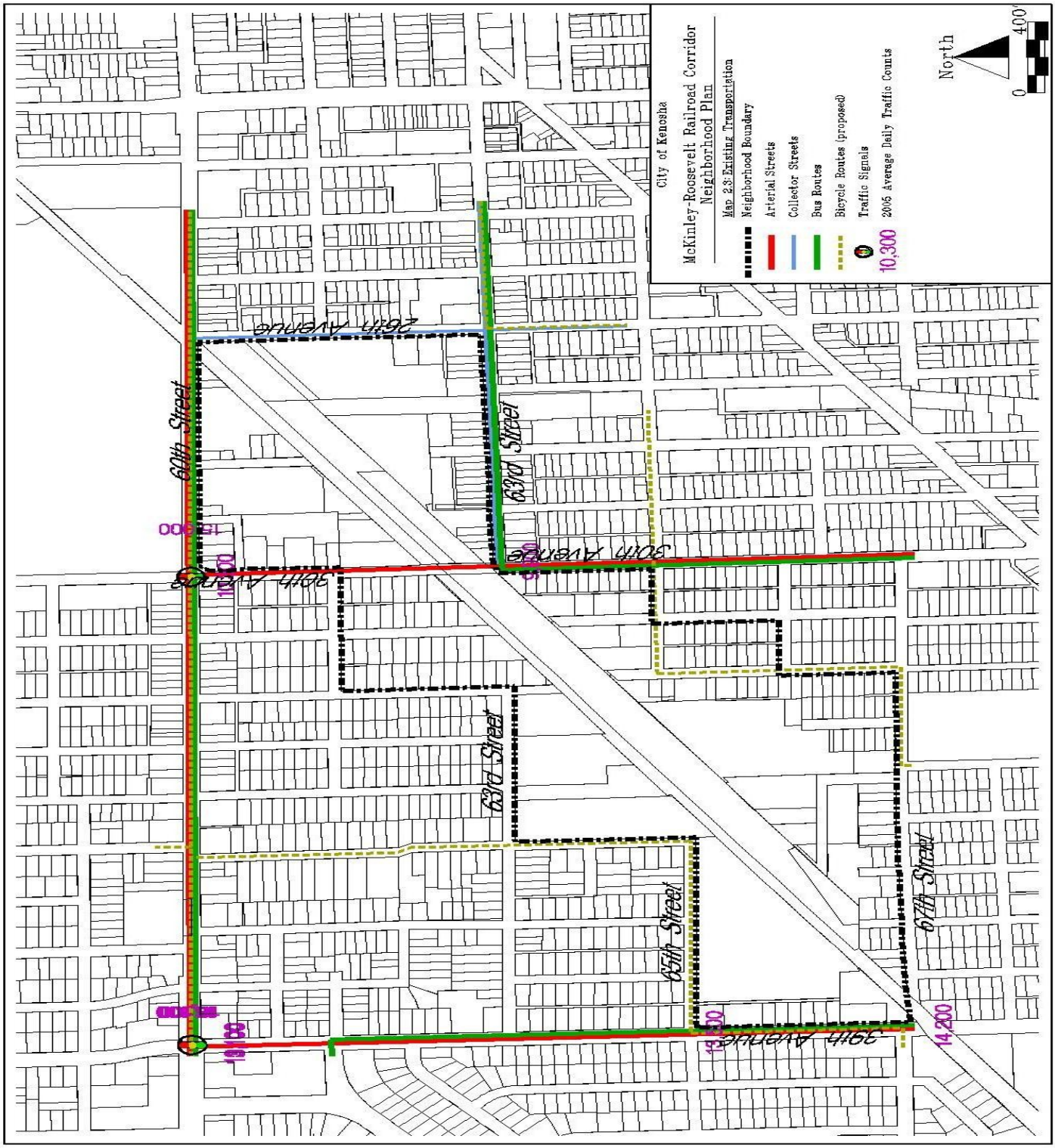
The *Kenosha Area Transit* operates two (2) bus routes that run adjacent to the neighborhood. *Route #4* runs along 60th Street from Downtown to 39th Avenue and then continues south along 39th Avenue. *Route #5* runs along 63rd Street from Downtown to 30th Avenue and then continues south along 30th Avenue. *Route #5* provides access to the shopping centers such as Southport and Pershing Plazas as well as Pick & Save (Brass and South).

Key Issues and Concerns

The planning process is designed to address key issues and concerns that were identified at the Neighborhood Kick-Off Meeting on August 14, 2007. See Exhibit III, page 28, for the detailed list of questions and comments that the property owners and residents provided at the neighborhood meeting. A major concern of the neighborhood property owners and residents is the lack of maintenance along the railroad corridor and illegal dumping, graffiti, and broken windows to the rear of the existing businesses between 33rd and 39th Avenues. Much of this problem has recently been resolved with 67th Street being vacated west of 38th Avenue.

The 12-acre former railroad property adjacent to the tracks west of 39th Avenue is one of the significant concerns that impacts existing and potential future land uses. Another concern is the reuse and/or redevelopment potential of the former railroad property that is currently for sale. The diverse mix of property uses within the planning area is another concern. There are a number of instances where there are industrial uses located next to housing units, creating potential issues between industry and residential property owners. The neighborhood property owners and residents did not have major problems with the existing manufacturing facilities; only that they need to be more respectful of adjacent residential homes.

Map 2.3 - Existing Transportation



Part 3: Proposed Land Use and Transportation

This chapter is organized using the elements of land use and transportation/infrastructure. Each element includes recommendations and design guidelines prescribed for achieving the plan's vision of promoting compatible new development and redevelopment for the McKinley-Roosevelt Railroad Corridor Neighborhood. The plan includes more specific additional design guidelines for the residential and commercial categories of the land use element in an effort to promote a pedestrian–friendly environment.

The ***Recommended Land Use Plan***, Map 3.1, page 13, provides a view that can help guide future development and policy decisions for the railroad corridor neighborhood area. The recommended plan accommodates both the commercial/office and the industrial, manufacturing, and warehousing land use categories together in certain areas of the neighborhood. However, residential uses are intended to be accommodated in other areas of the neighborhood.

