

APPENDIX A.
Public Participation and Workshops

Project Kick-off and Ice Cream Social May 29, 2008

On Thursday May 29, 2008 an ice cream social was held to kick-off the Lakeshore Neighborhood Planning process. The social was held on the Carthage College campus and about 60 people attended the event. The meeting provided a chance for attendees to learn about the planning process, express ideas and socialize with other members of the community. Participants were divided into groups based on the northern, central and southern sub-areas of the neighborhood. The groups were provided with a set of questions and asked to provide their feedback and ideas which were then presented and discussed with the larger group. All groups supported the establishment of sidewalks and pedestrian facilities as a way to make the neighborhood more walk-able. Many groups saw the run down motels in the area as a threat to the neighborhood and would like to see the buildings removed or maintained. Many people also expressed the desire to increase the number of home owners in the area and desired more single family development over multi-family residences. Some people felt that there should not be any commercial growth in the area while others wanted tourist development such as antique shops and coffee shops while maintaining the “small town” atmosphere of the neighborhood. The lake was seen as an asset with many groups expressing the desire to create recreational opportunities and open areas with public access to the lake.

Community Character Survey Results Lakeshore Neighborhood Plan Steering Committee Meeting July 15, 2008

Ranking photographs of residential, commercial and streetscapes through visual preference surveys help to facilitate a compilation and analysis of general likes and dislikes of community members regarding types of architecture, building sizes, setbacks, and general types of development.

Based on the visual preference survey done at the Lakeshore Neighborhood Plan Steering Committee Meeting, the following preferences and non-preferences were concluded for multi-family and commercial developments. There were 6 community participants and 55 total photographs which were ranked between 1 (don't like) and 5 (like). These favored and un-favored elements can help guide future town policy and design guideline changes for a more cohesive built environment in Somers.

Residential

Based on the residential photographs (1-32), the overwhelming consensus of the participants was maintaining wide spacing of the multi-family units (with driveways in between) and taking caution towards height and scale. Human scale with sufficient open space was also much preferred over denser, more compact housing.

Roughly four stories or more seemed to be considered “too high”. Additionally, locating driveways in between units, incorporating front porches, and keeping a significant setback from the street and sidewalk were elements the participants felt strongly about and would like to see in their community. There was also significant support for incorporating businesses into the street level units, which could result in mixed-use developments, while considering their preference for large enough setbacks.

The favored scale and character amongst the participants should fit in with single-family character, multi-family units which are not easily identified as being multi-family, and maintaining uniqueness from one another. Along with having single-family character and architecture, “country”/“homey”/“older fashion looking” character was also favored over more industrial or row townhouse styles. The aesthetic quality was also very important to the participants, for example, multi-family units that look like the ones next door, or pre-fabricated looking units, were viewed as “cheap” looking resulting in little support.

Taken as whole, the community participants feel that the following elements are important to incorporate into the Town of Somers residential development: wide spacing between units, plenty of open space, driveways in between units, human scale—limiting height, front porches, larger setbacks, mixed-use developments, single-family and country character, and quality and contrasting building materials.

Commercial

The photograph (33-55) results addressing commercial development revealed the community participants as being in full support of locating the vehicle parking behind the building, not in front as is typical at the majority of current strip mall developments.

The participants also felt it is important for the architecture and the scale of commercial developments to fit in with the rest of the community’s style. The majority of them felt that smaller scale developments will fit in better, while maintaining a similar “rustic” or “country” architectural style. Developments that incorporated industrial style elements or developments which were considered “over done” (such as photograph 34) did not appeal to the community participants. Themed developments, such as the boat house (photograph 46) offered great appeal to the majority of the participants, on the other hand. They also felt, as in the multi-family units, that incorporating contrasting building materials in one development can offer interesting style and create a unique commercial built environment.

Overall, the community participants feel that the following elements are important to incorporate into commercial developments for the Town of Somers: parking in rear, smaller scale, “rustic,” “country” like or themed architecture styles, and use of contrasting building material.

Sub-Area Workshops

June 25, 26 and 30, 2008

OVERVIEW

As part of the planning process for the Lakeshore Neighborhood, three sub-area workshops were held on June 25, 26 and 30, 2008 for the south, central and north sub groups. Residents of the Lakeshore Neighborhood were able to provide input and share their opinions on the current condition of the neighborhood, future development, and to ask questions about the planning process. Each work session began in the field where residents were given the chance to visualize development concepts, review the vision statement and fill out responses reflecting their views on the current image of the neighborhood.

