

# Wilson Neighborhood Plan



Prepared by the Department of City Development  
in cooperation with Neighborhood Residents and Businesses  
and the Aldermen of the District

City Plan Commission  
Adoption and Certification – November 4, 2004

Neighborhood Plan Amendments  
City Plan Commission – February 24, 2005  
City Plan Commission – January 5, 2006  
City Plan Commission – November 8, 2007

**CITY PLAN COMMISSION RESOLUTION NO. 14-07**

**BY: THE MAYOR**

**Wilson Neighborhood Plan Amendment**

**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 adopted the *Wilson Neighborhood Plan* on November 4, 2004, and certified said plan to the Common Council on November 15, 2004; and

**WHEREAS**, the *Wilson Neighborhood Plan* encompasses the area located between Washington Road and 52nd 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 meetings on February 24, 2005, and January 5, 2006, conducted public hearings and subsequently approved the amendments to the *Wilson Neighborhood Plan*; and

**WHEREAS**, the City Plan Commission, at their meeting on November 8, 2007, conducted a public hearing and subsequently approved the amendment to the *Wilson Neighborhood Plan*; and

**WHEREAS**, the amendment to the *Wilson Neighborhood Plan* encompasses the area generally located north of 50th Street, between 37th and 38th Avenues, as directed by the City Plan Commission in conformance with Wisconsin State Statutes 62.23(3); and

**WHEREAS**, the amendment to the land use classification and development density is in the best interest of the City to plan for the orderly development of the neighborhood as described in Exhibit "A".

**NOW, THEREFORE, BE IT RESOLVED** that the City Plan Commission adopts and certifies the amendment to the *Wilson Neighborhood Plan*, as shown in Exhibit "A" attached.

Adopted this 8<sup>th</sup> day of November, 2007.

ATTEST:

  
\_\_\_\_\_  
Jeff Labadie, Secretary

APPROVE:

  
\_\_\_\_\_  
John M. Antaramian, Chairperson

Drafted by: Department of City Development  
1CPC/2007/Nov8/resol-cpc-wilson-1407

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# **Table of Contents**

<b>CHAPTER ONE - SUMMARY AND OVERVIEW.....</b>	<b>6</b>
1.1 Introduction and Purpose.....	6
1.2 Process and Participation.....	7
1.3 Definitions and Pictures.....	8
<b>CHAPTER TWO - GENERAL NEIGHBORHOOD PLAN.....</b>	<b>9</b>
2.1 Overall Goals and Objectives.....	9
2.2 Land Use and Design.....	10
2.2.1 Residential.....	12
2.2.2 Commercial.....	13
2.2.3 Industrial.....	14
2.2.4 Institutional.....	15
2.3 Transportation and Utilities.....	16
2.4 Neighborhood Image and Character.....	18
2.5 Economic and Social Resources.....	19
2.6 Recommended Land Use.....	20
2.6.1 Recommended Land Use Plan Map.....	21
<b>CHAPTER THREE - STRATEGIC SUB-AREA PLANS.....</b>	<b>22</b>
3.1 Specific Goals and Objectives.....	22
3.1.1 Neighborhood Planning Sub-Areas Map.....	23
3.2 Wilson Heights Sub-Area.....	24
3.2.1 Wilson Heights – Recommended Plan Map.....	26
3.2.2 Wilson Heights – Alternative Plan Map.....	27
3.3 Sun Plaza Sub-Area.....	28
3.3.1 Sun Plaza – Recommended Plan Map.....	30
3.3.2 Sun Plaza – Alternative Plan Map.....	31
3.4 KAT Sub-Area.....	32
3.4.1 KAT – Recommended Plan Map.....	35
3.5 Bonnie Hame Sub-Area.....	36
3.5.1 Bonnie Hame – Recommended Plan Map.....	38
3.5.2 Bonnie Hame – Alternative Plan Map.....	39
3.6 28th Avenue Sub-Area.....	40
3.6.1 28th Avenue – Recommended Plan Map.....	42
3.6.2 28th Avenue – Alternative Plan Map.....	43
3.7 New Bain School Sub-Area.....	44
3.7.1 New Bain School – Recommended Plan Map.....	46
3.7.2 New Bain School – Alternative Plan Map.....	47
3.8 Mankowski Sub-Area.....	48
3.8.1 Mankowski – Recommended Plan Map.....	50
3.8.2 Mankowski – Alternative Plan Map.....	51

<b>CHAPTER FOUR - NEIGHBORHOOD INFORMATION</b> .....	52
4.1 Social and Economic Data.....	52
4.1.1 Census Tracts and Block Groups Map.....	53
4.1.2 Population.....	54
4.1.3 Households.....	55
4.1.4 Housing.....	56
4.1.5 Economic.....	57
4.1.6 Transportation.....	58
4.2 Existing Land Use.....	59
4.2.1 Existing Land Uses Map.....	60
4.2.2 Residential Uses.....	61
4.2.3 Commercial Uses.....	62
4.2.4 Industrial Uses.....	63
4.2.5 Institutional Uses.....	64
4.2.6 Parks and Vacant Land.....	65
4.2.7 Existing Sub-Area Land Uses.....	66
4.2.7.1 Wilson Heights – Existing Land Uses Map.....	67
4.2.7.2 Sun Plaza – Existing Land Uses Map.....	68
4.2.7.3 KAT – Existing Land Uses Map.....	69
4.2.7.4 Bonnie Hame – Existing Land Uses Map.....	70
4.2.7.5 28th Avenue – Existing Land Uses Map.....	71
4.2.7.6 New Bain School – Existing Land Uses Map.....	72
4.2.7.7 Mankowski – Existing Land Uses Map.....	73
4.3 Existing Zoning.....	74
4.3.1 Existing Zoning Map.....	75
4.3.2 Residential Districts.....	76
4.3.3 Non-Residential Districts.....	77
4.4 Existing Transportation.....	78
4.4.1 Existing Transportation Map.....	79
<b>Appendix</b> .....	80
Surveys/Interviews.....	81
Public Comments, June 18, 2003.....	86
Public Comment, October 14, 2004.....	89

# CHAPTER ONE - SUMMARY AND OVERVIEW

## Section 1.1 - Introduction and Purpose

### INTRODUCTION

The planning area for the *Wilson Neighborhood Plan* is roughly located between Washington Road and 52nd Street and between 26th and 39th Avenue.

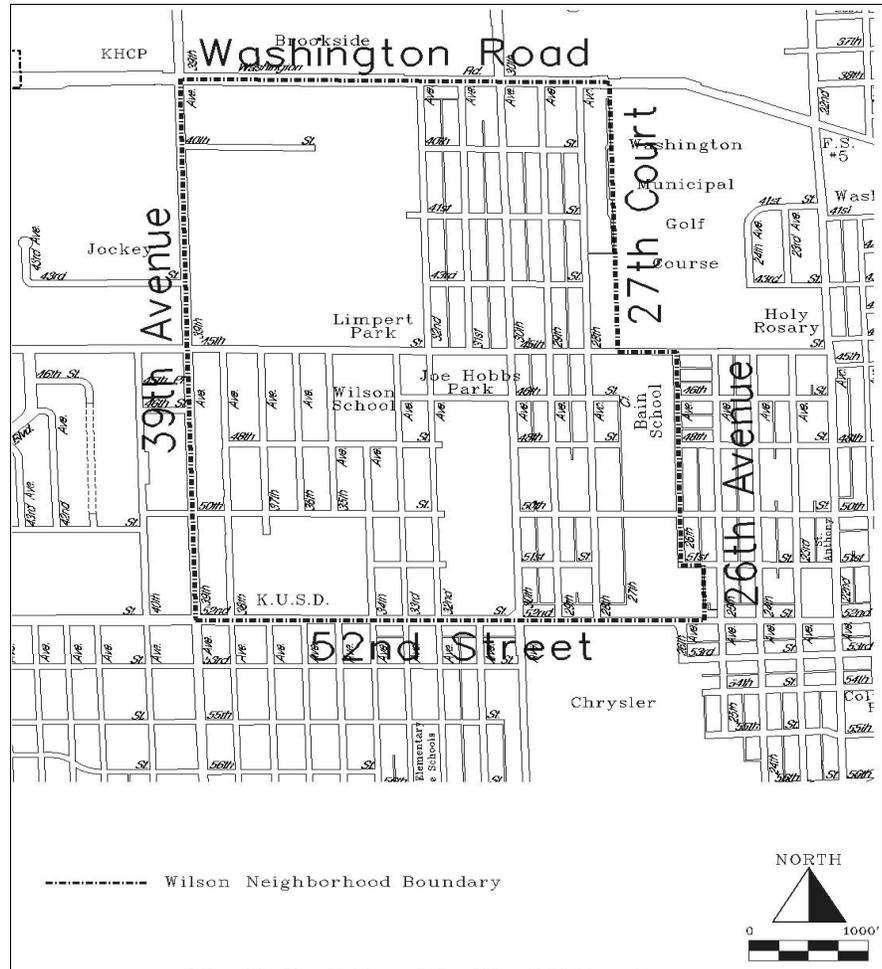
A prior land use inventory conducted in 1994 as well as a survey of existing conditions, including any maps, tables and other relevant information that are typically found in a revitalization plan was recently updated for a recommended land use plan for the neighborhood. In 1990, City staff prepared *A Land Use and Rezoning Plan for Chrysler Surplus Properties*. Adopted in 1992, the *Neighborhood Revitalization Study*, includes a revitalization plan for the what was called the Wilson Heights Neighborhood that was prepared by Trkla, Pettrigrew, Allen and Payne.

### PLAN PURPOSE

The Mayor and the Aldermen of the neighborhood have requested that a neighborhood plan be prepared and adopted for the Wilson Neighborhood. The request for an adopted plan was made because the City is anticipating a major neighborhood revitalization effort and, therefore, a long-term strategy for managing these revitalization activities is needed for the neighborhood.

The purpose of the Wilson Neighborhood Plan is to establish recommended goals and objectives that manage the future development, redevelopment and revitalization of the neighborhood. The neighborhood plan will be used as a principal reference document by the City Plan Commission and the Common Council, City departments, the Wilson Heights Coalition, non-profit agencies and private developers when making decisions concerning the neighborhood.

The neighborhood plan serves as a long-term comprehensive policy guide and a stepping-stone for implementing change within the Wilson Neighborhood. The goals and objectives outlined in the plan are intended to allow a degree of flexibility, and any deviations from this plan should be carefully evaluated. However, plan adoption does not imply that priority has been assigned to the plan's recommended goals and objectives.



## **Section 1.2 - Process and Participation**

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### **PLANNING PROCESS**

The neighborhood planning process was conducted by City Development staff in cooperation with residents, business owners, City departments, public agencies, private interests, etc. The aldermen representing the neighborhood and the elected officers of the Wilson Heights Coalition were encouraged to participate in all areas of the planning process. Adoption of a neighborhood plan represents the validation of publicly expressed needs and recommended guidelines expressed as goals and objectives. This plan is intended to be used as a policy and activity guide for all with a vested interest in the Wilson Neighborhood.

### **NEIGHBORHOOD PARTICIPATION**

Two neighborhood meetings were held with the first meeting held at the beginning and the other towards the end of the neighborhood planning process. Key stakeholders representing all of those interests that will play a major role in the neighborhood's future were identified and encouraged to attend an Informational Kick-off Meeting that was held on June 18, 2003, at 5:30 p.m. at the Boys and Girls Clubs, 3712 50th Street. A neighborhood profile including background material and maps was presented at the meeting.

A Neighborhood Planning Team was formed that included a broad representation of individuals from the Wilson Neighborhood. The Planning Team met on a regular basis to discuss various issues and subject areas and how each apply neighborhood-wide and in the seven sub-areas. The Planning Team was responsible for reviewing and suggesting appropriate revisions to the draft neighborhood plan based on the neighborhood's comments.

At the Neighborhood Planning Workshops, both residents and stakeholders identified issues and concerns and shared their ideas how their neighborhood should be. Once the Planning Team validated and prioritized these issues, goals and objectives were created to address these issues and reflect the views of the neighborhood. Recommended neighborhood and goals and objectives for these issues and subject areas were identified as a result of the input and comments that were received from the Neighborhood Planning Workshops.

Based on the recommendations of the Planning Team, key stakeholders and other affected departments and/or agencies, a draft neighborhood plan with recommended goals and objectives and other areas of special interest or concern was presented at this meeting. A follow-up meeting with the neighborhood's stakeholders and residents occurred on October 14, 2004, at the Edward Bain School of Language and Art, 2600 50th Street. This meeting allowed them to review and comment on the draft goals, objectives and plans that were incorporated into the draft neighborhood plan. The Planning Team reviewed and commented on the draft recommendations for the plan pertaining to land use and development, transportation, neighborhood image and character, and also economic and cultural resources. This includes the seven sub-areas that were identified because they have the most potential for revitalization and redevelopment within the neighborhood boundaries.

## Section 1.3 - Definitions and Pictures

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This section of the plan is intended to visually define, through the use of pictures, some of the terminology, or jargon, that is used throughout the plan. This plan often refers to detached and attached single-family residential housing, mixed-use development, and pedestrian-oriented or friendly design, etc. Below are some pictures that attempt to describe some of this terminology.



Detached Single-Family Houses



Attached Single-Family Houses



Multiple-Family Residences



Multiple-Family Residences



Mixed Residential/Commercial Development & Pedestrian-Friendly Design



# **CHAPTER TWO - GENERAL NEIGHBORHOOD PLAN**

## **Section 2.1 - Overall Goals and Objectives**

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This chapter of the plan identifies issues, goals and objectives, thereby setting forth the basis for action in the Wilson Neighborhood. A list of issues in the Wilson Neighborhood were identified and discussed in depth by the Neighborhood Planning Team. As a result of identifying issues, recommended goals and objectives were then formulated. The next chapter identifies goals and objectives that are recommended for specific sub-areas within the neighborhood.

### **GOALS**

The goals are intended to encapsulate the desired outcomes of the Wilson Neighborhood Plan. They are expressed as general statements, and have both short and long-range timeframes. During the initial stages of the planning process, the Planning Team identified some preliminary goals. These initial goals represented the results of early brainstorming sessions and evolved to reflect the desires of the Wilson Neighborhood as expressed in the Neighborhood Planning Workshops.

### **OBJECTIVES**

After the goals were established, objectives were developed to provide more specific direction for the Wilson Neighborhood Plan. In other words, the plan's objectives are specific statements that provide details about the goals of the neighborhood plan. When possible, these statements should be expressed in measurable terms.

The goals and objectives for the Wilson Neighborhood Plan are organized according to the predominant issues identified below and described in the following pages:

- 2.2 Land Use and Design
  - 2.2.1 Residential
  - 2.2.2 Commercial
  - 2.2.3 Industrial
  - 2.2.4 Institutional
- 2.3 Transportation and Utilities
- 2.4 Neighborhood Image and Character
- 2.5 Economic and Social Resources

## Section 2.2 - Land Use and Design

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### GOAL 1: Promote compatible development

**OBJECTIVE A:** Promote compatible new development and redevelopment through architecture, design and neighborhood amenities that add to the quality of the neighborhood.

**OBJECTIVE B:** Encourage building design, size, scale and materials of new development and redevelopment compatible with the general built characteristics of desirable development in the neighborhood.

**OBJECTIVE C:** Develop larger sub-areas or parcels in a comprehensive manner and supportive of pedestrian activity.

**OBJECTIVE D:** Conduct a parcel study of inappropriately zoned properties to determine the feasibility of rezoning these properties.

**OBJECTIVE E:** Consider rezoning inappropriately zoned properties, in both residential and non-residential areas, when redevelopment occurs so that they are consistent with current or adopted land uses.

**OBJECTIVE F:** Limit adult beverage licenses to major streets such as Washington Road, 52nd Street and 30th Avenue and only in certain locations where these types of establishments would not negatively affect the neighborhood's residential areas.

### GOAL 2: Increase urban design quality

**OBJECTIVE A:** Apply Traditional Neighborhood Development (TND) standards for larger redevelopment sites to encourage mixed land uses, including such things as providing housing in conjunction with commercial and institutional development.

**OBJECTIVE B:** Review the impact of City policies, e.g. zoning, building and design on the neighborhood's revitalization capacity to promote quality, mixed-use development.

**OBJECTIVE C:** Provide appropriate buffering between existing and new residential and non-residential land uses to improve the overall neighborhood quality.

### GOAL 3: Establish general design guidelines

**OBJECTIVE A:** Establish guidelines in this and subsequent sections of the plan to provide specific criteria so that all new buildings, renovations and additions blend into the framework of the neighborhood.

**OBJECTIVE B:** The fundamental guidelines that follow do not dictate particular architectural styles or intended 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. 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.
2. Direct higher-intensity uses to major streets that consist of Washington Road, 52nd Street and 30th Avenue, particularly Sections 3.2 and 3.8 for residential development and Sections 3.3, 3.4 and 3.5 for commercial development.
3. 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.

4. 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 facade of the building as much as possible.
5. Preclude large areas consisting of unarticulated blank walls on all new construction, building renovations and/or additions.
6. Require all building renovations and/or additions to utilize the architectural style of the existing structure, or create a compatible architectural style.
7. 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.
8. Substitute 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.
9. Require building materials for new construction, renovations, and/or additions to be consistent throughout the development including roofing, siding and window materials.
10. Consider the use of permanent, quality materials for the lifetime maintenance of new construction, building renovations and additions, which are strongly encouraged at the base of buildings where they meet sidewalks and at entry ways which are prone to damage.
11. 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.
12. Encourage businesses to enhance and/or replace landscaping and fencing where non-residential uses abut residential development.
13. Encourage high-quality, compatible pedestrian-oriented design of new development and revitalization activities in the design and location of buildings, streets, parking and open space.
14. 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.
15. Enhance the appearance of parking by reducing visible paved surfaces, hiding or de-emphasizing parking areas, locating buildings closer to the street, and enhancing landscaping.
16. Focus all new development or redevelopment plans on creating pedestrian-oriented communities where the majority of trips are made by a combination of walking, bicycling and transit.
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.

## 2.2.1 Residential

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**GOAL 1:** Increase home ownership

**OBJECTIVE A:** Provide high-quality, owner-occupied housing to retain existing in and attract new home owners to the neighborhood.

**OBJECTIVE B:** Provide comprehensive home ownership incentives through technical and financial assistance to prospective new home buyers to increase the home ownership rate in the neighborhood.

**GOAL 2:** Upgrade housing conditions

**OBJECTIVE A:** Initiate aggressive code enforcement on problem properties to improve the neighborhood's supply of older housing units and promote pride in property ownership.

**OBJECTIVE B:** 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.

**OBJECTIVE C:** Promote landlord education using Kenosha's landlord associations to improve housing conditions and protect against neighborhood image deterioration and property value decline.

**OBJECTIVE D:** 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.

**GOAL 3:** Promote a mixture of housing types

**OBJECTIVE A:** Encourage an economically diverse population through a variety of housing ownership opportunities suitable and attractive to people at different stages in their life.

**OBJECTIVE B:** Support construction of new detached and attached single-family housing that will strengthen the neighborhood's housing quality.

**OBJECTIVE C:** Reduce large concentrations of multiple-family housing to better improve the housing mix throughout the neighborhood.

**GOAL 4:** Preserve residential character

**OBJECTIVE A:** Preserve and protect the character of the neighborhood's housing stock through compatible new infill housing and rehabilitation.

**OBJECTIVE B:** Establish housing rehabilitation and new construction guidelines that are consistent with the desirable architectural styles and features in the neighborhood.

**OBJECTIVE C:** Restrict parking from the unpaved areas of the front yards to retain the attractiveness of the neighborhood's residential streets.

**GOAL 5:** Establish residential design guidelines

**OBJECTIVE A:** Adhere to the residential design guidelines for this goal if any resources and incentives are provided for housing rehabilitation and new housing construction.

**OBJECTIVE B:** Enhance the value of all rehabilitated and newly constructed residential buildings by promoting traditional, pedestrian-oriented development through the following design guidelines:

1. Locate both detached and attached single-family housing on a variety of lot sizes appropriate to the surrounding areas.
2. Setbacks should be consistent with neighboring buildings and the surrounding area.

3. Encourage quality residential structures such as detached and attached single-family housing at an appropriate scale to the surrounding area.
4. Detached and attached residential housing should be designed to a similar scale and appearance as desirable detached single-family housing in the surrounding area where possible.
5. 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.
6. 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.
7. Require primary entries for new detached and attached single-family housing to be visible from the street and connected to the public sidewalk.
8. Encourage the use of covered, unenclosed porches, stoops, porticoes, pergolas, balconies, awnings, bay windows or similar elements and/or features on the front building facades.
9. 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.
10. Garages should be located in the rear yard or set back from the front of the house or, preferably, oriented to private alleys.
11. Attached garages should not take up more than 50% of the front width of the building.

## **2.2.2 Commercial**

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### **GOAL 1:** Improve existing commercial areas

**OBJECTIVE A:** Strengthen existing commercial uses in designated commercial areas, particularly along 52nd Street, to ensure that they remain healthy and attractive.

**OBJECTIVE B:** Encourage site and building improvements for commercial 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.

**OBJECTIVE C:** Support the “bundling” of small tracts along major streets into well-planned commercial development that provides convenience and services to neighborhood residents.

**OBJECTIVE D:** Establish enforcement mechanisms to keep shopping carts on commercial premises.

### **GOAL 2:** Promote alternative uses for vacant/obsolete commercial properties

**OBJECTIVE A:** Consider more compatible uses for vacant and obsolete buildings and properties located outside the designated commercial areas that strengthen the neighborhood quality.

**OBJECTIVE B:** Convert commercial uses that are located within the residential areas of the neighborhood to residential uses when they become vacant.

**OBJECTIVE C:** Consider detached or attached residential housing first to replace vacant or obsolete commercial uses to enhance the neighborhood's residential character.

### **GOAL 3:** Promote new commercial development

**OBJECTIVE A:** Support the development of commercial uses in selected locations that serve the needs of the neighborhood and do not result in additional “strip development” along the major streets.

**OBJECTIVE B:** Support the preparation of a “market study” addressing retail development opportunities, e.g. along the 52nd Street corridor.

**OBJECTIVE C:** Create and maintain vital commercial districts by providing sufficient amenities, e.g. pedestrian-oriented parking, sidewalks, lighting and transit opportunities.

**OBJECTIVE D:** Discourage new businesses that significantly increase traffic, create offensive odors or have any visible negative impact on the residential neighborhoods.

**GOAL 4:** Establish commercial design guidelines

**OBJECTIVE A:** Create and implement design recommendations that blend existing and new commercial development with the existing residential character of the neighborhood.

**OBJECTIVE B:** Enhance the value of all rehabilitated and newly constructed commercial buildings by promoting traditional, pedestrian-oriented development through the following design guidelines:

1. Encourage residential uses where an oversupply of existing commercial development may exist.
2. Improve the appearance of existing "strip buildings" that have multiple tenants by unifying the individual storefronts through the similar use of material, color, signage, lighting, etc.
3. Develop treatments for rear building elevations of existing buildings that are visible from the public streets and to improve the appearance of the service areas.
4. Limit use and 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.
5. Promote new, mixed-use commercial buildings of at least two to three stories in height within the designated commercial areas of Sections 3.3, 3.4 and 3.5.
6. Require new commercial and retail development to locate in established or planned neighborhood centers, on major streets or near transit routes within the designated commercial areas of Sections 3.3, 3.4 and 3.5.
7. 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.
8. Require commercial and retail developments to provide safe and convenient employee and customer access to sidewalks, bicycle trails, transit service and roads.
9. Divide larger parking lots into smaller components to the rear or side of the buildings, and provide landscaping and sidewalks to provide for easy and safe pedestrian movements.
10. 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.

## **2.2.3 Industrial**

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**GOAL 1:** Improve existing industrial areas

**OBJECTIVE A:** Encourage site and building improvements for industrial areas and/or businesses that do not adversely affect any adjacent residential neighborhoods.

**OBJECTIVE B:** Closely monitor the industrial sites and buildings that remain to minimize traffic, noise, odor and other adverse impacts on the surrounding residential areas.

**OBJECTIVE C:** Undertake code enforcement to improve the appearance of the remaining industrial uses such as building repairs, parking lot and outdoor storage improvements, and more extensive landscaping and buffering around the perimeter of the industrial properties.

**GOAL 2:** Discourage new or expanded industrial uses

**OBJECTIVE A:** Discourage new industrial development in the neighborhood, with the exception of the City's proposed new transit garage facility on the City-owned KAT site.

