

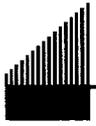
**FAIRFIELD  
NEIGHBORHOOD PLAN**

TOWN OF SOMERS  
KENOSHA COUNTY, WISCONSIN

JUNE 2008

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MUNICIPAL ECONOMICS &  
PLANNING  
W233 N2080 Ridgeview Parkway  
Waukesha, Wisconsin 53188-1020



June 27, 2008

Dear Citizens of the Town of Somers:

The Town of Somers is a vibrant municipality quickly approaching a population of 10,000 people located within the fastest growing corridor surrounding the Great Lakes. As predicted many decades ago, the Town is in the middle of the convergence of the Chicago and Milwaukee metropolitan areas providing plenty of living and employment opportunities. The mainly agrarian community with scattered highway oriented commercial land use has shifted to become part of a super region served with major transportation routes and major institutions of higher learning. With the current and projected growth it is imperative that the Town set forth plans and policies to chart its future of proper growth that recognizes its past. For some, the change is occurring too rapidly, and for others, not fast enough. Nonetheless, the Town has become part of an area that is changing so that Town officials must balance the public good of its citizens versus the right of reasonable use of property ownership.

Fairfield Neighborhood Plan is part of 16 Neighborhood Plans prepared by the Town Board and Town Planning Commission with the assistance of Municipal Economics & Planning, a division of Ruekert/Mielke, over a 1-1/2 year period of 2007-2008. The plans are intended to provide land use guidance to the Town until the year 2035 and beyond, as part of the Land Use Element for the Town to be included with the Town's participation in the Kenosha County Multi-Jurisdictional Comprehensive Plan. The County Plan, with these Neighborhood Plans, will combine to provide a Comprehensive Smart Growth Plan as required by the State of Wisconsin under State statute Section 66.1001.

The land area planned in the 16 Neighborhood Plans represents approximately 75% of the total land area currently within the Town boundaries. The remaining 25% of the Town is a part of other planning efforts, which are:

- the area of the Town that will ultimately be within the City of Kenosha;
- the previously prepared Parkside East Neighborhood Plan;
- the North Lakeshore Neighborhood Plan accomplished under a separate process;
- the Far Northwest corner of the Town that will remain planned for agricultural land uses until which time conditions exist to expand the Sanitary Sewer Service Area Plan to service that part of the Town.



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## **Town Setting**

The Town of Somers is located in the far northeast corner of Kenosha County. The City of Kenosha forms the Town's southern border, as most of the northern one-half of the City was part of the original Town jurisdiction. The Town of Paris is located to the west on the west side of I-94. Within Racine County to the north, Somers borders the Village of Mt. Pleasant.

The Town has a fully functioning government to serve its citizens and businesses. An elected Town Chair and four Town Supervisors oversee Town operations and set policy direction. The Town has a full-time Administrator, Clerk-Treasurer, and Financial Manager. Paid on-call volunteers provide fire protection. The Kenosha County Sheriff department provides fire protection for the Town.

A seven-member Plan Commission recommends land use policy to the Town Board in the form of review of development proposals, review of land divisions, and review of zoning district boundary amendments. To implement planning policy, the Town is under Kenosha County zoning, administered by the Kenosha County Department of Planning and Development. The Town Board and Plan Commission work cooperatively with the Department of Planning and Development.

School age children in the Town attend kindergarten through twelfth grade at schools provided by the Kenosha Unified School District, or attend private schools in the area. Shoreland Lutheran High School is located within the Town.

The decade of the 1960s saw the establishment of higher education in and around the Town. In 1962, Carthage College was relocated from Illinois to its current lakeshore site abutting the Town border. Later in the 1960s, the University of Wisconsin Board of Regents founded University of Wisconsin - Parkside. The 5,000 student campus is located near the heart of the Town.

## **Town Growth**

Population growth in the Town has been steady since World War II and has kept pace with the Kenosha County population growth. See Appendix B for population growth since 1980.

Within the State of Wisconsin, towns were originally organized as local units of government to provide for the minimal needs required to serve the farming community. Towns adjacent to incorporated cities or villages were historically dependent upon those incorporated communities for goods and services. Cities and villages viewed the towns as opportunities for the natural expansion of the built environment.



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In recent decades, towns have undertaken a new role of providing additional services to citizens that have chosen to live outside the more densely populated cities. The Town of Somers has experienced growth for a much longer time period due to its location between major cities and access to those cities via main transportation routes, added with major employers, such as UW-Parkside. Neighboring towns with the I-94 major transportation corridor as their western border have mirrored each other's growth patterns. In fact, to the south, the Town of Pleasant Prairie, and to the north, the Towns of Mt. Pleasant and Caledonia in Racine County, are now all incorporated as Villages.

Recognizing a need to continually work together, in 2005 the City of Kenosha and the Town of Somers, along with their utilities, signed an agreement to continue cooperative planning. The "2005 Cooperative Agreement, by and between the City of Kenosha and Kenosha Water Utility, and Town of Somers, Somers Water Utility and Somers Sewer Utility District" was established along with the "City of Kenosha/Town of Somers Cooperative Plan". The documents created the opportunity for the City of Kenosha and its utilities to provide sanitary sewer service and public water service to the growth areas of the Town, and clearly established ultimate boundary between the City and the Town, thereby allowing each municipality to properly plan for the orderly growth and development of each jurisdiction.

Implementation of the Cooperative Agreements have already occurred with capital improvements within the Town to extend the sewer and water facilities and the preparation of this Fairfield Neighborhood Plan.

### **Projected Growth**

The 16 Neighborhood Plans depict proposed land uses for residential ranging from low density to high density; mixed use for accommodation of residential and commercial entities; nonresidential in the form of commercial, offices, business parks, and industrial parks; publicly owned spaces; and recreational opportunities. A generalized breakdown of planned land uses in the Town areas follows. Please see Appendix D for a detailed table of planned land use acreage.

- Residential: 46.4%
- Mixed Use: 4.1%
- Nonresidential: 17.9%
- Public: 8.3%
- Recreational: 23.3%

Within each broad category, each Neighborhood Plan projects the residential and nonresidential growth within the Neighborhood in five year increments. The increase in



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population from the 16 Neighborhoods is projected to be 21,129 by 2035, using the factor of 2.43 people per household matching the ratio being used by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) for the County-wide plan. The potential population increase in addition to the estimated 2007 population of the Town of 9,361 could increase the population of the Town to around 30,490. A detailed residential phasing schedule is included in Appendix E. (Please remember that the 16 Neighborhood Plans do not represent the entire Town and property owners in the Town, and the acreages could change based on planning within other Town areas not part of this planning process.)

Please remember that there are many factors that could alter the potential population of the Town. Such factors include:

- The projected population includes only the existing population and population based on land uses of 16 neighborhoods.
- The population in the planned 16 neighborhoods is based on full buildout developed at the maximum planned benefits.

The rate of residential growth for the Town is consistent with the either current or projected population of similar sized municipalities within the Chicago-Milwaukee growth corridor. The consistency is similar in dwelling unit density since the overall density of 1.6 dwelling unit per acres is projected within the Neighborhood Plans, or in other words, less than 2 dwelling units per acre throughout the Neighborhood Plans.

A standard objective of the Town is to create opportunities for commercial and business growth to offset the residential growth that assists in providing a balanced tax base. Appendix F includes a table presenting a phasing schedule for the projected square footage of nonresidential growth projected within the 16 Neighborhood Plans in five year increments.

The future square footage of business uses within the Town is based on a calculation with 20 percent of the planned area used and/or reserved for right-of-way, and a floor area ratio equal to 30 percent of the remaining acreage.

The projected growth numbers within each Neighborhood Plan, in five-year increments in 2035, represents a theoretical calculation if each property at each designated land use is fully developed. Neighborhood planning within the Town and in surrounding municipalities has proved that it is nearly impossible for neighborhoods to develop at the highest densities projected in the Neighborhood Plan. Numerous reasons for this occurrence include the pace of development is set by a willing seller and willing buyer, the economy and market for new development, and that detailed site planning for individual properties must conform to a variety of State, county, and town land development standards.