The meetings were then moved inside where the group was encouraged to discuss their views and opinions of the vision statement and offer suggestions for changes or additions of what they would like to see. The overall majority of participants felt that they were comfortable with the direction of the vision statement, but would like to see some changes made. Concerns included clearly defining the type of housing and development desired and defining vague terms such as “high quality.” There were also suggestions to use pictures in the statement that reflected the desired single family housing and rural character of the neighborhood.

Each participant was then given the opportunity to offer their top priority or concern for the neighborhood and to discuss associated issues. Residents were provided dots to vote on their top priorities and overall priorities included the need to define what type of growth is expected in the neighborhood, to make sure the needs of the neighborhood are placed above developers and to create a balance between residential and commercial uses. Traffic and pedestrian safety was another priority that received a lot of votes. Many residents felt that lowering the speed limit and provided sidewalks or bike paths for pedestrian movement would assist in creating a neighborhood image of the area, which in turn would benefit any neighborhood commercial centers developed in the future. While some people desired pedestrian access there were concerns over the feasibility of the idea due to limited space, associated costs and the four lane highway.

To wrap up the meetings, residents were shown commercial uses that are currently allowed through zoning in the neighborhood. Provided with dots again, participants could show whether a use would be liked or disliked in the neighborhood. Discussions were held in search of an agreement for uses that received votes on both sides and it was determined that the scale of the development would play a factor in allowing or not allowing the use.

VISION 2020 STATEMENT

SOUTH

Like vision statement as is (minor changes)	3
Like were statement is headed, major changes	0

Do not like vision statement

1

Housing

Older – maintained and improved over time

Keep existing housing stock

Commercial

Neighborhood Center

“E” area

Villa Rosa area at “A”

Hob Nob area

Somers House – coffee shop, oriented towards students

Lake/River

Park in central location

Open space

Streetscape

Sidewalks at Carthage College – bridge and crosswalks

CENTRAL

Like vision statement as is (minor changes)

10

Like were statement is headed, major changes

5

Do not like vision statement

1

Housing

Photos – more oriented towards single family

What is “high quality”

Commercial

Older, cozy looking building
Stone, pitched roof
Home businesses, owned by people who live here
Commercial uses the neighborhood will support
Highway "E" area
Limit to 3 stories – none on west side

Lake/River

Access to river
Open space/ park at lake

Streetscape

Key to neighborhood and plan
Traffic calming
Buried electrical, is expensive, but provide more space
Lighting plan – line of sight
Want it dark, to see stars
No more streetlights

NORTH

Like vision statement as is (minor changes)	1
Like were statement is headed, major changes	10
Do not like vision statement	0

Housing

Deep yard
Identify
Main entrance
Houses
What is desired mix of housing

Commercial

Business on east side – single business (e.g. housing)

West side – existing commercial redevelopment as “commercial center”

1 – 2 stories, maybe more if live/work

Bring foot traffic

Clustered development

High quality buildings

Limit outdoor storage

Landscaping

Limit mechanical uses

Lake/River

Provide beach access for condo owners

Safety concerns for park

Cost of park

Green belt and path along river

Streetscape

Need sidewalk with trees

35 MPH

Driveway visibility and safety with street trees – limit bushes

Location of rail stop

PLAN PRIORITIES

SOUTH SUB-AREA

Define what growth is expected in neighborhood	8
Limit land speculation	6
Good balance among different types of residential and commercial	4
Promote home ownership	3
ID what we don't want	3
Traffic and road safety	2
Keeping neighborhood affordable	2
Open space	2
Retain unique community and neighborhood character	1
Keep multi-family development small – Don't change neighborhood character	1
Density	1
Fire and police protection	0

CENTRAL SUB-AREA

Needs of neighborhood before development	12
Traffic safety – slow it down	9
Safe passage for bikes and walkers	5
Design lakefront roadway as “Front Door” of neighborhood	5
Protect green space and get a park	3
Crime	3
Keep rural feeling	3
Market driven	3
Highway E & Sheridan Road as central shopping center node	2
Address use of hotels – better use needed	1
Free roaming	1
Get board to listen	1
Control light	0

Land use – define what we like and don't like	0
Spread out development along road – no population concentration	0

NORTH SUB-AREA

No 3+ story buildings on lakeshore	8
Small neighborhood commercial core (2 – blocks)	7
Bike trail with sidewalks	7
Scale – keep development small	7
Density should be “appropriate” – keep/provide green space	6
Get rid of motels	5
Residential on east and commercial on west	4
Make businesses clean up front of properties	4
No new commercial development until plan is in place	3

Interview Summary and Notes

Summary

Based on the interviews conducted August 11, 2008, the following summary was compiled.