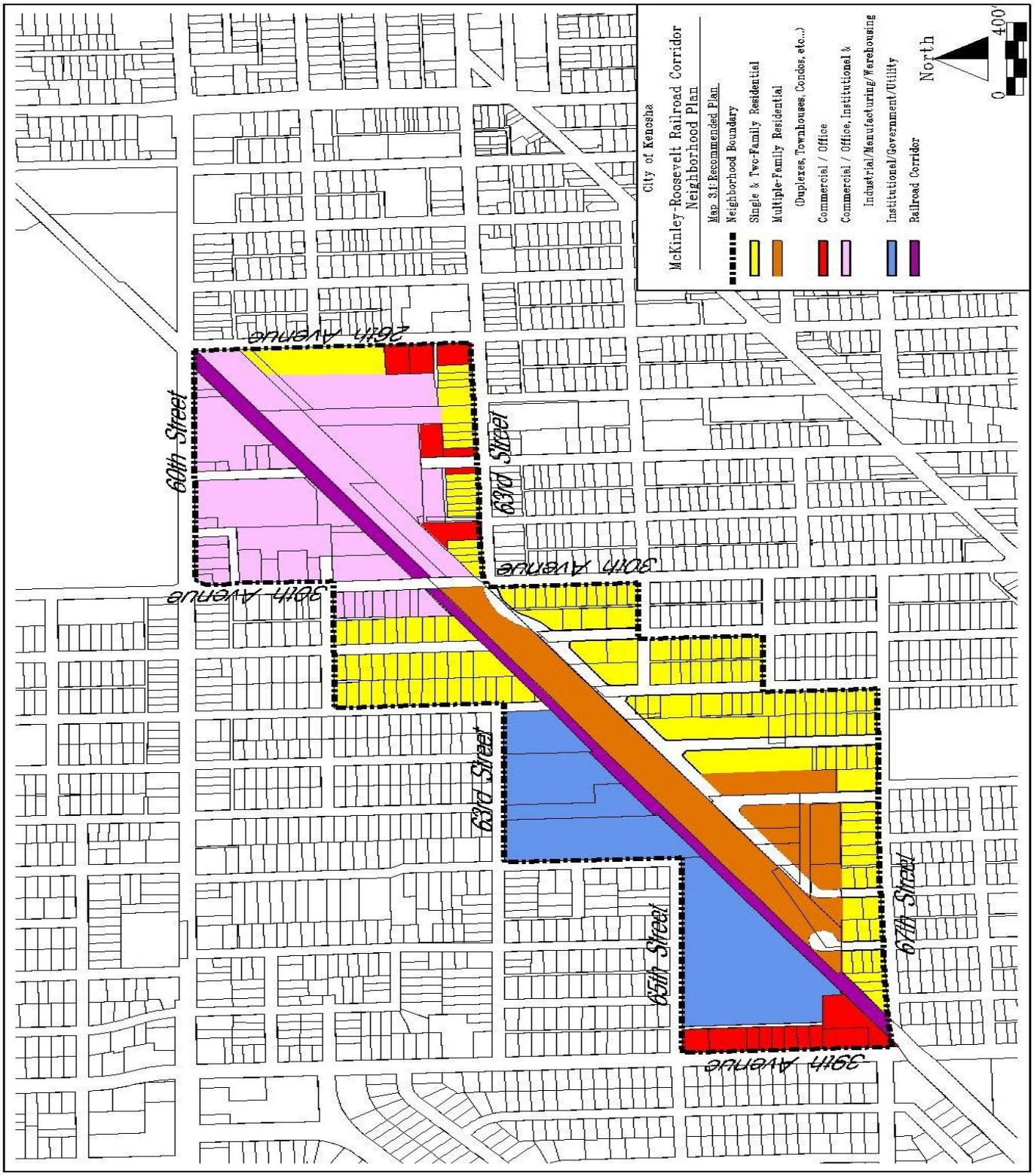
General Plan Recommendations

One of the largest challenges posed by the railroad corridor neighborhood plan area involves the incompatibility of the existing land uses. Heavy industrial uses are located directly adjacent to residential uses, creating unfavorable conditions for both types of users. For industrial users, the truck traffic bringing goods to and from the facility can be a challenge, while residents in the area are subjected to manufacturing noise and unattractive views due to the lack of screening between properties. The recommended plan accommodates both the commercial/office and the industrial, manufacturing, and warehousing land use categories together in certain areas of the neighborhood. However, residential uses are not intended to be accommodated in these areas.

In an effort to encourage better land use planning and sensible development patterns, below are a series of general recommendations and design guidelines that have been created to guide the implementation of the neighborhood plan. The plan addresses four general land use categories: single, two and multiple–family residential, commercial/office, institutional/government/utility, and industrial/manufacturing/warehousing. The plan recommends separation between incompatible uses and articulates a clear vision for future growth, redevelopment, and revitalization of the neighborhood corridor area. The following policies and actions are recommended to guide future improvement and development throughout the neighborhood:

1. Identify inappropriate zoning classifications that could lead to incompatible land uses.
2. Conduct a parcel study of inappropriately zoned properties to determine the feasibility of rezoning these properties.
3. Consider rezoning inappropriately zoned residential and non–residential properties when redevelopment occurs so that they are consistent with current or adopted land uses.
4. Mitigate the negative impacts that arise from conflicting land uses.
5. If an existing commercial and/or industrial use is still a viable business and it does not adversely affect the adjacent residential areas, it should be allowed to continue to operate.
6. If an existing commercial and/or industrial use is to remain in the future, or new compatible light–industrial uses are located on the site, exterior physical building and/or site improvements should be undertaken to improve the overall image and appearance along the perimeter of the industrial property.
7. Support property maintenance code enforcement to improve the neighborhood's image.
8. Promote the development of small–scale commercial, office, service, and light–industrial uses in character and scale to the adjacent residential neighborhood.
9. Encourage residential uses where an oversupply of existing commercial, industrial and other non–residential development may exist.
10. Utilize vacant lots to create community assets as well as new development or redevelopment activities, or transfer these lots to adjacent property owners for clean-up and reuse as private yards.

Map 3.1 - Recommended Plan



11. Utilize vacant lots to create community assets as well as new development or redevelopment activities, or transfer these lots to adjacent property owners for clean-up and reuse as private yards.
12. Address public safety and security issues to improve the overall image and character of the neighborhood and for long-term neighborhood revitalization to be successful.
13. Implement neighborhood projects such as clean-ups, community gardens, parties, events, cultural celebrations, and other activities to strengthen the neighborhood's overall image and identity as well as sense of community.
14. Work with neighborhood and community-based organizations to educate residents about how to appropriately access available city services, such as garbage collection, building inspection, recreation, and police and fire.

General Design Guidelines

The general design guidelines in this and subsequent sections of the plan provide specific criteria so that all new buildings, renovations and additions blend into the framework of the neighborhood. The fundamental guidelines that follow do not dictate particular architectural styles or intend to restrict variety, imagination or innovation, but instead establish design principles that result in creative solutions and satisfactory visual appearance to be applied to new development and redevelopment projects:

1. Promote compatible new development and redevelopment through architecture, design, and neighborhood amenities that adds to the quality of the neighborhood.
2. Provide appropriate buffering between existing incompatible new residential and non–residential land uses to improve the overall neighborhood quality.
3. Develop treatments for all building elevations of existing non–residential buildings that are visible from the public streets to improve the appearance of the service areas.
4. Encourage building design, size, scale, and materials of new development, redevelopment, and revitalization activities compatible with the general built characteristics of desirable development in the neighborhood.
5. Integrate the scale, character, and function of new development and redevelopment activities with its surroundings while remaining flexible to accommodate the densities, mix of uses, and infrastructure that the market demands.
6. 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.
7. Orient the front facades 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 buildings as much as possible.
8. Preclude large areas consisting of unarticulated blank walls on all new construction, building renovations, and/or additions.
9. 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.
10. Substitute architectural features on new construction, renovations and/or additions that have interior side facades that cannot provide glazing due to building and fire code regulations, such as spandrel windows, shutters, tile mosaics, medallions or other items.
11. Require building materials for new construction, renovations, and additions to be consistent throughout the development including roofing, siding, and window materials.
12. Use permanent, quality materials for the lifetime maintenance of new construction, building renovations and additions, which is strongly encouraged at the base of buildings where they meet sidewalks and at entry ways which are prone to damage.
13. 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.
14. Encourage businesses to enhance and/or replace landscaping and fencing where non–residential uses abut residential development.