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### **Using the Neighborhood Plans**

This Fairfield Neighborhood Plan and the other 15 Neighborhood Plans present a guideline for future decision making on behalf of the Town in conjunction with other Town goals, objectives and policies. This Neighborhood Plan is one component of the Land Use Element of the Kenosha County Multi-Jurisdictional Smart Growth Comprehensive Plan that is focused on the Town of Somers planning direction. This Plan presents a map of proposed land uses with written text that presents key factors and points to be considered when the Town faces a land use decision for any of the properties within the neighborhood. Likewise, this Neighborhood Plan must be implemented in conjunction with all other factors of the other eight elements within the Town's portion of the Kenosha County Multi-Jurisdictional Smart Growth Comprehensive Plan, along with detailed implementation tools that the Town has established or will establish to implement those elements.

Some of the factors that must be considered when considering a land use decision in conjunction with this Neighborhood Plan, includes:

- Availability of public sanitary sewer to service the proposed land use, along with the potential public costs versus the benefits of providing the sewer to the site.
- Availability of public water supply to service the proposed land use, along with the potential public costs versus the benefits of providing the sewer to the site.
- Consideration of the public costs versus the benefit of providing police and fire protection to the subject site.
- Detailed knowledge of the exact delineation and protection standards of environmental features on each site, including protecting and buffering around wetlands, protecting primary environmental corridor within regional guidelines, protecting floodplains, and proper storm water and water quality management.
- Providing recreational open space opportunities to benefit of the entire Town, and residents of each neighborhood in the form of active and passive parks and recreational corridors, trails and paths, in accordance with park planning within the Town.

The Town must continue its cooperative relationship in working with Kenosha County in implementation of this Plan through proper zoning standards. Each proposed land use category shown within the Neighborhood Plans is designed to coordinate with an existing zoning category within the Kenosha County Zoning Ordinance.

Lastly, the implementation element of the Kenosha County Multi-Jurisdictional Comprehensive Plan contains provisions for amending the Plan. That rational process must be followed to address change in conditions. As this Plan projects out to 2035 and beyond, it is impossible to anticipate exactly conditions will be in place at that time. The Town must be willing to consider those changing conditions within the confines of proper land use decision



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making for the good of the entire Town, balancing the rights of private property ownership versus the public good.

It is my distinct pleasure to present this Fairfield Neighborhood Plan to guide future generations of land use decisions for the betterment of the Town of Somers.

Very truly yours,

MUNICIPAL ECONOMICS &  
PLANNING

Bruce S. Kaniewski, AICP  
Director of Planning

BSK:rmm

cc: Kenneth R. Ward, P.E., Ruekert/Mielke  
File

Town of Somers  
Acknowledgements

June 2008

Town Board

James M. Smith, Chairperson  
Vern Wienke  
Alan Ferber  
Ben Harbach  
Fred Loomis

Plan Commission

James M. Smith, Chair  
Edna Highland  
Robert Sabath  
Leon Dreger  
Shirley Mandernack  
Gordon Lake  
Dr. Karl Scheidt

Town Staff

William Morris, Town Administrator  
Timothy L. Kitzman, Clerk/Treasurer  
Jeff Davison, Town Attorney  
Ann Brumback, Administrative Assistant

Ruekert/Mielke, Inc.

Bruce S. Kaniewski, AICP, Planner  
Aaron T. Fahl, AICP, Planner  
Steven A. Brunner, RLA, Landscape Architect

ORDINANCE NO. 08-007

AN ORDINANCE TO CREATE SECTION 18.37  
OF THE CODE OF ORDINANCES OF THE TOWN OF SOMERS  
RELATING TO ADOPTION OF A COMPREHENSIVE PLAN

---

The Town Board of Supervisors of the Town of Somers, Kenosha County, Wisconsin, hereby creates Section 18.37 of the Code of Ordinances of the Town of Somers relating to the adoption of a comprehensive plan to read as follows:

**18.37 COMPREHENSIVE PLAN.**

(A) **Authorization.** Pursuant to Sections 62.23(2) and (3), Section 61.35 and Section 60.22(3) of the Wisconsin Statutes, the Town of Somers is authorized to prepare and adopt a comprehensive plan as defined in Section 66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes.

(B) **Public Participation.** The Town Board of the Town of Somers, Wisconsin, has adopted written procedures designed to foster public participation in every stage of the preparation of a comprehensive plan, as required by Section 66.1001(4)(a) of the Wisconsin Statutes.

(C) **Scope of Comprehensive Plan.** The Plan Commission of the Town of Somers, by a majority vote of the entire Commission recorded in its official minutes, had adopted a resolution recommending to the Town Board the adoption of the document entitled "A Comprehensive Plan for the Town of Somers", containing all of the elements specified in Section 66.1001(2) of the Wisconsin Statutes and identifying and affecting the following neighborhoods:

- (1) Country Club
- (2) Fairfield
- (3) Hawthorne
- (4) Kilbourn
- (5) Kilbourn South
- (6) Northwest
- (7) Parkside
- (8) Parkside North

- (9) Pike Creek
- (10) Pike River West
- (11) Somers Center East
- (12) Somers Center West
- (13) Somers West
- (14) South Central
- (15) Southeast
- (16) Southwest

(E) **Adoption of Plan.** The Town Board of the Town of Somers, Wisconsin, does by the enactment of this ordinance, formally adopt the document entitled "A Comprehensive Plan for the Town of Somers", as may be amended from time to time, pursuant to Section 66.1001(4)(c) of the Wisconsin Statutes.

(F) **Effective Date.** This ordinance shall take effect upon passage by a majority vote of the members-elect of the Town Board and publication or posting as required by law.

Dated at Somers, Wisconsin, this 10 day of June, 2008.

TOWN OF SOMERS

By: James M. Smith  
James M. Smith, Chairperson

Attest: Timothy Kitzman  
Timothy Kitzman, Clerk/Treasurer



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# THE FAIRFIELD NEIGHBORHOOD PLAN: CURRENT CONDITIONS

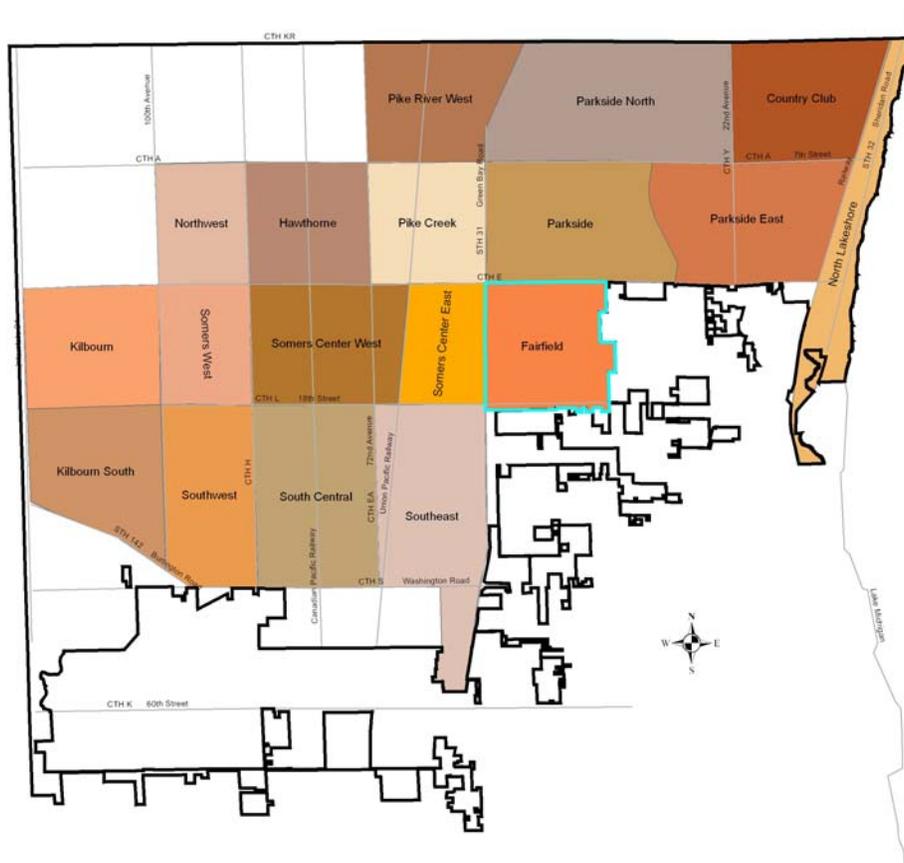
## Location

The Fairfield Neighborhood, highlighted in the graphic below, is in the eastern part of the Town of Somers adjacent to the City of Kenosha. The neighborhood is located to the east of State Trunk Highway 31 (STH 31) and is approximately 690 acres in total area.