Many of the interviewees would like to see Sheridan Road as a “destination” stop and we very supportive of Plan’s “vision statement”. Overall, the interviewees were supportive of seeing condos, hotel, and/or bed and breakfasts along the lakeshore, although, there was some concern of the feasibility of sustaining a more expensive hotel along the lakefront. It was recommended by one interviewee to incorporate underground parking and sustainable principles into a lakefront condo/hotel. There was a strong preference to see more businesses in the area, while maintaining the small town feel. Examples included: boating facilities, coffee shop, more restaurants, drug store, neighborhood tavern, and a specialty grocery store.

The interviewees thought it was important to maintain and expand existing parks and would like to see additional public access and parkland areas. There were also recommendations for lake overlooks and a pathway along Sheridan Road. Having these establishments close to the residential area would provide easy access and allow the residents to travel short distances to shop, recreate, and dine.

There was full support from the interviewees to provide sidewalks with no concerns that people would not be willing to sell their land for sidewalks. There was great concern with the state the existing motels are in. They are viewed as “run-down” and either needs improvements or need to go. There was also criminal and drug activity concerns surrounding the motel due to the poor physical conditions of them motels as well as the

claim that some people live in them. There was also some concern with the police activity at night around the lawn business and ice cream truck business. Overall, there was little concern with criminal activity in the area.

Streetscape design was an important component to re-development and two interviewees recommended using the Harland streetscape as a model throughout the corridor. There was also great emphasis on quality or design and maintaining “traditional” design elements. The recommendation for density varied among the respondents. The majority of the interviewees claimed there was a “fear of the unknown” and would like to see higher densities (a mix of stories up to five stories—too block out the railroad noise and allow commercial on ground floor and residential above) as long as there exists a quality site design and appearance, while one respondent would like the height limited to 3 stories with concern of apartment overhang on the lake.

The commuter rail line was fully supported with recommendations or station stops, such as County Road E, County Road A or County Line Road. One interviewee was in support but would not like to see residential relocation due to eminent domain. There are major concerns with the traffic speed throughout the corridor and the interviewees would like to see traffic speed reduced (one recommendation was 35 mph like by Carthage College), more lighting and walkways.

Interviewees #1 (Business owner)

- We would like to see the following incorporated into the neighborhood commercial centers:
 - North section should be extended north especially on west side.
 - KRM station could locate here.
 - Low income housing is up for sale.
- They want something, such as a business, that is sustainable.
 - Sensitive to neighbors.
 - Maintain standards of restaurants.
- Constantly getting blocked by people in community who have only been here for 5-10 years. A struggle is keeping up against blocks from town/neighborhood and it always feels like we’re ping-ponged between town and county.
 - County has said that there won’t be any changes unless the neighborhood is on board.
- Future concept would be to bring people to the site, including hotels, condominiums, and boaters. The site and businesses should be a destination, including:
 - a coffee shop or bistro,
 - maintaining the restaurant, and
 - developing the site next door to the restaurant as condo or hotel with around 75 rooms and a mini conference room.
- Hypocritical to restrict their site to 3 stories when new homes on small lots are 3 stories. There is a fear of the unknown.
- People want all the amenities, but not after they realize the cost of maintaining these facilities.
- The County would like to see a high number of stories; we would like to see 5 stories.
- The process needs to start somewhere, such as, getting rid of motels and seeing a slight change in demographics.
 - Timeframe should be within the next 2-3 years.
 - As a business, we don’t want to close the doors but might have to if we can’t get some “salvation” within the next 2-3 years.
- The beach is really nice, especially with shoreline protection in place.
- We are in favor of reduced speed limits.