15. Encourage high–quality, compatible pedestrian-oriented design of new development and revitalization activities in designing and locating buildings, streets, parking, and open space.
16. Enhance the appearance of parking by reducing visible paved surfaces, de–emphasizing parking areas, locating buildings closer to the street, and enhancing landscaping.
17. Emphasize pedestrian and bicycle travel, safe sidewalks, crosswalks, shade trees, transit access, and direct access to the street with appropriate lot and building design standards.

Single and Two–Family Residential

The existing housing should be improved and the most deficient or substandard buildings removed. The predominantly residential blocks or areas should be delineated, preserved, and protected from the further intrusion of incompatible commercial and industrial land uses. The plan respects these areas by suggesting the sensitive rehabilitation of existing residential structures, and calls for new adjacent single and two-family residential development of similar scale and density. Garages located behind the residential homes are encouraged. Neighborhood–oriented commercial and light–industrial uses should only be allowed within residential neighborhoods. The following policies and actions are recommended to guide future improvement and development within the single and two–family residential portions of the neighborhood:

1. Provide high–quality, owner–occupied housing to retain existing home owners and attract new ones to the neighborhood.
2. Provide comprehensive home ownership incentives with technical and financial assistance to prospective new home buyers to increase home ownership rate in the neighborhood.
3. Initiate aggressive code enforcement on problem properties to improve the neighborhood's supply of older housing units and promote pride in property ownership.
4. Support and promote existing homeowner maintenance and repair programs to upgrade and improve housing conditions throughout the neighborhood as well as targeting certain areas requiring more aggressive housing improvement action.
5. Promote landlord education using Kenosha's landlord associations to improve housing conditions and protect against neighborhood image deterioration and property value decline.
6. Focus public and private resources on housing maintenance, code enforcement, and rehabilitation in order to significantly reduce the number of homes classified as deficient or substandard.
7. Encourage an economically diverse population through a variety of housing ownership opportunities suitable and attractive to people at different stages in their life.
8. Support construction of new detached and attached single-family residential housing that will strengthen the neighborhood's housing quality.
9. Preserve and protect the character of the neighborhood's housing stock through compatible new infill housing and rehabilitation.
10. Establish housing rehabilitation and new construction guidelines that are consistent with the desirable architectural styles and features in the neighborhood.
11. Restrict parking from the unpaved areas of the front yards to retain the attractiveness of the neighborhood's residential streets.
12. Adhere to the residential design guidelines listed below if any available resources and incentives are provided for housing rehabilitation and new housing construction.
13. Enhance the value of all rehabilitated and newly constructed single and two-family residential housing units by promoting traditional, pedestrian–oriented development with the following design guidelines:
    a) Locate both detached and attached single-family housing on a variety of lot sizes appropriate to the surrounding areas.
    b) Setbacks should be consistent with neighboring buildings and the surrounding area.
    c) Encourage quality residential structures such as detached and attached single–family housing at an appropriate scale to the surrounding area.

d) Detached and attached single-family residential housing should be designed to a similar scale and appearance as desirable detached single-family housing in the surrounding area.
e) Window openings on the primary and street side facade should be organized in a rational pattern with the upper windows lining up with lower windows.
f) Require primary entries for new detached and attached single–family housing to be visible from the street and connected to the public sidewalk.
g) Encourage the use of covered, unenclosed porches, porticoes, pergolas, balconies awnings, bay windows or similar elements, and/or features on the front building facades.
h) Encourage the use of covered, unenclosed porches, porticoes, pergolas or similar features that clearly identifies the primary entry. Garage doors are not primary entries.
i) Garages should be located in the rear yard or set back from the front of the house or, preferably, oriented to private alleys.
j) Attached garages should not take up more than 50% of the front width of the building.

Multiple–Family Residential

A variety of housing should be provided in a traditional neighborhood development, which includes duplexes, townhouses, condominiums, and apartments. The principal buildings typically have short 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. Corner lots should be designed so that the residential structure creates an attractive facade along both streets. The overall aesthetic value of all newly constructed multiple–family residential buildings should be encouraged through the following additional design guidelines promoting traditional, pedestrian–oriented development:

1. Allow a higher residential density of up to 18 dwelling units per acre, provided that the multiple–family residential design guidelines are adhered to for this land use category.
2. Encourage high quality multiple–family residential structures such as duplexes, townhouses, condominiums, and apartments at an appropriate scale to the surrounding area.
3. Design multiple–family residential housing to a similar scale and appearance as desirable detached and attached housing in the surrounding area where possible.
4. New construction, renovations, and/or additions should not consist of unarticulated blank walls on intervals not more than 50 feet without using porches, bay windows, dormers, towers, or recesses in the building and roof plane.
5. Organize window openings on the primary and street facade in a rational pattern with the upper windows lining up with the lower windows.
6. Require primary entries for new multiple–family residential buildings to be visible from the street and connected to the public sidewalk.
7. Encourage the use of covered, unenclosed porches, porticoes, pergolas, balconies, awnings, bay windows or similar elements and/or features on the front building facades.
8. Encourage the use of covered, unenclosed porches, porticoes, stoops, door surrounds or similar features that clearly identifies the primary entry. Garage doors are not primary entries.
9. Locate garage doors in the rear yard or set back from the principal building or, preferably, oriented to private alleys.
10. Attached garages should not take up more than 50% of the front width of the building.

This multiple–family land use category is intended to promote pedestrian–oriented development where a variety of desirable housing types may exist among commercial/office, institutional, and selected light–industrial uses, but would not include retail commercial uses. Such uses may be located in combination with one another within a single building. Upper floor residential uses are encouraged. Commercial and light–industrial uses must be ancillary to the residential

uses. The commercial/office, institutional, and light–industrial uses that would be allowed are those compatible with the residential uses.

The intensity of the mixture of multiple–family residential, commercial/office, institutional, and selected light–industrial uses allowed would depend upon specific site characteristics. Live/work types of uses are well suited to this land use category. They work particularly well as a buffer or transition between single use zones, e.g. between residential and commercial/industrial zones. Home occupations, which typically allow one or no employees and client visits by appointment only, are appropriate in any zone where a pure residence would be allowed.

The use of the term live/work indicates that the quiet enjoyment expectations of the neighbors in the building or adjacent buildings take precedence over the work needs of the unit in question. Therefore, the predominant use of a live/work unit is residential, and commercial and selected light–industrial activity is a secondary use; employees and walk-in trade are not usually permitted. The reversion to work only or live only may be acceptable, depending on surrounding users. Flexibility is key in this type. The principles of universal, barrier–free, or accessible design should be considered wherever possible, particularly for the first floor areas of the buildings.