The Town of Somers and its neighborhoods are shown in the graphic below. The irregular black line in the southeastern part of the map indicates the current location of the municipal boundary between the City of Kenosha and the Town of Somers. In that vicinity, there are lands currently in the Town and within the City Growth Area, and therefore not included in the Town's neighborhood planning effort. A majority of the Town lands located east and south of the Fairfield Neighborhood is included in the City Growth Area. Because those properties may be attached to the City of Kenosha through provisions in the *City of Kenosha/Town of Somers Cooperative Plan*, land use plans for those properties are the responsibility of the City rather than the Town.

The Fairfield Neighborhood will abut the City of Kenosha along its entire southern and eastern sides once all lands within the City Growth Area are attached to the City.

Map 1: Fairfield Neighborhood Location



## Streets, Roads, and other Transportation Facilities

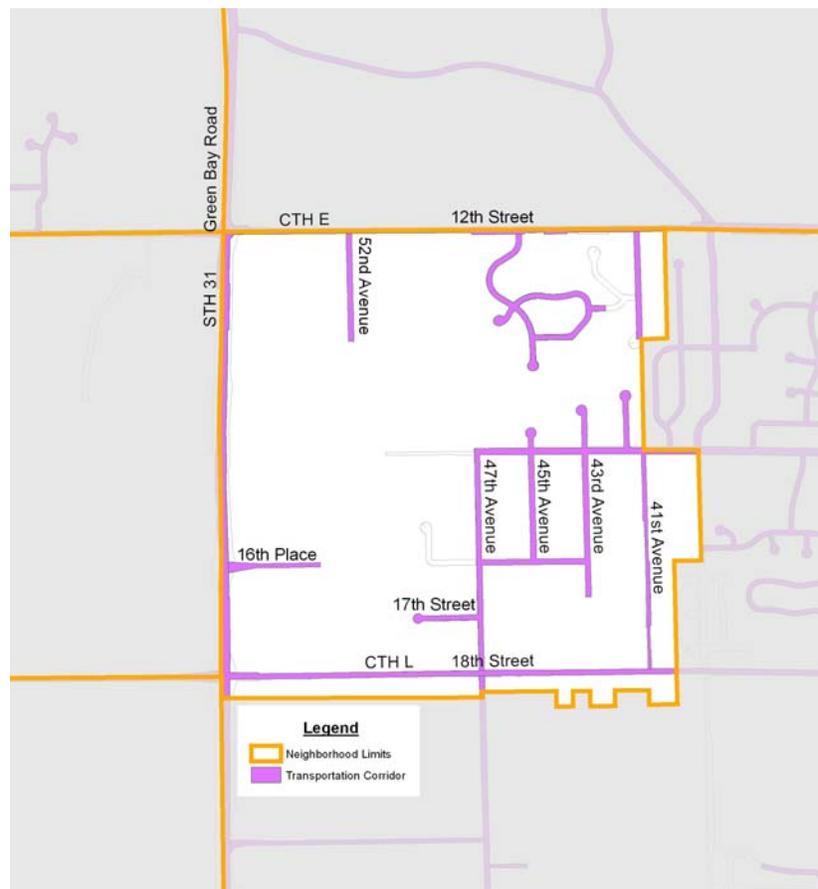
Future land uses and transportation are closely related to one another since different land uses contribute to increases or decreases in vehicular traffic volume, and both transportation accessibility and volume are often determining factors with regard to land use. For example, the best location for a new residential subdivision may not be next to a transportation route that experiences extremely high traffic flow at a high rate of speed, yet heavily traveled, high volume thoroughfares are highly desirable for commercial purposes.

State Trunk Highway 31, County Trunk Highways L and E, and an internal network of local roadways serve the neighborhood. STH 31, the neighborhood's western border, is a heavily traveled transportation corridor that links the City of Kenosha with the City of Racine. It provides good carrying capacity to support more intensive land uses on adjacent land on the western edge of the Fairfield Neighborhood. The neighborhood's local street network provides good internal connectivity of existing residential neighborhoods except where through-street extension was limited due to the presence of sensitive environmental features. In several locations existing streets are left with a free, stubbed end to permit their continuation when future development activity occurs.

### Public Transportation

The City of Kenosha operates the local public transit service. The closest bus route is route number 1, which runs north/south along 39<sup>th</sup> Avenue and east/west on 15<sup>th</sup> Street a few blocks east of the Fairfield Neighborhood. This route is accessible along both 12<sup>th</sup> Street and 15<sup>th</sup> Street making it within easy walking distance of the majority of the neighborhood.

Map 2: Transportation Facilities

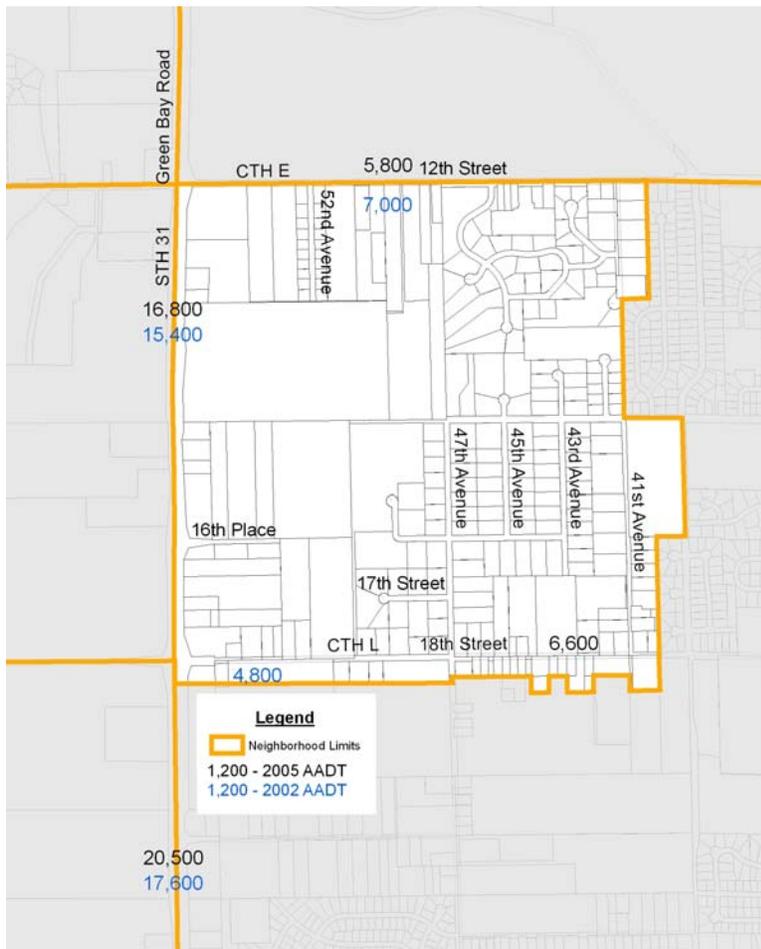


## Traffic Counts

Roadway	Location of Count	Annual Average Daily Traffic (2002)	Annual Average Daily Traffic (2005)	Change	Percent Change
STH 31	South of CTH E	15,400	16,800	1,400	9.1%
CTH E	East of STH 31	7,000	5,800	-1,200	-17.1%
CTH L	East of STH 31	4,800	--	--	--
	Near 41 <sup>st</sup> Avenue	--	6,600	--	--
	CTH L Composite	4,800	6,600	1,800	37.5%

SOURCE: Wisconsin Department of Transportation

## Map 3: Traffic Counts



In 2005, the State of Wisconsin Department of Transportation (WisDOT) conducted traffic counts on roadways in Kenosha County creating the Annual Average Daily Traffic (AADT). As illustrated on the accompanying map, that part of State Trunk Highway 31 (STH 31) located adjacent to the Fairfield Neighborhood, accommodated an average of 16,800 AADT, or average number of vehicles per day, in 2005. South of CTH L along STH 31 the average number of vehicles per day is 22 percent higher.

Trends in traffic volume offer insight for future land use planning. In the Fairfield Neighborhood the most significant changes in average daily traffic have been seen along the stretch of STH 31 immediately west of the neighborhood where an increase

in traffic of over 16 percent occurred. A 17 percent decrease in traffic volume was experienced along CTH E north of the neighborhood, while CTH L experienced a 37.5 % increase in traffic. The CTH E and L changes in traffic volume appear to indicate that a large number of vehicles are utilizing CTH L rather than CTH E since both highways permit east – west travel.