Interviewee #2 (homeowner and locally employed)

- Shoveling is a concern -would like to sidewalks in which the homeowner does not need to maintain. This would get people closer to each other.
 - Does not see selling land for sidewalk as a problem since most people are setback 50-75 feet.
- Gas station on corners doesn't thrill him, especially with the concern of potential accidents.
 - Lights have helped with traffic safety concerns, though.
- The vision statement really sounds good.
- Wants the community to look like a small town.
- Installation of curb & gutter has helped.
- Would like to see the following amenities added to the neighborhood:
 - small businesses,
 - coffee shop (especially for the elderly/retired population),
 - drug store,
 - nice trail near neighborhood,
 - retirement friendly small grocery store,
 - retirement friendly apartments,
 - Mom & Pop's hotel/bed and breakfast,
 - additional retirement friendly amenities, and
 - a nice bar--need a casual and cheap food and drink establishment where neighbors can meet up, especially when it snows,
 - Crock's where Cortés's is now
 - There used to be about 6 restaurants along the road. They were more casual, small scale, and neighborhood oriented.
- The hardware store is nice to have, mainly due to the small scale of it.
- Would like to see most of the motels go, although, Red Oaks if OK.
 - Would not like to see a big hotel.
- Local proprietors have a local tie and take a little better care of property.
 - Condos are OK but ownership is important.
- Live work buildings
- Paid dearly for lakeshore and would not like to see apartments built.
 - Don't want large apartments hanging over lake. 2 stories would be ideal, 3 stories might be ok on eastern side and 3 stories maximum on western side.
- E, A, or County Line Road would be the best spots for commuter rail.
 - Would not mind living with this.
 - Currently lives with trains go by.
 - Train stations can be a lot nicer than bus stations.
 - Incorporate lunch counters into station.
- 50 MPH is too fast for pedestrians, this is a place where a lot of people walk.
- Parks and open space:
 - Already have Lake Park in City but need better parking.
 - Don't think people would use it.
 - Already have Fire Station Park.

Interviewee #3 (Restaurant owner)

- Agrees with the vision statement.
- Is here to stay in the neighborhood, but would like to see the area around him improve.

- Kenosha area needs a banquet hall.
- Sheridan Road is beautiful and the new road construction looks great.
- Sidewalks would be great, they should put one in.
 - Wouldn't have a problem with selling land for a sidewalk.
- No crime concerns, since he has an alarm, which was put in after a couple of break-ins.
- Some of the motels are run down and need fixing up. There are some concerns of drug use in a few of the run down ones. The problem is that people live in them.
- Another restaurant would be good.
- Would like to see a specialty grocery store – always wanted to see something like that.
- A lot of people come up from Illinois to the restaurant and they seem to like Sheridan Road.
- Businesses would be good for the neighbors – they wouldn't have to go so far away for things.
- Would like to see more people come to the neighborhood, as well as additional services.
- Would like to get the rail line put in.
- The gas station is great.
- The Town is easy to work with.
- The bar has had some noise complaints, but it seems like it's gotten better.
- The flood zone area around County E is a concern.
- A Neighborhood Commercial Center at E would be great.
- The creek area is really beautiful and would like to see a park there.
- Street lights would be nice to have in the area.
- Traffic seems to have slowed down with stop light, but it's still very fast.

Interviewee #4 (homeowners)

- Would like to see a path for bicyclists and pedestrians along Sheridan Road.
- Not opposed to development (i.e. condos) across the street from the market.
 - But concerned about the character and quality of development.
 - Height should be limited to 2-3 stories; but still depends on its appearance
 - The Gas station doesn't bother her and thinks it's aesthetically appropriate
- Would like to see added park lands or access/overlook to the lake.
- Would like to see the speed limit lowered to 35mph, similar to Carthage College area.
- It would be nice to mimic the lighting at Kenosha Harbor.
- The Bluebird Motel is an issue and all the motels in the neighborhood are poorly operated.
- Businesses need the following improvements:
 - more/better landscaping;
 - site clean-up; and
 - operated better.
- Support's the commuter rail and indicated that she would likely use the train but doesn't want people to be forced out of their homes.
 - Would not support eminent domain or condemnation though.
 - Depot on west side of tracks.
- Would like to see the Harland streetscape replicated throughout the corridor.
- Taverns in the area have been a nuisance and it comes down to how it is being operated.
- Would like to see more restaurants, such as a fish fry establishment.
- Supportive of the Hob Nob redevelopment.
 - Concerns that the low income housing residents are not being good neighbors and need to have vested interest in the neighborhood. Trailer homes are also an issue - appear run-down.