Commercial/Office

New commercial as well as office development in the neighborhood should be limited to selected areas as adopted in the plan. While existing commercial/office development should be improved and upgraded, it should remain small, compact, and well–defined, and should not expand beyond its current boundaries. The scale of new commercial/office buildings should relate vertically and horizontally with adjacent buildings. Generally, two and three-story buildings will be appropriate. Entrances from parking areas may be emphasized but will not preclude street-facing doorways. Where space is tight, parking may be located beside the commercial/office buildings. The following policies and actions are recommended to guide future improvement and development within the commercial/office portions of the neighborhood:

1. When a commercial/office site and/or building becomes vacant or abandoned outside the designated commercial/office areas as adopted in the plan, the commercial/office site and/or building should be converted to more compatible uses.
2. Strengthen existing commercial uses in designated commercial/office areas, particularly along 60th Street, to ensure that they remain healthy and attractive.
3. Encourage site and building improvements for commercial/office uses that serve the needs of the neighborhood with landscaping, facade improvements, special signage, grounds maintenance, parking lot paving and repair, lighting, and new pedestrian facilities.
4. Support the “bundling” of small tracts along major streets into well–planned commercial/office development that provides convenience and services to neighborhood residents.
5. Consider more compatible uses for vacant and obsolete buildings and properties located outside the designated commercial/office areas that strengthen the neighborhood quality.
6. Convert commercial/office uses that are located within the residential areas of the neighborhood to residential uses when they become vacant.
7. Consider detached or attached single–family residential housing first to replace vacant or obsolete commercial/office uses to enhance the neighborhood's residential character.
8. Support the development of commercial/office uses in selected locations that serve the needs of the neighborhood and does not result in additional “strip development” along the major streets.
9. Create and implement design recommendations that blend existing and new commercial/office development with the existing residential character of the neighborhood.
10. Enhance the value of all rehabilitated and newly constructed commercial/office buildings by promoting traditional, pedestrian–oriented development with the following design guidelines:
    a) Discourage new "strip buildings” with parking between the building and the street that restrict convenient and safe pedestrian access.

b) Limit use and development to a scale and design that ensures neighborhood compatibility and supports pedestrian–oriented business use of the ground floor retail space for neighborhood–oriented commercial/office uses.
c) Require new commercial retail and office development to locate in established or planned neighborhood centers, on major streets or near transit routes within the designated commercial/office areas.
d) Promote new, mixed-use commercial/office buildings of at least two to three stories in height within the designated commercial areas.
e) Design quality shopping areas to make the pedestrian feel comfortable and safe with wide sidewalks, storefronts that face the street, shade and shelter, and a sense of spatial enclosure.
f) Require commercial retail, and office developments to provide safe and convenient employee and customer access on sidewalks, bicycle trails, transit service, and roads.
g) Provide sufficient amenities such as pedestrian-oriented parking, sidewalks, lighting, and transit opportunities.
h) Divide larger parking lots into smaller components to the rear or side of the buildings, and landscaping and sidewalks to provide for easy and safe pedestrian movements.
i) Locate bicycle parking at well-planned areas near building entrances to be highly visible from the land uses that they serve for convenience and security.

Industrial/Manufacturing/Warehousing

Light industries are generally not objectable because they do not generate excessive noise, truck traffic, fumes, or other nuisances. Light industry should have minimal negative impact on the residential neighbors. Some examples of light industries include research facilities and offices, small manufacturing, and high tech firms. The nature of some of the existing industrial uses may have resulted in soil contamination that will complicate future redevelopment. If so, alternative uses might be considered for those areas that are not suitable for residential use. The following policies and actions are recommended to guide future improvement and development within the industrial portions of the neighborhood:

1. Industrial uses that adversely affect the existing residential development in the neighborhood should eventually be phased out and alternative uses considered.
2. If there is sufficient demand for a new industrial use of the site and/or building, an option would be provided to allow the site to continue to be used for industrial purposes. However, it is essential that the new industrial use not be detrimental to the adjacent residential areas.
3. If an industrial site and/or building has become abandoned and there is no other industrial demand, it should be developed for new uses that are more compatible with the adjacent residential uses. Single–family uses should be considered first to improve and enhance the residential character of the neighborhood. Where single–family housing is not feasible, two–family and townhouses are acceptable provided that they adhere to the policies and guidelines for new residential development.
4. Promote the conversion of industrial sites to residential use where possible. This pertains to sites of adequate size to be developed in an overall, coordinated and planned residential environment. However, it is essential that new residential developments enhance and reinforce the overall neighborhood quality and character and be compatible with the existing homes in the surrounding area.
5. Encourage site and building improvements for industrial areas and/or businesses that do not adversely affect any adjacent residential neighborhoods.
6. Physical improvements to industrial sites include building repairs, improving parking lots and outdoor storage areas, providing more extensive landscaping, screening, and buffering around the perimeter of the industrial site, particularly in areas where they are visible from major roadways or residential blocks.
7. Closely monitor the industrial sites and buildings that remain to minimize traffic, noise, odor, and other adverse impacts on the surrounding residential areas.

8. Encourage new and expanded industrial development only in the neighborhood, including the city–owned institutional facilities that are generally south of 63rd and 65th Streets between 32nd and 39th Avenues to the railroad rights–of–way.
9. Encourage viable industrial uses to relocate into newer industrial parks located elsewhere in the City of Kenosha where access, infrastructure, and land is more readily available.
10. Consider more compatible uses for vacant and obsolete industrial buildings and properties that strengthen the neighborhood quality.
11. Convert industrial uses that are located within the residential areas of the neighborhood to residential uses when they become vacant.
12. Consider detached or attached residential housing to replace vacant or obsolete industrial uses to enhance the neighborhood's residential character.
13. Enhance the value of all rehabilitated and newly constructed industrial, manufacturing, and warehouse buildings by promoting traditional, pedestrian–oriented development that relates to the physical character, scale, and prevalent characteristics of the adjacent structures, e.g. massing, materials, rhythm, proportions, height, scale, etc. of the surrounding structures.

Institutional/Government/Utility

This institutional, government, and utility land use category consists entirely of the city–owned facilities that are contained on one larger, contiguous parcel of land. Future expansion of the city–owned facilities is expected to be limited to the acquisition of one additional parcel of land on the southwest corner of 63rd Street and 32nd Avenue. The following policies and actions are recommended to guide future improvement and development for the institutional, governmental, utility, and other related public uses in the neighborhood:

1. Promote the land area expansion of the existing city–owned facilities to expand eastward to 32nd Avenue between 63rd Street and the railroad rights-of-ways to satisfy the city's property needs for the next 50 years.
2. Encourage site and building improvements of the existing city–owned sites and buildings that are generally south of 63rd and 65th Streets between 32nd and 39th Avenues to the railroad rights-of-way.
3. Ensure that the city–owned sites and buildings minimize traffic, noise, odor, and other adverse impacts on the surrounding residential areas.
4. Improve the appearance of the city–owned sites and buildings with building repairs, parking lot and outdoor storage improvements, and more extensive landscaping and buffering around the perimeter of the city-owned properties.
5. Coordinate public street and utility system improvements with neighborhood redevelopment and revitalization efforts.
6. Use public improvements to encourage private investments in new development and building and/or property maintenance and improvement for existing development.
7. Improve the appearance and condition of streets, sidewalks, and major utility facilities as a continued effort to realize revitalization efforts in the neighborhood.
8. Utilize streetscape elements such as trees, lighting, landscaping, furniture, and signage to help visually unify areas and improve the pedestrian environment along the major streets.
9. Establish a neighborhood beautification program of street trees, lights, signage, and landscaping to help improve and create a new visual identity for the neighborhood.
10. Develop a plan for street trees for parkways that do not have trees or do not have adequate number of trees.
11. Enhance the value of all rehabilitated and newly institutional, government, and utility buildings by promoting traditional, pedestrian–oriented development that relates to the physical character, scale, and prevalent characteristics of the adjacent structures, e.g. massing, materials, rhythm, proportions, height, scale, etc. of the surrounding structures.