**OBJECTIVE B:** 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.

**GOAL 3:** Promote alternative uses for vacant obsolete industrial properties

**OBJECTIVE A:** Consider more compatible uses for vacant and obsolete buildings and properties that strengthen the neighborhood quality.

**OBJECTIVE B:** Convert industrial uses that are located within the residential areas of the neighborhood to residential uses when they become vacant.

**OBJECTIVE C:** Consider detached or attached residential housing to replace vacant or obsolete industrial uses to enhance the neighborhood's residential character.

**OBJECTIVE D:** Conversion to public or institutional uses such as parks and open space should be considered where the potential for environmental contamination complicates any residential development.

## 2.2.4 Institutional

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**GOAL 1:** Improve existing public park sites and facilities

**OBJECTIVE A:** Promote public park standards that place a higher priority on pedestrian accessibility and connectivity of sidewalks, bike ways, trails and green ways.

**OBJECTIVE B:** Continue to evaluate the existing public parks to determine if they are continuing to serve the needs the neighborhood in a clean, safe and appropriate manner.

**OBJECTIVE C:** Expand and improve the existing public parks that are deemed necessary for more active recreational uses, and dispose of public park land that is determined to be unnecessary.

**OBJECTIVE D:** Seek public and private partnerships to improve the grounds and recreational facilities at the schools in the neighborhood for both indoor and outdoor activities.

**OBJECTIVE E:** Encourage the residents to become involved in park maintenance to aid the City in this effort such as picking up litter, removing broken glass, and reporting disturbances when they occur.

**OBJECTIVE F:** Evaluate the possibility of refurbishing the Armory building in Hobbs Park for recreational and/or educational opportunities.

**OBJECTIVE G:** Upgrade the fencing that faces the public streets for Limpert Park and the City Nursery.

**GOAL 2:** Expand recreational and educational opportunities

**OBJECTIVE A:** Provide a balanced geographic distribution of public parkland in deficient areas.

**OBJECTIVE B:** Designate appropriate areas for additional public parks for both active and passive recreational opportunities.

**OBJECTIVE C:** Seek opportunities through public and private development to provide needed services and amenities into new public parks.

**OBJECTIVE D:** Work with public and private organizations to coordinate a variety of activities, music and services in the parks that will attract and engage neighborhood children, youth and families in the educational process and community-building activities.

**OBJECTIVE E:** Maintain the presence of the Boys and Girls Clubs, churches and other institutions that incorporate activities for youth and seniors.

**OBJECTIVE F:** Encourage the bookmobile to provide adequate service to the neighborhood to improve educational opportunities for residents.

## **Section 2.3 - Transportation and Utilities**

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**GOAL 1:** Improve appearance of major streets and utility corridors

**OBJECTIVE A:** Improve the appearance and condition of streets, sidewalks and major utility facilities as a continued effort to realize revitalization efforts in the neighborhood.

**OBJECTIVE B:** Utilize streetscape elements such as trees, lighting, landscaping, furniture and signage to help visually unify areas and improve the pedestrian environment along major streets (52nd Street, etc.).

**GOAL 2:** Maintain and improve neighborhood street pattern

**OBJECTIVE A:** Explore opportunities for improving the existing street pattern in more detail while restricting the number of through streets as neighborhood revitalization and redevelopment occurs.

**OBJECTIVE B:** Evaluate methods, such as traffic calming devices, to slow down and discourage cut-through traffic but maintain continuous access for residents, fire, police, and emergency personnel.

**OBJECTIVE C:** Eliminate discontinuous or dead-end streets by extending or relocating streets to improve traffic circulation and safety.

**GOAL 3:** Promote transportation choices

**OBJECTIVE A:** Improve access and mobility for a variety of transportation modes including pedestrian, bicycle, public transit and automobile and mitigate the impact of vehicular transportation.

**OBJECTIVE B:** 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.

**OBJECTIVE C:** Promote continuity with adjacent development and maintain a familiar block-scale with the entry points aligning as closely as possible with adjacent public streets and private driveways.

**OBJECTIVE D:** Require a grid-type layout for streets to improve connectivity, reduce trip distances, increase route choices, and to better accommodate public transit service.

**OBJECTIVE E:** Consolidate and reduce the number of ingress/egress points along major streets with internal parking lot connections for adjacent development while maintaining access to business parking.

**GOAL 4:** Promote pedestrian/bicyclist access and safety

**OBJECTIVE A:** Identify and prioritize the repair, reconstruction and new construction of streets, curbs, sidewalks and sidewalk ramps where needed to improve pedestrian safety.

**OBJECTIVE B:** Retain existing public neighborhood streets and provide new public street standards that consider the needs of pedestrians and bicyclists as well as drivers.

**OBJECTIVE C:** 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, particularly to existing and new commercial development.

**OBJECTIVE D:** Discourage cul-de-sacs on public streets because they result in poor fire fighting equipment access, discourage pedestrian traffic and diminish social interaction.

**OBJECTIVE E:** Reduce conflict points and discourage the use of drive-through traffic and multiple curb cuts that are a detriment to a pedestrian-oriented environment.

**OBJECTIVE F:** Locate parking areas to increase access for pedestrians and bicyclists from the residential areas to public transit, educational destinations and shopping centers.

**OBJECTIVE G:** Design the parking area layouts to address the interrelation 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.

**OBJECTIVE H:** 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.

**GOAL 5:** Establish pedestrian-friendly design guidelines

**OBJECTIVE A:** Create and implement design recommendations that promote traditional, pedestrian-oriented development in the neighborhood.

**OBJECTIVE B:** Enhance the value of existing and new residential and non-residential buildings by promoting traditional, pedestrian-oriented development through the following design guidelines:

1. Require that all new development and redevelopment plans include features such as sidewalks, pedestrian and bicycle-friendly street design, and shorter block lengths.
2. Revise regulatory ordinances to permit Traditional Neighborhood Development as a standard practice to create pedestrian and transit-oriented development.
3. Promote variety in residential block design and lot size to encourage pedestrian-friendly residential development.
4. Provide continuity of pedestrian and bicyclist connections such as sidewalks, entry paths and signalized and non-signalized crossings.
5. Design streets to limit motor vehicle speeds to levels compatible with bicycling, walking and other pedestrian activities on local or neighborhood streets.
6. Intersections should be designed to slow traffic and reduce pedestrian crossing distances.
7. Provide shelters at transit stops for passengers and storage facilities for bicycles.

**GOAL 6:** Coordinate public improvements

**OBJECTIVE A:** Coordinate public street and utility system improvements with neighborhood redevelopment and revitalization efforts.

**OBJECTIVE B:** Use public improvements to encourage private investments in new development and building and/or property maintenance and improvement for existing development.

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## **Section 2.4 - Neighborhood Image and Character**

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**GOAL 1:** Enhance neighborhood appearance

**OBJECTIVE A:** Support property maintenance code enforcement to improve the neighborhood's image.

**OBJECTIVE B:** Establish a neighborhood beautification program of street trees, lights, signage, and landscaping to help improve and create a new visual identity for the neighborhood.

**OBJECTIVE C:** Develop a plan for street trees for parkways that do not have trees or do not have adequate number of trees.

**OBJECTIVE D:** Encourage property owners, businesses and tenants along major streets to create identifiable district themes for market recognition and to create a positive image of the neighborhood to the visitors by providing functional landscaping and architectural designs.

**OBJECTIVE E:** 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.

**GOAL 2:** Improve neighborhood safety

**OBJECTIVE A:** 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.

**OBJECTIVE B:** Strengthen and expand the Neighborhood Watch Program to involve more residents and property owners and reduce criminal and suspicious activity.

**OBJECTIVE C:** Expand the presence of the police within the neighborhood to help alleviate safety issues and concerns, e.g. foot and bike patrols.

**GOAL 3:** Promote "sense of community"

**OBJECTIVE A:** Work to promote the many different amenities to be found in the neighborhood, such as its unique features, access to downtown, parks and recreational opportunities, and sense of community.

**OBJECTIVE B:** Promote the efforts of the Wilson Heights Coalition to encourage neighborhood leadership development and collaborative community involvement as a means to promote the betterment of the neighborhood as a desirable and affordable place to live.

**OBJECTIVE C:** 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.

## Section 2.5 - Economic and Social Resources

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**GOAL 1:** Increase neighborhood employment opportunities

**OBJECTIVE A:** Enhance employment opportunities for neighborhood residents.

**OBJECTIVE B:** Promote local area jobs through innovative approaches and neighborhood support of small business.

**OBJECTIVE C:** Support community-based efforts and other local institutions to work with employment and training organizations to bring information about employment and training opportunities to the neighborhood residents.

**GOAL 2:** Promote neighborhood economic activity

**OBJECTIVE A:** Support the efforts of the 52nd Street businesses to create jobs, increase revenues, and generate new economic activity in the neighborhood.

**OBJECTIVE B:** Strengthen the viability of the existing neighborhood businesses using the assistance of economic development organizations and other public and private technical and financial resources.

**OBJECTIVE C:** Pursue a variety of strategies and programs to encourage investment in the older residential and/or commercial areas that have been susceptible to disinvestment in the past.

**OBJECTIVE D:** Consider the development of a market strategy and action plan to strengthen designated commercial areas.

**OBJECTIVE E:** Support efforts to utilize vacant underutilized property to enhance the neighborhood's residential quality and economic well-being.

**GOAL 3:** Improve services for all neighborhood residents

**OBJECTIVE A:** 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.

**OBJECTIVE B:** Work with these organizations to also increase the involvement of all residents in neighborhood watch, community outreach and other neighborhood improvement efforts.

**OBJECTIVE C:** Support community institutions' efforts to provide information to residents about police community crime prevention activities, home buying education/counseling programs, employment and training resources, community involvement opportunities, etc.

## Section 2.6 - Recommended Land Use

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The goals in this section represent a comprehensive long-range program for the revitalization and the redevelopment of the Wilson Neighborhood. The major goals of the Wilson Neighborhood Plan include improving the neighborhood's desirability, increasing property values, lowering residential densities, providing a safe environment as well as enhancing the locational advantages and the affordability of the neighborhood. The **Recommended Land Use Plan** on the next page portrays the overall goals and objectives in this chapter and includes the recommended plans from the seven sub-areas that are identified in the next chapter. However, the sub-areas do not address the entire neighborhood. Therefore, further analysis of specific land use, design and development issues may be required as needed for areas located outside the neighborhood's sub-areas.

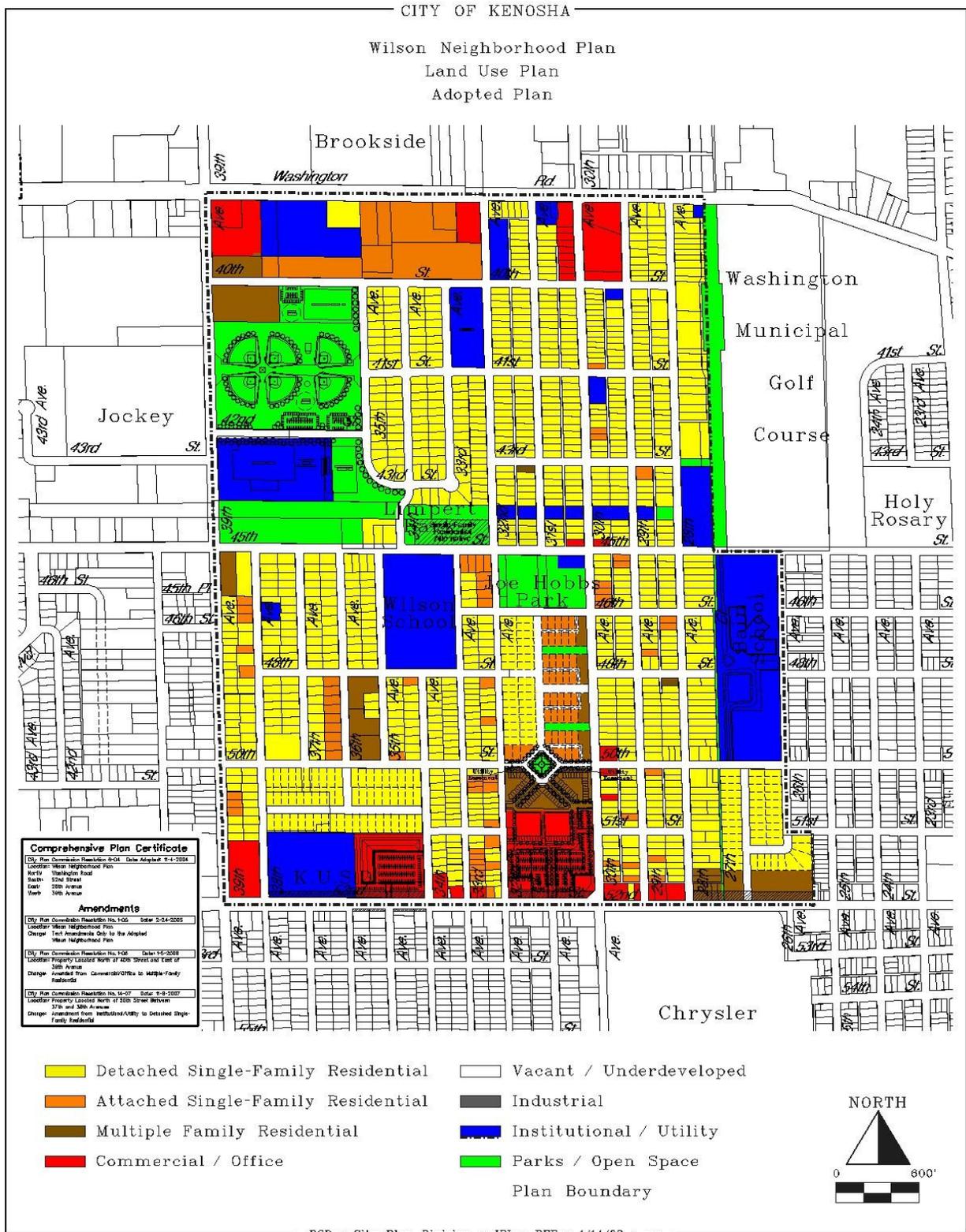
Even though the neighborhood will continue to contain some commercial, industrial and other nonresidential development, the focus of the neighborhood plan is to strengthen and preserve the residential character of the neighborhood. However, financial resources available to the City and the neighborhood are not sufficient to immediately carry out all of the goals and objectives in this plan. Consequently, neighborhood improvement activities must be staged over a period of time. The City has worked closely with the neighborhood stakeholders or representatives to identify priority recommendations with an emphasis on improving housing conditions, home ownership opportunities and the physical character of the neighborhood.

The recommended neighborhood goals are presented below and can be found in the previous sections of this chapter that include land use and design, transportation and utilities, neighborhood image and character as well as economic and cultural resources. The land use and design goals in Section 2.2 strongly recommend revising the existing regulatory ordinances to permit Traditional Neighborhood Development principles that will accommodate pedestrians and bicyclists in the design of all new development and redevelopment plans. This section also includes more specific goals for residential, commercial, industrial and institutional development.

The four major residential goals in Section 2.2.1 include increasing home ownership, upgrading housing conditions, promoting a mixture of housing types and preserving the residential character of neighborhood. The primary emphasis of the commercial goals contained in Section 2.2.2 is to strengthen the existing commercial uses and support the development of new commercial uses in designated commercial areas that serve the needs of the neighborhood. The industrial goals in Section 2.2.3 encourage site and building improvements for industrial areas and/or businesses that do not adversely affect any adjacent residential neighborhoods and discourage new or expanded industrial uses in the neighborhood.

For Section 2.2.4, the existing public park sites and facilities should be improved and recreational and educational opportunities should be expanded in the neighborhood. The major transportation goals in Section 2.3 recommend improving the appearance of the major streets, maintaining and improving the existing neighborhood street pattern and improving pedestrian and bicyclist access and safety in the neighborhood. This section includes specific design guidelines that are intended to encourage high-quality, pedestrian-oriented design as well as provide direct and continuous pedestrian access within any new development and revitalization activities as much as possible.

## 2.6.1 Recommended Land Use Plan Map



# **CHAPTER THREE - STRATEGIC SUB-AREA PLANS**

## **Section 3.1 - Specific Goals and Objectives**

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This portion of the plan also identifies goals, objectives and policies, thereby setting forth the basis for action in the Wilson Neighborhood. A list of issues in the Wilson Neighborhood were identified and discussed in depth by the Neighborhood Planning Team. The goals, objectives and policies for each sub-area for the Wilson Neighborhood Plan are organized according to the predominant issues for that particular sub-area.

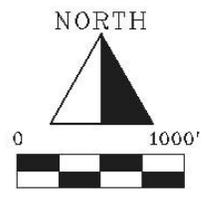
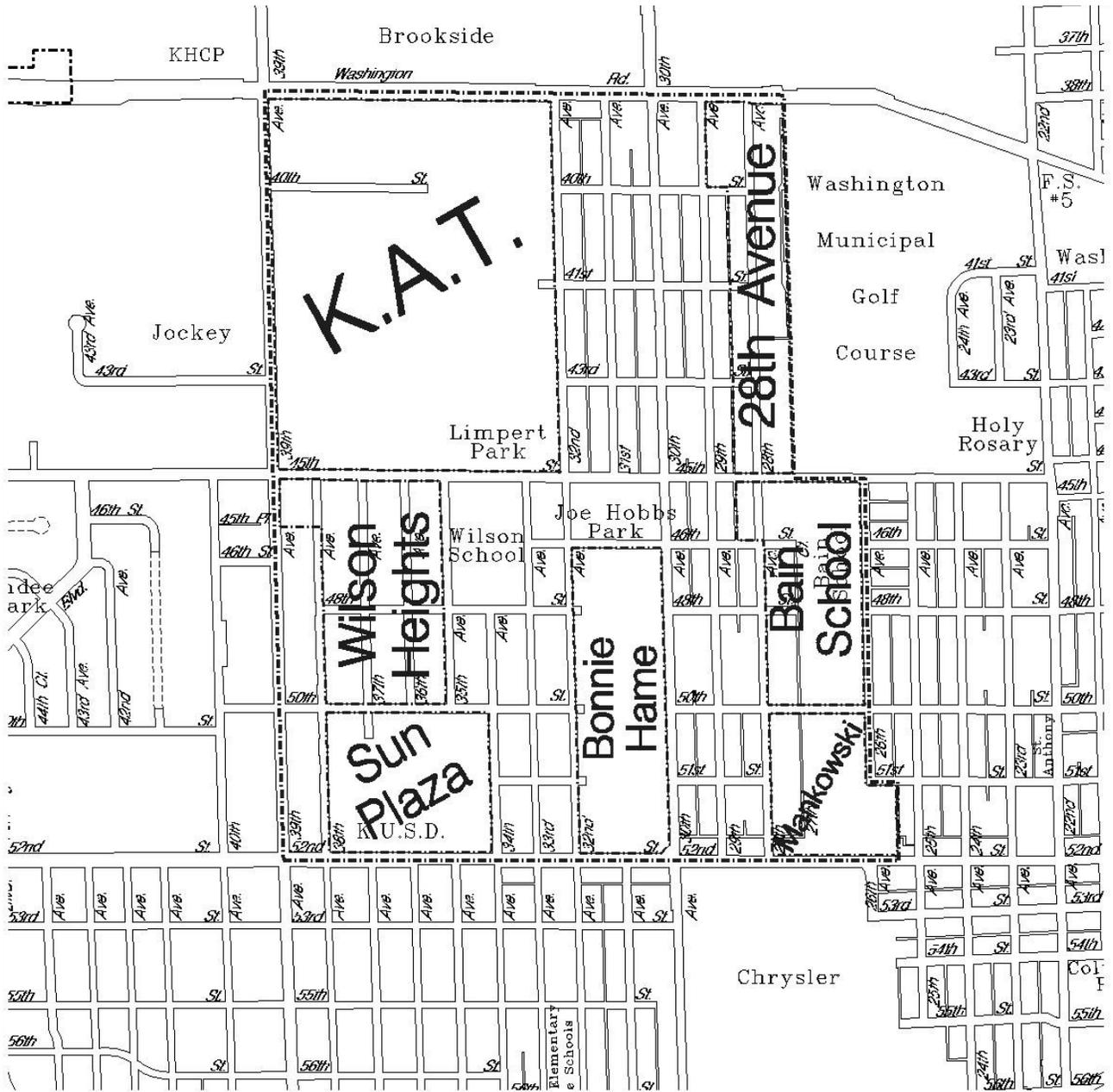
While many areas of the neighborhood are considered relatively stable and relatively minor changes are anticipated, other areas need much more detailed analysis of the existing land use and development conditions. Therefore, seven sub-areas are identified that have the most potential for revitalization and redevelopment within the Wilson Neighborhood:

- 3.2 Wilson Heights
- 3.3 Sun Plaza
- 3.4 KAT
- 3.5 Bonnie Hame
- 3.6 28<sup>th</sup> Avenue
- 3.7 New Bain School
- 3.8 Mankowski

It is unrealistic that a single recommended plan can address all of the possible neighborhood improvement strategies for each sub-area. Therefore, this chapter provides both a recommended plan and an alternative plan for all of the sub-areas. These plans are not strict requirements, but are desirable recommendations. The sub-area recommendations are intended to provide specific guidance on how these plans should be implemented.

Please note that some of the sub-areas include more detailed illustrative plans with building and site layouts that are intended to show how the properties could be developed, e.g. Sun Plaza, KAT and Bonnie Hame. The building colors reflect the specific land use or development categories for the appropriate areas of the sites including any parking areas, green spaces, private streets, etc. The boundaries between the different land use categories and the public street configurations are conceptual and some flexibility may be expected as the properties are developed or redeveloped.

### 3.1.1 Neighborhood Planning Sub-Areas Map



## Section 3.2 - Wilson Heights Sub-Area

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**GOAL 1:** Promote attractive, high-quality development

**OBJECTIVE A:** Encourage a mixture of medium-density detached and attached single-family residential housing within a pedestrian-friendly, walkable environment.

**OBJECTIVE B:** Support construction of new detached and attached single-family housing that will strengthen the neighborhood's housing quality and expand opportunities for residents to own their own homes.

**OBJECTIVE C:** Support zoning changes to allow compatible detached and attached single-family residential uses while taking the necessary measures to achieve compatibility and an appropriate pedestrian scale and design of mixed residential development.

**GOAL 2:** Establish development design guidelines

**OBJECTIVE A:** Adhere to the development design guidelines for this goal if any resources and incentives are provided for residential and non-residential development within this sub-area.

**OBJECTIVE B:** Enhance the value of all rehabilitated and newly constructed residential buildings by promoting traditional, pedestrian-oriented development through the following design guidelines:

1. Reduce the current residential densities of the two-family and multiple-family housing in that area between 45th and 50th Streets and 35th and 38th Avenues to the existing densities that are allowed in the RG-1 and RG-2 General Residential Districts.
2. Encourage acquiring, clearing and redeveloping the area between 45th and 50th Streets and 35th and 38th Avenues for detached and/or attached single-family housing that is more compatible with the surrounding residential areas.
3. Suggest replacing the concentration of two and four-family dwelling units between 45th and 50th Streets and 35th and 38th Avenues with new detached single-family housing to improve the neighborhood's residential quality.
4. Suggest replacing the existing four-family dwelling units on the west side of 38th Avenue between 48th and 50th Streets with new attached single-family housing if the large multiple-family buildings continue to remain on the east side of 38th Avenue.
5. Promote removing the rental supply store on 45th Street between 38th and 39th Avenues and the convenience store on 38th Avenue between 45th and 48th Streets.
6. Retain the current facility of the Boys and Girls Club on 50th Street between 37th and 38th Avenues.
7. Promote compatibility with adjacent development and retain a familiar block-scale with the entry points aligning as closely as possible with adjacent public streets and private driveways.
8. Require that all new development and redevelopment plans provide adequate pedestrian and bicyclist access at an appropriate scale.

## WILSON HEIGHTS SUB-AREA SUMMARY

The major difference between the recommended and alternative plans is that the existing four-family dwelling units on the west side of 36th Avenue would be replaced with newly constructed attached single-family housing units for the recommended plan. The alternative plan proposes that newly constructed detached single-family housing units replace the existing multiple-family dwelling units on both sides of 36th Avenue if the large multiple-family buildings are removed the east side of 36th Avenue.