- Supportive of future higher density residential development.
 - Site design and appearance are important though.
 - The residents need to be good, respectful neighbors.
- In favor of community change.
- Public area is important to have present throughout the community.

Interviewee #5 (Plan Commission member)

- Would like to see more local traffic and less pass through traffic. This would be in everyone's best interests.
- The North and South neighborhoods seem to be on track. Central, on the other hand, does not seem realistic. Pretty happy with the way things are going here though.
- Would like to see the Condo's, North of Bob's Café, to be higher in order to block the railroad noise.
- Would like to see the carpenter business kept.
- Concerned with the lawn business and ice cream truck business because people are there late at night with police calls.
- Would like to see single family condos with a mixture of 2 stories on lake side and up to 4 stories in a couple of places.
 - A high-end hotel might not work there and probably won't be economically feasible.
- The triangle property, north of Hob Nob, may work best with a coffee shop or bookstore but is not entirely sure what would work best there.
- The electric property is also a good future development site.
- It's important to build a small town feeling.
- Would like to see the direct opposite of the Green Bay Road development. Such as:
 - Courtyard type commercial area (park and walk)
- Buildings on west side of road occasionally 4 stories, especially along railroad.
 - Where railroad is along Sheridan could have something higher.
 - Commercial on ground floor with residents upstairs.
 - Higher stories (3-4 stories) are OK as long as they still allow for views.
 - Would like to see traditional architecture.
- Allow higher density and/or commercial in key redevelopment areas.
- Is frustrated with the low meeting attendance.
- The Harland streetscape is nice; the sidewalks have plenty of room almost everywhere along the road and good crosswalks.
 - Is very supportive of sidewalks.
- It would help for the neighbors to see something actually happen but is pleased with the current process.
- The north end commercial area needs to be thought through well.

Interviewee #6 (Business and homeowner)

- Bought the business in 1998, but worked there in 1991.
- Feels that neighbors don't seem to want anything to change, but that's not going to happen.
- Business is not like it used to be, although the fall season is still pretty good business.
- Has no plans to go anywhere, unless someone comes to him with good real estate offer.
 - Has been offered good money for the land, but he also wants to sell the business/building.
 - His children will take over the business in a few years.

- Not interested in developing the property.
- The hotel north of the bowling alley should be demolished. Issues of drugs, alcohol, and prostitutes.
- The lakefront property is too valuable for what the neighborhood wants. There needs to be some height to make the development work.
 - Doesn't see a problem with development in the neighborhood.
 - Would like to see clean up done at some of the old run down places.
 - Not opposed to hotels, just the run down places.
 - Would love to see new development happen (especially if it includes his property).
- Sheridan Road is unsafe - one can't walk or bike safely on the road. Wants a more residential neighborhood with sidewalks.
- In support of the rail line. Feels people's property should be taken for the station and put where there is vacant land.
 - This would help businesses because it would bring in more people.
 - The community doesn't get many kids or college students.
- Would like to see apartments because the high price of land would probably mean that they would be higher end.
 - Four or five story buildings would be fine. Density brings people to neighborhood.
- Is concerned with who would pay for the proposed park.
- Doesn't think there's a market for small businesses. Feels that it might be hard to make a living as one. But, doesn't have a problem with them if they were to be established.
 - Recommends a coffee shop.
- Doesn't think that single family residential would work because 2 story developments can't be done with the price of the land.

**Somers Open House Comments on the Draft
Lakeshore Neighborhood Plan
October 30, 2008**

The Public Open House for the Town of Somer's LAKESHORE Neighborhood Plan was held on Thursday, October 30, 2008. A total of 79 residents were in attendance. Posters were displayed for the public to view, representing all the elements and chapters of the Plan. A presentation of the overall Plan was given by Crispell-Snyder, Inc. Comment forms were provided so the public could provide feedback on the draft final plan. The following are those results.

Comments on the Draft Lakeshore Neighborhood Plan:

Evelyn Scott 516 10th Place Local Resident

Please help the need for parks, river walk, and green space a priority for future development as funds or lands become available. The proposal for bike lanes and sidewalks along HWY 32 are nice but highly unrealistic. Thanks to the Steering Committee and Planners.