Transportation/Infrastructure

Any transportation and infrastructure improvements should create a balanced circulation system that accommodates mobility choice for pedestrians, automobiles, bicycles, and transit. The appearance of the streets, sidewalks, and major utility facilities should be improved as a continued effort to revitalize the neighborhood. The following policies and actions are recommended to guide future improvement and development of any transportation and infrastructure improvements within the neighborhood:

1. Explore opportunities for improving the existing street pattern while restricting the number of through streets as neighborhood revitalization and redevelopment occurs.
2. Evaluate traffic calming devices to slow down and discourage cut–through traffic, but still maintain continuous access for residents, fire, police, and emergency personnel.
3. Eliminate discontinuous or dead–end streets by extending, relocating, and connecting streets to improve traffic circulation and to better accommodate public transit service.
4. Improve access and mobility for a variety of transportation modes including pedestrian, bicycle, public transit and automobile, and mitigate the impact of vehicular transportation.
5. Encourage easy pedestrian access and a mix of uses at existing and proposed transit stops to allow transit to become a viable alternative to the automobile.
6. Promote continuity with adjacent development and maintain a familiar block-scale with the entry points aligning as closely as possible with adjacent public and private streets.
7. Consolidate and reduce the number of ingress/egress points along the streets with internal parking lot connections while maintaining access for adjacent development.
8. Identify and prioritize the repair, reconstruction and new construction of streets, curbs, sidewalks, and sidewalk ramps where needed to improve pedestrian safety.
9. Retain existing public neighborhood streets and provide new public street standards that consider the needs of pedestrians and bicyclists as well as drivers.
10. Preserve, where existing, and establish where not currently existing, neighborhood pathway connections for both bicycle and foot traffic to reduce vehicle trips within the neighborhood.
11. Discourage cul–de–sacs on public and private streets because they result in poor fire fighting equipment access, discourage pedestrian traffic and diminish social interaction.
12. Reduce conflict points and discourage the use of drive-through traffic and multiple curb cuts that are a detriment to a pedestrian–oriented environment.
13. Locate parking areas to increase access for pedestrians and bicyclists from the residential areas to public transit, educational destinations, and shopping centers.
14. Design the parking area layouts to address the interrelationship of pedestrian, vehicular, and bicycle circulation to provide continuous non–vehicular access that places priority on pedestrian safety with a minimum number of street and driveway crossings.
15. Minimize potential pedestrian hazards by using traffic calming devices such as special paving, grade separations, pavement marking, signs or striping, bollards, and other means to clearly delineate pedestrian areas for both day and night.
16. Create and implement design recommendations that promote traditional, pedestrian–oriented development in the neighborhood.
17. Enhance the value of all transportation and related-infrastructure improvements by promoting traditional, pedestrian–oriented development through the following design guidelines:
    a) Require that all new development and redevelopment plans include features such as sidewalks, pedestrian and bicycle-friendly street design, and shorter block lengths.
    b) Revise regulatory ordinances to permit Traditional Neighborhood Development as a standard practice to create pedestrian and transit-oriented development.
    c) Promote variety in residential block design and lot size to encourage pedestrian–friendly residential development.

d) Provide continuity of pedestrian and bicyclist connections such as sidewalks, entry paths, and signalized and non-signalized crossings.
e) Design streets to limit motor vehicle speeds to levels compatible with bicycling, walking, and other pedestrian activities on local or neighborhood streets.
f) Design intersections to slow traffic and reduce pedestrian crossing distances.
g) Provide shelters at transit stops for passengers and storage facilities for bicycles.

Part 4: Implementation Responsibilities and Actions

The recommendations contained in this adopted plan represent a comprehensive long-range program for the revitalization and redevelopment of the McKinley-Roosevelt Railroad Corridor Neighborhood Area. However, financial resources available to the city and neighborhood revitalization are not sufficient to immediately carry out all of the recommendations in the plan. Consequently, neighborhood revitalization and redevelopment must be staged over a period of time. It is recognized that there are numerous opportunities for reuse and redevelopment in the neighborhood corridor area, but this is only a plan that provides recommendations for future development and revitalization activities. A separate redevelopment plan report is needed that would identify the potential areas for reuse and redevelopment.

Neighborhood Plan Adoption

The adoption of the *McKinley-Roosevelt Railroad Corridor Neighborhood Plan* is only the first in a series of public and private actions required for the ultimate development of the McKinley-Roosevelt Railroad Corridor Neighborhood Area. This includes the careful review of the development proposals for conformance with the plan, the proper application of zoning district regulations in the neighborhood corridor area to assist in implementing the plan's recommendations and design guidelines, and the adoption of an Official Map to implement the plan with respect to the location of streets, park lands, etc.

Neighborhood Plan Implementation

The plan establishes the "ground rules" for public and private improvement and development. In many ways, the planning process in the McKinley-Roosevelt Railroad Corridor Neighborhood Area has just begun. Formal adoption of the *McKinley-Roosevelt Railroad Corridor Neighborhood Plan* is only the first step, not the last. Without continuing action to implement and build upon the adopted plan, the city's efforts up to this point will have little lasting impact.

It is essential that the adopted plan be flexible enough to capture opportunities. It should be reviewed and revised on a regular basis to ensure that it continues to reflect the conditions, desires, and potentials of the Railroad Corridor Neighborhood Area. It should also be possible - and even desirable - to modify and refine the adopted plan from time to time without rendering the entire planning document invalid or obsolete.

Successful implementation of the adopted plan must be based on a strong public and private partnership. It should be used on a cooperative basis by the city and various public agencies, the local business community and institutions, neighborhood groups, property owners and residents, and the development community. The revitalization of the neighborhood corridor area will require a sustainable planning and implementation process to implement the plan's vision.

The implementation of the plan's vision expresses many ideas and concepts that cannot easily be shown on the plan maps or depicted in other plan components. Consequently, this may require learning from what other communities have done. In particular, this includes identifying both successful examples and any failed attempts - recognizing that these examples must be tailored to the needs and resources of the neighborhood corridor area.

Zoning and Land Use

The adopted *McKinley–Roosevelt Railroad Corridor Neighborhood Plan* provides guidance for making land use and zoning decisions. The development 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 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 *McKinley–Roosevelt Railroad Corridor Neighborhood Plan* is adopted, it should serve as a basis for the review of preliminary and final subdivision plans and development proposals in the McKinley–Roosevelt Railroad Corridor Neighborhood Area. In this respect, the adopted plan should be regarded as a point of departure against which to evaluate specific proposals for development. Any proposed departures from the plan should be justified and demonstrated that they are an improvement to, or a proper refinement of, the plan.