### RECOMMENDED PLAN

The recommended plan encourages a mixture of housing types from detached and attached single-family to multiple-family housing. Approximately 95 new detached single-family housing units are recommended to replace almost 90% of the existing two and four-family dwelling units (348 minus 312 existing units) within the Wilson Heights sub-area. This represents a reduction of 43% in the total number of housing units from 366 existing units to about 207 recommended units. This also represents a reduction in the existing residential density of more than 19 dwelling units per acre to about 8.5 units per acre for the recommended plan.

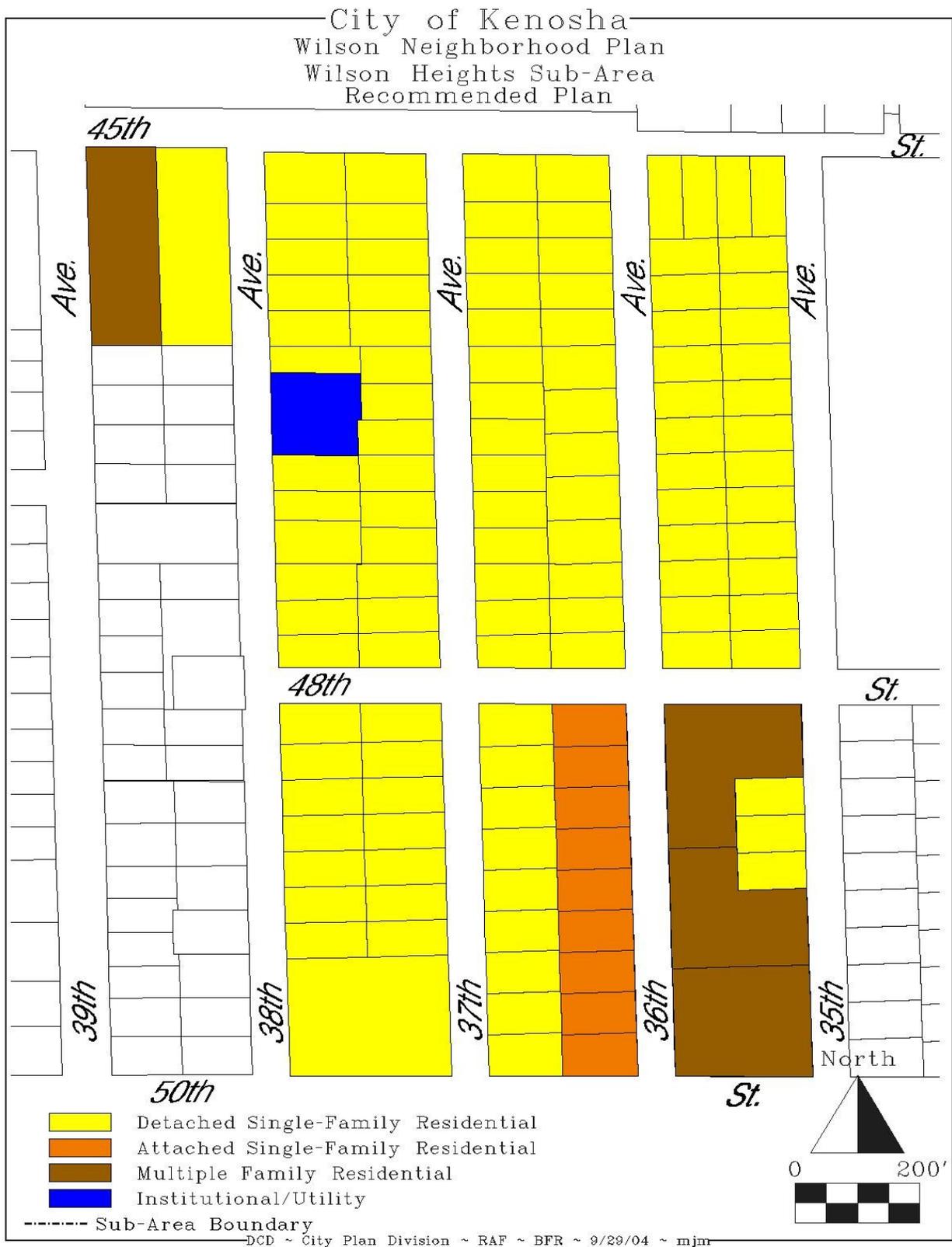
<i>RECOMMENDED PLAN</i>	<i>LAND USES</i>		<i>RESIDENTIAL UNITS</i>		
	<i>Acres</i>	<i>Percent</i>	<i>Units</i>	<i>Percent</i>	<i>Density</i>
Detached Single-family Residential	19.3	60.4%	113	54.6%	5.87
Attached Single-family Residential	1.7	5.4%	18	8.7%	10.50
Multiple-family Residential	3.5	11.1%	76	36.7%	21.43
Institutional/Utility	1.6	5.1%			
Public Street Right-of-Ways	5.7	17.9%			
<b>TOTALS</b>	<b>31.9</b>	<b>100.0%</b>	<b>207</b>	<b>100.0%</b>	<b>8.45</b>

### ALTERNATIVE PLAN

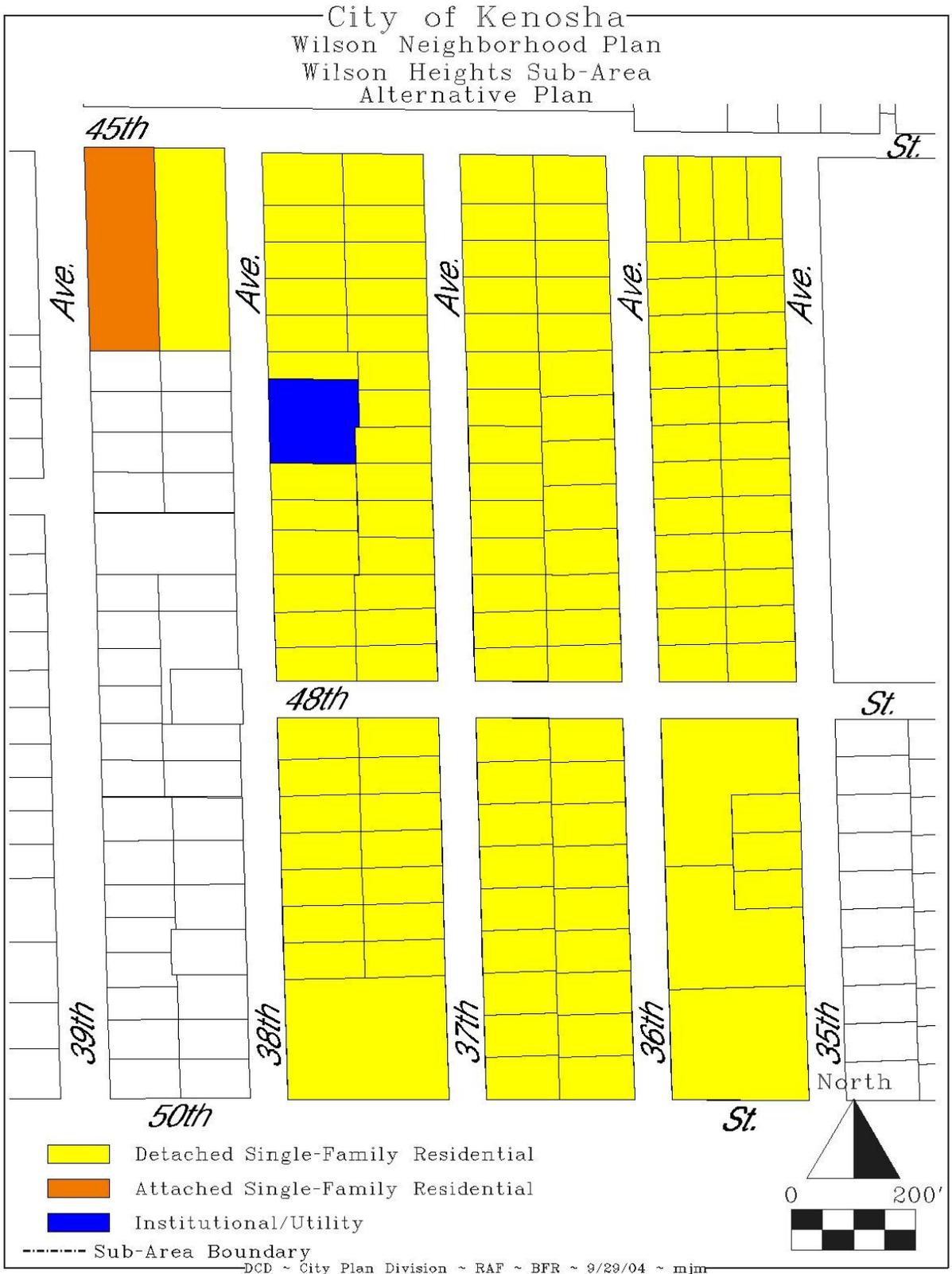
The alternative plan suggests replacing the two and four-family dwellings between 45th and 50th Streets and 35th and 38th Avenues with newly constructed detached single-family housing as much as possible. For the alternative plan, this represents a reduction of almost 60% in the total number of existing housing units and reduces the residential density to about 6 dwelling units per acre.

<i>ALTERNATIVE PLAN</i>	<i>LAND USES</i>		<i>RESIDENTIAL UNITS</i>		
	<i>Acres</i>	<i>Percent</i>	<i>Units</i>	<i>Percent</i>	<i>Density</i>
Detached Single-family Residential	23.6	74.2%	137	93.2%	5.79
Attached Single-family Residential	0.9	2.7%	10	6.8%	11.62
Institutional/Utility	1.6	5.1%			
Public Street Right-of-Ways	5.7	17.9%			
<b>TOTALS</b>	<b>31.9</b>	<b>100.0%</b>	<b>147</b>	<b>100.0%</b>	<b>6.00</b>

### 3.2.1 Wilson Heights – Recommended Plan Map



### 3.2.2 Wilson Heights – Alternative Plan Map



## Section 3.3 - Sun Plaza Sub-Area

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**GOAL 1:** Promote attractive, high-quality development

**OBJECTIVE A:** Encourage a mixture of medium-density detached single-family housing and neighborhood commercial uses within a pedestrian-friendly, walkable environment.

**OBJECTIVE B:** Support construction of new detached single-family housing that will strengthen the neighborhood's housing quality and expand opportunities for residents to own their own homes.

**OBJECTIVE C:** Support zoning changes to allow compatible detached single-family residential uses while taking the necessary measures to achieve compatibility and an appropriate pedestrian scale and design of residential development.

**GOAL 2:** Establish development design guidelines

**OBJECTIVE A:** Adhere to the development design guidelines for this goal if any resources and incentives are provided for residential and non-residential development within this sub-area.

**OBJECTIVE B:** Enhance the value of new residential and commercial buildings by promoting traditional, pedestrian-oriented development through the following design guidelines:

1. Allow existing commercial and institutional uses to continue their operations as well as encourage these uses to improve the overall image and appearance of their properties that are visible from major roadways and adjacent residential blocks.
2. Encourage replacing underutilized commercial development with new commercial development closer to 52nd Street that is more pedestrian-oriented in the design and location of buildings, streets, parking and open space that serves the needs of the neighborhood residents.
3. Promote detached single-family housing first for any new residential development.
4. Promote removing the gas station on the corner of 52nd Street and 34th Avenue and the trucking company on 38th Avenue to integrate these sites into a larger redevelopment plan(s).
5. Retain the current administration building of Kenosha Unified School District until which time KUSD decides to relocate its operations from the site.
6. Promote compatibility with adjacent development and retain a familiar block-scale with the entry points aligning as closely as possible with adjacent public streets and private driveways.
7. Require that all new development and redevelopment plans provide adequate pedestrian and bicyclist access to shopping and other services at an appropriate scale.
8. Encourage the use of shared-use parking facilities, surface, structured or below-grade parking, to allow a compact, urban development pattern for those uses closer to 52nd Street.
9. Encourage pedestrian-scaled lighting and amenities such as benches, flower gardens and trash receptacles.

## SUN PLAZA SUB-AREA SUMMARY

Both the recommended and the alternative plans promote traditional, pedestrian-oriented development that is more compatible with the surrounding residential areas. All new commercial development and redevelopment is encouraged to locate closer to 52nd Street and designed to serve the needs of the neighborhood residents. Both plans require that all new development and redevelopment plans provide adequate pedestrian and bicyclist access to, from and within the commercial area. These plans recommend detached single-family housing for any new residential development within this sub-area. The amount of detached single-family housing and commercial uses is the only major difference between these plans.

### RECOMMENDED PLAN

The recommended plan encourages a mix of medium-density detached single-family housing and neighborhood commercial uses within a pedestrian-friendly, walkable environment. The plan accommodates about 58 newly constructed housing units with an overall single-family residential density between 5 and 6 dwelling units per acre. Any new commercial development is limited to the northern line of the Kenosha Unified School District property.

<i>RECOMMENDED PLAN</i>	<i>LAND USES</i>		<i>RESIDENTIAL UNITS</i>		
	<i>Acres</i>	<i>Percent</i>	<i>Units</i>	<i>Percent</i>	<i>Density</i>
Detached Single-family Residential	10.5	42.0%	58	100.0%	5.51
Commercial/Office	5.6	22.2%			
Institutional/Utility	7.1	28.1%			
Public Street Right-of-Ways	1.9	7.8%			
<b>TOTALS</b>	<b>25.1</b>	<b>100.0%</b>	<b>58</b>	<b>100.0%</b>	<b>5.51</b>

### ALTERNATIVE PLAN

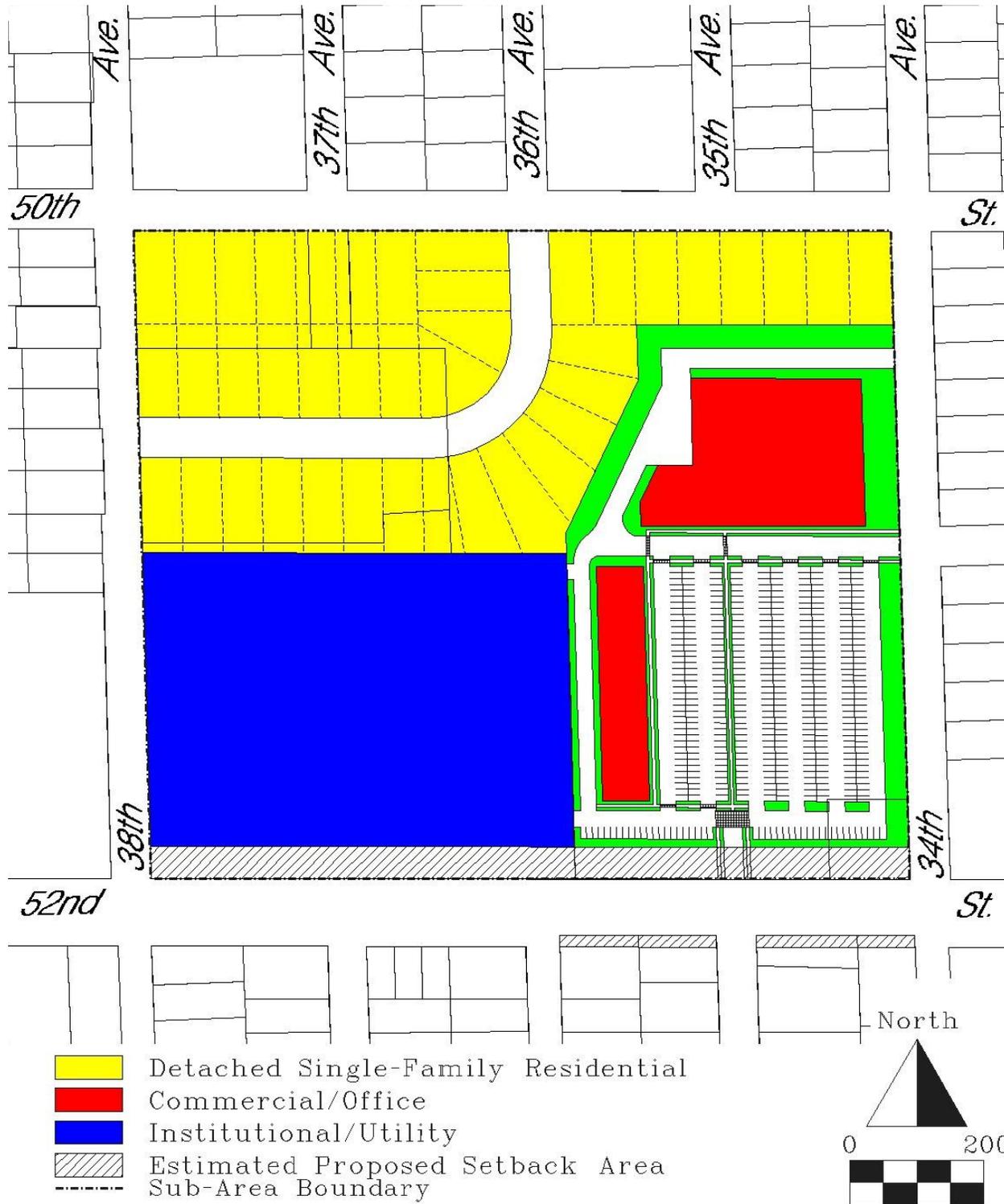
The alternative plan accommodates from 3 to 4 additional acres of commercial redevelopment as compared to the recommended plan. A row of new residential housing, preferably detached single-family housing units, is recommended to be maintained between any new commercial development or redevelopment and 50th Street.

<i>ALTERNATIVE PLAN</i>	<i>LAND USES</i>		<i>RESIDENTIAL UNITS</i>		
	<i>Acres</i>	<i>Percent</i>	<i>Units</i>	<i>Percent</i>	<i>Density</i>
Detached Single-family Residential	8.0	31.7%	40	100.0%	5.03
Commercial/Office	8.9	35.6%			
Institutional/Utility	7.1	28.1%			
Public Street Right-of-Ways	1.1	4.5%			
<b>TOTALS</b>	<b>25.1</b>	<b>100.0%</b>	<b>40</b>	<b>100.0%</b>	<b>5.03</b>

### 3.3.1 Sun Plaza – Recommended Plan Map



### 3.3.2 Sun Plaza – Alternative Plan Map



## Section 3.4 - KAT Sub–Area

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**GOAL 1:** Promote attractive, high-quality development

**OBJECTIVE A:** Encourage a mixture of medium-density detached and attached single-family housing including a new public park within a pedestrian-friendly, walkable environment.

**OBJECTIVE B:** Support construction of new detached and attached single-family housing that will strengthen the neighborhood's housing quality and expand opportunities for residents to own their own homes.

**OBJECTIVE C:** Support zoning changes to allow residential and pedestrian-friendly commercial uses while taking the necessary measures to achieve compatibility and an appropriate pedestrian scale and design of mixed-use development.

**GOAL 2:** Establish development design guidelines

**OBJECTIVE A:** Adhere to the development design guidelines for this goal if any resources and incentives are provided for residential and non-residential development within this sub-area.

**OBJECTIVE B:** Enhance the value of new and existing residential, commercial and institutional buildings by promoting traditional, pedestrian-oriented development through the following design guidelines:

1. Promote detached single-family housing first for any new residential development.
2. Consider constructing new attached single-family housing on a portion of the underutilized institutional parking area along 40th Street.
3. Retain the designated historic house along Washington Road.
4. Encourage small-scale business uses to develop at or near the intersections of Washington Road and 32nd and 39th Avenues that serves the needs of neighborhood residents.
5. Promote removing the automotive related uses such as vehicle parts, repair, painting, and used vehicles along Washington Road and industrial buildings along 45th Street for more compatible uses.
6. Promote the design of the proposed new transit garage facility to integrate it into the overall development plan for this site.
7. Preserve the eastern portion of the proposed transit garage site to better accommodate a multi-use recreational field.
8. Evaluate the capacity deemed necessary for the proposed retention basin west of 32nd Avenue and south of 40th Street.
9. Construct a bicycle path along the We Energies utility corridor running east-to-west from 28th to 39th Avenue.
10. Use a portion of Limpert Park and/or City Nursery in order to connect the bicycle path between 32nd and 39th Avenues.
11. Promote compatibility with adjacent development and retain a familiar block-scale with the entry points aligning as closely as possible with adjacent public streets and private driveways.

**GOAL 3:** Consider replacement public park facilities

**OBJECTIVE A** Provide new public park facilities that would emphasize the City's commitment to neighborhood revitalization.

**OBJECTIVE B:** Seek opportunities through public and private development to promote the development of interactive park and related facilities that incorporate attractions for neighborhood youth and seniors.

**OBJECTIVE C:** Consider the relocation of Limpert Park to improve park use and provide opportunities for safe recreational activities.

**GOAL 4:** Amend the master park plan

**OBJECTIVE A:** Amend the adopted master plan to create a centrally located neighborhood park that serves all age groups with a balanced program of active and passive recreational services and facilities.

**OBJECTIVE B:** Support overall development of the park as a central destination facility for neighborhood-oriented activities and events.

**GOAL 5:** Establish neighborhood park design guidelines

**OBJECTIVE A:** Create a neighborhood park steering committee to work on and further refine the park design concept to address the needed facility improvements and services associated with the park.

**OBJECTIVE B:** Enhance the value of the park by providing active and passive recreational opportunities, organized sports, picnics and environment enjoyment through the following design guidelines:

1. Features of the park plan in terms of type and location still needs further refinement and, consequently, should require the involvement of the neighborhood stakeholders.
2. Promote continuity with adjacent development and maintain a familiar block-scale with the entry points aligning as closely as possible with adjacent public streets and private driveways.
3. Provide recreation and leisure opportunities to all residents.
4. Provide for high-quality recreation fields for baseball, soccer and multiple-uses that are intended to accommodate both leisure and organized team play opportunities.
5. Ensure that there are accessible routes of travel, connecting parking areas, drop-off points and provide safe access to activity areas and accessible activities.
6. Ensure that each play setting and activity area is accessible and that similar play opportunities are provided to residents with disabilities.
7. Design two pedestrian access ways into the park as focal points from 35th and 39th Avenues and align with 41st Street to create an attractive view corridor.
8. Maintain an additional view corridor from the center point of the four ballfields and north building facade of the planned transit garage facility.
9. Encourage the placement of, safety lighting and off-street parking throughout the park where necessary that will have the least adverse impact on adjacent residential areas.

## KAT SUB-AREA SUMMARY

Only one recommended plan has been prepared for the KAT sub-area. Multiple access points have been provided into and out of this sub-area. The plan encourages a mixture of housing types from detached to attached single-family housing. However, detached single-family housing should be promoted first for any new residential development. The plan shows about 108 new detached single-family units on the eastern portion of the City-owned KAT site. New attached single-family housing is recommended along the north sides of 40th and 45th Streets. A portion of the underutilized institutional parking lot along 40th Street is also recommended for attached single-family housing. For the northeast corner of 39<sup>th</sup> Avenue and 40<sup>th</sup> Street, the commercial/office designation was changed to multiple-family residential with a maximum residential density of twelve (12) dwelling units per acre. The plan recommends retaining the historic house on Washington Road.

Any new commercial development or redevelopment activities should be limited to two existing commercial areas, particularly at or near the corners of Washington Road and 32nd and 39th Avenues. The automotive related uses such as vehicle parts, repair, painting and used vehicle sales along Washington Road and the industrial buildings along 45th Street are recommended for more compatible uses, e.g. attached single-family housing. The plan recommends new detached and/or attached single-family housing where Limpert Park and the City Nursery are located on 45th Street and 32nd Avenue. This would require that Limpert Park be moved to a more central location within this sub-area and a new acceptable location be found for the City Nursery. A new transit garage facility will be constructed adjacent to 39th Avenue, which should be integrated into the overall development plan for the City-owned KAT site.

The plan provides for a neighborhood-scale public park between 39th Avenue and the proposed detached single-family housing on the City-owned KAT site. The amenities and/or features of the park still need further refinement and should require involvement from those residents and other persons who may have a stake in the development of the park. The park should provide for high-quality recreational fields for baseball, soccer and multiple-uses that serve the recreation and leisure opportunities of all residents. A bicycle trail is recommended along the We Energies utility corridor, which may require that a portion of Limpert Park and the City Nursery be used in order to connect the trail between 32nd and 39th Avenues.