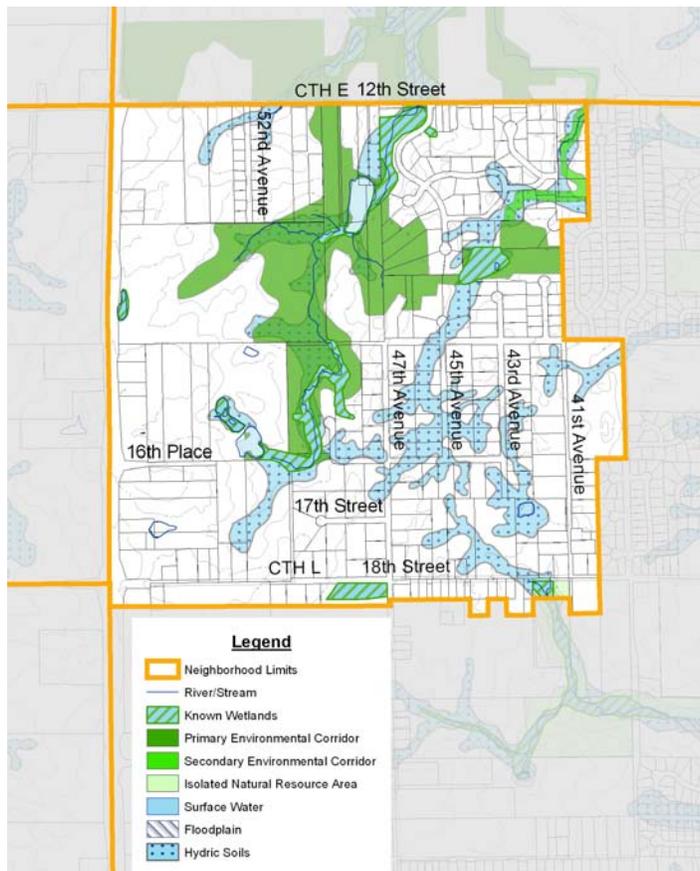
## Topography, Natural Features and Wetlands

The Fairfield Neighborhood has gently sloping topography. The western portion of the neighborhood generally slopes down toward STH 31. The terrain in the remainder of the neighborhood generally declines toward the stream and wetlands.

Due to the relatively large area draining toward the stream, and the flat terrain adjacent to the streambed, wetlands occur naturally along much of the stream. Woodlands occur within these wetlands and on the adjacent uplands. The wetlands, woodlands, and stream create an area that has been identified as Primary Environmental Corridor. Primary Environmental Corridors serve a multitude of purposes including preserving the quality of groundwater and maintaining an integral portion of our ecosystem within an urban environment.

A rather prevalent area of hydric soils is located throughout much of the developed portion of the Fairfield Neighborhood and to some extent on other parcels. Hydric soil is formed under conditions of saturation, flooding or ponding and is often not well suited to development. Generalized locations of these soil types are shown on Map 4; it is necessary to undertake individual site investigation to determine the feasibility of future development at sites with identified hydric soils.

Map 4: Natural Features



## THE FAIRFIELD NEIGHBORHOOD PLAN: CURRENT LAND USE

Much of the Fairfield Neighborhood is developed as single-family residential use, known as the Eaglewood subdivision and Fairfield Heights subdivision, shown in yellow, abutting significant natural areas with an internal network of roadways. Within the neighborhood two large residential areas were developed independent of one another. These areas are separated from each other by woodlands and natural areas. The northeast part of the neighborhood is a residential area characterized by larger lots and a curvilinear road pattern. The southeast part of the neighborhood is comprised of somewhat smaller lots, nearly an acre in size, on a grid street pattern.

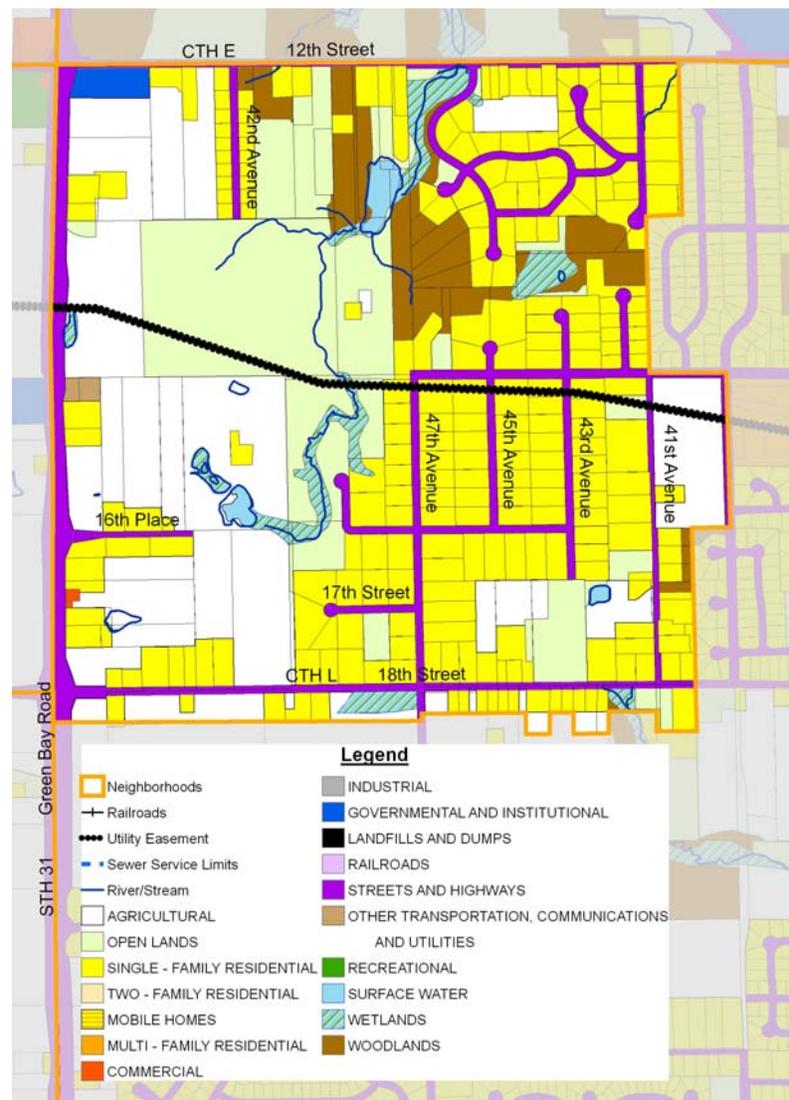
On the northern and southern edges of the neighborhood, single-family homes line the County Trunk Highways. Several single-family homes are situated along STH 31 and 16<sup>th</sup> Place. The neighborhood's smallest lots line 42<sup>nd</sup> Avenue, in the northwestern part of the neighborhood.

In the west-central portion of the neighborhood a large area is identified as agriculture/open space and woodlands. Most of the Primary Environmental Corridor in the Fairfield Neighborhood is found in this vicinity. The environmental corridor includes the wetlands and the stream in addition to the woodlands.

In the northwest corner of the neighborhood at the intersection of CTH E and STH 31 is Oakwood Cemetery, shown in blue. The four-acre cemetery is bounded by an agricultural field to the south and a residential use toward the east.

Only one commercial land use is found in the Fairfield Neighborhood, illustrated in red. This single commercial use utilizes an access point directly onto STH 31.

Map 5: Year 2005 Land Use



A single location, a communication tower, is identified as communication and utilities along STH 31 shown in beige.

Current Zoning

The zoning in the Fairfield Neighborhood closely reflects the land uses found in the neighborhood. The extensive residential development in the eastern half of the neighborhood and sporadic residential developments are all depicted in yellow, indicating single-family residential zoning. The zoning map shows a more continuous extent of the yellow color than the land use map due to the fact that all properties zoned for residential use are depicted in yellow, whether or not the property has improvements at this time.