Conclusion

The adopted *McKinley–Roosevelt Railroad Corridor 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 McKinley–Roosevelt Railroad Corridor Neighborhood Area. However, if the 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. Consistent application of the plan will assure that individual development proposals will be channeled toward the sound development of the neighborhood.

EXHIBITS

I. Public Neighborhood Meeting Notice - August 14, 2007

II. Public Neighborhood Meeting Agenda - August 14, 2007

III. Neighborhood Meeting Comments - August 14, 2007

IV. Public Neighborhood Meeting Notice - October 15, 2008

V. Neighborhood Meeting Comments - October 15, 2008

VI. City Plan Commission Staff Report - December 4, 2008

Exhibit I - Public Neighborhood Meeting Notice - August 14, 2007

DEPARTMENT OF CITY DEVELOPMENT
625 - 52ND STREET - ROOM 308
KENOSHA, WISCONSIN 53140
(262) 653-4030
FAX (262) 653-4045
www.kenosha.org

KENOSHA 1850 WISCONSIN

CITY PLAN
REAL ESTATE
HISTORIC PRESERVATION
COMMUNITY DEVELOPMENT BLOCK GRANT
REDEVELOPMENT

JEFFREY B. LABAHN
Director of City Development

July 31, 2007

Dear Property Owner:

RE: McKinley-Roosevelt Railroad Corridor Neighborhood Plan - Informational Meeting

You are invited to participate in an *Informational Meeting* for developing a neighborhood plan for the McKinley-Roosevelt Railroad Corridor Neighborhood (boundary map on reverse side). An adopted plan is needed to provide a general framework for where future revitalization, redevelopment and other physical improvements should take place in the neighborhood.

Please join us for this informational meeting on Tuesday, August 14, 2007 from 6:00 pm to 8:00 pm at the VFW Hall, 6618 39th Avenue. A brief presentation will be made at ***6:30 pm***, but you can stop in anytime. Stay as long as you like to express your concerns and for us to answer any questions you may have about the neighborhood and the planning process.

We hope we can count on your participation at the ***August 14th*** meeting. If you are unable to attend but would like to provide your comments or have any questions, please contact me at 262.653.4030 or cbrianr@kenosha.org. Written comments can be faxed to me at 262.653.4045 or sent to the Department of City Development, 625 52nd Street, Room 308, Kenosha, WI 53140.

Sincerely,

CITY DEVELOPMENT

Brian Reining

Brian Reining, AICP
Planner

BR:sks
Enclosure
c Mayor John M. Antaramian
Alderman Ronald R. Frederick, 11th District
Alderman Julia Robinson, 7th District
Jeffrey B. Labahn, Director and City Planner
Rich Schroeder, Assistant City Planner

POLICY BOARDS: CITY PLAN COMMISSION, KENOSHA REDEVELOPMENT AUTHORITY, HISTORIC PRESERVATION COMMISSION

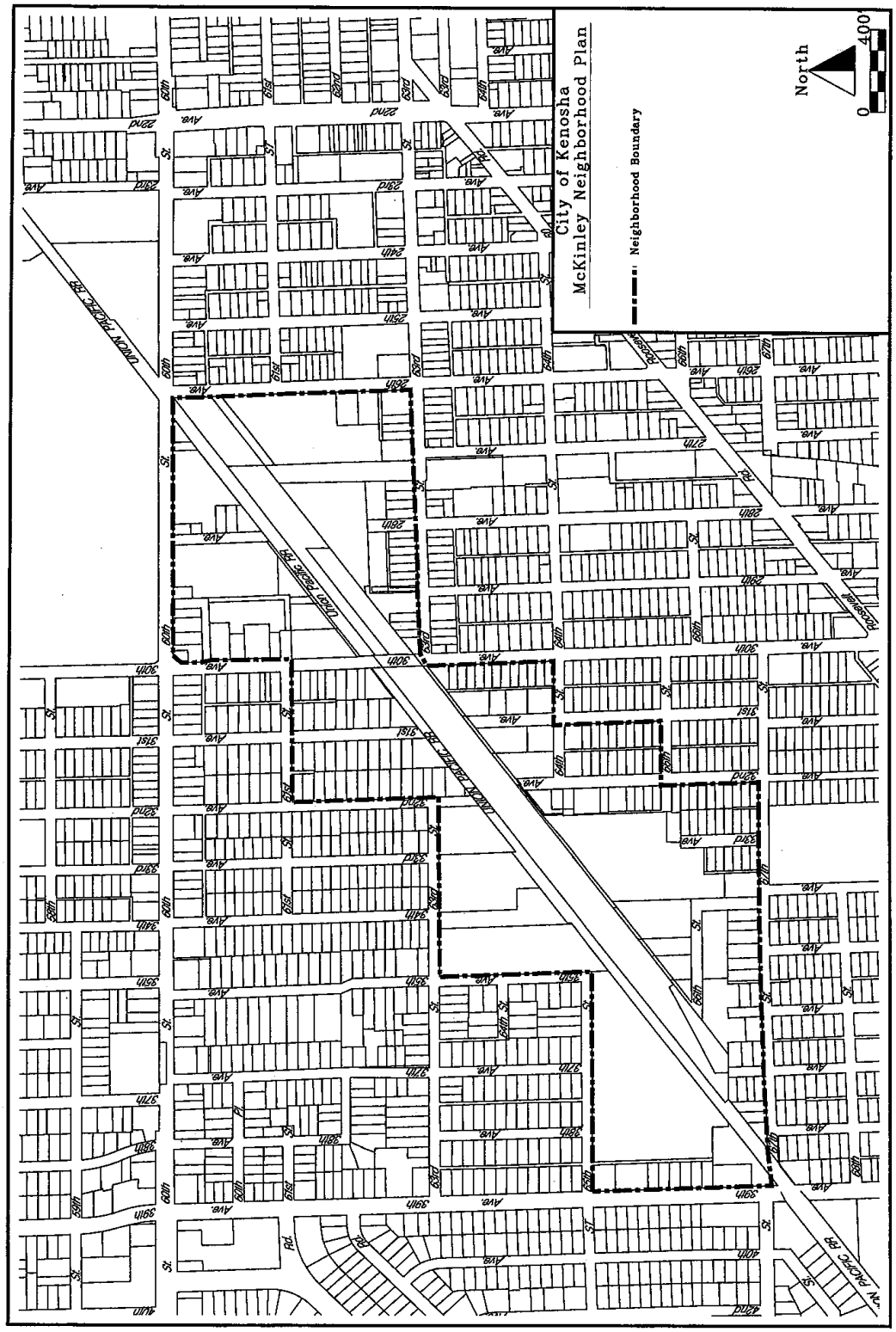

City of Kenosha
McKinley Neighborhood Plan
Neighborhood Boundary
North
0
400'
UNION PACIFIC RR
ROOSEVELT RD
22nd
23rd
24th
25th
26th
27th
28th
29th
30th
31st
32nd
33rd
34th
35th
36th
37th
38th
39th
40th
41st
42nd
43rd
AVE.
ST.