<b>RECOMMENDED PLAN</b>	<b>LAND USES</b>		<b>RESIDENTIAL UNITS</b>		
	<b>Acres</b>	<b>Percent</b>	<b>Units</b>	<b>Percent</b>	<b>Density</b>
Detached Single-family Residential	23.4	20.3%	133	36.6%	5.68
Attached Single-family Residential	16.2	14.0%	154	42.4%	9.52
Multiple-family Residential	4.4	3.8%	76	20.9%	17.42
Commercial/Office	6.0	5.2%			
Institutional/Utility	18.1	15.7%			
Parks/Open Space	34.5	29.9%			
Public Street Right-of-Ways	12.7	11.0%			
<b>TOTALS</b>	<b>115.3</b>	<b>100.0%</b>	<b>363</b>	<b>100.0%</b>	<b>8.25</b>

### 3.4.1 KAT – Recommended Plan Map



## Section 3.5 - Bonnie Hame Sub-Area

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### GOAL 1: Promote attractive, high-quality development

**OBJECTIVE A:** Encourage a mixture of detached and attached single-family as well as multiple-family housing and neighborhood commercial uses within a pedestrian-friendly, walkable environment.

**OBJECTIVE B:** Support construction of new detached and attached single-family housing that will strengthen the neighborhood's residential quality and expand opportunities for residents to own their own homes.

**OBJECTIVE C:** Support zoning changes to allow residential and pedestrian-friendly commercial uses while taking the necessary measures to achieve compatibility and an appropriate pedestrian scale and design of mixed-use development.

### GOAL 2: Establish mixed-use development design guidelines

**OBJECTIVE A:** Adhere to the mixed-use development design guidelines for this goal if any resources and incentives are provided for residential and non-residential development within this sub-area.

**OBJECTIVE B:** Enhance the value of new residential and commercial buildings by promoting traditional, pedestrian-oriented development through the following design guidelines:

1. Encourage small-scale business uses to develop along 52nd Street that serves the needs of the neighborhood residents.
2. Promote the creation of "multiple-use" districts that serve a variety of shopping, work, entertainment and housing needs.
3. Support a mix of residential and/or pedestrian-oriented retail development in the area between 50th and 52nd Streets.
4. Encourage quality residential structures such as detached and attached single-family homes, town homes, condominiums and apartment buildings and mixed residential and commercial buildings at an appropriate scale to the surrounding area.
5. Combined residential/business uses in the same building should be allowed and encouraged if compatible with each other and with the surrounding uses.
6. Attached residential uses should be allowed and encouraged as part of permitted retail uses, or separate but integrated uses.
7. Provide flexibility in the design of the attached single-family housing, multiple-family and commercial development for the changing nature of uses, e.g. the influences of information technology, live-work, etc.
8. Allow a higher residential density of 18 dwelling units per acre for the area between 50th and 52nd Streets and for multiple-family residential uses only.
9. Promote compatibility with adjacent development and retain a familiar block-scale with the entry points aligning as closely as possible with adjacent public streets and private driveways.
10. Maintain the existing street widths of the adjacent public streets to the west of this site as traffic calming measures to slow down and discourage cut-through traffic.
11. Require traffic calming measures for 50th Street, particularly if a new public street would directly align with existing 50th Street to the east and west of 30th and 32nd Avenues, respectively.
12. Require that all new development and redevelopment plans provide adequate pedestrian and bicyclist access to adjacent commercial and institutional uses at an appropriate scale.

13. Encourage the use of shared-use parking facilities, surface, structured or below grade parking to allow a compact, urban development pattern for those uses closer to 52nd Street.
14. Encourage pedestrian-scaled lighting and amenities such as benches, flower gardens and trash receptacles.
15. Incorporate public art at bus stops, within traffic circles, at City gateways, in parking areas or other appropriate places.

### BONNIE HAME SUB-AREA SUMMARY

The recommended plan is intended promote a mix of residential uses with pedestrian-oriented commercial development while the alternative plan mostly shows single-family lots and multiple-family development adjacent to 52nd Street. Both plans may require traffic calming measures if a new east-west street is constructed that would directly align with the existing 50th Street to the east and west of 30th and 32nd Avenues.

### RECOMMENDED PLAN

The recommended plan promotes a mixture of housing types from detached and attached single-family to multiple-family housing including neighborhood commercial development within a pedestrian-friendly environment. A higher residential density of 18 dwelling units per acre is allowed for the area between 50th and 52nd Streets and for multiple-family uses only. The plan supports both residential and commercial development south of 50th Street. The commercial area adjacent to 52nd Street, however, could be developed entirely of residential uses as an option.

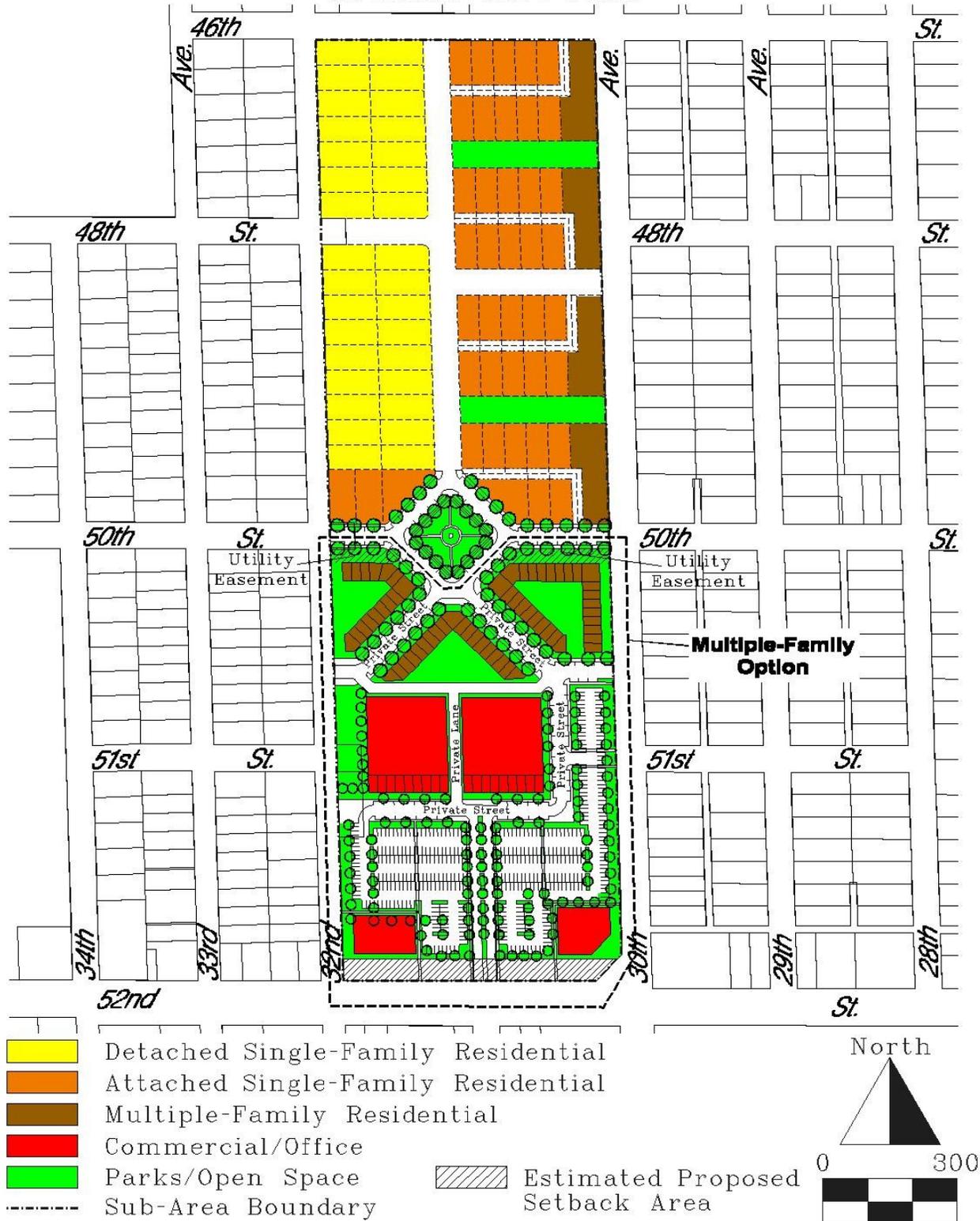
<i>RECOMMENDED PLAN</i>	<i>LAND USES</i>		<i>RESIDENTIAL UNITS</i>		
	<i>Acres</i>	<i>Percent</i>	<i>Units</i>	<i>Percent</i>	<i>Density</i>
Detached Single-family Residential	5.0	16.5%	32	21.2%	6.42
Attached Single-family Residential	4.9	16.2%	41	27.2%	8.37
Multiple-family Residential	4.4	14.7%	78	51.7%	17.58
Commercial/Office	9.6	31.7%			
Parks/Open Space	1.3	4.3%			
Public Street Right-of-Ways	5.1	16.7%			
<b>TOTALS</b>	<b>30.3</b>	<b>100.0%</b>	<b>151</b>	<b>100.0%</b>	<b>10.54</b>

### ALTERNATIVE PLAN

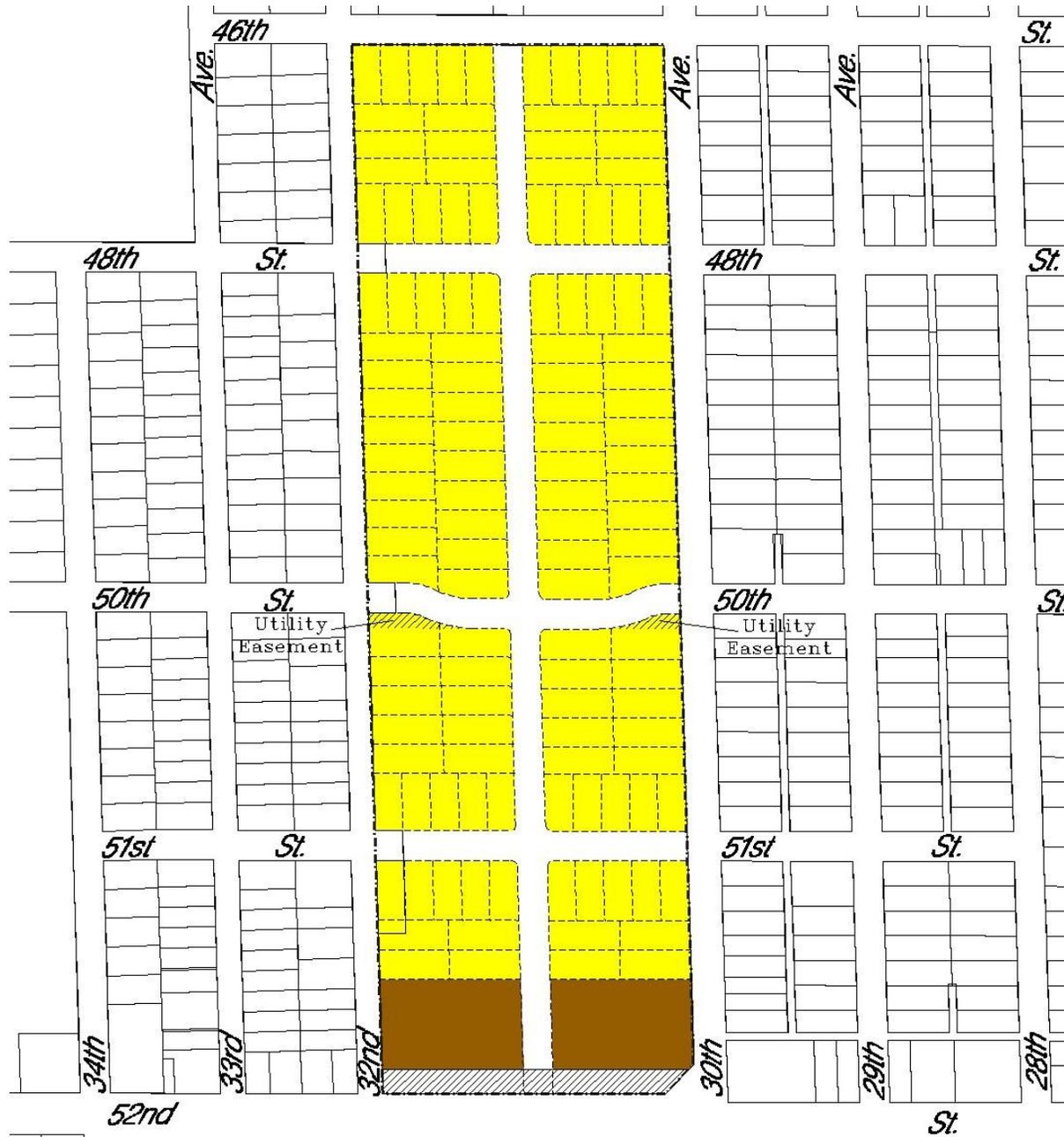
The alternative plan accommodates detached single-family housing for more than two-thirds of the developed land in the sub-area with multiple-family development for the area adjacent to 52nd Street. The detached single-family lots along 30th Avenue should be oriented towards 46th, 48th, 50th and 51st Streets to minimize the number of driveway openings and traffic conflicts as much as possible. A higher residential density of 18 dwelling units per acre is allowed for the multiple-family housing adjacent to 52nd Street.

<i>ALTERNATIVE PLAN</i>	<i>LAND USES</i>		<i>RESIDENTIAL UNITS</i>		
	<i>Acres</i>	<i>Percent</i>	<i>Units</i>	<i>Percent</i>	<i>Density</i>
Detached Single-family Residential	22.0	72.8%	126	70.8%	5.71
Multiple-family Residential	3.0	9.8%	52	29.2%	17.58
Public Street Right-of-Ways	5.3	17.4%			
<b>TOTALS</b>	<b>30.3</b>	<b>100.0%</b>	<b>178</b>	<b>100.0%</b>	<b>7.12</b>

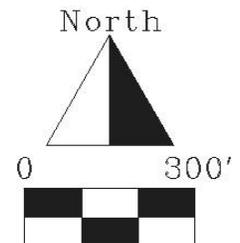
### 3.5.1 Bonnie Hame – Recommended Plan Map



### 3.5.2 Bonnie Hame – Alternative Plan Map



- Detached Single-Family Residential
- Multiple-Family Residential
- Estimated Proposed Setback Area
- Sub-Area Boundary



## Section 3.6 - 28th Avenue Sub–Area

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**GOAL 1:** Promote attractive, high-quality development

**OBJECTIVE A:** Encourage a mixture of medium-density detached single-family residential housing, including a bicycle path along the City-owned corridor within a pedestrian-friendly, walkable environment.

**OBJECTIVE B:** Support construction of new detached single-family housing that will strengthen the neighborhood's housing quality and expand opportunities for residents to own their own homes.

**OBJECTIVE C:** Support zoning changes to allow compatible detached single-family residential uses while taking the necessary measures to achieve compatibility and an appropriate pedestrian scale and design of residential development.

**GOAL 2:** Establish development design guidelines

**OBJECTIVE A:** Adhere to the development design guidelines for this goal if any resources and incentives are provided for residential and non-residential development within this sub-area.

**OBJECTIVE B:** Enhance the value of all rehabilitated and newly constructed residential buildings by promoting traditional, pedestrian-oriented development through the following design guidelines:

1. Suggest replacing the concentration of two and four-family dwelling units along 28th Avenue with new detached single-family housing as much as possible.
2. Reduce the overall residential densities of the two-family and multiple-family areas along 28th Avenue to more acceptable densities of adjacent detached single-family housing.
3. Construct a bicycle trail along the City-owned utility corridor from Washington Road to 45th Street.
4. Use the northernmost portion of the We Energies substation property in order to provide a more direct and safe connection for the bicycle trail to 28th Avenue and the We Energies utility corridor between 43rd and 45th Streets.
5. Promote compatibility with adjacent development and retain a familiar block-scale with the entry points aligning as closely as possible with adjacent public streets and private driveways.
6. Require that all new development and redevelopment plans provide adequate pedestrian and bicyclist access at an appropriate scale.

## 28TH AVENUE SUB-AREA SUMMARY

Both the recommended and the alternative plans suggest replacing the concentration of two and four-family dwelling units along 28th Avenue with new detached single-family housing as much as possible. Both plans also accommodate the construction of a bicycle trail along the City-owned utility corridor from Washington Road to 45th Street. The northernmost portion of the We Energies substation property is needed to provide a more direct and safe connection for the bicycle trail to 28th Avenue and the We Energies utility corridor between 43rd and 45th Streets.

### RECOMMENDED PLAN

The recommended plan suggests replacing all of the existing two and four-family dwelling units with new detached single-family housing along 28th Avenue. The plan accommodates about 83 newly constructed housing units with an overall single-family residential density of less than 5 dwelling units per acre. This is consistent with the primary goal of reducing the residential densities to the more acceptable densities of the adjacent detached single-family housing within this sub-area.

<i>RECOMMENDED PLAN</i>	<i>LAND USES</i>		<i>RESIDENTIAL UNITS</i>		
	<i>Acres</i>	<i>Percent</i>	<i>Units</i>	<i>Percent</i>	<i>Density</i>
Detached Single-family Residential	17.3	54.8%	83	100.0%	4.79
Institutional/Utility	3.2	10.0%			
Parks/Open Space/Bike Trail	7.1	22.4%			
Public Street Right-of-Ways	4.1	12.8%			
<b>TOTALS</b>	<b>31.6</b>	<b>100.0%</b>	<b>83</b>	<b>100.0%</b>	<b>4.79</b>

### ALTERNATIVE PLAN

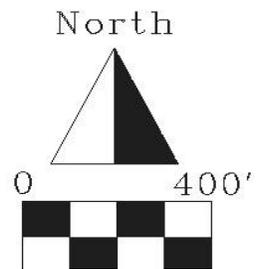
The alternative plan retains some of the larger multiple-family buildings on 28th Avenue south of 40th Street within this sub-area. The plan accommodates about 71 newly constructed detached single-family housing units with an overall residential density of slightly more than 7 dwelling units per acre. This is also consistent with the primary goal of reducing the residential densities to more acceptable densities of the adjacent detached single-family housing within this sub-area.

<i>ALTERNATIVE PLAN</i>	<i>LAND USES</i>		<i>RESIDENTIAL UNITS</i>		
	<i>Acres</i>	<i>Percent</i>	<i>Units</i>	<i>Percent</i>	<i>Density</i>
Detached Single-family Residential	14.7	46.4%	71	56.3%	4.83
Multiple-family Residential	2.6	8.4%	55	43.7%	20.75
Institutional/Utility	3.2	10.0%			
Parks/Open Space/Bike Trail	7.1	22.4%			
Public Street Right-of-Ways	4.1	12.8%			
<b>TOTALS</b>	<b>31.6</b>	<b>100.0%</b>	<b>126</b>	<b>100.0%</b>	<b>7.27</b>

### 3.6.1 28th Avenue – Recommended Plan Map



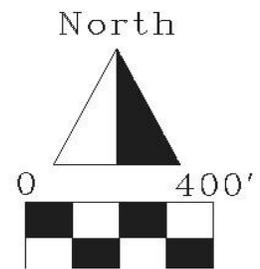
-  Detached Single-Family Residential
-  Multiple-Family Residential
-  Parks/Open Space/Bike Trail
-  Institutional/Utility
-  Sub-Area Boundary



### 3.6.2 28th Avenue – Alternative Plan Map



- Detached Single-Family Residential
- Multiple-Family Residential
- Parks/Open Space/Bike Trail
- Institutional/Utility
- Sub-Area Boundary



## Section 3.7 - New Bain School Sub-Area

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**GOAL 1:** Promote attractive, high-quality development

**OBJECTIVE A:** Encourage a mixture of medium-density detached single-family residential housing within a pedestrian-friendly, walkable environment.

**OBJECTIVE B:** Support construction of new detached single-family housing that will strengthen the neighborhood's housing quality and expand opportunities for residents to own their own homes.

**OBJECTIVE C:** Support zoning changes to allow compatible detached single-family residential uses while taking the necessary measures to achieve compatibility and an appropriate pedestrian scale and design of residential development.

**GOAL 2:** Establish development design guidelines

**OBJECTIVE A:** Adhere to the development design guidelines for this goal if any resources and incentives are provided for residential and non-residential development within this sub-area.

**OBJECTIVE B:** Enhance the value of all rehabilitated and newly constructed residential buildings by promoting traditional, pedestrian-oriented development through the following design guidelines:

1. Provide better pedestrian and/or bicyclist connections from the school site to the public sidewalks at the end of the dead-end streets to the east, e.g. 46th and 48th Avenues.
2. Construct a bicycle trail along the Edward Bain School of Language and Art property from 45th to 46th Streets and along the public alley from 46th to 50th Streets.
3. Consider as an alternative plan to the bicycle path a narrower public street along the existing 27th Court alley located west of the We Energies power lines between 46th and 50th Streets.
4. Consider the possibility of improving the existing 27th Court alley to a public street as a redevelopment project that would require acquiring the rear of the properties along 27th Court for new single-family residential lots.
5. Redesign the pedestrian/or and vehicular circulation system on the school site if the 27th Court alley is converted to public street standards, where necessary.
6. Incorporate the bicycle trail into the adjacent school site if vacating or removing the existing 27th Court alley is not an option, or if 27th Court is converted to public street standards between 46th and 50th Streets.
7. Promote removing the existing house on the west side of 27th Court if the alley is vacated or removed for the recommended bicycle path between 45th and 50th Streets.
8. Promote compatibility with adjacent development and retain a familiar block-scale with the entry points aligning as closely as possible with adjacent public streets and private driveways.
9. Require that all new development and redevelopment plans provide adequate pedestrian and bicyclist access at an appropriate scale.

## NEW BAIN SCHOOL SUB-AREA SUMMARY

Both the recommended and the alternative plans suggest replacing the existing two-family dwelling units along 27th Court and 28th Avenue with new detached single-family housing as much as possible.

### RECOMMENDED PLAN

The recommended plan accommodates about 38 newly constructed detached single-family housing units with an overall residential density of less than 5 dwelling units per acre. The plan recommends a bicycle trail that extends the entire length of the sub-area between 45th and 50th Streets. This requires that a portion of the adjacent school site is needed from 45th to 46th Streets in order to connect the bicycle trail to 50th Street. The plan recommends incorporating the bicycle trail into the adjacent school site if vacating or removing the existing 27th Court alley is not an option, or if 27th Court is converted to public street standards from 46th to 50th Streets. The existing house on the west side of 27th Court needs to be removed if the alley is vacated for the recommended bicycle trail between 46th and 50th Streets.

<i>RECOMMENDED PLAN</i>	<i>LAND USES</i>		<i>RESIDENTIAL UNITS</i>		
	<i>Acres</i>	<i>Percent</i>	<i>Units</i>	<i>Percent</i>	<i>Density</i>
Detached Single-family Residential	8.0	31.2%	38	100.0%	4.75
Institutional/Utility	15.9	62.2%			
Parks/Open Space/Bike Trail	0.6	2.2%			
Public Street Right-of-Ways	1.1	4.4%			
<b>TOTALS</b>	<b>25.6</b>	<b>100.0%</b>	<b>38</b>	<b>100.0%</b>	<b>4.75</b>

### ALTERNATIVE PLAN

The alternative plan accommodates about 60 newly constructed detached single-family housing units with an overall residential density of 7 to 8 dwelling units per acre. The plan recommends a narrower public street along the existing 27th Court alley west of the We Energies power lines between 46th and 50th Streets as an alternative to the recommended bicycle trail. The pedestrian and/or vehicular circulation system on the adjacent school site may need to be redesigned if 27th Court is converted to public street standards from 46th to 50th Streets. The rear of the properties along 27th Court could be subdivided into new single-family residential lots.

<i>ALTERNATIVE PLAN</i>	<i>LAND USES</i>		<i>RESIDENTIAL UNITS</i>		
	<i>Acres</i>	<i>Percent</i>	<i>Units</i>	<i>Percent</i>	<i>Density</i>
Detached Single-family Residential	7.9	30.7%	60	100.0%	7.63
Institutional/Utility	14.5	56.6%			
Public Street Right-of-Ways	3.3	12.7%			
<b>TOTALS</b>	<b>25.63</b>	<b>100.0%</b>	<b>60</b>	<b>100.0%</b>	<b>7.63</b>

### 3.7.1 New Bain School – Recommended Plan Map



### 3.7.2 New Bain School – Alternative Plan Map



## Section 3.8 - Mankowski Sub-Area

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**GOAL 1:** Promote attractive, high-quality development

**OBJECTIVE A:** Encourage a mixture of medium-density detached single-family residential housing within a pedestrian-friendly, walkable environment.