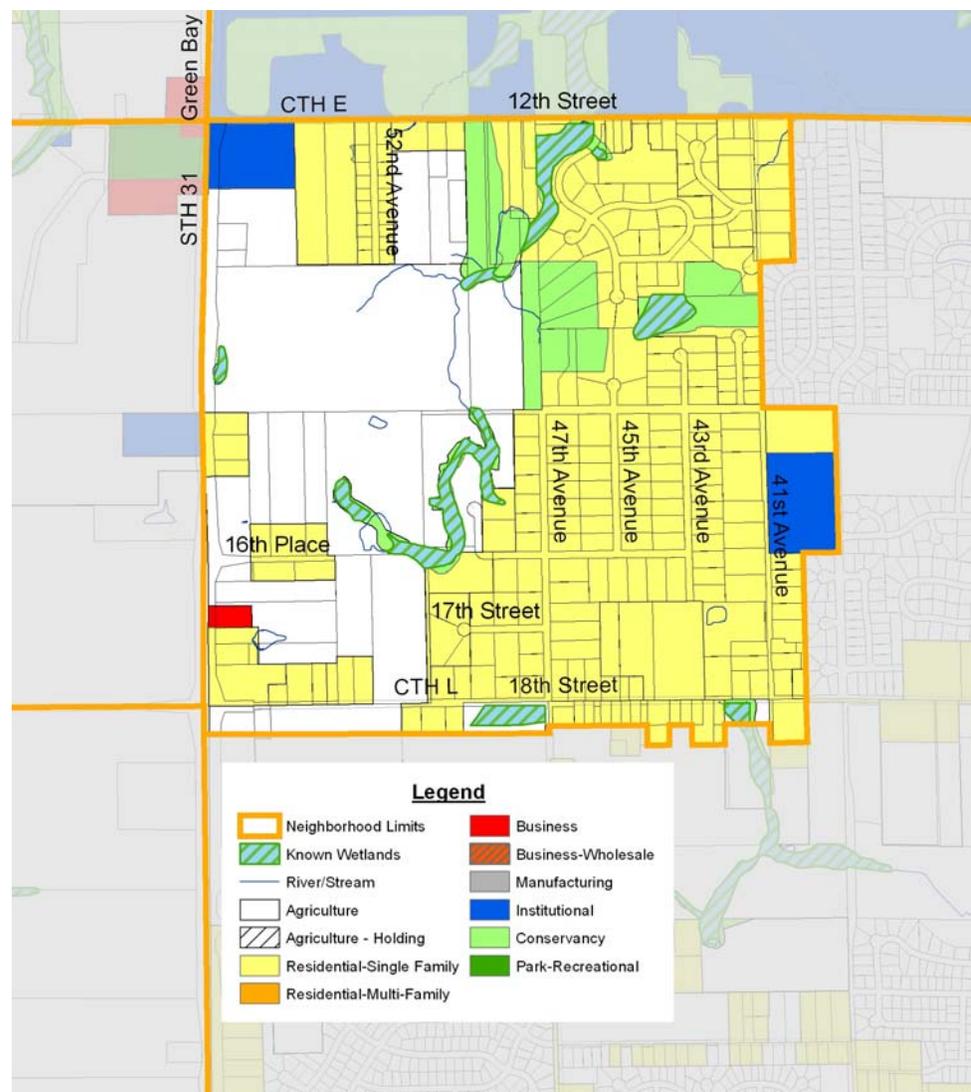
Most of the woodlands are zoned as conservancy to protect the area from future development.

One significant difference between the land uses in 2005 and the current zoning is the large area of institutional zoning along the eastern boundary of the neighborhood and 41<sup>st</sup> Avenue. This 19-acre property is owned by the Kenosha Unified School District.

Oakwood Cemetery in the neighborhood's northwest corner also has institutional zoning.

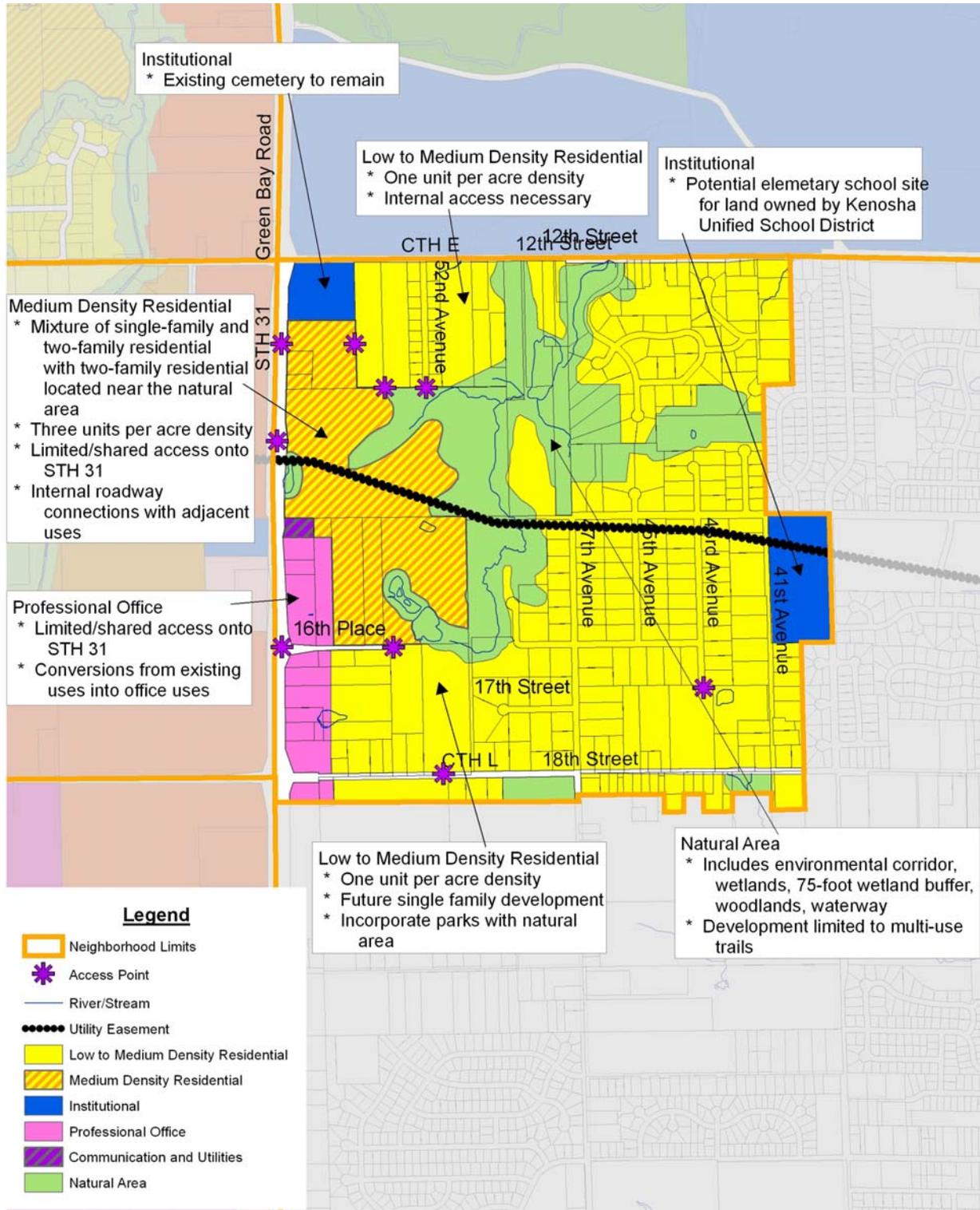
The remainder of land, in white, represents agriculturally zoned lands. This agricultural zoning reflects the land use in 2005.

Map 6: Current Zoning



# THE FAIRFIELD NEIGHBORHOOD PLAN: FUTURE LAND USE

Map 7: Future Land Use

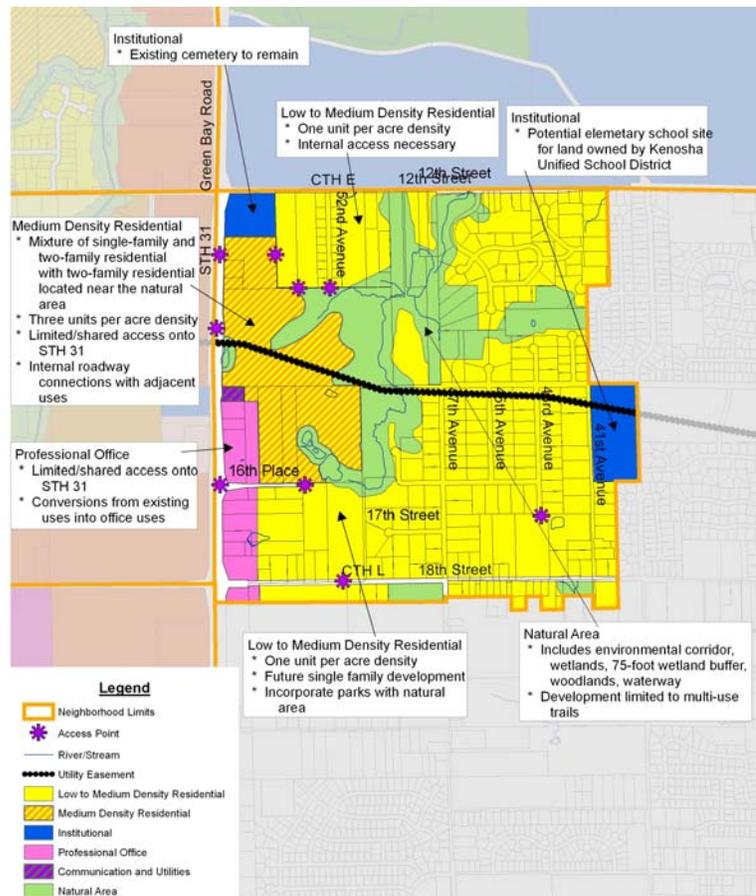


This section of the Fairfield Neighborhood Plan details proposed land uses and anticipated development potential. Proposed land uses within the Fairfield Neighborhood include single- and multi-family residential, institutional, and a natural area. These land uses were derived by considering all available information and applying responsible planning principles. The planned land uses are intended to protect the stream, its associated floodlands, and the extensive area of woodlands. The map incorporates land follows from an overall evaluation of existing uses throughout the neighborhood.