Exhibit II - Public Neighborhood Meeting Agenda - August 14, 2007

McKinley - Roosevelt Railroad Corridor Neighborhood Plan
Informational Meeting
Tuesday, August 14, 2007
6:00 p.m. to 8:00 p.m.
VFW Hall, 6618 39th Avenue

Agenda

6:00 p.m.	***Opportunity to View Neighborhood Information*** You are welcome to come to the front of the room to look at the maps, charts, and graphs prior to the beginning of the presentation.
6:30 p.m.	***Presentation of the McKinley - Roosevelt Railroad Corridor Neighborhood Planning Project*** 1. Overview of the Neighborhood Planning Project 2. Identification of Existing Neighborhood Conditions
6:45 p.m.	***Public Input and Comment Session*** We invite you to participate in the planning process by identifying the strengths and weaknesses and possible opportunities and changes to your neighborhood. Please state your name, address or property location, whichever is applicable (optional).
	How Do We Intend to Use the Information We Receive from You?
	What Future Meetings will be Held?

/u2/acct/cp/csusans/SHARE.CP/Neighborhood Plans/McKinley-Roosevelt/Website/McKinley-RooseveltNP.odt

Exhibit III - Neighborhood Meeting Comments - August 14, 2007

McKinley–Roosevelt Railroad Corridor Neighborhood Plan
Meeting Questions and Comments
VFW Hall, 6618 39th Avenue
Tuesday, August 14, 2007

1. Why are we doing the plan? What is wrong with the neighborhood?
2. The railroad corridor area should remain manufacturing. Don't force the existing manufacturing out.
3. Is this railroad corridor area suitable for industrial uses?
4. What is the impact on existing tax value if not reused for existing industrial/commercial property?
5. Manufacturing needs to be more respectful of adjacent residential homes.
6. Not proposing relocation of existing industrial/commercial businesses, only when properties become available.
7. Grandfathering of existing industrial uses.
8. What is the value of selling existing industrial uses? How does the proposed land uses impact existing values?
9. Need to take care of existing businesses. Why doesn't the City maintain and plow the snow on 61st Street east of 30th Avenue?
10. Implementation ─ Is there a project or something else planned for the area?
11. Has home ownership been decreasing over the last few years?
12. Promote home ownership, even in the industrial/commercial areas along the railroad.
13. How do you deal with the railroad cleanup? Dirty, gangs in wooded areas, etc.
14. Should the City adopt a "Beautification Policy" for the railroad?
15. Should the City maintain the railroad property at the City's expense?
16. City trucks are racing through the residential streets, particularly along 35th Avenue.
17. Trains are blowing their whistles at all times of the night.
18. Illegal dumping is occurring along railroad corridor between 30th and 37th Avenues.

19. AKP, machine shop, this property is located adjacent to the City–owned property.

20. Have we talked to Chrysler? The company has just made a long-term investment. How is the plan going to affect its property? (It is outside of the neighborhood boundary.)

21. 30th Avenue land adjacent to railroad tracks is for sale. This is privately–owned land that was purchased from the railroad (East–West Management Asset LLC is the current owner of the 12–acre property).

22. Who is responsible for snow clearing adjacent to railroad corridor along 39th Avenue?

23. How is East–West Management Asset LLC maintaining their property? Otherwise, the gravel road adjacent to the railroad track should be closed off due to a lot of traffic.

24. Public Works is against closing off the gravel road primarily due to access and their ability to levy special assessments against private property.

25. Put street through along gravel road adjacent to the railroad corridor.

26. Street reconfiguration should be addressed in the plan, especially by the street garage.

27. East–West Management Asset LLC, the Property Taxes are in Arrears. The County can only foreclose on property, but they would most likely have to assume the potential environmental contamination cleanup costs.

28. What can be done about graffiti, broken windows, etc.?

    - 67th Street between 33rd and 38th Avenues – especially the north side
    - 66th Street by park and businesses
    - Old Skid Factory, including many other industrial buildings
    - Rear of the Foot Doctor's Building

29. Corner of 28th Avenue and 63rd Street, Nelson building, needs a parking lot. The property owner stuck a lot of money into the building. The City should help him out. Owner is having problems getting parking lot approved by the City.

30. Billboards on railroad property should be City taxable. Can't the City do anything? Get an opinion from the City Attorney's Office.

31. Is there anything that the City can do to make existing business and manufacturing clean up the area? Excessive noise, sand is backing up the sewers, etc. (Arneson Foundry).

32. Identify potential redevelopment sites, e.g. existing industrial, commercial, etc.

33. Clarify whether the road on the north side of Kaelber (i.e. 61st Street) is public or private and determine maintenance responsibility.

Exhibit IV - Public Neighborhood Meeting Notice - October 15, 2008

DEPARTMENT OF CITY DEVELOPMENT
625 - 52ND STREET - ROOM 308
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KENOSHA 1850 WISCONSIN

CITY PLAN
REAL ESTATE
HISTORIC PRESERVATION
COMMUNITY DEVELOPMENT BLOCK GRANT
REDEVELOPMENT

JEFFREY B. LABAHN
Director of City Development

October 2, 2008

Dear Property Owner:

RE: Public Informational Meeting for the *McKinley-Roosevelt Railroad Corridor Neighborhood Plan*

A Public Informational Meeting has been scheduled to review the draft *McKinley-Roosevelt Railroad Corridor Neighborhood Plan*. The boundaries of the neighborhood are shown on the enclosed map. The draft plan provides a general framework for where future revitalization, redevelopment and other physical improvements should take place in the neighborhood. A copy of the draft plan is available at our office or on our website at www.kenosha.org.

A Public Informational Meeting will be held as follows:

Wednesday, October 15, 2008
6:00 p.m. until 7:30 p.m.
Municipal Building - Room 204
625 52nd Street, Kenosha

A brief presentation will be made at 6:00 p.m. You may provide your comments and have your questions answered following the presentation.

If you are unable to attend, but have comments or questions, please contact me at 262.653.4030, or breining@kenosha.org. Written comments can be faxed to 262.653.4045 or sent to the Department of City Development.

Sincerely,

CITY DEVELOPMENT

Brian Reining

Brian Reining, AICP
Planner

BR:kas
Enclosure
c: Alderman Anthony Nudo
Alderman Patrick Juliana
Jeffrey B. Labahn, City Planner
Rich Schroeder, Assistant City Planner