Local Resident

- 1.) Limit trees on east side of Sheridan Road. (eg. the view is obstructed when turning south on Sheridan Road from 13th street.)
- 2.) The Streets need to be wider and paved east of Sheridan Road. Emergency vehicles cannot get through as people park on both sides of the street (13th St.)

Local Resident

Strongly object to commercial development to the North - most area as it will be disruptive to the tranquil environment of residential living in the eastern part of this area.

DON'T ACCEPT ANY OF THESE SUGGESTIONS

(Empty form)

Local Resident

NO Parks, acquisition, on river, no unused land? That is my back yard, my front yard is 35 feet from Sheridan, Sidewalks and lights to take 10 feet that leaves me 20feet FINE but please leave my back yard alone, that's all I have.

No commercial Centers at 1545, Carthage already has PLENTY. The Steering Committee voted 7-1 against the river and lake parks, I hope that you would council their vote as meaning something. Please take Parks out of River and Lake.

Local Resident

No Commercial Centers – Who in the world asked for that? Nothing taller than 2 stories.. Zone the entire area for residential single family move the train station to the open area west of the tracks, No hotels, no Motels, No More Businesses, No lake access, No River Parks- use Carthage access.

Give us a solid residential neighborhood not a hodge-podge of inappropriate neighborhood development incompatible.

Rick Kania

Non-Resident

Neighborhood plan and details look very promising. I look forward to seeing some sort of pedestrian/bicycle facility provided along STH 32. Design guideline will certainly be useful.

A few detailed considerations would be accommodations for mixed-use developments and “live-work” units. Good Luck!

p.s. I likes the raised landscape median to create boulevard affect and the “neighborhood” identification ground sign on the corner.

Sharon Kuhn

207 Sheridan Road

Local Resident

I am strongly apposed to commercial zoning or usage across from my home of 30 years. The proposed commercial zoning just west of KR makes no sense and is extremely unfair to the home owners. Property value will decrease along with related problems. Commercial zoning near the Hob Nob restaurant on the East side is similarly unfair and unnecessary.

Local Resident

No more Parks - delete from plan. We have enough surrounding parks. Increase residential areas. We want a simple plan like the Country Club neighborhood plan – Not that much change in our neighborhood. No commercial centers. No 9th street Train stop - put on Hwy E or Hwy A. No more Hotels/Motels – Lower speed limit to 35mph.

Local Resident

The speed limit on Sheridan Rd should remain 45mph. This is a state Highway and reducing the speed would increase congestion making a main north-south thoroughfare a diminished utility. North-south traffic would end up being as congested as east-west traffic in Lake County.

Business development on the lake is counter to majority opinion – especially a hotel. There is no tourist attraction in this area- a more suitable area would be the marina area closer to Carthage College.

Marjorie Thomas 141 S. Lakeshore Dr E5 Local Resident

I own a condo at 141 S Lakeshore Drive, and do not want a new hotel in the lakeshore neighborhood.

Local Resident

I own a condo at seawall. I do not want a new hotel in my area. I am very concerned regarding these proposed changes. I am concerned this will increase undesirable traffic in our area and decrease ones property value.

Local Resident

Is a developer involved, being considered or contracted for any new building in the areas identified as commercial? If so – Who are they? Have any developers contracted the committee or town officials with statements of interest?

(not marked)

A more efficient mass transit system including an extension of the union traffic rail system would be a draw for the area and would increase property value. Cities at Hwy A & KR should be interested.

Tom Davis 141 S Lakeshore Dr. Unit E12 (Local Resident)

I own a condo in the Seawall Community. I do **not** want a new hotel in the Lakeshore neighborhood.

Local Resident

- 1) The inclusion of public areas to the waterfront is still very disturbing as written. How will police patrol the lakefront? How will vandalism & intrusion on people's property be limited? Somers has a poor record of protection remote areas from vandalism (i.e. properties boarding pike river south of CTH H.E)
- 2) Commercial renters around E & A are not needed nor wanted.
- 3) Speed Limit reduction and bike paths still needed strongly.