Low to Medium Density Residential (yellow)

Existing residential uses and lots currently make up the majority of the Fairfield Neighborhood within the Eaglewood and Fairfield Heights subdivisions. As illustrated on the map, much of the neighborhood has been developed in an urban fashion with most lots being an acre or less.

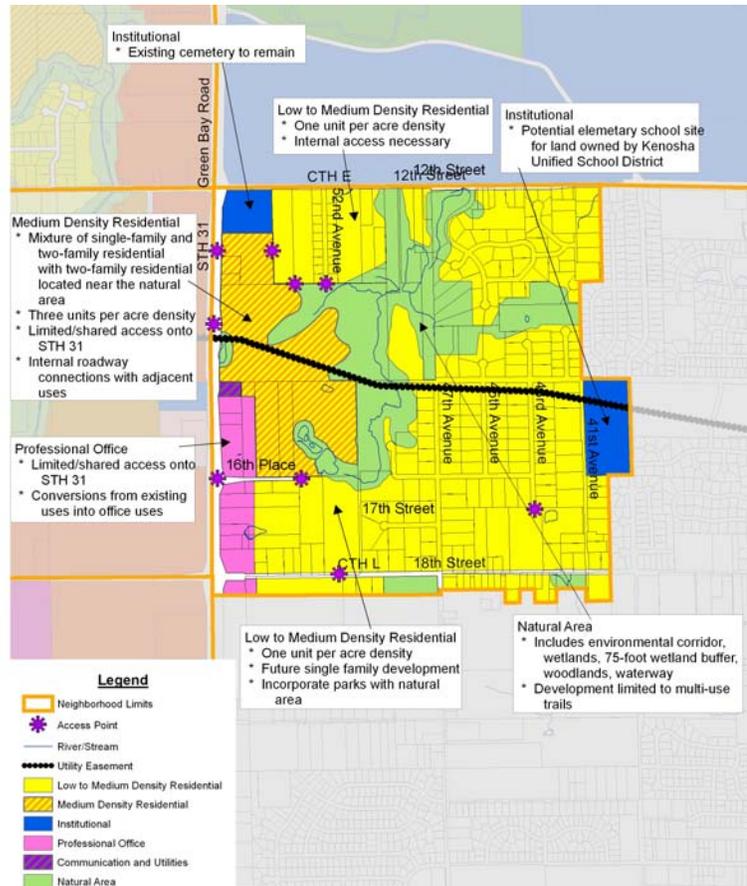
The existing residential uses could be divided into two separate categories based on how the property is accessed. The first category would be labeled neighborhood residential; inhabitants use a network of internal local streets creating a neighborhood atmosphere. The other category is highway residential. These lots have direct access to state or county highways. This type of development is not generally favored in land use planning due to the negative impacts on quality of life for residents living on busy streets and the implications for carrying capacity and safety on those streets due to multiple driveway access points.



Several large tracts of land are situated immediately adjacent to developed residential portions of the neighborhood and could be incorporated into the existing neighborhoods. Low to medium density residential land use is recommended for these parcels. The low to medium density residential category will include single-family residential uses at a density of one unit per acre. Throughout the neighborhood, residential development must be designed to prohibit direct access onto County Trunk Highways E and L as well as STH 31. An internal street network that reduces or eliminates cul-de-sacs through the neighborhood will create a neighborhood atmosphere and ensure that all new homes have a secondary means of access.

## Medium Density Residential (yellow with orange hatch)

As illustrated on the accompanying map, medium density residential land uses have been identified along STH 31 and in the central part of the west side of the neighborhood. This category is to include a mixture of single-family and two-family residential uses. Site analysis will be required since State Highway frontage is not considered ideal for use due to high traffic speeds and volumes. Therefore, the larger single-family lots would be located in proximity to existing single-family homes, at a distance from STH 31. Smaller single-family lots and two-family residential uses would be located midway between the north and south extent of the neighborhood, that could extend from to STH 31 to the natural area. In the vicinity of STH 31, the two-family residential can be oriented on the property and buffered with berms, landscaping, and soundproofing to mitigate the negative impacts of highway proximity, while still providing a good quality of life for its residents. Currently there is a lack of two-family or multi-family residential options within the Fairfield Neighborhood.



The shared driveways and an internal road within the neighborhood of single-family and two-family residential uses lend themselves to location along a State Highway in a way that single-family residential driveways do not. Future development must utilize shared access to minimize the traffic points of conflict and increase the safety of drivers entering and exiting the development and the commuters along STH 31.

## Professional Office (pink)

Professional offices are identified along the STH 31 corridor. This area is highly visible from STH 31 and is currently made up of small lots with mainly residential uses. Future professional office uses separate residential areas of the neighborhood from the highway. Shared access points onto STH 31 will be required to minimize the access points along STH 3. The land could be redeveloped as small individual offices on individual lots with shared access easements or the land could be assembled and redevelopment into larger office buildings.

## Institutional (dark blue)

Institutional land uses typically include uses such as educational and religious facilities and cemeteries. Currently there are two properties in this category found in the neighborhood. The first is Oakwood Cemetery, located in the northeast corner of the neighborhood at the corner of STH 31 and CTH E. The second property with institutional zoning is a 19-acre property on the east side of 41st Avenue, owned by the Kenosha Unified School District. This property is currently vacant.

## Natural Area (light green)

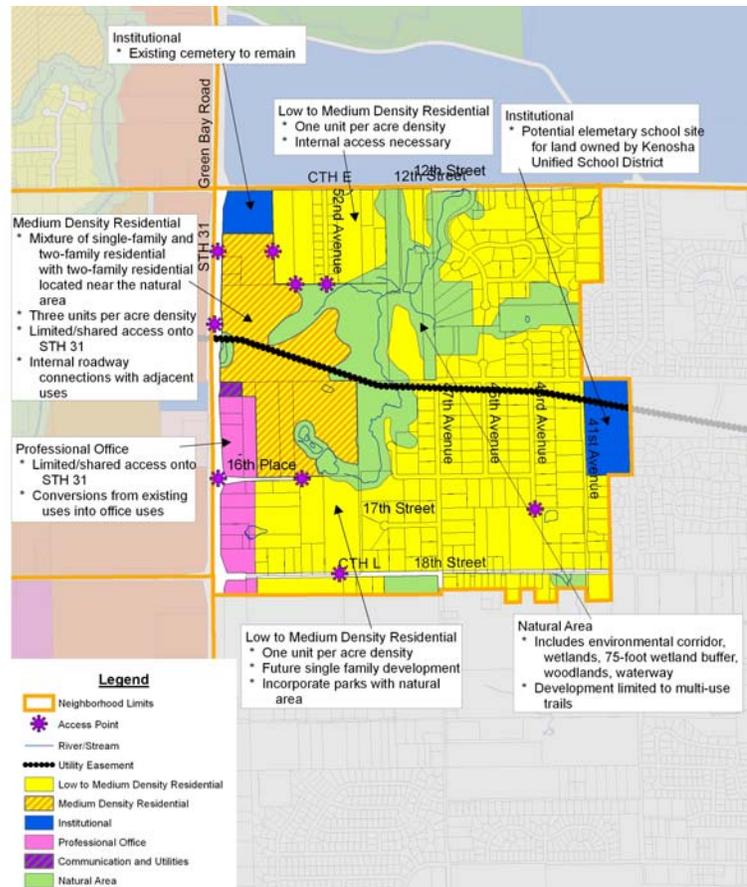
Natural resources are abundant in the Fairfield Neighborhood. These natural resources include a stream, wetlands and saturated soils associated with the stream, and woodlands that have been identified as Primary Environmental Corridor. A portion of these natural resources is zoned Conservancy to remain protected from future development.