**OBJECTIVE B:** Support construction of new detached single-family housing that will strengthen the neighborhood's housing quality and expand opportunities for residents to own their own homes.

**OBJECTIVE C:** Support zoning changes to allow compatible detached single-family residential uses while taking the necessary measures to achieve compatibility and an appropriate pedestrian scale and design of residential development.

**GOAL 2:** Establish development design guidelines

**OBJECTIVE A:** Adhere to the development design guidelines for this goal if any resources and incentives are provided for residential and non-residential development within this sub-area.

**OBJECTIVE B:** Enhance the value of all rehabilitated and newly constructed residential buildings by promoting traditional, pedestrian-oriented development through the following design guidelines:

1. Suggest replacing the existing industrial uses with detached single-family housing and multiple-family residential uses.
2. Restrict new multiple-family development to the area closer to 52nd Street.
3. Allow a higher residential density of 18 dwelling units per acre for the area along 52nd Street and for multiple-family residential uses only.
4. Construct a bicycle trail along the west property line of the Mankowski property between from 50th to 52nd Streets.
5. Consider as an alternative plan to the bicycle path a narrower public street along the existing 27th Court alley located west of the We Energies power lines south of 50th Street.
6. Consider the possibility for improving the existing 27th Court alley to a public street as a redevelopment project that would require acquiring the rear of the properties along 27th Court for new single-family residential lots.
7. Incorporate the bicycle trail into the adjacent large industrial site if vacating or removing the existing 27th Court alley is not an option, or if 27th Court is converted to public street standards between 50th and 52nd Streets.
8. Promote removing the existing two houses on the west side of 27th Court and a commercial building on 52nd Street if the public alley is vacated or removed for the recommended bicycle path between 50th and 52nd Streets.
9. Promote compatibility with adjacent development and retain a familiar block-scale with the entry points aligning as closely as possible with adjacent public streets and private driveways.
10. Require that all new development and redevelopment plans provide adequate pedestrian and bicyclist access at an appropriate scale.
11. Encourage the use of shared-use private alleys and parking areas to allow a compact, urban development pattern for the residential uses closer to 52nd Street.

## MANKOWSKI SUB-AREA SUMMARY

Both the recommended and the alternative plans allow higher residential density of 18 dwelling units per acre for the multiple-family housing immediately adjacent to 52nd Street. Both plans suggest replacing the existing industrial uses with detached single-family housing including multiple-family development along 52nd Street.

### RECOMMENDED PLAN

The recommended plan accommodates about 70 newly constructed detached single-family housing units with an overall residential density between 5 and 6 dwelling units per acre. The plan recommends a bicycle trail that extends the entire length of the sub-area between 45th and 50th Streets. This suggests the removal of a commercial building in order to connect the bicycle trail to 52nd Street. The plan recommends incorporating the bicycle trail into the adjacent large industrial site if vacating or removing the existing 27th Court alley is not an option, or if 27th Court is converted to public street standards from 50th to 52nd Streets. The existing two houses on the west side of 27th Court will need to be removed if the alley is vacated for the recommended bicycle trail between 50th and 52nd Streets.

<i>RECOMMENDED PLAN</i>	<i>LAND USES</i>		<i>RESIDENTIAL UNITS</i>		
	<i>Acres</i>	<i>Percent</i>	<i>Units</i>	<i>Percent</i>	<i>Density</i>
Detached Single-family Residential	12.6	72.9%	70	63.8%	5.56
Multi-family Residential	2.3	13.1%	40	36.2%	17.58
Parks/Open Space/Bike Trail	0.4	2.1%			
Public Street Right-of-Ways	2.1	11.9%			
<b>TOTALS</b>	<b>17.3</b>	<b>100.0%</b>	<b>110</b>	<b>100.0%</b>	<b>7.39</b>

### ALTERNATIVE PLAN

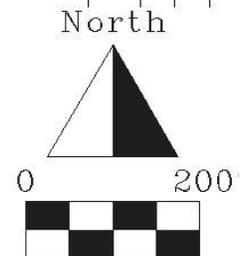
The alternative plan accommodates about 69 newly constructed detached single-family housing units. The plan recommends a narrower public street along the existing 27th Court alley west of the We Energies power lines south of 50th Street as an alternative to the recommended bicycle trail. The rear of the properties along 27th Court could be subdivided into new single-family residential lots. However, the overhead power lines may have to be located in the public street right-of-way, which may restrict the design and layout of the single-family residential lots.

<i>ALTERNATIVE PLAN</i>	<i>LAND USES</i>		<i>RESIDENTIAL UNITS</i>		
	<i>Acres</i>	<i>Percent</i>	<i>Units</i>	<i>Percent</i>	<i>Density</i>
Detached Single-family Residential	12.4	71.9%	69	65.7%	5.56
Multiple-family Residential	2.0	11.9%	36	34.3%	17.58
Public Street Right-of-Ways	2.8	16.2%			
<b>TOTALS</b>	<b>17.36</b>	<b>100.0%</b>	<b>105</b>	<b>100.0%</b>	<b>7.26</b>

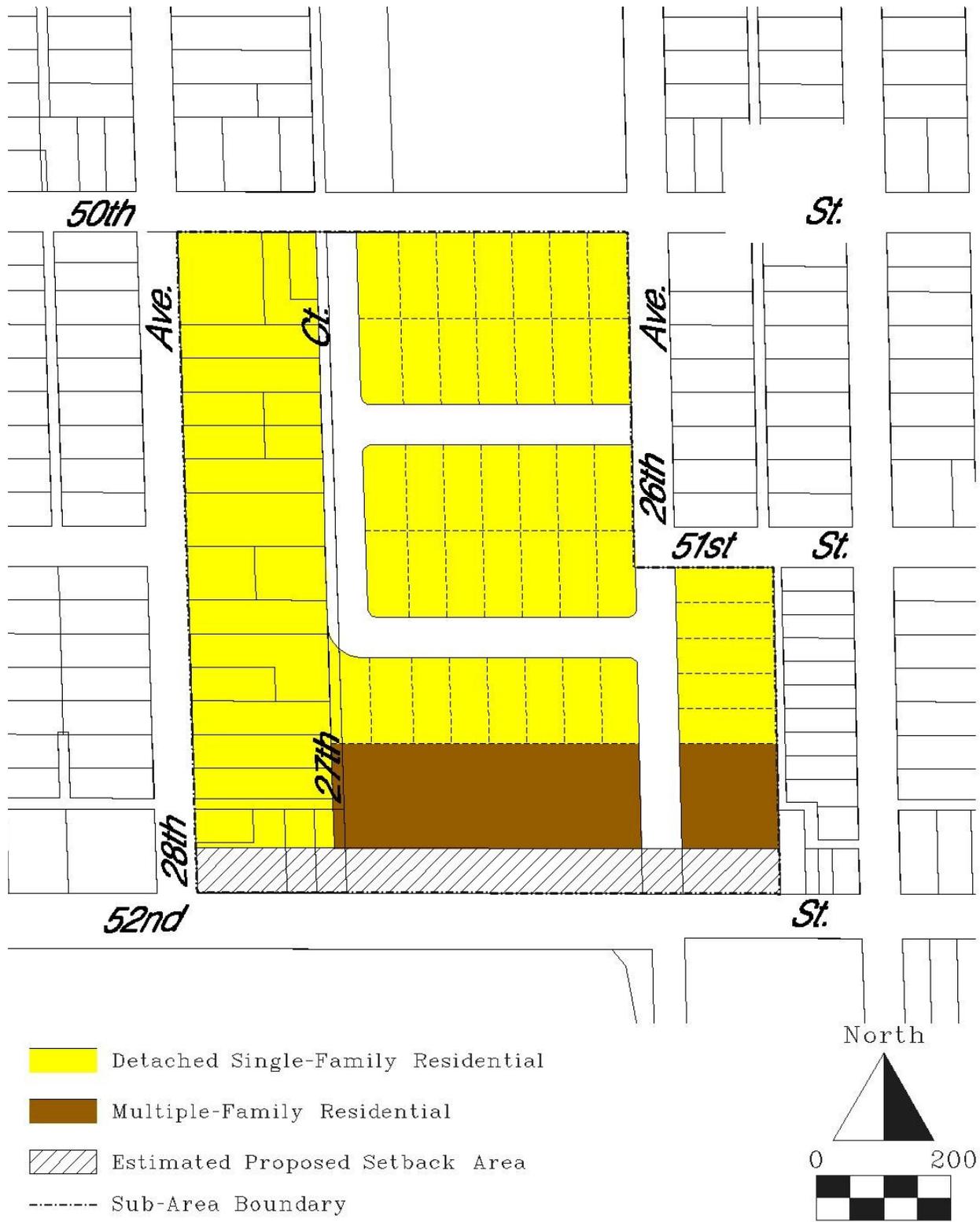
### 3.8.1 Mankowski – Recommended Plan Map



- Detached Single-Family Residential
- Multiple-Family Residential
- Park/Open Space/Bike Trail
- Estimated Proposed Setback Area
- Sub-Area Boundary



### 3.8.2 Mankowski – Alternative Plan Map



# CHAPTER FOUR - NEIGHBORHOOD INFORMATION

## Section 4.1 - Social and Economic Data

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Census data provides the most reliable and detailed information for describing local areas such as neighborhoods, cities and counties. The census data provided in this section was obtained exclusively from the U.S. Bureau of the Census. The Wilson Neighborhood consists largely of two census tracts and six block groups.

Each census tract is further divided into block groups and blocks. For the most part, the Census Bureau provides only general population characteristics such as the total number of persons at the block level due to concerns regarding anonymity. Therefore, the analysis of census data was collected at the block group level, which is a further subdivision of a census tract combining contiguous groups of blocks together into specific geographic areas.

### CENSUS CATEGORIES

The analysis of the census data for the neighborhood compares the composition of five general census categories for 1990 and 2000:

**Housing** - the physical housing unit people live in and the cost of housing

**Households** - the person(s) who occupy a housing unit (this includes families as well as persons who are unrelated to one another)

**Population** - the number, age and race of persons living in an area

**Economic** - income and poverty levels and unemployment behavior

**Transportation** - the number of workers who use public transportation, drive alone, carpool, etc.

### CENSUS TRACTS

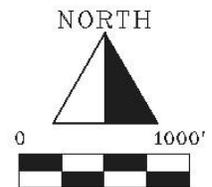
**Census Tract 7** consists of three block groups (1, 4 and 5) that covers primarily the area of the neighborhood from 30th to 39th Avenues between Washington Road and 52nd Street. Except for a very small area of Block Group 4, all three of the block groups in this census tract are located within the neighborhood boundaries.

**Census Tract 8** consists of three block groups (1, 2 and 3) that covers primarily the area of the neighborhood from 22nd to 30th Avenues between Washington Road and 52nd Street. Contrary to Census Tract 7, all three of the block groups in this census tract extend significantly to the east beyond the neighborhood boundaries. Therefore, most of the analysis of the census data will be at the neighborhood level comparing the neighborhood to the City.

# 4.1.1 Census Tracts and Block Groups Map



- Census Tract Boundary (C.T.)
- ..... Block Group Boundary (B.G.)



## 4.1.2 Population

The population age distribution offers the most detail on residents of the Wilson Neighborhood. The neighborhood has had a population loss of almost 9 percent from 1990 to 2000. The age distribution of the neighborhood is starting to grow younger with persons under 18 years of age increasing two percent between 1990 and 2000. The representation of persons between 18 and 64 years of age has remained relatively constant at 58 percent for the neighborhood and 60 percent for the City over the same ten years. The senior population, with ages 65 years and over, has resulted in the largest decrease in population (21 percent) from 1990 to 2000.

Race and persons of Hispanic origin are the most important characteristics of the population. African-American representation has remained a constant 22 percent of the neighborhood from 1990 to 2000. Persons of Hispanic origin, which may be of any race, increased from 6 percent in 1990, to 23 percent in 2000 for the neighborhood. Other population changes, such as American Indian-Eskimo-Aleut and Asian-Pacific Islander, are so small that any shifts in these populations often tend to over exaggerate the percentage of change in these populations.

	WILSON NEIGHBORHOOD			CITY OF KENOSHA		
	1990	2000	% Chg.	1990	2000	% Chg.
Under 18 years	1,605	1,543	-3.9%	21,786	24,608	13.0%
18 to 64 years	3,012	2,736	-9.2%	47,707	55,026	15.3%
65 years and over	570	449	-21.2%	10,882	11,034	1.4%
African-American	1,164	1,029	-11.6%	5,070	6,713	32.4%
Amer. Indian-Eskimo-Aleut	56	12	-78.6%	305	391	28.2%
Asian-Pacific Islander	10	54	440.0%	487	884	81.5%
Persons of Hispanic Origin	330	1,093	231.2%	4,611	8,734	89.4%
Total population	5,187	4,728	-8.8%	80,375	90,668	12.8%

CENSUS TRACT #7	Block Group #1		Block Group #4		Block Group #5	
	1990	2000	1990	2000	1990	2000
Under 18 years	133	92	268	311	469	344
18 to 64 years	304	316	451	418	858	516
65 years and over	85	87	92	24	70	26
African-American	237	153	126	238	274	260
Amer. Indian-Eskimo-Aleut	0	0	20	0	24	0
Asian-Pacific Islander	0	0	0	0	0	29
Persons of Hispanic Origin	90	127	44	248	97	236
Total population	522	495	811	753	1,397	886

CENSUS TRACT #8	Block Group #1		Block Group #2		Block Group #3	
	1990	2000	1990	2000	1990	2000
Under 18 years	325	306	101	191	309	299
18 to 64 years	532	399	313	368	554	719
65 years and over	53	122	101	62	169	128
African-American	334	195	60	75	133	108
Amer. Indian-Eskimo-Aleut	12	0	0	12	0	0
Asian-Pacific Islander	0	0	0	25	10	0
Persons of Hispanic Origin	60	118	15	150	24	214
Total population	910	827	515	621	1,032	1,146

### 4.1.3 Households

Data on household type and relationship are important for understanding household composition. A household includes all persons who occupy a housing unit and the most basic characteristic is household size. The median number of persons per household is 2.76 for the neighborhood in 2000. This represents a 2.5 percent decline in the median household size from 1990. Of the total households in the neighborhood, over 40 percent were households with children. Female house-holders with children increased 16 percent and male householders with children increased 57 percent between 1990 and 2000. Almost one-half, or 49 percent, of all households have lived less than 5 years in the neighborhood. Thirty-six percent of the neighborhood has lived at the same residence for more than 10 years, which is comparable to the City.

	WILSON NEIGHBORHOOD			CITY OF KENOSHA		
	1990	2000	% Chg.	1990	2000	% Chg.
Persons per household	2.83	2.76	-2.5%	2.68	2.54	-5.2%
Persons living alone	372	438	17.7%	7,650	9,753	27.5%
Married families with children	480	397	-17.3%	7,782	8,172	5.0%
Female head of household	199	230	15.6%	2,452	3,053	24.5%
Male head of household	44	69	56.8%	447	808	80.8%
Households without children	1,085	1,018	-6.2%	19,327	22,470	16.3%
Total households	1,832	1,714	-6.4%	30,008	34,503	15.0%
Occupants < 5 years	896	587	-34.5%	14,562	16,756	15.1%
Occupants 5 to 9 years	191	171	-10.5%	3,849	5,477	42.3%
Occupants > 9 years	745	436	-41.5%	11,497	12,313	7.1%
<b>CENSUS TRACT #7</b>	<b>Block Group #1</b>		<b>Block Group #4</b>		<b>Block Group #5</b>	
	1990	2000	1990	2000	1990	2000
Persons per household	2.82	2.54	2.57	3.11	3.23	2.81
Persons living alone	43	99	51	11	54	55
Married families with children	42	38	92	43	157	105
Female head of household	18	0	41	93	51	32
Male head of household	0	10	0	8	7	6
Households without children	125	170	159	86	217	141
Total households	185	218	316	230	432	284
Occupants < 5 years	68	33	154	27	300	59
Occupants 5 to 9 years	18	6	38	14	44	23
Occupants > 9 years	106	93	112	24	106	45
<b>CENSUS TRACT #8</b>	<b>Block Group #1</b>		<b>Block Group #2</b>		<b>Block Group #3</b>	
	1990	2000	1990	2000	1990	2000
Persons per household	3.30	2.96	2.37	2.81	2.54	2.58
Persons living alone	57	128	52	53	115	92
Married families with children	37	49	47	66	105	96
Female head of household	48	55	6	8	35	42
Male head of household	19	12	6	8	12	25
Households without children	172	193	158	151	254	277
Total households	276	309	217	233	406	440
Occupants < 5 years	135	140	79	104	160	224
Occupants 5 to 9 years	28	36	36	48	27	44
Occupants > 9 years	105	98	89	0	227	176

## 4.1.4 Housing

Of the occupied housing units in the neighborhood, 59 percent were owner-occupied in 1990 compared to 51 percent in 2000. This represents a decline in neighborhood home ownership of 20 percent from 1990 to 2000. The neighborhood's vacancy rate has more than doubled from less than 4 percent in 1990 to more than 8 percent in 2000. Of the total neighborhood housing units, there has been a significant increase in newly constructed units since 1980. Many more new units have been constructed since 2000 that have not been accounted for. The median value of owner-occupied homes in the neighborhood was \$83,883, or 79 percent of the median owner value of \$105,800 for the City in 2000. The neighborhood's median owner housing values have increased 66 percent, as compared to 82 percent for the City, between 1990 and 2000.

	WILSON NEIGHBORHOOD			CITY OF KENOSHA		
	1990	2000	% Chg.	1990	2000	% Chg.
Owner-occupied units	1,078	860	-20.2%	18,528	21,488	16.0%
Renter-occupied units	754	831	10.2%	11,380	13,058	14.7%
Occupied housing units	1,832	1,691	-7.7%	29,908	34,546	15.5%
Vacant housing units	68	154	126.5%	1,268	1,616	27.4%
Total housing units	1,900	1,845	-2.9%	31,176	36,162	16.0%
New units (1980 or later)	46	148	221.7%	2,952	8,112	174.8%
1940 to 1979	1,289	1,239	-3.9%	17,662	18,272	3.5%
Pre-1940	565	458	-18.9%	10,562	9,778	-7.4%
Median owner value	\$50,367	\$83,883	66.5%	\$58,000	\$105,800	82.4%
Median contract value	\$405	\$496	22.5%	\$400	\$516	29.0%
CENSUS TRACT #7	Block Group #1		Block Group #4		Block Group #5	
	1990	2000	1990	2000	1990	2000
Owner-occupied units	139	132	226	65	231	127
Renter-occupied units	53	63	78	177	219	188
Occupied housing units	192	195	304	242	450	315
Vacant housing units	5	6	0	49	18	24
Total housing units	197	201	304	291	468	339
New units (1980 or later)	0	38	42	49	0	11
1940 to 1979	163	151	209	230	462	304
Pre-1940	34	12	53	12	6	24
Median owner value	\$44,000	\$79,200	\$76,600	\$76,500	\$53,300	\$86,900
Median contract value	\$402	\$429	\$388	\$489	\$442	\$449
CENSUS TRACT #8	Block Group #1		Block Group #2		Block Group #3	
	1990	2000	1990	2000	1990	2000
Owner-occupied units	132	116	116	146	234	274
Renter-occupied units	136	158	88	75	180	170
Occupied housing units	268	274	204	221	414	444
Vacant housing units	10	26	13	18	22	31
Total housing units	278	300	217	239	436	475
New units (1980 or later)	0	37	4	13	0	0
1940 to 1979	229	215	86	99	140	240
Pre-1940	49	48	127	127	296	235
Median owner value	\$43,600	\$90,000	\$41,700	\$80,300	\$43,000	\$90,400
Median contract value	\$463	\$532	\$359	\$529	\$375	\$547

## 4.1.5 Economic

Median household income was used to measure the income level for the Wilson Neighborhood and the City. The median household income includes families as well as persons and groups that are not related by blood, marriage or adoption. The average median household income for the neighborhood increased almost 29 percent from \$25,339 to \$32,571 between 1990 and 2000. For the City, the median household income increased 51 percent to \$41,902 for 2000. The average median household income in the neighborhood was 91 percent of the City's median household income in 1990 and dropped to 78 percent in 2000.

Household incomes are also classified as being above or below a poverty threshold. The poverty definition used here is that adopted for official government use and consists of a set of money income thresholds that vary by family size and composition. The total number of neighborhood residents that live below the poverty level has decreased from 16 percent in 1990 to 13 percent in 2000. Neighborhood unemployment has increased from less than 9 percent to 13 percent in 2000. The neighborhood's unemployment rate is almost twice the City's rate for 2000. Employed persons with a work disability has increased from 6 percent to 19 percent in 2000 in the neighborhood. Unemployed persons with a work disability in the neighborhood has increased from less than 2 percent in 1990 to 16 percent from in 2000.

	WILSON NEIGHBORHOOD			CITY OF KENOSHA		
	1990	2000	% Chg.	1990	2000	% Chg.
Median household income	\$25,339	\$32,571	28.5%	\$27,770	\$41,902	50.9%
All persons in poverty	852	606	-28.9%	9,923	8,328	-16.1%
Persons unemployed	219	261	19.2%	3,061	2,852	-6.8%
Persons with work disability	331	417	26.0%	4,457	6,593	47.9%
Unemployed persons with work disability	35	363	937.1%	282	4,629	1,541.5%
Total Civilian Labor Force	2,559	2,223	-13.1%	38,996	45,875	17.6%
<b>CENSUS TRACT #7</b>	<b>Block Group #1</b>		<b>Block Group #4</b>		<b>Block Group #5</b>	
	1990	2000	1990	2000	1990	2000
Median household income	\$23,687	\$36,429	\$29,605	\$22,386	\$29,474	\$35,972
All persons in poverty	60	63	123	211	175	72
Persons unemployed	28	30	31	26	48	87
Persons with work disability	16	66	51	86	107	33
Unemployed persons with work disability	7	67	0	61	22	37
Total Civilian Labor Force	230	235	474	322	695	430
<b>CENSUS TRACT #8</b>	<b>Block Group #1</b>		<b>Block Group #2</b>		<b>Block Group #3</b>	
	1990	2000	1990	2000	1990	2000
Median household income	\$26,071	\$23,403	\$22,054	\$36,042	\$21,140	\$41,196
All persons in poverty	236	192	120	37	138	31
Persons unemployed	59	45	17	50	36	23
Persons with work disability	80	69	49	65	28	98
Unemployed persons with work disability	0	50	0	56	6	92
Total Civilian Labor Force	409	351	262	301	489	584

## 4.1.6 Transportation

Data on means of transportation to work can be used by the City and the State for road, highway and public transportation planning. There has been a 15 percent decline in the number of persons using transportation to get to their place of work between 1990 and 2000. For the neighborhood, the use of public transportation has decreased one and one-half percent to 2 percent from 1990 to 2000. This decline is approaching the level of public transportation usage at 1.5 percent for the City in 2000. For the neighborhood, the public transportation usage has declined over 50 percent as compared to a decline of 17 percent for the City.

The percentage of persons who carpooled to work has remained relatively constant at 17 percent for the neighborhood between 1990 and 2000. The number of persons who carpooled has actually decreased almost 15 percent over the same ten years while carpooling has increased 6 percent for the City. The percentage of persons who drove alone has also remained relatively constant at about 71 percent from 1990 to 2000. For the neighborhood, the percentage of persons who walk to work has decreased from 4 percent in 1990 to 3.5 percent in 2000.

	WILSON NEIGHBORHOOD			CITY OF KENOSHA		
	1990	2000	% Chg.	1990	2000	% Chg.
Drive alone	1,613	1,360	-15.7%	27,445	34,219	24.7%
Carpooled	390	333	-14.6%	4,715	5,008	6.2%
Public transportation	79	39	-50.6%	782	650	-16.9%
Walked	91	66	-27.5%	1,417	1,204	-15.0%
Worked at home	71	53	-25.4%	669	775	15.8%
Total using transportation	2,255	1,909	-15.3%	35,364	42,293	19.6%
<b>CENSUS TRACT #7</b>	<b>Block Group #1</b>		<b>Block Group #4</b>		<b>Block Group #5</b>	
	1990	2000	1990	2000	1990	2000
Drive alone	154	172	296	169	467	258
Carpooled	26	14	38	54	139	43
Public transportation	9	0	18	0	11	11
Walked	5	0	18	24	23	5
Worked at home	8	7	15	15	8	15
Total using transportation	202	198	385	280	654	343
<b>CENSUS TRACT #8</b>	<b>Block Group #1</b>		<b>Block Group #2</b>		<b>Block Group #3</b>	
	1990	2000	1990	2000	1990	2000
Drive alone	251	219	152	179	293	363
Carpooled	51	29	44	48	92	145
Public transportation	14	5	5	0	22	23
Walked	12	21	23	11	10	5
Worked at home	14	0	0	0	26	16
Total using transportation	347	284	224	244	443	560

## Section 4.2 - Existing Land Use

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The Wilson Neighborhood is characterized by a mixture of land uses and development types that include residential, commercial, industrial, institutional, parks/open space, and vacant and/or underdeveloped land.

