

TIRABASSI NEIGHBORHOOD PLAN

PREPARED BY:

DEPARTMENT OF CITY DEVELOPMENT
CITY OF KENOSHA, WISCONSIN
APRIL 2007

ADOPTION AND CERTIFICATION:

CITY PLAN COMMISSION - APRIL 5, 2007
COMMON COUNCIL - APRIL 16, 2007

CITY PLAN COMMISSION RESOLUTION NO. 01-07

BY: THE MAYOR

**Adoption of the *Tirabassi Neighborhood Plan*
Located between 80th - 85th Street and between 30th - 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 Tirabassi Neighborhood as directed by the City Plan Commission and in conformance with Wisconsin State Statutes 62.23(3); and

WHEREAS, the *Tirabassi Neighborhood Plan* encompasses the area located between 80th Street and 85th Street and between 30th Avenue and 39th Avenue as directed by the City Plan Commission in conformance with Wisconsin State Statutes 62.23(3); and

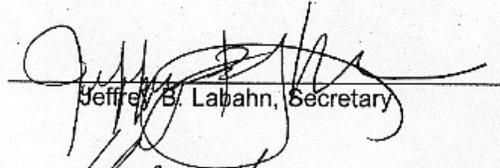
WHEREAS, the City Plan Commission, at their meeting on April 5, 2007, conducted a public hearing and subsequently adopted the Tirabassi Neighborhood Plan; and certified said plan to the Common Council on April 16, 2007, and

WHEREAS, the adopted land use classifications and development densities, park and open space, and future streets are in the best interest of the City to plan for the orderly development of the Tirabassi Neighborhood as described in Exhibit "I".

NOW, THEREFORE, BE IT RESOLVED that the City Plan Commission adopts and certifies the *Tirabassi Neighborhood Plan*.

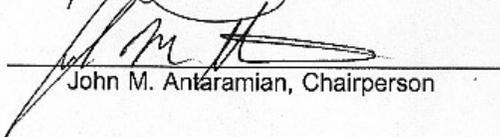
Adopted this 5th day of April, 2007.

ATTEST:



Jeffrey B. Labahn, Secretary

APPROVE:



John M. Antaramian, Chairperson

Drafted by: Department of City Development
1CPC/2007/Apr5/resolution-cpc-tirabassi

TABLE OF CONTENTS

Planning Area and History.....	4
Existing Land Use.....	4
Existing Zoning.....	4
Plan Vision and Goals.....	5
Plan Development Policies	5
Plan Purpose.....	5
Land Use and Circulation Plan.....	5
General Design Guidelines	6
Design Guidelines.....	6
Multiple-Family Residential Uses.....	7
Design Guidelines.....	8
Residential Densities and Number of Units.....	8
Commercial Uses.....	9
Design Guidelines.....	9
Neighborhood Commercial.....	10
Design Guidelines.....	11
Community Commercial.....	11
Design Guidelines.....	11
Other Institutional Uses.....	12
Parks / Open Space.....	12
Streets and Roads.....	13
Collector Streets.....	13
Access Points and Amenities.....	14
Plan Implementation.....	14
Neighborhood Plan Adoption.....	14
Zoning and Land Use.....	14
Subdivision Plat and Development Review.....	15
Conclusion.....	15
Appendix.....	16
Exhibit I - Recommended Plan.....	17
Exhibit II - Existing Land Uses.....	18
Exhibit II - Existing Zoning.....	19

Planning Area and History

An adopted plan does not currently exist for the Tirabassi Neighborhood. Various draft alternatives have been previously prepared over the last thirty years. This neighborhood plan was developed for the land located between 80th and 85th Streets and between 30th and 39th Avenues. The neighborhood land area is located within the boundaries of the City of Kenosha. The City of Kenosha and the areas surrounding the Tirabassi Neighborhood have seen considerable growth in the past 20 years. There has been, and continues to be, considerable interest in residential and commercial development within the Tirabassi Neighborhood.

Recent development proposals have been presented to the City for review and approval. The City has concluded that any additional development proposals cannot proceed any further without an adopted neighborhood plan. As a result, the consultant for the primary owner of the land prepared a detailed, illustrated site plan with building layouts, streets, sidewalks, etc. For the most part, this illustrated site plan was used to develop the recommended land use and street layout plan for the neighborhood (Exhibit I).

Existing Land Use

Most of the existing development is comprised of commercial uses along 80th Street. This street is a major east-west corridor that consists of a supermarket, a drug store, a bank and drive-through, a video store, a fast food restaurant, and a vacant commercial building. Four existing multiple-family buildings are located along 85th Street west of 30th Avenue. The City of Kenosha owns a retention basin in the neighborhood. The remaining land is vacant or underdeveloped. A significant portion of this undeveloped land in the west central portion of the neighborhood may have environmental contamination that will have to be addressed as part of any future development proposals (Exhibit II).