In order to protect the natural resources in the neighborhood, the wetlands and their 75-foot buffer, the woodlands, and the entire Primary Environmental Corridor have been identified as Natural Areas on the future lands use plan. Accordingly, they are depicted in light green.

## Access

Although this land use plan does not lay out a specific road pattern, access points identify the starting points for a road network that will provide good accessibility throughout the neighborhood. Finding viable access points in this neighborhood is somewhat difficult since State and County surround the perimeter of the neighborhood; those jurisdictions prefer to limit the number of new private and public access points.

The planned residential areas of the neighborhood have been identified with access points to create an internal road network that allows for multiple accesses for the future residents of the neighborhood and emergency accesses. An access point is also identified at the end of 16<sup>th</sup> Place. Future residential development could connect to 16<sup>th</sup> Place and CTH L, which would create an interconnection through the neighborhood.

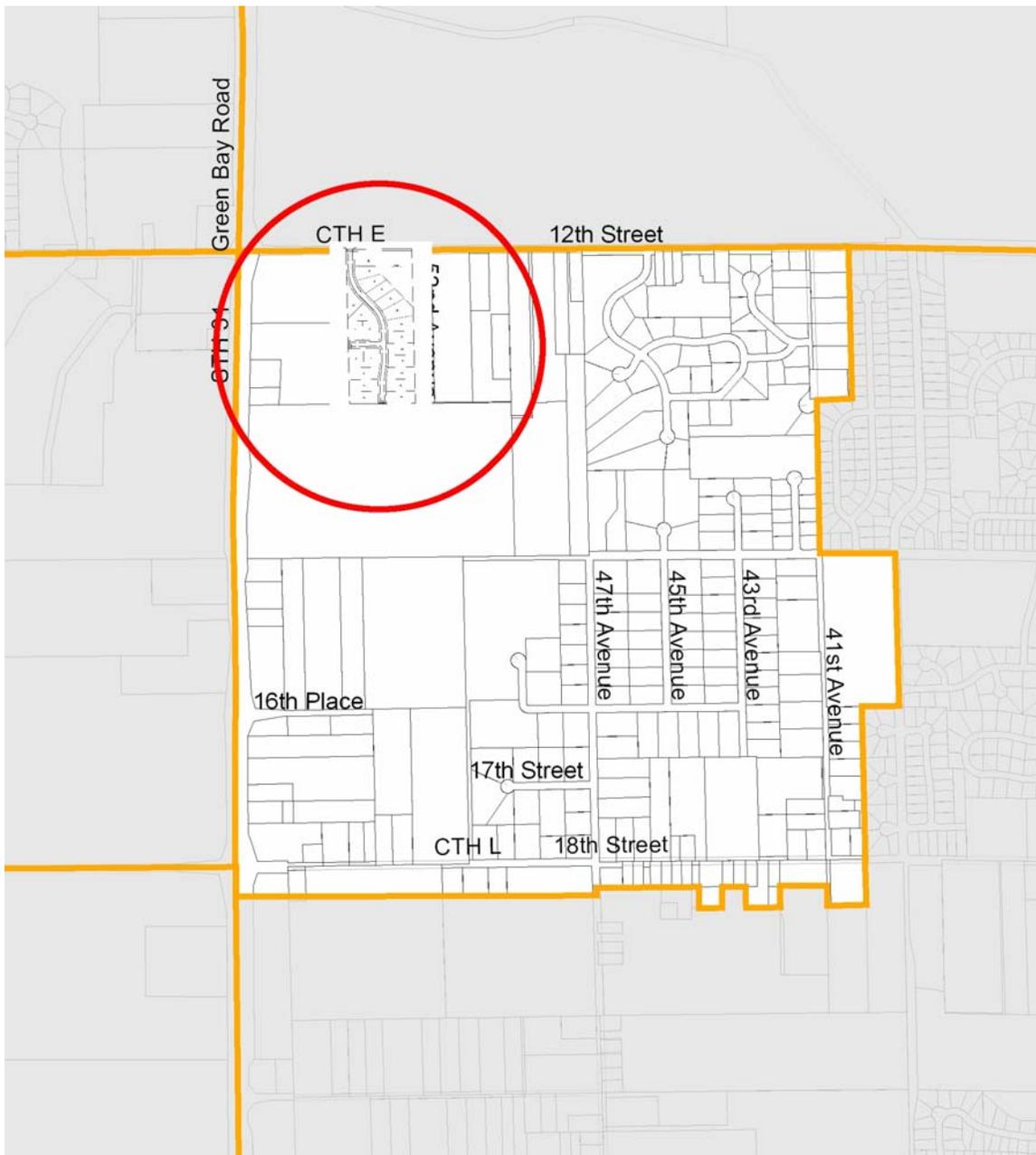


Access points have been identified for the medium density residential portion of the neighborhood from STH 31. These access points correlate with the approved access points of the Rolling Willow Center development. This plan recommends that care is taken during all future development approvals to ensure that two alternate means of access are provided for all new residential development and that internal street connectivity is maximized.

### Recently Approved Residential Development along CTH E

The recently approved development consists of a single-family residential development with 22 residential lots. Through access will be provided to the adjacent parcels to the south and west.

### Map 8: Approved Development



## Potential Development

This neighborhood plan offers the opportunity for significant future residential and institutional development in the Fairfield Neighborhood. A small area of land is committed to a communication tower along STH 31.

The following table identifies the total acreage for each of the future land use categories. The total acreage is then separated into land that has been previously developed and land that has potential to be developed in the future. Not all land has future development potential. For example, the acreage planned for future natural area has not been previously developed and is not planned for any future development. The following tables will detail the future development with the anticipated timetable for future development phasing.

Table 2: Future Land Use

Land Use	Acreage	Previously Developed	Future Development	Undevelopable Land
Low to Medium Density Residential	387 acres	241 acres	146 acres	0 acres
Medium Density Residential	87 acres	0 acres	87 acres	0 acres
Professional Office	28 acres	0 acres	28 acres	0 acres
Institutional	28 acres	4 acres	24 acres	0 acres
Communication and Utilities	1 acre	1 acre	0 acres	0 acres
Natural Area	130 acres	0 acres	0 acres	130 acres
Total	661 acres	246 acres	285 acres	130 acres

## Residential Development

- Most of the lands planned for future single-family residential uses are currently utilized as single-family residences. Approximately 387 acres of land has been identified as low to medium density residential in the future land use plan. Approximately 241 acres of this is currently developed. If the open lands are developed at a one unit per acre density of the low to medium density residential, an estimated 164 additional housing units are possible.
- Medium density residential is planned for a portion of the STH 31 corridor as a way to create a safer roadway by limiting the number of access points that would otherwise be required for single-family residential uses. Approximately 87 acres within the Fairfield Neighborhood are planned for medium density residential development, for future development potential of 60 dwelling units. Currently, several single-family residential uses and a small commercial use are located in the area planned for a mixture of single-family and two-family residential uses.

Table 3: Residential Development

	Developable Acreage	Density	Dwelling Units
Low to Medium Density Residential	146 acres	1 dwelling unit per acre	146 units
Medium Density Residential	87 acres	3 dwelling units per acre	261 units
<b>Total</b>	233 acres		407 dwelling units

Although 407 dwelling units are possible in the Fairfield Neighborhood, it is impractical to assume that all of the residential growth will occur immediately. The following table shows the potential residential growth every five years within the Fairfield Neighborhood based on fifteen percent of the total neighborhood housing potential through the year 2035. Ninety percent of the potential housing units are figured into the phasing schedule as the remaining 10 percent of the housing units may never be developed, or could be developed after the year 2035. Many factors could cause the calculated number of additional dwelling units to be inaccurate. Three major factors are: landowner disinterest in developing their land, instability in the housing market, and the inability to divide the existing parcels to achieve maximum density based on the current configuration of the parcels.