A variety of methods were used to identify existing land use developments in the neighborhood. The methods include field analysis, aerial photographs, subdivision plats or lot maps, and zoning maps. A previous land use inventory was conducted in 1994 that was more recently updated to identify any changes that have occurred in the neighborhood over the last 10 years.

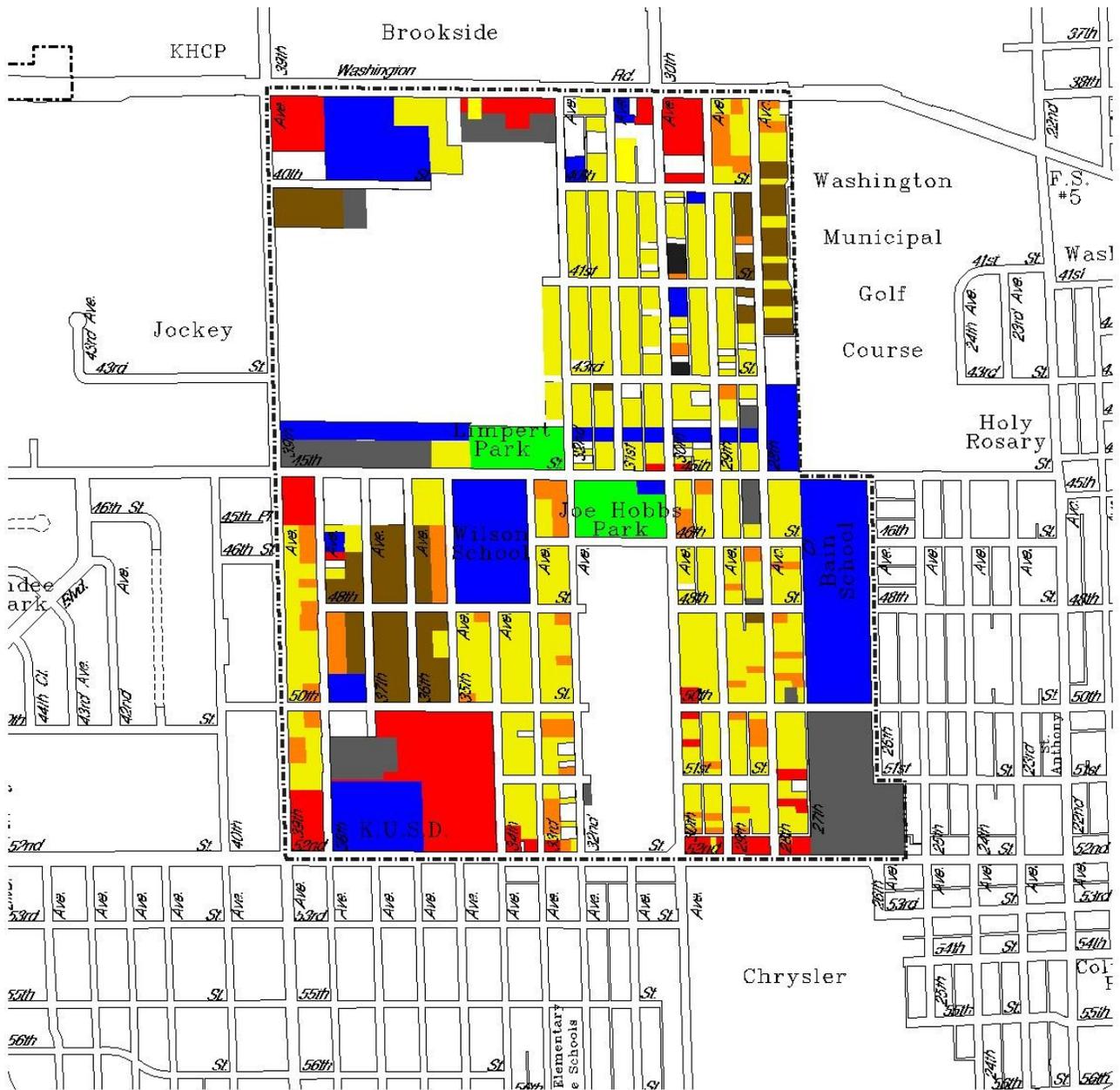
Residential land uses represent 33 percent, or about 149 acres, of existing land uses in the neighborhood followed by 22 percent, or about 103 acres, for vacant and/or underdeveloped land. Institutional uses represent almost 12 percent, or 53 acres, of existing land uses, followed by commercial land uses at about 7 percent and industrial land uses at about 5 percent. Existing public parks and open spaces at about one (1) percent, which is the least amount of land in the neighborhood.

<b>EXISTING LAND USES</b>	<b>ACRES</b>	<b>PERCENT</b>
Residential	149	32.6%
Commercial	30	6.7%
Industrial	23	5.1%
Institutional	53	11.6%
Parks/Open Space	6	1.2%
Vacant/Underdeveloped Land	103	22.6%
Public Street Rights-of-Way	92	20.1%
<b>TOTALS</b>	<b>456</b>	<b>100.0%</b>

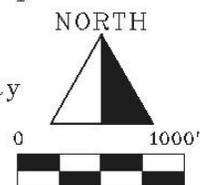
The *Existing Land Use Map* on the next page shows the existing land uses that exist to date in the neighborhood. The map has been generalized. Only predominant land uses are shown, and property lines are not shown due to the scale of the map. For example, the first floor was counted as the predominant land use for two-story buildings.

For sites with multiple land uses, attempts were made to identify the most significant land uses and development types whenever possible. In addition, the existing land uses are provided in table formats for the seven sub-areas, as well as individual existing land use maps for each of the seven sub-areas at the end of this section of the report.

## 4.2.1 Existing Land Uses Map



- |  |   |
|--|---|
|  Detached Single-Family Residential |  Vacant / Underdeveloped |
|  Attached Single-Family Residential |  Industrial              |
|  Multiple Family Residential        |  Institutional / Utility |
|  Commercial / Office                |  Parks / Open Space      |



## 4.2.2 Residential Uses

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### RESIDENTIAL USES

Single-family represents over 70 percent (106 acres) of the neighborhood's residential uses. The neighborhood is essentially medium-density residential equaling about 9.8 dwelling units per acre. Excluding multiple-family residential, the density is about 7.6 dwelling units per acre. Single-family density is about 6.3 dwelling units per acre. The average lot size for single-family units is about 6,859 square feet and for two-family units is about 6,326 square feet for the neighborhood.

<b>EXISTING RESIDENTIAL LAND USES</b>	<b>ACRES</b>	<b>PERCENT</b>
Single-family Residential	106	71.0%
Two-family Residential	20	13.8%
Multiple-family Residential	23	15.3%
<b>TOTALS</b>	<b>149</b>	<b>100.0%</b>

### RESIDENTIAL UNITS

There are approximately 1,455 housing units in the neighborhood, including 671 single-family homes (71 percent) and 282 duplexes (14 percent). The remaining 502 units are found in multiple-family buildings. Four-unit multiple-family buildings are the most common, but some buildings range up to as many as 20 units. The highest concentration of four-plexes is located from about 35th and 38th Avenues between 45th and 50th Streets.

<b>EXISTING RESIDENTIAL LAND USES</b>	<b>ACRES</b>	<b>PERCENT</b>
Single-family Residential	671	46.1%
Two-family Residential	282	19.4%
Multiple-family Residential	502	34.5%
<b>TOTALS</b>	<b>1,455</b>	<b>100.0%</b>

- **Single-family residential** refers to detached houses on their own separate lot. However, a significant number of the older single-family residential dwelling units have been legally or illegally converted to two-family residences.
- **Two-family residential** refers to two dwelling units units that are attached to each other in one residential building. The large majority of existing two-family houses were initially built to accommodate two units as *residential flats* where one unit would be located above the other.
- **Multiple-family residential** refers to any building that contains three or more dwelling units. Multiple-family uses include older homes that were that were legally or illegally converted to serve more than two dwelling units. Larger concentrations of multiple-family residential uses can be found from about 35th to 38th Avenues between 45th and 50th Streets, along 28th Avenue south of Washington Road and 40th Street east of 39th Avenue.

## 4.2.3 Commercial Uses

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Existing commercial development occupies almost 7 percent, or 30 acres, of the developed land in the neighborhood. Over 50 commercial uses or establishments are widely scattered throughout the neighborhood ranging from automobile related-uses, restaurants and bars/taverns, convenience shopping goods to personal, medical, financial, and professional services. Most of the commercial uses are located in Sun Plaza and along the major streets such as 52nd Street, Washington Road and 30th Avenue. A field survey and other resources were used to identify as accurately as possible the neighborhood's existing commercial uses or establishments in 2003.

Automotive-related uses/services and gas stations/convenience stores represent almost 19 percent of all commercial uses, which is the largest concentration of any particular commercial land use in the neighborhood. Automotive-related uses/services include automobile parts, repair, painting, used cars, radio/stereo, etc. Restaurants are the second largest concentration of commercial uses, which account for 14 percent of all commercial establishments in the neighborhood. Financial services include banking, insurance, tax and legal services that constitute about 12 percent of all commercial uses in the neighborhood.

Bars and taverns account for 9 percent of all commercial establishments in the neighborhood. Most of the bars and taverns are concentrated on 52nd Street east of 30th Avenue. At least one of these establishments that sold or served alcoholic beverages has closed in recent years. A grocery store that was located in Sun Plaza closed in the last few years. A convenience food store is located on 38th Avenue between 45th and 48th Streets. Two banks are located on Washington Road, one at 30th Avenue and the other at 39th Avenue. Transportation services include a couple of cab companies on 28<sup>th</sup> Avenue north of 52<sup>nd</sup> Street and a van service on Washington Road. Specialty stores and/or services ranging from clothing, video, paint, and fabrics and crafts stores to personal care, physical exercise, dry cleaning and sign painting account for the remaining one-quarter (24 percent) of all commercial uses in the neighborhood.

<i><b>EXISTING COMMERCIAL LAND USES</b></i>	<i><b>NUMBER</b></i>	<i><b>PERCENT</b></i>
Automobile Related Services	7	11.9%
Billboards/Off-Premise	2	3.4%
Bars/Taverns	5	8.5%
Child Care Services	3	5.1%
Food/Drug/Convenience Stores	2	3.4%
Rental Stores/Furniture/Equipment	2	3.4%
Banking/Insurance/Tax/Legal Services	7	11.9%
Automobile Related Services	4	6.8%
General Merchandise Store	1	1.7%
Medical/Physical/Optical Services	2	3.4%
Automobile Related Services	8	13.6%
Transportation Services	2	3.4%
Specialty Stores/Services	14	23.7%
<b>TOTALS</b>	<b>59</b>	<b>100.0%</b>

## 4.2.4 Industrial Uses

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Industrial development accounts for about 5 percent or 23 acres of the developed land in the neighborhood. Industrial uses range from light to heavy manufacturing, storage and distribution types of activities in various locations throughout the neighborhood. Mann Bilt Homes is the only heavy industrial use in the neighborhood. The Mann Bilt Homes site, which is located between 50th and 52nd Streets from about 26th Avenue to 27th Court, occupies more than 12 acres of land, or about 53 percent of the land for used industrial purposes in the neighborhood.

Light industrial and/or manufacturing uses consist of about a dozen businesses or establishments within the neighborhood, which represents 11 acres or 47 percent of the land use for industrial purposes in the neighborhood. The majority of the light industrial and/or manufacturing uses are located in highly visible locations along the major streets in the neighborhood. An automotive salvage yard is located to the rear of automobile sales and service and a commercial retail center on Washington Road. Other automotive-related uses/services such as automobile parts, repair and painting are primarily considered commercial land uses or development and are described in more detail in the previous section of this report.

Two or three trucking or transportation-related businesses or establishments were also located in the neighborhood over the past few years. A trucking or transportation-related business used to occupy the site of the newly constructed Edward Bain School of Language and Art on 50th Street and 26th Avenue. A combination of moving, transport, excavating and/or automotive-related businesses can be found in the light industrial building on the north side of 45th Street east of 39th Avenue. A transportation and/or building materials business is located on 38th Avenue south of 50th Street. This particular light-industrial business, which appears to be vacant for most of the time, is located within a residential portion of the neighborhood.

A rental equipment service and storage business, which may be considered a light industrial or a commercial use is located on the south side of 45th Street between 38th and 39th Avenues. This light industrial and/or commercial business includes two buildings and equipment that is stored outdoors. A chain-linked fence surrounds the entire site. In addition, the neighborhood has grown around this site over a period of time. As a result, existing and new residential uses have almost surrounded this light-industrial and/or commercial site. New multiple-family apartments have been recently constructed to the west of this site and new single-family housing is currently being constructed to the east of site.

Two light industrial buildings exist on 40th Street containing self-storage units that are located on the same property to the west of Willow Hills Apartments. The remaining light industrial uses are located within the residential portions of the neighborhood along 28th Avenue. A tool and die machine shop is located on 28th Avenue adjacent to the overhead transmission lines between 43rd and 45th Streets. A metal finishing business or establishment is located on the northwest corner of 48th Street and 28th Avenue. The property commonly referred to as Spann Signs is located on the southwest corner of 45th Street and 28th Avenue. This particular property was considered a blighting influence on the neighborhood and it has been recently been cleaned up of all debris and returned to a vacant site.

## 4.2.5 Institutional Uses

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Institutional and related development occupies almost 12 percent or 53 acres of the developed land in the neighborhood. Institutional and related uses in the neighborhood consist primarily of community facilities such as schools, churches, a major utility, and other governmental and non-governmental facilities. Parks and open spaces are primarily considered public uses and are described in more detail in the following section of this report.

Institutional uses include two public elementary schools as major public community facilities in the neighborhood. Wilson School is located between 45th and 48th Streets from 33rd to 35th Avenue. The site for this school occupies a 10-acre site or about 19 percent of the land used for institutional purposes in the neighborhood. The Edward Bain School of Language and Art is a newly constructed public elementary school that opened for classes in 2004. The new school is located on a former industrial site between 45th and 50th Streets from 26th Avenue to 27th Court. This school site occupies a total of 16 acres of land or 30 percent of the land used for institutional purposes in the neighborhood.

The Boys and Girls Club is located on slightly more than one acre of land on the north side of 50th Street between 37th and 38th Avenues in the neighborhood. The Boys and Girls Club is considered a significant community facility for the neighborhood. The primary activities of this facility are educational and recreational activities for students after school hours. This facility also serves as a social gathering place for the residents of the neighborhood.

There are at least three churches located in the neighborhood that occupy between two and three acres of land or almost 5 percent of land used for institutional purposes in the neighborhood. The churches include the Coleman Chapel AME Church on 30th Avenue south of 41st Street, Second Baptist Church on 32nd Avenue north of 40th Street, and the Community Baptist Church on 38th Avenue between 45th and 48th Avenues.

An electrical utility with overhead transmission lines within the neighborhood represents more than 10 acres or almost one-fifth (20 percent) of the land used for institutional purposes in the neighborhood. The overhead transmission lines occupy at least a 100-foot corridor throughout the neighborhood. The north-south transmission lines are located to the rear of the properties along 28th Avenue including a substation on the corner of 45th Street and 28th Avenue. The east-west lines are located approximately 200 feet to the north of 45th Street in various locations from 28th to 39th Avenues. We Energies is the owner of the existing houses and vacant lots adjacent to the lines between 28th and 30th Avenues.

Other significant institutional uses include the Kenosha Unified School District, Local 72, Family Care Dental Center and the Phoenix House in the neighborhood. The administration building for the Kenosha Unified School District occupies about 18 acres of land on the corner of 52nd Street and 38th Avenue. Local 72 and the Family Care Dental Center are located on Washington Road east of 39th Avenue. The Phoenix House is referred to as a halfway house that is located on the southwest corner of 40th Street and 29th Avenue.

## **4.2.6 Parks and Vacant Land**

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### **PARKS AND OPEN SPACE**

Existing public parks and open space uses account for slightly more than one percent or 6 acres of the developed land in the neighborhood. Parks and open space areas include Joe Hobbs and Limpert Parks as well as the City Nursery. Both Hobbs and Limpert Parks are intended for active recreational uses for the residents of the neighborhood and the general public. These public parks account for about five out of the six acres or almost 86 percent of the land used for public open space areas in the neighborhood.

Joe Hobbs Park represents more than four acres or about 84 percent of all public recreation areas in the neighborhood. Hobbs Park is primarily located between 45th and 46th Streets from 30th to 32nd Avenues. This park consists of new playground equipment and a gazebo. Pedestrian paths link the gazebo to the public sidewalks. However, a public sidewalk does not exist along 46th Street between 30th and 32nd Avenues, which is the southern boundary of the park. The park includes an off-street parking lot that is accessible only from 30th Avenue. The Scout Leadership Rescue Squad occupies the building in the northeast portion of the park.

Limpert Park is primarily located on the north side of 45th Street west of the City Nursery. The park represents almost one acre of land or about 16 percent of all public recreation areas in the neighborhood. Overhead electrical transmission lines run along the northern portion of the park. The approximate area for the electrical transmission lines was not included when calculating the usable portion of the park for recreational purposes. The park consists of playground equipment for children and a basketball court. The City Nursery borders the eastern edge of the park, which has a chain-linked fence around the site and the nursery is not for public use.

### **VACANT AND UNDERUTILIZED LAND**

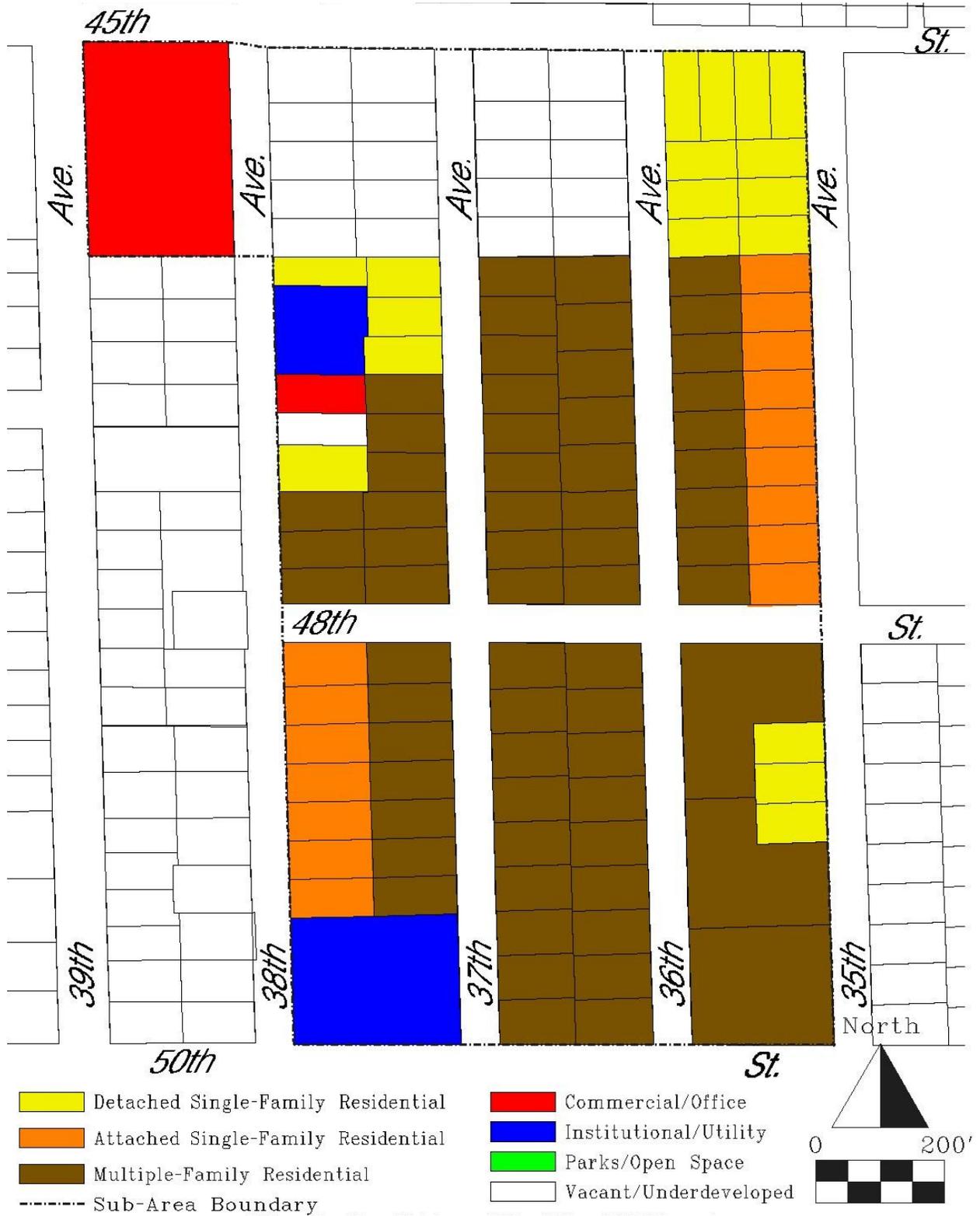
Vacant and underutilized land represents almost 23 percent or 103 acres of the developed land in the neighborhood. About 70 percent or more than 73 acres of the vacant and/or underutilized land in the neighborhood comprises two large sites, KAT and Bonnie Hame. The City owns the KAT site located between 32nd and 39th Avenues that consists of almost 43 acres of land or more than 41 percent of the vacant and/or underutilized land in the neighborhood. The Bonnie Hame site consists about 30 acres of land or 29 percent of privately owned vacant and/or underutilized land in the neighborhood that is located between 46th and 52nd Streets from 30th to 32nd Avenue in the neighborhood. An existing auto body repair establishment is located on the Bonnie Hame site adjacent to 32nd Avenue and south of 51st Street.

The remaining vacant and/or underutilized sites are relatively small and scattered throughout the neighborhood. As many as 20 of these vacant and/or underutilized sites are existing residential lots on corners or located between existing houses in the neighborhood. These vacant and/or underutilized lots range in size from about 4,400 to 9,425 square feet. The average single-family residential lot size is about 5,850 square feet and the median lot size is 6,000 square feet. A large number of these residential lots have been combined to create larger residential lots for single as well as two-family houses. In addition, the garage doors dominate the front of many of these houses and do not fit into the architectural character of the adjacent residential homes. This case is particularly evident along 32nd Avenue between 45th and 52nd Streets.