Local Resident

Page 40 Wisconsin Statutes 236.16 (3)
Applies to subdivisions NOT Public (Gov. Access)

Mary Krohn

207 Sheridan Rd

Local Resident

- >I am opposed to a Riverwalk on the privately owned properties west of Sheridan Rd. It will create problems for property owners.
- >Opposed to creation of Commercial zoning (hotel) on the east side of Sheridan Rd.
- >Opposed to additional public access to Lake Michigan. How will this be patrolled?
- >No neighborhood center 1545 Sheridan, Carthage College has enough

Local Resident

Are you to create a high tax district to force out smaller houses so only the very "rich" can live on Lake Michigan?

Local Resident

Sidewalk next to road- not 5 feet from road.

Local Resident

The northern neighborhood commercial center (down Lakeshore drive from my house and many other upscale 7500k value homes) would be an abortion to our neighborhood. This is a quiet private neighborhood and would completely change the complexion of our neighborhood; our children's safety would be compromised.

(not marked)

Why would you want stamped concrete and scrubs at corners?

Stamped Concrete cost big \$\$\$!

Shrubs' block vision!

Stupid - Stupid - Stupid!

Local Resident

*I am not in favor of additional street lighting- too many areas have light pollution and it waste tax payers money.

*Do not want additional multi-family units which cram as many people as possible in same square footage there. Regulation needed occupancy per square footage. No building taller that 3 stories.

*35 MPH speed limit

*Meetings where residents can talk ! ! !

Local Resident

No hotel/motel No rail station

Get rid of rundown motels, keep bucolic feel north of Hwy A

Only quality attractive new housing – No garages with “dog house” on top condos. Disclose how much these “developers” are paying the board

Local Resident

Train station – place either on E or A. 9th Street would ruin our neighborhood, because many houses would be torn down. W would most logically connect to E with Carthage, Parkside and other commercial area west of Hwy 22. CTH A less logical, commercial area use remote, although apartment complexes are nearby and open farm land that could be used in commuter housing is possible.

Local Resident

Is there a plan or even a “thought” to put a multi-story motel (more than 2 stories) at the site now occupied by the Hob Nob Restaurant?

jdegroat@sbcglobal.net

Local Resident

Page 40 bottom L to top R of page Site Statute 236.16(3) to rectify historic oversight of public access to Lake. This Statue is only for new subdivision by the Subdivision property owner (he who subdivides) NOT the responsibility of local government to provide or pay for with Town Taxpayer Dollars. Hard Case 8/21/08 Government is NOT responsible!

Local Resident

Documentation and disclosure of any rank and potential conflict of interest of any town board/planning board members and any developments/contractors, etc...

Local Resident

What type of assurance do we have that the commercial center on the north side will truly serve residents? I can't think of many business that are not franchise that could maintain enough business to continue.

Local Resident

- 1) Clean up to corridor and side streets, too many car, etc. parking on lawns. Junk throughout yards. This is not a future problem it is current. Enforce – Enforce – Enforce!
- 2) There is no maintenance being performed on east/west streets off Sheridan Rd.

Local Resident

No mention of KRM station - put on west side or E. NEEDED!
No River Park
Lake access at end of streets
Sidewalks good idea but who pays?

Janice Goebel 768 & 770 Sheridan Rd Local Resident

Will the sidewalks be on both the east and west side of Sheridan Rd? Street lights also? Will the chickens be removed? Will this be inforced and how? Like to see something happen to the Old Cheese Market on 8th St. Preferably removed. The Old fruit land is my biggest concern, I own the property directly across the street. **PLEASE CALL 554-6021**

Local Resident

Lake Michigan shoreline is Somers most valuable asset. Clean up the whole area it will raise property values and Somers will have a better tax base. Currently it looks like a plan. People park cars, trailers, junk cars etc. on their lawns. Can't you change the ordinances or enforce them? Why aren't the present ordinances being enforced?

Local Resident

Plan language should be clarified to make it consistent throughout. Crispell-Snyder opinions or input should be listed as such. The collective "WE" should be researched for the Town's collective view and opinions only. "Commercial Centers" should be played down and reduce as possible. WE the town and neighborhood do not want or need much of what you are describing in the plan.

451 Sheridan Rd

Local Resident

1. Entrances to a community “automatically” slow traffic down. People start looking for kids in road, etc.
2. A “boulevard” feel (Median Strips) enhance the feel of a local throughway rather than a County Highway.
3. sidewalks should be higher priority!!
4. These 3 things alone will naturally morph the area into a real community rather than a highway with houses on either side.