<i>EXISTING LAND USES</i>	<i>Acres</i>	<i>Percent</i>
Multiple-Family Residential	1.4	0.9%
Commercial	17.4	11.0%
Retention Basin	11.7	7.4%
Vacant/Undeveloped Land	127.0	80.7%
TOTALS	157.5	100.0%

Existing Zoning

The Tirabassi Neighborhood includes the following zoning classifications: RM-1 and RM-2 (Multiple-Family Residential), RM-3 (Elderly and Handicapped Housing), and B-2 (Community Business). The majority of the land is zoned B-2 for the northern, eastern, and western portions of the neighborhood. The second largest amount of land is zoned RM-2, which is located in the central and the southern portions of the neighborhood. Two smaller areas are zoned RM-3 that are adjacent to 35th Avenue. There is a small area with existing multiple-family buildings that are located in the southeastern edge of the neighborhood adjacent to 85th Street that is zoned RM-1 (Exhibit III).

<i>EXISTING ZONING DISTRICTS</i>	<i>Acres</i>	<i>Percent</i>
RM-1 (Multiple-Family Residential)	1.9	1.2%
RM-2 (Multiple-Family Residential)	59.5	37.8%
RM-3 (Elderly and Handicapped Housing)	7.2	4.6%
B-2 (Community Business)	88.9	56.4%
TOTALS	157.5	100.0%

Plan Vision and Goals

The Tirabassi Neighborhood has been experiencing rapid growth and anticipates continued growth. Therefore, it is critical that the City has a vision for how we will allow future development to occur in this neighborhood. This neighborhood plan incorporates many of the City's future development goals: encouraging continued quality multiple-family residential development; accommodating business and commercial uses; and preserving the natural character and resources of the land. This 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 plan is a more traditional neighborhood-style plan that 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. A traditional neighborhood development is compact, which means that development is designed for the human scale. This means that residential, commercial, and civic buildings are within close proximity to each other that can encourage people to walk between the various uses.

Plan Purpose

This adopted Recommended Plan is a tool by which the City of Kenosha will use to guide the future development of the neighborhood. The City has maintained its philosophy of supporting high quality 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 plan is intended to be a legally adopted tool for guiding future zoning, subdivision, and other regulatory decisions in the City for the Tirabassi 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 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 identity, 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 to the environment, and where the development is located.

Land Use and Circulation Plan

This adopted plan proposes performance standards in the form of design guidelines. These guidelines describe the type of development that is desired, how the place should look and what types of activities are recommended. The following table identifies the recommended land use categories and street rights-of-ways for the plan. 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.

<i>RECOMMENDED PLAN</i>	<i>Acres</i>	<i>Percent</i>
Multiple-Family Residential	44.8	28.4%
Commercial/Office	56.4	35.8%
Parks/Open Space	35.5	22.6%
Public Street Rights-of-Ways	20.8	13.2%
TOTALS	157.5	100.0%

General Design Guidelines

The design guidelines established in this plan should be used in planning and designing traditional neighborhood developments. In particular, 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, and encourages informal encounters between neighbors.

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 and infrastructure construction plans.

Design Guidelines

1. 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. Limit 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. 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. Connect and align 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. Require a minimum of two stories for buildings that are located on or adjacent to a neighborhood park, square, roundabout, boulevard, etc.
8. Locate taller buildings at corners or points of visual interest.
9. Encourage building design, size, and scale compatible with the general built 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. 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. Use 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. 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. Reinforce street continuity with street lights, paving patterns, and streetscape elements such as street furniture, signage, landscaping, etc.
18. Use a boulevard or square to add prestige and value to adjoining community or residential uses.
19. Promote ending boulevards in a public space, public square, or gateway.
20. Plan curb cuts and cross-overs through the center island at intersections with residential streets while maintaining the boulevards' image.
21. 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.
22. Include specific opportunities for the creation of public art that supports the relation of the square to its neighborhood – visually, symbolically, or functionally.
23. 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.
24. Require common property maintenance be done by property owner associations, including options for public intervention if property owners fail to maintain the land.
25. Encourage the design and preservation of common areas to minimize their future utility as developable parcels.
26. Encourage the maintenance and management of special elements such as ornamental features by local property owners, a neighborhood association, business group, or homeowners association.
27. 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.

Multiple-Family Residential Uses

Multiple-family residential land uses account for about 45 acres, or approximately 28 percent of the total land that can be developed in the neighborhood. The TRD-2 Traditional Multiple-Family Residential District is the only residential land use zoning recommended for the adopted neighborhood plan. This District is further intended to provide for a neo-traditional residential community that accommodates a mixture of multiple-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.