## 4.2.7 Existing Sub-Area Land Uses

		LAND USES		RESIDENTIAL UNITS		
		Acres	Percent	Units	Percent	Density
<b>WILSON HEIGHTS</b>	Single-family Residential	2.9	9.3%	18	4.9%	6.11
	Two-family Residential	2.7	8.4%	32	8.7%	11.99
	Multiple-family Residential	13.2	41.4%	316	86.3%	23.95
	Commercial/Office	1.9	6.0%			
	Institutional/Utility	1.6	5.1%			
	Vacant/Underutilized Land	3.8	12.0%			
	Public Street Right-of-Ways	5.7	17.8%			
	<b>TOTALS</b>	<b>31.9</b>	<b>100.0%</b>	<b>366</b>	<b>100.0%</b>	<b>19.46</b>
<b>SUN PLAZA</b>	Commercial/Office	13.8	55.0%			
	Industrial	3.0	11.8%			
	Institutional/Utility	7.1	28.1%			
	Vacant/Underutilized Land	1.0	4.2%			
	Public Street Right-of-Ways	0.2	0.9%			
	<b>TOTALS</b>	<b>25.1</b>	<b>100.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0.00</b>
<b>KAT</b>	Single-family Residential	6.9	6.0%	23	27.7%	3.32
	Multiple-family Residential	3.0	2.6%	60	72.3%	19.80
	Commercial/Office	4.7	4.1%			
	Industrial	8.0	6.9%			
	Institutional/Utility	12.3	10.7%			
	Parks/Open Space	4.4	3.8%			
	Vacant/Underutilized Land	74.0	64.2%			
	Public Street Right-of-Ways	1.9	1.7%			
<b>TOTALS</b>	<b>115.3</b>	<b>100.0%</b>	<b>83</b>	<b>100.0%</b>	<b>5.64</b>	
<b>BONNIE HAME</b>	Industrial	0.2	0.6%			
	Vacant/Underutilized Land	29.9	98.6%			
	Public Street Right-of-Ways	0.2	0.7%			
	<b>TOTALS</b>	<b>30.3</b>	<b>100.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0.00</b>
<b>28TH AVENUE</b>	Single-family Residential	6.1	19.4%	40	23.7%	6.53
	Two-family Residential	2.4	7.6%	28	16.6%	11.71
	Multiple-family Residential	5.7	17.9%	101	59.8%	17.84
	Industrial	0.4	1.3%			
	Institutional/Utility	10.6	33.5%			
	Vacant/Underutilized Land	2.4	7.5%			
	Public Street Right-of-Ways	4.1	12.8%			
	<b>TOTALS</b>	<b>31.6</b>	<b>100.0%</b>	<b>169</b>	<b>100.0%</b>	<b>27.59</b>
<b>NEW BAIN SCHOOL</b>	Single-family Residential	6.0	23.4%	26	72.2%	4.34
	Two-family Residential	0.9	3.7%	10	27.8%	10.59
	Industrial	1.1	4.2%			
	Institutional/Utility	16.1	62.8%			
	Public Street Right-of-Ways	1.5	6.0%			
	<b>TOTALS</b>	<b>25.6</b>	<b>100.0%</b>	<b>36</b>	<b>100.0%</b>	<b>6.02</b>
<b>MANKOWSKI</b>	Single-family Residential	3.1	17.8%	16	88.9%	5.21
	Two-family Residential	0.1	0.6%	2	11.1%	0.00
	Commercial/Office	1.2	7.2%			
	Industrial	12.3	71.2%			
	Vacant/Underutilized Land	0.2	1.1%			
	Public Street Right-of-Ways	0.4	2.1%			
	<b>TOTALS</b>	<b>17.3</b>	<b>100.0%</b>	<b>18</b>	<b>100.0%</b>	<b>5.68</b>

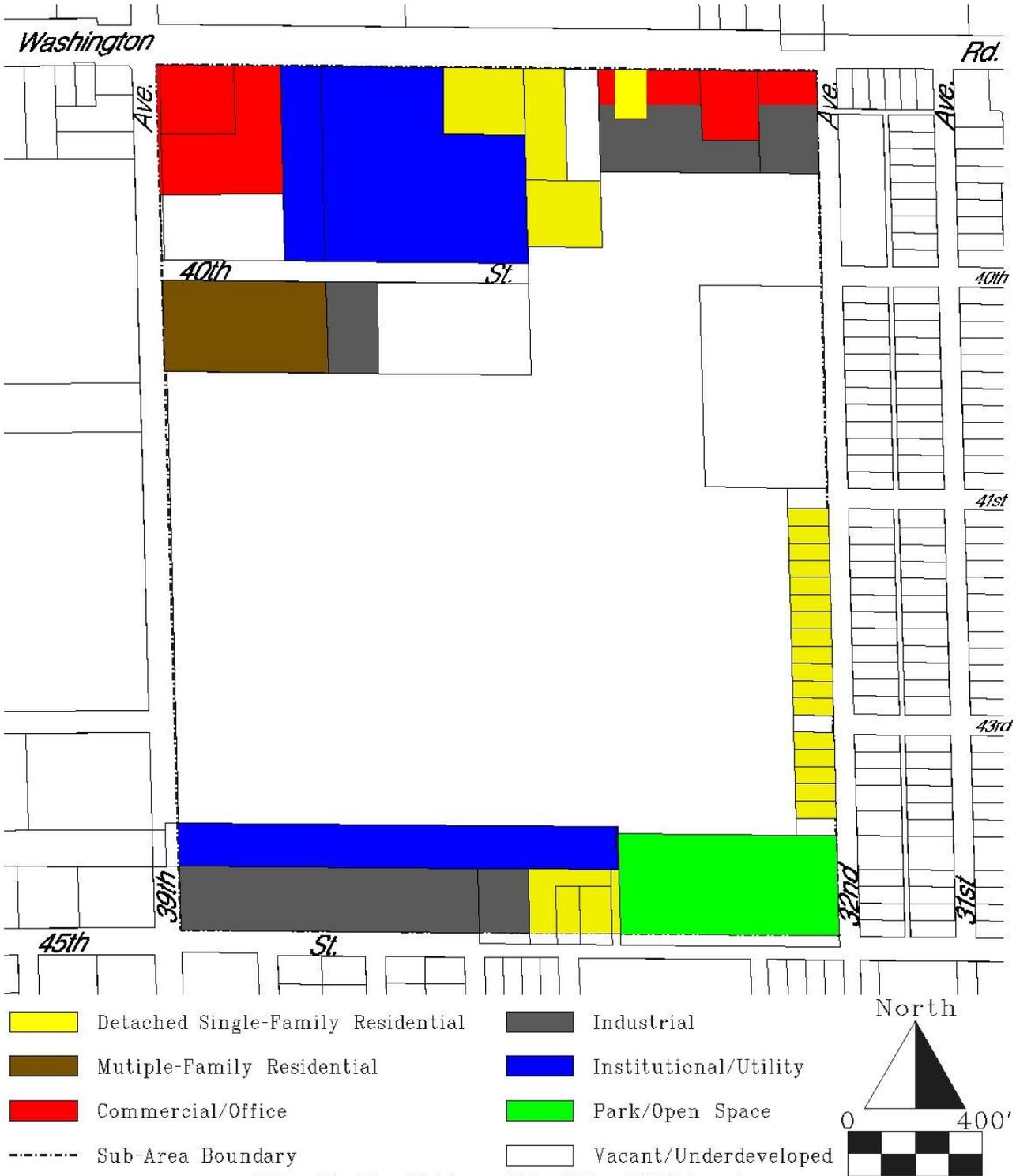
### 4.2.7.1 Wilson Heights – Existing Land Uses Map



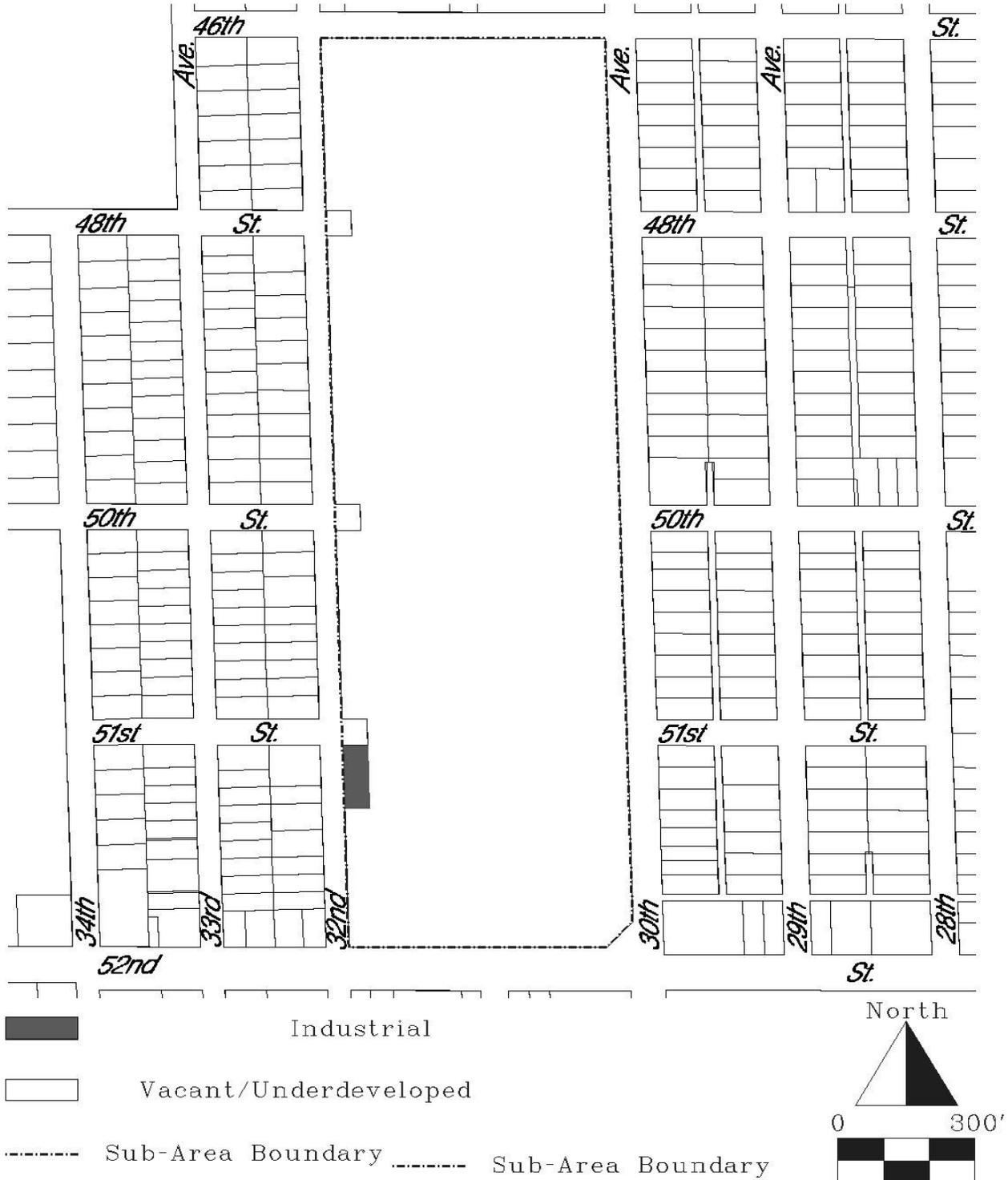
### 4.2.7.2 Sun Plaza – Existing Land Uses Map



### 4.2.7.3 KAT – Existing Land Uses Map



## 4.2.7.4 Bonnie Hame - Existing Land Uses Map

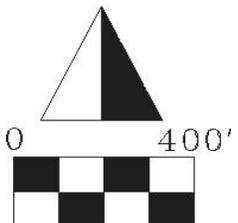


## 4.2.7.5 28th Avenue - Existing Land Uses Map

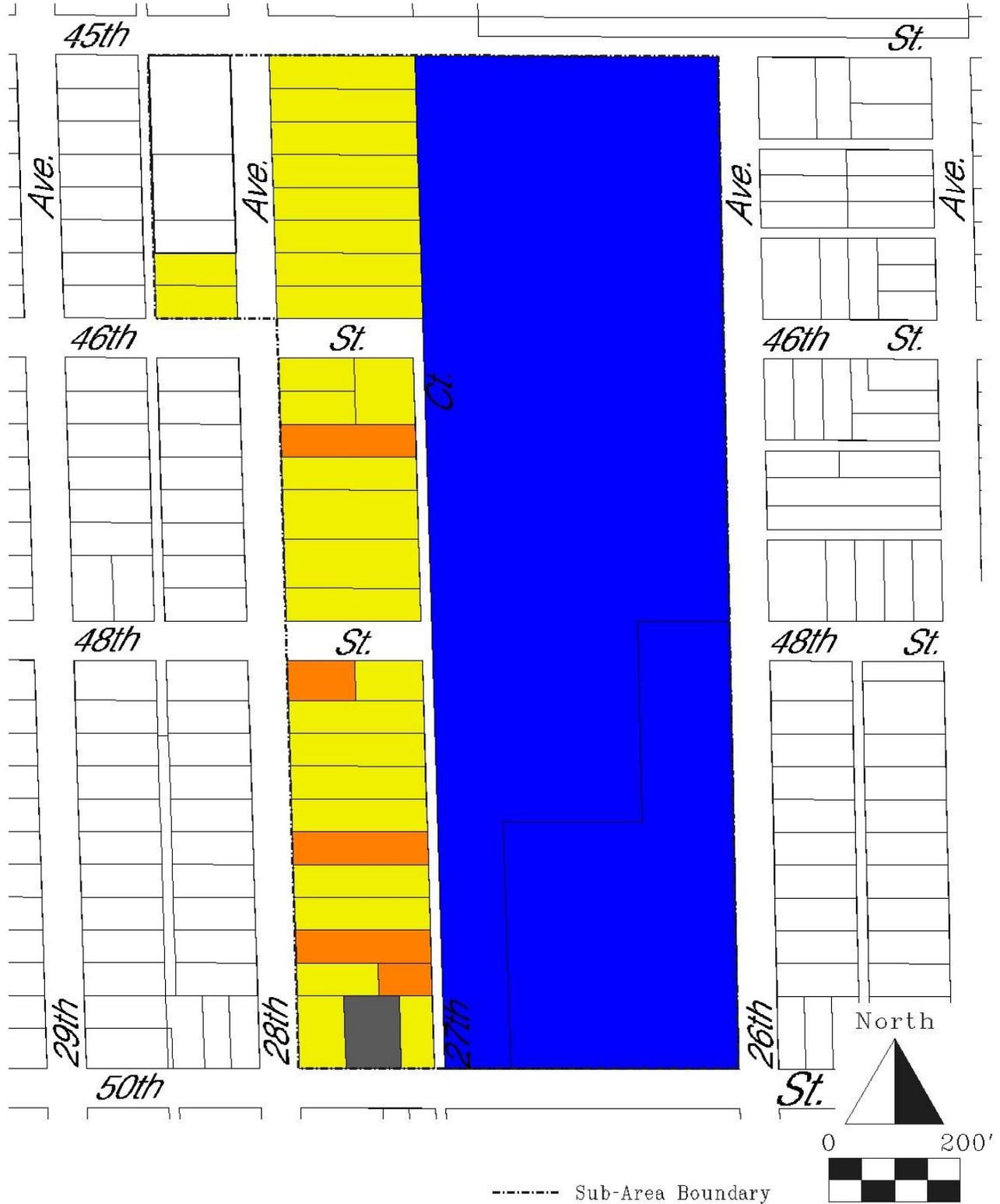


- |   |   |
|---|---|
|  Detached Single-Family Res. |  Industrial            |
|  Attached Single-Family Res. |  Institutional/Utility |
|  Multiple-Family Residential |  Vacant/Underdeveloped |
|  Sub-Area Boundary           |   |

North



### 4.2.7.6 New Bain School – Existing Land Uses Map



### 4.2.7.7 Mankowski – Existing Land Uses Map



## Section 4.3 - Existing Zoning

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The Wilson Neighborhood includes the following zoning district classifications: RG-1 and RG-2 (General Residential); RS-1, RS-2 and RS-3 (Single-family Residential); RM-1 and RM-2 (Multiple-family Residential); B-2 (Community Business); M-1 (Light Manufacturing); M-2 (Heavy Manufacturing); and IP (Institutional-Park). All seven residential districts equal 34 percent (154 acres) of the existing development in the neighborhood. Both of the industrial districts make up about 19 percent (88 acres) of the neighborhood while the community business district makes up about 16 percent (74 acres) of the neighborhood. These districts represent the second and third largest amounts of existing development in the neighborhood, respectively.

<b>EXISTING ZONING DISTRICTS</b>	<b>ACRES</b>	<b>PERCENT</b>
Residential Districts	153.8	33.9%
Commercial Districts	73.8	16.3%
Industrial Districts	87.8	19.4%
Institutional-Park District	46.2	10.2%
Public Street Rights-of-Way	91.9	20.3%
<b>TOTALS</b>	<b>453.5</b>	<b>100.0%</b>

Permitted uses and specific development regulations for each district are detailed in the City of Kenosha Zoning Ordinance. However, it should be noted that there are discrepancies between the existing land uses and/or development and the some of the actual zoning district classifications for the neighborhood.

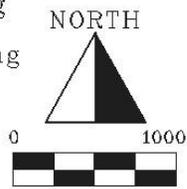
The *Existing Zoning Map* on the next page shows the existing zoning district classifications that exist to date in the neighborhood. The map has been generalized and lot and/or property lines are not shown due to the scale of the map.

### 4.3.1 Existing Zoning Map



- PG-1
  - PG-2
  - PS-1
  - PS-2
  - PS-3
  - RM-1
  - RM-2
  -
- General Residential  
Single Family Residential  
Multiple Family Residential  
Community Business

- - 
  -
- Light Manufacturing  
Heavy Manufacturing  
Institutional Park



## 4.3.2 Residential Districts

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### RESIDENTIAL DISTRICTS

The RG-1 and RG-2 districts represent almost two-thirds (66 percent) of the residentially-zoned land in the neighborhood. These two districts are generally located east of 30th Avenue and south of 45th Street. The RS-3 district represents over one-quarter (26 percent) of the residentially-zoned land in the neighborhood. The RG-1, RG-2 and RS-3 districts are characterized by smaller residential lots and the lots are required to have minimum width of 50 feet.

<i><b>EXISTING RESIDENTIAL DISTRICTS</b></i>	<i><b>ACRES</b></i>	<i><b>PERCENT</b></i>
RG-1 (General Residential)	83.2	54.1%
RG-2 (General Residential)	18.7	12.2%
RS-1 (Single-family Residential)	1.0	0.7%
RS-2 (Single-family Residential)	4.3	2.8%
RS-3 (Single-family Residential)	40.0	26.0%
RM-1 (Multiple-family Residential)	0.7	0.4%
RM-2 (Multiple-family Residential)	5.9	3.8%
<b>TOTALS</b>	<b>153.8</b>	<b>100.0%</b>

### RESIDENTIAL ZONED UNITS

The RG-1 and RG-2 districts represent more than two-thirds (69 percent) of the residentially-zoned units in the neighborhood. The RS-3 district represents almost one-sixth (17 percent) of the residentially-zoned units. The RM-1 and RM-2 districts consist of about 184 dwelling units, or about 13 percent of the residentially-zoned units. Less than one percent, or about 13 dwelling units, are located in the RS-1 and RS-2 districts.

<i><b>EXISTING RESIDENTIAL DISTRICTS</b></i>	<i><b>ACRES</b></i>	<i><b>PERCENT</b></i>
RG-1 (General Residential)	649	45.8%
RG-2 (General Residential)	334	23.6%
RS-1 (Single-family Residential)	1	0.1%
RS-2 (Single-family Residential)	12	0.8%
RS-3 (Single-family Residential)	236	16.7%
RM-1 (Multiple-family Residential)	13	0.9%
RM-2 (Multiple-family Residential)	171	12.1%
<b>TOTALS</b>	<b>1,416</b>	<b>100.0%</b>

### **4.3.3 Non-Residential Districts**

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#### **COMMERCIAL DISTRICT**

The B-2 Community Business District is the only commercial zoning classification that was found in the neighborhood. The B-2 District applies to substantial commercial, retail and service establishments to accommodate the needs of a larger consumer population, thereby permitting a wide range of uses and development for both convenience and community shopping.

The B-2 districts consist of a total of 74 acres of land or about 16 percent of the total land zoned in the neighborhood. Except for a convenience food store on 38th Avenue between 45th and 48th Streets, the remaining B-2 districts have been used along the major streets such as 52nd Street, Washington Road and 30th Avenue.

#### **INDUSTRIAL DISTRICTS**

The industrial zoning classifications include the light and heavy manufacturing districts in the neighborhood. The industrial zoning districts are represented as M-1 Light Manufacturing and M-2 Heavy Manufacturing districts. Both industrial districts consist of almost 88 acres of land or about 19 percent of the total land zoned in the neighborhood.

The M-1 district applies to light manufacturing and industrial uses of a limited nature and size that do not create appreciable nuisances or hazards. The M-1 districts represents almost two-thirds or 63 percent of total land zoned for industrial use in the neighborhood. The M-2 districts account for about 37 percent of total land zoned for industrial use in the neighborhood.

#### **INSTITUTIONAL-PARK DISTRICT**

The Institutional-Park District is represented as I-P. The I-P district applies to areas that are primarily devoted to public, institutional and recreational uses. Office uses, which are related to the character and operation of permitted civic, governmental and institutional uses, are permitted as appropriate mixed uses. Public and institutional uses include community facilities such as schools, churches, and other governmental facilities.

The I-P districts consist of a total of 46 acres of land or about 10 percent of the total land zoned in the neighborhood. There are two public recreational parks in the I-P district, which include Joe Hobbs and Limpert. Two public schools, Wilson and the Edward Bain School of Language and Art, are the largest public facilities in the neighborhood. The Boys and Girls Club on 50th Street and 38th Avenue is a significant public facility for the neighborhood.

The I-P district includes at least two religious institutions in the neighborhood. The residential districts in the neighborhood (RS-1, RG-1 and RG-2); however, allow religious institutions as permitted uses. The I-P district also includes We Energies' properties that consist of a substation on the corner of 45th Street and 28th Avenue and overhead transmission lines that run north-south and east-west throughout the neighborhood.

## Section 4.4 - Existing Transportation

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The overall purpose of analyzing the existing transportation or circulation system is to identify the movement or how people get around, into, through, and out of the Wilson Neighborhood. The transportation system within the neighborhood consists primarily of public streets, sidewalks and transit service. The public street rights-of-ways account for about 92 acres of land or one-fifth of the total land in the neighborhood. The street rights-of-ways include the street pavement, the parkway between the street and the sidewalk, and the sidewalk. The rights-of-ways also include public utilities such as sewer and water that may be located in the street or the parkway or both.

The existing public street system for the neighborhood was analyzed on a functional basis of classifying streets as arterial or major, collector and local or neighborhood streets.

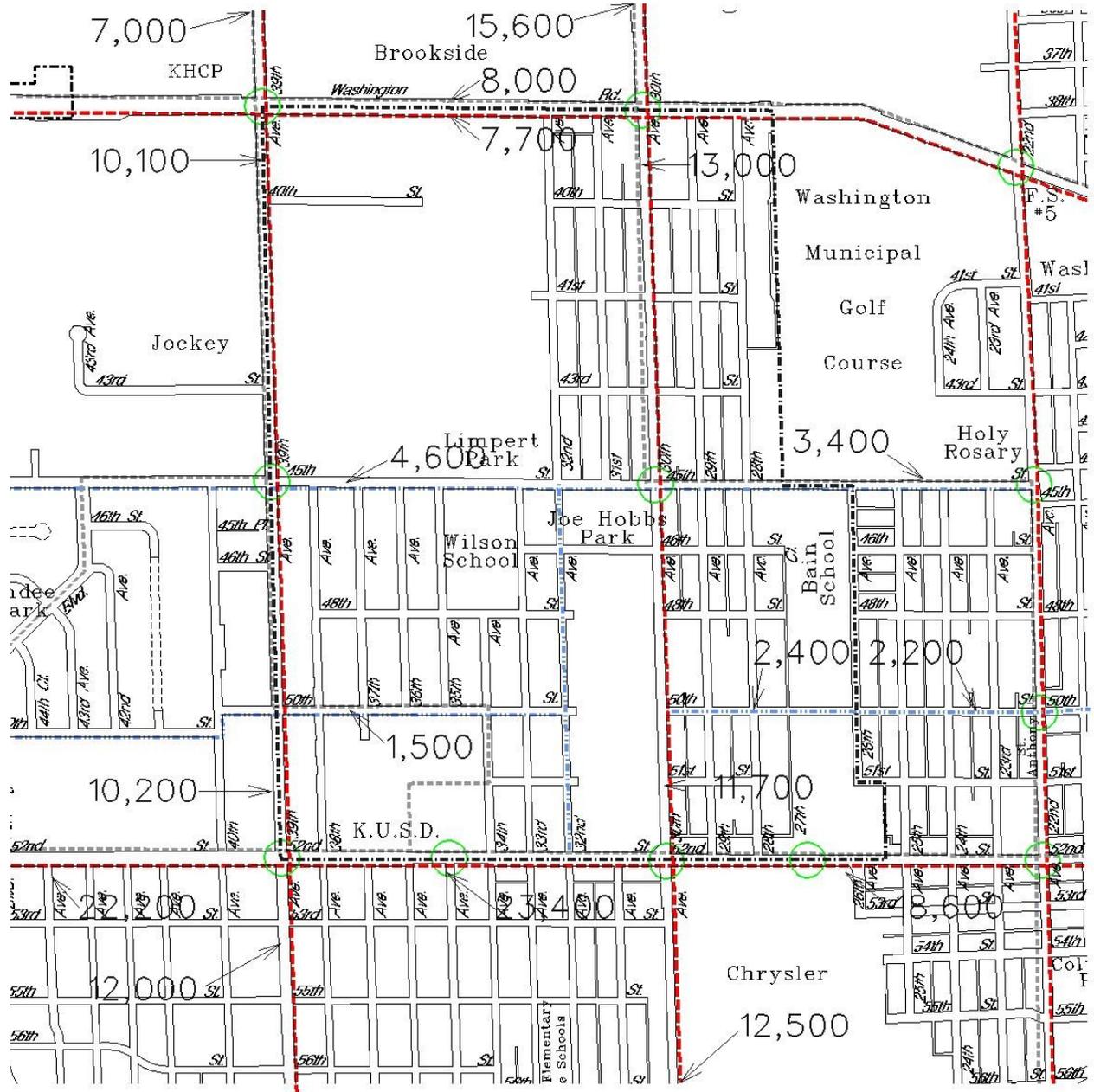
- **Arterial or major streets** are designed to carry large volumes of vehicles that are allowed to move more rapidly without much interruption with a limited number of traffic signals or stop signs. The arterial or major streets include 30th Avenue that runs through the neighborhood and Washington Road, 52nd Street and 39th Avenue that border the neighborhood.
- **Collector streets** are designed to carry lesser volumes of vehicles with more traffic controls and are intended to link local streets to arterial streets. The major collector street is 45th Street that runs through the entire neighborhood. Even though 50th Street does not exist between 30th and 32nd Avenues, it is still referred to as a major collector street for the neighborhood. As a result, 32nd Avenue currently serves as a minor collector street from 45th to 50th Street.
- **Local or neighborhood streets** are designed to carry even less traffic with lower posted speed limits and many more stop signs and other traffic controls. These are remaining streets that have not been identified as arterial (major) or collector streets within the neighborhood.