POLICY BOARDS: CITY PLAN COMMISSION, KENOSHA REDEVELOPMENT AUTHORITY, HISTORIC PRESERVATION COMMISSION

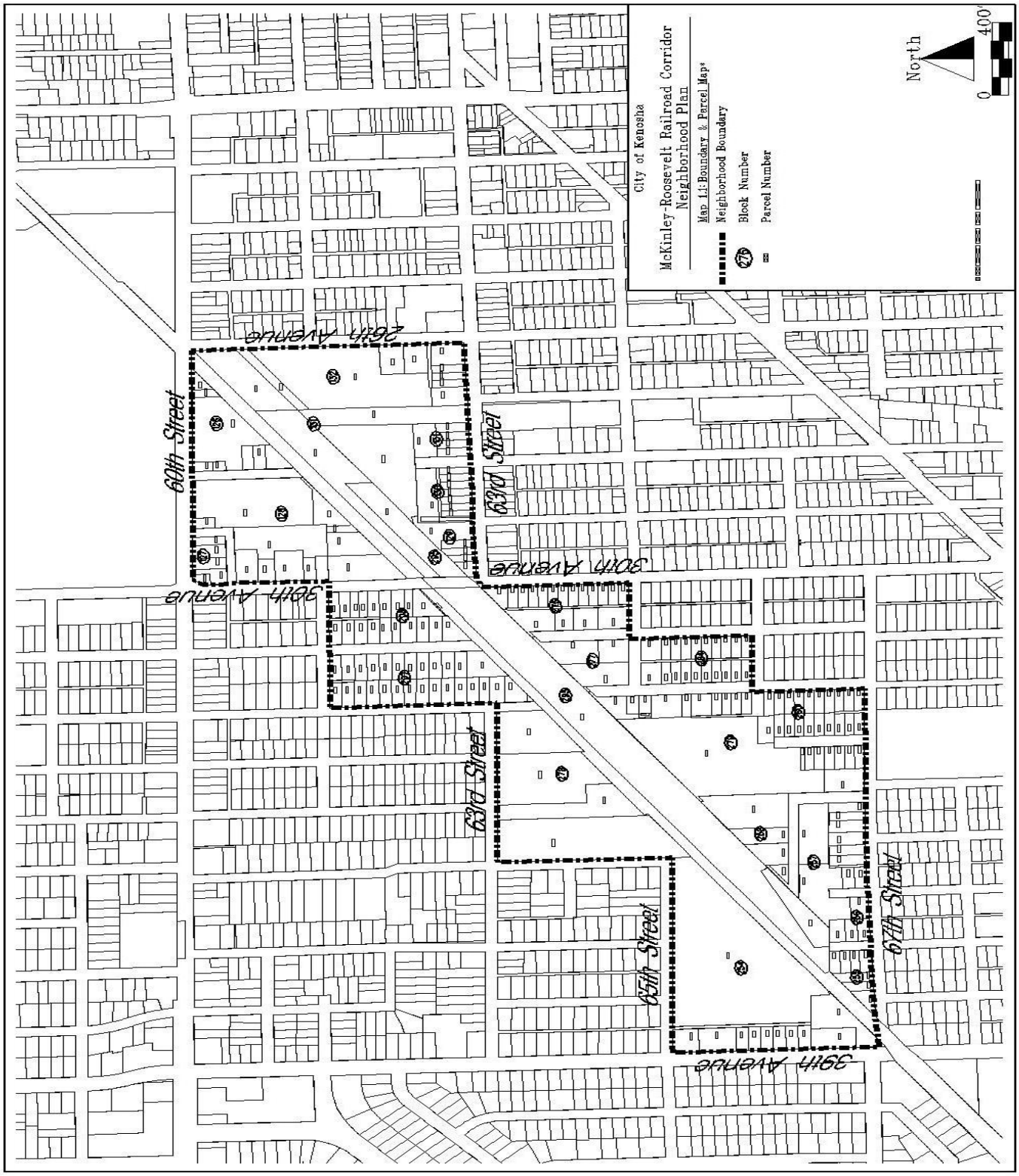
City of Kenosha
McKinley-Roosevelt Railroad Corridor
Neighborhood Plan
Map 1: Boundary & Parcel Map*
Neighborhood Boundary
Block Number
Parcel Number
North
0
400'
26th Avenue
60th Street
63rd Street
30th Avenue
30th Avenue
63rd Street
65th Street
67th Street
39th Avenue

Exhibit V - Neighborhood Meeting Comments - October 15, 2008

McKinley–Roosevelt Railroad Corridor Neighborhood Plan
Neighborhood Meeting
Meeting Questions and Comments
Wednesday, October 15, 2008
Municipal Building, 625 52nd Street, Room 204

1. Are there any redevelopment plans for the former foundry site?
2. Once a business closes, then convert it should be converted to residential mixed-use.
3. Is there a plan for the City to come in and redevelop the industrial sites?
4. Beautification of the industrial sites and buildings should be encouraged.
5. Exterior maintenance is not happening - foundry buildings are falling apart.
6. No filters on the foundry stacks - black grit on cars, residential siding, windows, etc.
7. Blowing of the former foundry stacks at 2 to 3 in the morning.
8. Must need to do something about the foundry in order for redevelopment to succeed.
9. Good plan - but need to get rid of the former foundry.
10. Road access is needed along railroad tracks to the former foundry, etc.
11. Who is responsible for putting in the new streets or roads?
12. If townhouses are going in, they should not be rental properties.
13. Allow a higher residential density of 18 dwelling units per acre - but where?
14. What prompted the neighborhood plan?
15. It is not clean around the businesses - 33rd Avenue north of 67th Street - need "neighborhood cleanup?"
16. How to get the plan going - while there is still a need for cleaning up properties?
17. Sidewalks have alot of water. When a house is sold, the sidewalk must be inspected.

Exhibit VI – City Plan Commission Staff Report – December 4, 2008

FACT SHEET Kenosha City Plan Commission	City Plan Division 625 - 52nd Street Kenosha, WI 53140 (262) 653-4030	December 4, 2008	Item 11
Adoption of the *McKinley-Roosevelt Railroad Corridor Neighborhood Plan*, located between 60th and 67th Streets and between 26th and 39th Avenues, City Plan Commission Resolution #07-08, District #7, #11 and #12. PUBLIC HEARING			

LOCATION/SURROUNDINGS:

Site: Property located between 60th and 67th Streets and between 26th and 39th Avenues
Neighborhood: Southern part of McKinley Neighborhood and Northern part of Roosevelt Neighborhood

NOTIFICATIONS/PROCEDURES:

The aldermen of the districts, Alderman Juliana (#7), Alderman Nudo (#11) and Alderman Casey (#12), have been notified. The City Plan Commission has the authority to adopt the plan and certify it to the Common Council.

ANALYSIS:

- An adopted plan does not exist for the *McKinley-Roosevelt Railroad Corridor Neighborhood*. In an effort to reduce, eliminate, and prevent the spread of blight and incompatible uses, general recommendations and design guidelines have been developed to manage the future revitalization and redevelopment of the neighborhood corridor area.
- A Neighborhood Kick-Off Meeting was held on August 14, 2007. The purpose of the meeting was to allow the property owners and residents to share their concerns and ideas on the neighborhood. This included identifying the strengths, weaknesses and possible changes to their neighborhood.
- A second neighborhood meeting was held on October 15, 2008. A draft recommended plan and report was presented at this meeting. Neighborhood property owners had an opportunity to ask questions and provide comments. There was a general consensus that the overall plan is good. Several property owners did express a concern about the lack of exterior maintenance, particularly the industrial buildings and properties.

RECOMMENDATION:

A recommendation is made to approve the *McKinley-Roosevelt Railroad Corridor Neighborhood Plan,* City Plan Commission Resolution #07-08.

Brian Reining

Brian Reining, AICP, Planner
1CPC/2008/Dec4/fact-mckinroos-plan

Jeffrey B. Labahn, Director of City Development