A variety of housing should be provided in a traditional neighborhood development, which includes duplexes, townhomes, condominiums, and apartments. The principal buildings within this district typically have 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. Corner lots should be designed so that the residential structure creates an attractive facade along both streets. In addition, garage doors should be discouraged from being the visual feature along the street. Criteria must be enforced that has

been established for doors and windows, porches and garages, roof heights, building materials, etc. for the TRD-2 District. The overall aesthetic value of all newly constructed residential buildings should be encouraged through the following additional design guidelines that promote traditional, pedestrian-oriented development:

Design Guidelines

1. Encourage quality multi-family residential structures such as duplexes, townhomes, condominiums, and apartments at an appropriate scale to the surrounding area.
2. Design multiple-family residential housing to a similar scale and appearance as desirable detached and attached housing in the surrounding area where possible.
3. New construction, renovations and/or additions should not consist of unarticulated blank walls on intervals not more than 50 feet without using porches, balconies, bay windows, dormers, towers, or recesses in the building and roof plane.
4. Organize window openings on the primary and street side facade in a rational pattern with the upper windows lining up with lower windows.
5. Require primary entries for new multiple-family residential housing to be visible from the street and connected to the public sidewalk.
6. Use covered, unenclosed porches, stoops, porticoes, pergolas, balconies, awnings, bay windows or similar elements and/or features on the front building facades.
7. Use covered, unenclosed porches, porticoes, stoops, door surrounds or similar features that clearly identify the primary entry. Garage doors are not primary entries.
8. Locate garage doors in the rear yard or set back from the front of the house or, preferably, oriented to private alleys.

Residential Densities and Number of Units

The number of new multiple-family units that can be expected within the Tirabassi 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 residential densities within the neighborhood. The table below specifies the recommended maximum residential density categories which include the areas for private streets, retention basins and any other open space that may be required for the proposed development. The resulting number of multiple-family residential units are specified below.

<i>MULTIPLE-FAMILY RESIDENTIAL</i>	<i>LAND USES</i>		<i>RESIDENTIAL UNITS</i>	
	<i>Acres</i>	<i>Percent</i>	<i>Units</i>	<i>Percent</i>
8 or less dwelling units per acre	8.2	18.2%	65	6.2%
16 or less dwelling units per acre	17.0	38.0%	272	26.1%
32 or less dwelling units per acre	9.5	21.2%	304	29.1%
40 or less dwelling units per acre*	10.1	22.6%	403	38.6%
TOTALS	44.8	100.0%	1,044	100.0%

***This maximum residential density can only be used for senior or assisted elderly housing.**

Commercial Uses

Commercial land uses account for about 56 acres, or nearly 36 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 primarily located along major traffic arterials such as 80th Street and 39th Avenue. 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.

<i>COMMERCIAL/OFFICE</i>	<i>Acres</i>	<i>Percent</i>
Neighborhood Commercial	16.0	28%
Community Commercial	40.4	72%
TOTALS	56.4	100.0%

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 unify 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. 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.
2. 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.
3. Create and maintain vital commercial districts by providing sufficient amenities, e.g., pedestrian oriented parking, sidewalks, lighting, and transit opportunities.
4. Enhance architectural building character using special features to define entrances, corners, and links to other buildings and places.
5. Orient the main entrance of the building to the street and clearly articulate the entrance through the use of architectural detailing.
6. Integrally design multiple storefronts with architecturally compatible materials, colors, and details.
7. Develop plans based on the expectation that uses in surrounding buildings will change in response to shifting markets.
8. 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.

9. 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.
10. Integrate the design of signs, awnings, and other facade treatments with the architectural character of the building arcade.
11. Limit the building height on the periphery of a commercial district to generally no more than twice the height of adjacent residential buildings.
12. Use buildings to form and shape public places and plazas to connect pedestrians with appropriately-scaled design details and windows.
13. Reinforce the geometry of the public space, and signify entrances with landscaping and other plantings. The landscaping should add to the overall character and identity of the development.
14. Design the public spaces to give drivers and pedestrians a strong sense of entering or leaving a distinct public place, not just "passing by."
15. Create continuous links designed for pedestrian movement and bicycle paths between sites.
16. Place parking in the back of buildings, in mid-block courtyards, underground, or in parking structures when additional parking is needed.
17. Locate bicycle parking in planned areas near building entrances to be highly visible from the land uses that they serve for convenience and security.
18. Require commercial and retail developments to provide safe and convenient employee and customer access on sidewalks, bicycle trails, transit service, and road.
19. 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.
20. Locate service access in rear of buildings with landscaping, screening, etc., that match adjacent architectural features and site conditions.
21. 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.
22. Incorporate existing trees into the development, wherever possible.
23. Clearly define the different responsibilities of public and private entities for maintenance and management.
24. 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.
25. Assign maintenance and management of public spaces to local property owners, businesses, or neighborhood associations.
26. 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 account for about 16 acres, or more than 28 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. 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. Development design guidelines and standards are included in this category to create pedestrian-scale development with active street frontages that accommodate the pedestrians first, while accommodating vehicular movements.