The location of major intersections were identified on the basis of the placement of traffic signals where the arterial streets intersect each other or with collector streets in the neighborhood. Most of these intersections are areas where traffic congestion may occur during peak travel hours of the day. The traffic signal for the Daimler-Chrysler private drive on 52nd Street only fully operates during specific times of the day. A traffic signal is located on 52nd Street that is only activated from vehicles approaching or entering 52nd Street from Sun Plaza and 34th Avenue.

Public alleys are located predominantly north of 45th Street and east of 30th Avenue in the neighborhood. There are two existing dead-end streets within the neighborhood, which consist of 46th and 48th Avenues east of 28th Avenue. 27th Court is a public street that resembles a very narrow gravel alley in the neighborhood. The gravel alley for 27th Court connects 46th and 48th Avenues that dead-end to 50th Street. The site planning for the newly constructed Edward Bain School of Language and Art did not account for the dead-end and/or gravel streets.

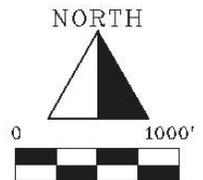
Average daily traffic (ADT) volumes are compiled to determine the volume of traffic that a particular street or road carries at specific locations. In return, the ADT volumes are typically used to indicate whether the volume of traffic has exceeded the capacity of a street or road. The Wisconsin Department of Transportation provides ADT traffic volume counts every three years to the City of Kenosha. There are 20 locations where traffic counts were taken in and around the neighborhood that are shown on the following map in this report.

## 4.4.1 Existing Transportation Map



- - - - - Arterial Streets
- - - - - Collector Streets
- - - - - Bus Routes

- Traffic Volume Locations
- Traffic Signals



# **Appendix**

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## **Public Surveys**

**Public Comments:** June 18, 2003

**Public Comments:** October 14, 2004

## **Wilson Neighborhood Planning Project**

### **Outline of Neighborhood Issues and Concerns from Informal Surveys/Interviews of Elected Officials, Neighborhood Residents, Business Owners, Agencies, Groups, etc.**

#### **RESIDENTIAL ISSUES**

- Housing stock is generally in good condition and could be rehabilitated.
- New housing that has been constructed is better than vacant land (32<sup>nd</sup> Avenue).
- Provide programs for homeownership to assist (new) homebuyers.
- NHS or similar agency could offer money for housing rehabilitation.
  
- Too much rental (multi-family) housing in the neighborhood.
- Neighborhood has its fair share of low-income housing (apartments).
- Apartment complexes are too dense to be functional and safe (tear them down).
- Other neighborhood areas are more attractive due to greater homeownership.
- New (and existing) residents should be encouraged to improve their properties.
  
- Multi-family to rear of commercial development along 50<sup>th</sup> Street is problematic.
- Common areas/stairwells are totally filthy, broken windows, kicked-in doors, etc.
- City needs to make the landlords cleanup their properties (4-plexes are not safe).
- Group homes in some of duplexes and 4-units west of Wilson School.
- Apartments/condominiums along 28<sup>th</sup> Avenue south of Washington Road.
  
- Most of the landlords only put enough money into their properties to get by.
- Landlords need to clean up their properties – can look like Pershing Blvd.
- Mandate may be needed for landlords to improve their properties.
- Hard for one owner to make a difference if others don't improve their properties.
- Need a plan to improve older properties – address the worst problems first.
  
- Remove some of multi-family to lower residential density per TPAP plan.
- Apartment buildings will be difficult to convert to single-family homes (e.g. 4 units).
- Nice mixed grid-like residential development (Bonnie Hame and KAT sites).
- Garage dominated “snout houses” recently constructed (32<sup>nd</sup> Avenue).
  
- Neighborhood wants only single-family (but may accept nicer-looking multi-family).
- How to balance new and old residential uses to match existing housing patterns.
- Owner-occupied, single-family homes are needed for neighborhood stability.
- Better homeownership, possible through NHS or a similar agency.
- Affordable housing is not being built in neighborhood(\$100,000 - \$130,000).

#### **COMMERCIAL ISSUES**

- Need to beautify the rear of existing commercial development (Sun Plaza).
- L-shaped design of Sun Plaza cuts off and boxes-in the neighborhood.
- Shopping cart abandonment reinforces negative perception of neighborhood.
  
- Neighborhood needs to be stimulated with new commercial (New Supermarket).
- Need to consider what services the residences need in the neighborhood?
- Bradford Plaza development is the “cornerstone” for the neighborhood.

## **INDUSTRIAL ISSUES**

- Abandoned truck yard at 38<sup>th</sup> Avenue and 50<sup>th</sup> Street (blighted).
- Trucking is not appropriate for the site and should be removed.
- Clear chain-link fence from site and redevelop for single-family homes.
  
- ATC garages on 45<sup>th</sup> Street are probably not good for the long-term.
- Lee's Rent-It is a good, clean business – but no longer appropriate for site.
- Spann Sign site does not look the best and needs to be cleaned up.
- Mankowski Site needs cleaning up (litter, damaged fences, parked trucks).

## **INSTITUTIONAL ISSUES**

- Boys and Girls Club is very important thing that happened to neighborhood.
- Boys and Girls Club is used for many supervised recreational activities.
- No access to Wilson School or CYC on weekends.
  
- Wilson is a good school with a good principal – anybody can go there.
- Use of uniforms is good – morning breakfast and after-school programs.
- Need to get more parents involved and participate in school activities.
  
- New school will help the neighborhood and playground associated with it.
- Questions about the new school site from residents along 25<sup>th</sup> Avenue.
- Bookmobile more accessible to Wilson School (kids crossing 52<sup>nd</sup> Street).
- A library is needed – important for children and to families in neighborhood.

## **PARKLAND AND OPEN SPACE ISSUES**

- Wilson School needs new, updated and safer playground equipment.
- Limpert Park does not have water in fountain and nets for basketball hoops.
- Too much chain-link fencing used for Limpert Park and City Nursery.
- Chain-link fencing between basketball courts and tot lot is not necessary.
  
- Hobbs Park was a big improvement, but old Armory needs improvement.
- Hobbs Park needs to be spruced up and the overall park area expanded.
- Need a nice big park for kids to play and activities for them to do.

## **TRANSPORTATION AND UTILITY ISSUES**

- Traffic congestion between 45<sup>th</sup> and 52<sup>nd</sup> Streets.
- Cutting 50<sup>th</sup> Street through would help – traffic engineering (business).
- People drive too fast on 45<sup>th</sup> Street – a suggestion to put in a stop sign.
- Snow plowing - 32<sup>nd</sup> Avenue appears one of the last streets to get plowed.

## **CORRIDOR ISSUES**

- 52<sup>nd</sup> Street is considered a “gateway” to HarborPark.
- Blighted along 52<sup>nd</sup> Street - 25<sup>th</sup> & 38<sup>th</sup> Avenues (Walgreen's is nice).
- Something needs to be done to improve attractiveness of 52<sup>nd</sup> Street.
  
- 45<sup>th</sup> Street is pretty bleak (except for Hobbs Park).
- Need sidewalks on 45<sup>th</sup> Street – particularly in front of ATC garages.
- More trees need to be planted along 45<sup>th</sup> Street from 30<sup>th</sup> to 40<sup>th</sup> Avenues.

- 28<sup>th</sup> Avenue does not drain properly – could be an engineering problem?
- Stormwater often stands south of 40<sup>th</sup> Street – street designed correctly?
- Lack of street sweeping on 28<sup>th</sup> Avenue may cause the inlets to clog up.
- 30<sup>th</sup> Avenue is developing nicely – becoming a “professional row”.
- Businesses look out for and support each other along 30<sup>th</sup> Avenue.
- 32<sup>nd</sup> Avenue has a shortage of trees – developers should pay for the trees.
- Need to look into the loophole about requiring trees for individual lots.
- 27<sup>th</sup> Avenue - 46<sup>th</sup> to 52<sup>nd</sup> Street – is blighted with litter, potholes, etc.
- Existing shacks (houses) along 27<sup>th</sup> Avenue need to be taken down.
- City needs to remove brush, weeds, etc. along the old railroad corridor.
- Grass needs to be cut south of 41<sup>st</sup> Street – the City needs a routine schedule.
- WE Energies needs to clean up the weeds and trash under their towers.

## **SITE-SPECIFIC ISSUES**

### **Bonnie Hame Site**

- Number one (1) concern is to get the Bonnie Hame Site developed.
- Bonnie Hame site is the key to the neighborhood (highly visible location).
- Clean up the site for now – unsightly chain-link fencing, rails, fences, grass.
- Chain-link fencing may still exist along 46<sup>th</sup> and 48<sup>th</sup> Avenues on the site.
- Problems with mice on the site – develop it out with a park or something.
- The site is terrible for business – it's blighting for surrounding businesses.
- The site does not have to be developed for business (mixed-use development).
- The balance of the site should be reserved for residential development.
- Rooftops and commercial would be beneficial to the area (small incubators).
- Any development should fit the character of the site (context-sensitive design).
- Planned urban development that would be sensitive to the needs of the area.
- What were the past plans for the site – recent development interest in the site?
- Commercial Property Associates (Milwaukee) about inquiries on the site?
- City needs to decide what to do with the site – what are the City's intentions?
- City should take a more active role in redeveloping the Bonnie Hame site.
- City may need to get involved – constructing street as they did in Lincoln.
- Possibility of Tax Increment Financing being used for residential purposed?
- Development of site would be good for business and increase property values.
- Larger projects under common ownership with development restrictions.
- Auto body shop should be condemned for site assembly and redevelopment.
- Need to re-look at the site – put streets thru and sell off as residential properties.
- Questions were raised if 52<sup>nd</sup> Street can accommodate more commercial?
- Need to determine the feasibility of additional commercial (market analysis).
- The area is not as attractive as Green Bay Road, Hwy. 50 and I-94.
- Need similar development that has occurred on 52<sup>nd</sup> Street and Green Bay Road.

- A shopping center is needed for residents – Jewel, TCF Bank, eateries, etc.
- Generally should not be commercial – businesses are not doing all that well.
- Additional commercial – but not a strip center or a typical shopping center.
- A strip center was proposed for the site – zoning fell thru or was it financing?
- For retail development – is the site big enough for an anchor store?
- A large portion of the site should be “owner-occupied” (housing).
- Single-family housing – not modular, lower quality (first-time homebuyers).
- Rezone areas for single-family homes only with 50-foot minimum lot width.
- Duplexes and/or multiple-family for a portion of the site – high density?

#### **KAT Site**

- Find out if there are definite plans or uses for the KAT and Mankowski sites?
- Community Center proposal is a MSOE class project.
- Class project developed a couple of alternatives for the Community Center.
- Center involves several community groups with Boys and Girls taking the lead.
- ATC plans for the Center – Mary Jo Madrigano, Second Baptist Church, etc.?
- Garage swap with County site on 60<sup>th</sup> Street – adjacent to Little League Park.
- Center proposal will not be enough – but like it for Wilson Neighborhood.
- Community Center (CYC) or some other recreational activities on larger sites.
- Larger sites include Kenosha Area Transit (KAT) and Bonnie Hame.
- Need for more baseball diamonds on the KAT site (City-County agreement).
- City donates the land for the diamonds and the County builds the diamonds.
- Against the KAT site in the neighborhood for the Community Center.
- Such activities should be located in the neighborhood (neighborhood-based).
- Such as the Lincoln Center, CYC, KYF, Boys and Girls Club, etc.
- City should work with the schools for “after-hours” programs.
- Kenosha Area Transit site is a bad location because it's not centrally-located.
- Provide programming with funds rather than brick and mortar, upkeep, etc.
- Reuther's facilities – gym and Olympic size pool are being underutilized.
- City should not help the Kenosha Vision Committee by giving them the land.
- Committee is trying to classify neighborhood as low-income – when it's not.
- Committee is only trying to tap in federal funding for Community Center.

#### **PUBLIC SAFETY AND CRIME ISSUES**

- Less crime in neighborhood (fewer incidents of crime behind Sun Plaza).
- Neighborhood is getting better – there is still some crime (unmanaged children).
- Start with apartment complexes first and the other problems will disappear.
- Neighborhood Watch Program to get police more involved with neighborhood.
- Watch Program showing signs of improvement but starting to go down again.
- Program boundaries – Washington Road, 52<sup>nd</sup> Street, 28<sup>th</sup> Avenue, and Pershing Blvd.

- 28<sup>th</sup> Avenue area gets along good – no break-ins, no fights (positive aspect).
- Only one drug bust has occurred recently and the offender was removed.
- Increased police patrol needed behind apartments next to old railroad corridor.
- Loitering is a problem around playgrounds and restrooms (Wilson, Limpert).
- The area with the most problems - 32<sup>nd</sup> to 39<sup>th</sup> Avenues and 45<sup>th</sup> to 52<sup>nd</sup> Streets.
- This represents a 12 to 14 block area that is most problematic (housing values).

#### **NEIGHBORHOOD PERCEPTION AND OTHER ISSUES**

- Major problem is the perception of the neighborhood (inner-city neighborhood).
- Quit calling this area or neighborhood the “inner-city” - MISLABELED.
- This reference is due to high concentration of minorities and lower incomes.
- Considered part of the Northside – not the “central-city” that most refer to.
- Neighborhood is diverse outside of the problem areas (positive aspect).
- You can also talk to comfortably to anyone outside of the problem areas.
- There are also decent homes outside of the problem areas (positive aspect).
- Few local businesses perceive this area as a decent, residential neighborhood.
- The parts of the neighborhood near Wilson School are an “eyesore.”
- Sets a bad example when kids come to school and litters the school grounds.
- Projects are needed to beautify the neighborhood (neighborhood campaign).
- Signs, pictures or illustrations of residents cleaning up their neighborhood.
- Wilson needs similar development to the Northside excluding the trouble areas.
- Any new development that brings life into the neighborhood would help.
- Development adding value to the neighborhood – it has to be the “right value.”
- Build infrastructure to support and add to the “quality of life” of neighborhood.

#### **Hispanic Issues**

- Many Hispanics live in, and are moving to, the Wilson Neighborhood.
- Wilson is becoming the new Hispanic neighborhood in Kenosha.
- Need interpreters for services – interpreters for courts, school conferences, etc.
- Many Hispanics do not understand the culture and thereby get into trouble.
- Boys and Girls Club does not adequately serve the Hispanic population.
- Many of them go to the Urban League for assistance – food, utilities, courts, etc.
- Organizations should serve the population where they are located.
- There is a need for a bilingual staff at the Boys and Girls Club in Wilson.

**Wilson Neighborhood Planning Project  
Neighborhood “Kick-Off” Meeting**

**Wednesday, June 18, 2003**

**6:00 p.m. to 8:00 p.m.**

**Boys and Girls Club**

**Madrigano Center**

**3812 50<sup>th</sup> Street**

**PUBLIC INPUT AND COMMENT SESSION**

- Percentage (or increase) in Spanish speaking residents was only provided.
- Further breakdown of Hispanics speaking Spanish only (Adams-Santos)?
  
- Property upkeep at 3903 & 3916 28<sup>th</sup> Avenue (children in empty buildings).
- Trash located behind garages, driveways, yard maintenance, vandalism, etc.
- Neighborhood cleanup on 37<sup>th</sup> and 38<sup>th</sup> Avenues from 45<sup>th</sup> to 50<sup>th</sup> Streets.
- Children in the neighborhood are a problem from 10:00 p.m. to 5:00 a.m.
  
- Police department representative stated that residents should call the police.
- A lot of children are in their own yards – this is not a violation of curfew.
- Lieutenant Morissey sets up the Neighborhood Watch Program.
- Thomas Wells stated that the neighborhood already has a Watch Program.
  
- Wilma Johnson stated that a grocery store is needed on Bonnie Hame.
- A hospital is also needed for the residents on the north side of Kenosha.
- Animals are coming into yards on 32<sup>nd</sup> Avenue from vacant land (KAT site).
- Problems with flooding from the KAT site and kids playing on the site.
- 32<sup>nd</sup> Avenue is becoming a speedway and two (2) kids have recently died.
- Loud music is a problem in the vicinity of 32<sup>nd</sup> Avenue.
  
- Alderman Everett Butler is trying to get ideas for the neighborhood plan.
- Tim Mahone questioned how to make Hobbs Park more usable for people.
- He also questioned how to strengthen activities in (neighborhood) parks.
- Sun Plaza – what happens after Food 4 Less – turns its back on neighborhood.
  
- Alderman Julia Robinson – there is a lot of activities for little children.
- Alderman Robinson is trying to put in rails for skateboarding.
- Need to hear what types of activities people want in (neighborhood) parks.
- She further stated that this is an opportunity for residents to create wish lists.
  
- Lou Rugani stated that he agrees with owner-occupied housing (TPAP plan?).
- He mentioned the past plan for the neighborhood – nothing was implemented.
- He then suggested taking the 1991 plan for a starting basis (TPAP plan).
  
- Ralph Tenuta stated that churches are becoming stronger in the neighborhood.
- Bonnie Hame site was given by family is important to the whole area.
- A library is needed in the area (neighborhood) – to help educate the children.
  
- Factories have moved out of the Wilson Neighborhood (resident name?).
- Need to get jobs in neighborhood – land behind Second Baptist (KAT site).

- KAT site – a lot of traffic on 32<sup>nd</sup> Avenue from 41<sup>st</sup> Street to 52<sup>nd</sup> Street.
- The current plan shows an access road off of 32<sup>nd</sup> Avenue onto the KAT site.
- All access to the site is supposed to be off of 39<sup>th</sup> Avenue and 45<sup>th</sup> Street.
- All access to parking on the site is supposed to be off of 39<sup>th</sup> Avenue.
- Boys and Girls Club on 50<sup>th</sup> Street is a good location for Community Center.
- Funding should be used to improve the Boys and Girls Club on 50<sup>th</sup> Street.
- Trying to get pools, computer rooms, etc. for the Boys and Girls Club.
- Alderman Robinson noticed that renters are significantly higher than owners.
- She then asked the neighborhood what it thinks of multi-family (residential)?
- Louis Rugani stated the 1991 plan had areas with specific recommendations.
- No side-elevation windows on a 2-unit on SWC or 46<sup>th</sup> Street and 28<sup>th</sup> Avenue.
- A house on 29<sup>th</sup> Avenue north of 45<sup>th</sup> Street was built without side elevation windows.
- The side elevation of this house has southern exposure but no windows.
- He questioned if the TPAP asked design issues or if the new plan should?
- Multi-family homes outnumber the single-family houses in the neighborhood.
- No more multi-family should be built on vacant land in the neighborhood.
- Nice new homes should be built in the neighborhood for low-income people.
- The State of Wisconsin and Housing Authority should help with above matter.
- Community Center represents a consortium of six agencies (Yolanda Adams).
- The Center is intended to provide activities for low-income people.
- The Center includes office space, athletic facilities, basketball, baseball, etc.
- A question was raised with respect to a plan to promote affordable housing?
- Set up programs for residents – do not run them out of the neighborhood.
- Give the (existing) residents an opportunity to purchase their own homes first.
- A question was raised on plans for property on 30<sup>th</sup> Avenue (Bonnie Hame).
- Multi-family on SWC of 39<sup>th</sup> Avenue and 45<sup>th</sup> Street – apartments or condominiums?
- Louis Rugani – one of the items in the TPAP plan was to limit multi-family.
- The City is not following the TPAP recommendation of limiting multi-family.
- Hobbs Park should be developed over a period of ten (10) years.
- The park itself should be shining example of private/public planning.
- Park should not be altered and heavily used (comment from a resident nearby).
- Idea about creating a library – resident thinks that this idea will not take off.
- Hearing is focusing on micro-issue – it needs to concentrate on macro-issues.
- Need a consistent neighborhood plan that all people will stand behind.
- Need a neighborhood group comprised of residents for the neighborhood plan.
- A question was raised if the multi-family buildings behind Food 4 Less can be purchased, demolished and rebuilt for single-family homes?
- Remove the 64 buildings – replace with owner-occupied single-family homes.
- Comment with respect to the percentage of renter occupied units – higher?

- John Volcer is the owner of multi-family building(s) on 36<sup>th</sup> Avenue.
- He commented that this area is dominantly low-income (multi-family) housing.
- Potential tenants will not come once they find this area is behind Sun Plaza.
- He also commented that he is having a difficulty getting rents to cover his taxes.
- He stated that he is willing to sell his properties to the City for redevelopment.
- He also supports a multi-family complex on Bonnie Hame (owner-occupied?).
- Bain School – narrowness and traffic on 27<sup>th</sup> Court from 46<sup>th</sup> to 52<sup>nd</sup> Streets.
- 27<sup>th</sup> Court is only gravel alley – this alley needs to be constructed as a street.
- City should put in the street so people can develop the rear of their properties.
- Alderman Butler stated that he did not want to create too high of expectations.
- Residents in the 4-units would move out into new development on 45<sup>th</sup> Street.
- One plan was to knock some (4-units) down and turn the others into 2-units.
- Opposition from residents to the plan due to some displacement of residents.
- Louis Rugani would like to see that any gangs living in this area are displaced.
- An ordinance should be adopted if any new grocery store proposed in Sun Plaza that would require coin operated shopping carts.
- The shopping cart issue or problem was previously identified but the Common Council did not adopt a similar shopping cart ordinance because other Alderman outside the neighborhood did not believe that this was a neighborhood problem.
- Tim Mahone stated the plan needs to continue to be a (neighborhood) priority.
- Residents need to continue to make noise about issues and stay involved.
- Meetings need to continue and the neighborhood needs to get involved.
- Wilson Heights Coalition can work – but it needs the residents to participate.

**Wilson Neighborhood Planning Project  
Neighborhood Meeting  
Thursday, October 14, 2004  
7:00 p.m.  
Edward Bain School of Language and Art  
2600 50<sup>th</sup> Street**

**Public Input Comment Session**

- Would low-income persons and families be displaced and priced out of the neighborhood if the Wilson Heights four-plexes are eliminated.
- Challenge of making the neighborhood a desirable place to live by addressing the negative perception that currently exists.
- Neighborhood Watch Program interest has waned in the past years and drug activity has accelerated; Neighborhood Watch Program needs to be reinstated.
- Potential surplus property in connection with UAW Local 72. Also, reactivate neighborhood outreach previously done by the union during the holiday season.
- What is expected from UAW Local 72 in order to implement the plan?
- What is the plan to relocate existing business or industry from 52<sup>nd</sup> Street?
- What is the timeframe for approving and implementing the plan?
- Is the City going to purchase or condemn properties in the near future?
- Single-family residential land use does not necessarily mean that there will be home ownership.
- What type of changes or improvements will homeowners or business owners need to make to their properties if the plan is adopted?