Sharon Jorgenson

Sea Way

Local Resident

I am concerned that the commercial development on the north portion of Sheridan Road – not too much traffic or availability. Like the fact that all buildings will only be 2 to 3 stories. Would prefer more county-like no sidewalks & street lights, but understand the safety and security aspect of it. Could use another D & H bakery on the next area of north Sheridan.

Local Resident

Can the bill boards south or KR west of Sheridan be requested to be taken down. Small signs – family atmosphere – not family oriented.

Local Resident

- 1) Parks will improve the neighborhood. Right now it is hard to know anyone except your immediate neighbors. A small park on lake will let us meet our neighbors on the west side of Sheridan. I agree with all Harlan Draeger’s points
- 2) As the Town grows the need for incorporation for both services and police protection
- 3) Developers must retain old growth trees. I suggest remaining ½ of all trees greater than 2 stories tall.

Local Resident

Thank you for making so many opportunities available for the community to be included – we have felt that our concerns/priorities were valued and welcomed.

-Support parks & green space on Lakeside and along River – “this will enhance neighborhood”

-Encourage low level (max 2 story) low density town house/condos in same area – this will support tax base – but likely not use maximum resources

-Support removing rundown businesses/ hotels/motels/rentals – enhance neighborhood increase safety.

-Enforce or enact property maintenance laws – make correct owners take care of property – mow, weeds, lighting, waste paint, parking lots maintenance

-Signage – low height – no billboards

-Conservation of old trees

-Likely need to consider incorporation

-Township to provide leadership& ownership of conservancy, protection of historic properties/landscapes

Julie Bohaczek 941 Sheridan Road Local Resident & Business Owner

Great Plan except for a few items

Please remove the lake, river, open space from the plan. Pages 34to 42. I am not interested in sharing my private property with the public. The public will walk along the shoreline and on my property. Kids will be kids and thieves will be thieves.

Please remove the South Shore Neighborhood Center Page 16. this is also my property and my husband and I are feeling very targeted with this plan.

Everything else sound nice

One more thing- the Train Station A or E only. Please remove the 9th street option from the plan.

Thank you for listening.

Local Resident

No commercial zoning north of Hob Nob on east side of Sheridan

Local Resident

The sidewalks are a great idea! However the space for them has been used for a highway lane. To construct a 4 lane road from residential section of Kenosha, through a resident trial section of Somers, into a wasteland end of Racine in a gross mistake. The more appropriate route should have been on 22nd Ave. Very little land disturbance, this route goes from the heart of one community to the heart of another. Twenty years down the lane??? Removing a lane north and a lane south, lower speeds, 2 lane residential street -OK-

(not marked)

Why can't the town enforce better property maintenance now?

Does the town need better tools to accomplish this?

Local Resident

Could incentives be considered to encourage existing owners of properties, residential and business, to clean up, improve facades of the buildings, clean up the landscaping? New development will help existing businesses and residents need to be addressed. Incentives would/could be more positive and expedient.

Local Resident

Sidewalks provide for safer walking and bicycles. And people getting their mail and are a #1 priority and ALWAYS HAS BEEN! Such a phenomenon existed for years until Hwy 32 was widened. These must return and has a member of the Steering Committee I made this very clear. The speed limit of 45 tears this community up and terrorizes us all! 35 mph has to be a #1 goal also.

Local Resident

Map of Northern Commercial area needs to be corrected and circulated to everyone. Mistake is misleading. Absolutely no approval of this until residents see their wishes reflected in the plans approve it.

All over the world, Lakeshore property values are the highest in the area. According to the plan, Lakeshore neighborhood values are the lowest in Somers and in Kenosha County that means the lakeshore has been neglected, or has intentionally been degraded.

Local Resident

No commercial center on North side - No changes in zoning without lakeshore residents approval - No gas station at E & 32. - No building taller than 2 stories on west side. - Lakeshore Neighborhood remains single family residential. - 2/units or 3/units an acre for multi-family. - Lakeshore is primary environmental corridor. Buildings should reflect that.

Local Resident & Business Owner

1st Positive change: 35 mph

2nd As a commercial operator continues an open door policy for future developers. We are in trying times – we must embrace!

3rd In favor of sidewalks and lighting

Crystal/Dustin: You did an Excellent Job!

THANKS