Design Guidelines

1. Locate building fronts on property lines with no space or minimal space between the buildings.
2. 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. 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. 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 entries 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. Use awnings, covered walkways, open colonnades, or similar weather protection on the buildings.
10. Locate 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.
11. Integrate the parking areas with the other architectural features and public space elements of the street.
12. Use 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.
13. Allow for mixed-uses to create an active, pedestrian environment throughout the day.
14. 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.
15. Include public art opportunities that support the relationship of the public spaces to its neighborhood – visually, symbolically, or functionally.

Community Commercial

Community commercial land uses account for about 40 acres, or about 72 percent of the total commercial land that has been or 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 major arterial streets. 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.

Other Institutional Uses

All 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 be located south of the community commercial land use designation. In addition, these institutional uses should be developed at a traditional neighborhood scale and design on highly visible and prominent sites or locations.

Parks / Open Space

The neighborhood design 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. The plan provides for a neighborhood park that is also intended to function as a community park, which accounts for about 35 acres, or more than 22 percent of the total land in the neighborhood. The proposed park and open space is divided into three separate areas. The City-owned retention basin encompasses one of those parkland areas. It is preferable that much of this area adjacent to the retention basin stay in a predominantly passive recreational use. However, the remaining two parkland areas are proposed for more active, intensive recreational uses.

A significant portion of the proposed park in the west central portion of the neighborhood may have environmental contamination that will have to be addressed in the future. In addition, the park boundaries may need to be adjusted based upon the results of any environmental assessment of this area. If the proposed multiple-family area located immediately west of the future 35th Avenue is not suitable for residential uses, then this area should be used for additional park and open space. The approximate location of the additional park and open space is shown as an alternative on the recommended plan (Exhibit I). If this area is developed with multiple-family housing, then adequate pedestrian connections should be provided between the retention basin and the neighborhood park.

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 that promote and encourage informal meetings. These spaces may accommodate activities such as tot lots, ice rinks, fountains, seating areas, pavilions, and playing fields. A separate park plan will need to be prepared for the overall development of this park. In addition, the park should include design guidelines to serve as a primary social interaction between all neighborhoods and serve as an amenity for the surrounding residential areas through the protection and enhancement of the existing natural environment.

Streets and Roads

The public street rights-of-ways account for almost 21 acres, or about 13 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 Tirabassi 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.

Collector Streets

The proposed street system also consists of collector streets for the Tirabassi 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 local system of major and collector streets. The four major streets that are shown on the plan and adjacent to the neighborhood 80th and 85th Streets and 30th and 39th Avenues. The collector streets within the neighborhood boundaries consist of 81st and 83rd Streets and 32nd and 35th Avenues.

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.

Access Points and Amenities

Access points to the neighborhood include one entrance south of 80th Street, one entrance east of 39th Avenue, one entrance west of 30th Avenue, and three entrances north of 85th Street. Additional private access points include various commercial driveways along 80th Street, 35th and 39th Avenues. All access points are under the jurisdiction of the City of Kenosha.

The placement of residential squares, roundabouts, public spaces, gateways, etc. along the collector streets 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.

Plan Implementation

The preparation and adoption of the *Tirabassi Neighborhood Plan* is only the first in a series of public and private actions required for the ultimate development of the Tirabassi Neighborhood. This includes the careful review of the development proposals for conformance with the adopted 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 *Tirabassi Neighborhood Plan*. After formal adoption of the 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 Tirabassi Neighborhood. Upon adoption, the plan becomes an official guide to be used by City 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 adopted *Tirabassi Neighborhood Plan* provides guidance for making zoning decisions. The performance standards, in the form of design guidelines established in the plan, should be incorporated into Conditional Use Permits and development reviews. 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 *Tirabassi Neighborhood Plan* is adopted, it should serve as a basis for the review of preliminary and final subdivision plans and development proposals in the Tirabassi Neighborhood. In this respect, the 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 *Tirabassi 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 Tirabassi Neighborhood. 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 and Conditional Use Permits, 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 – Recommended Plan

Exhibit II - Existing Land Uses

Exhibit III - Existing Zoning