Table 4: Future Phasing of Potential Development

	2010	2015	2020	2025	2030	2035
Percent of Potential Growth	15%	15%	15%	15%	15%	15%
Additional Housing Units in the Fairfield Neighborhood	61	61	61	61	61	61
<b>Total Neighborhood Housing Units</b>	61	122	183	244	305	366

Population increases occur with housing development. These population increases must also be planned for by the Town. According to the U.S. Census 2000, an average of 2.45 people live in each household in the Town. The Kenosha County Multi-Jurisdictional Comprehensive Plan that is being developed by the Southeastern Regional Planning Commission includes future population per household based on regional models. The household population is projected to decrease to 2.43 people per household in 2035 within the sewered areas of the Town. The entire Fairfield Neighborhood is planned to be served with sewer and water through the City of Kenosha/Town of Somers Cooperative Plan. Based on the phasing schedule of future development, the following table confirms the potential for an additional 366 future residents within the Fairfield Neighborhood by the year 2035.

Table 5: Future Population from Potential Development

	2010	2015	2020	2025	2030	2035
Neighborhood Housing Units	61	122	183	244	305	366
People per Household*	2.43	2.43	2.43	2.43	2.43	2.43
Additional Population in the Fairfield Neighborhood	148	396	445	593	741	889

\* Kenosha County Multi-Jurisdictional Comprehensive Plan

### Commercial Development

- A small area has been planned for professional offices along STH 31. This area is currently used as single-family residential uses and a retail store. Future development of professional offices will include redevelopment of the existing structures or converting the professional office uses could take place in adaptive reuse of existing homes and on the ground floor of future development.

Table 6: Future Square Feet of Development

	<b>Developable Acreage</b>	<b>Assumed Right-of-Way</b>	<b>Buildable Area</b>	<b>Square Footage</b>
Professional Office	28 acres	6 acres	22 acres	290,000 s.f.

Professional office growth, like the residential growth, is not likely to occur immediately. The following table illustrates a potential growth scenario for professional office growth. It shows the result of development at a rate of twenty percent of the total in five-year increments with the exception of the first interval. The potential growth between now and 2010 has been prorated to show only five percent growth potential in the next three years.

Table 7: Future Phasing of Potential Development

	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>
Percent of Potential Growth	5%	10%	20%	20%	20%	20%
Incremental Growth (square feet)	14,500	29,000	58,000	58,000	58,000	58,000
<b>Total Development (square feet)</b>	14,500	43,500	101,500	159,500	217,500	275,500

Nearly 15,000 square feet of professional office growth is planned for the Fairfield Neighborhood over and above that which is calculated in the phasing table. The additional office growth is possible and may occur after the year 2035. There are several factors that may alter the total amount of future development potential. These factors include:

1. The market, economy, location, and availability of office space in the area. Many office uses lease office space within a building. This professional office designation will include either office space for lease, or small individual offices owned by the business.
2. The majority of the land planned for professional offices is owned and utilized by the owners as residential uses. The willingness of the owners to sell their property or convert their home to an office will ultimately determine if the professional office space is realized.

Key Issues for Future Development

Land uses have been identified for the Fairfield Neighborhood through this planning process. There are several issues that must be addressed prior to commencing development on particular areas of the neighborhood. The following list of issues address the concerns for future development and a possible solution.

- The southern portion of the neighborhood has been developed with a grid street pattern. With future development of this portion of the neighborhood, connectivity of the internal street grid system must be utilized in order to provide multiple transportation routes within the neighborhood.
- The area identified as professional office is currently used as single-family residential homes and a small business on small lots. In order to develop or redevelop existing uses into offices, assemblage of parcels with shared access onto STH 31 is necessary.
- Due to the shape of many of the existing parcels, it will be difficult to divide the land into parcels that will maximize the use. Assembling parcels is likely to be necessary.

- Along 41<sup>st</sup> Avenue an unused parcel exists that is owned by the Kenosha Unified School District. The School District has identified this site as the potential site of a future elementary school. Elsewhere in the Town of Somers, other potential school sites have been identified through the neighborhood planning process.
- Municipal sewer and water are currently located west of the Fairfield Neighborhood. Extensions of these utilities will be needed to serve new developments in the near future

**Table 8: Development Issues by Land Use Category**

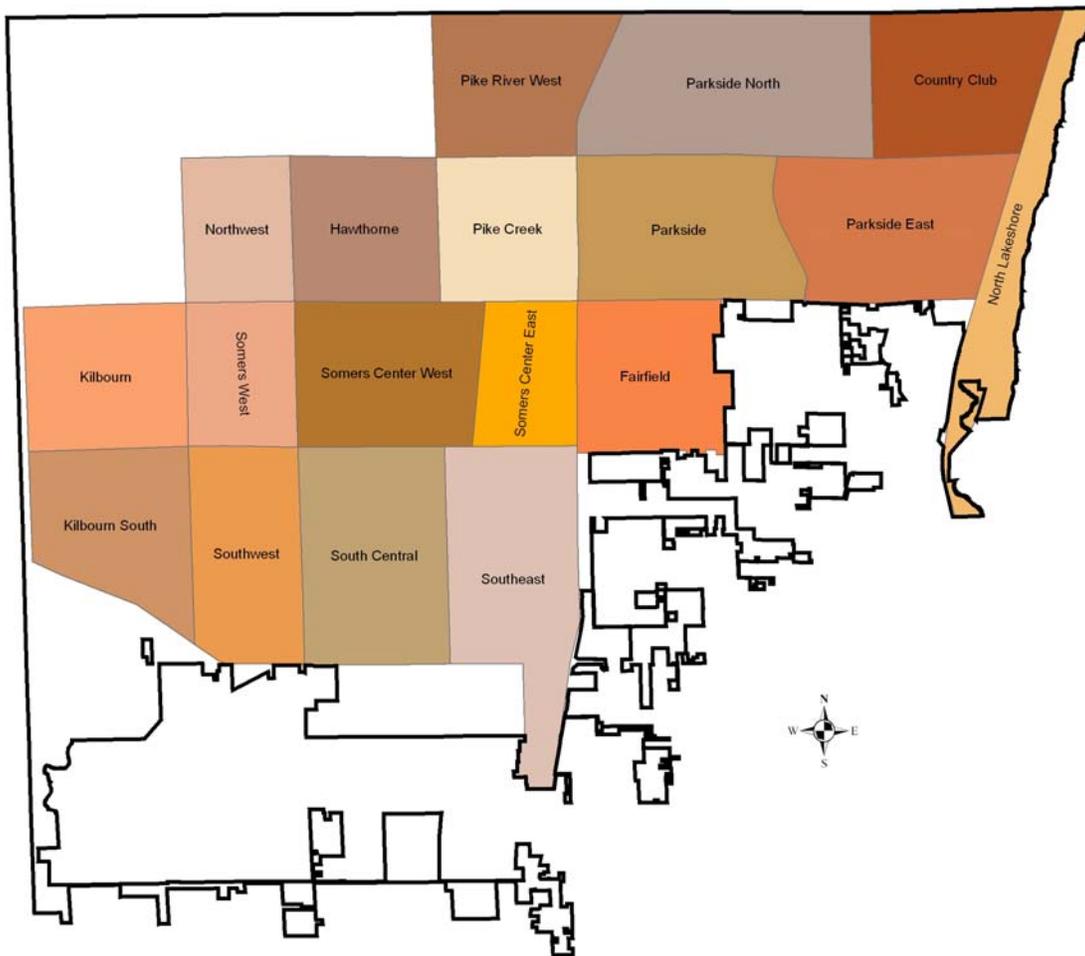
<b>Land Use Category</b>	<b>Preserve Open Space</b>	<b>Adjacent to Floodplain</b>	<b>Parkland included with future development</b>	<b>Hydric Soils to be protected</b>	<b>Landscaping buffers between uses</b>	<b>Controlled/ shared access along County and State Trunk Highways</b>	<b>Internal Road Network</b>	<b>Assemblage of Properties for development</b>
Low to Medium Density Residential	X	X	X	X		X	X	X
Medium Density Residential	X	X	X	X	X	X	X	X
Professional Office	X			X	X	X	X	X
Institutional	X			X		X		
Communications and Utilities	X			X	X	X		
Natural Area	X	X						

As the Town implements the neighborhood plans as part of the Kenosha County Multi-Jurisdictional Comprehensive Plan, addressing the key issues will assist in balancing the positive interaction with and between the built and natural environment within the Town. The Town must ensure that developers and future development meet the intent of the neighborhood plans, the key issues, and the Town standards, which will promote a sustainable future for the Town that will create a balance between proper uses of the natural beauty of the earth with needs of society for economic growth.

APPENDIX A: THE FAIRFIELD NEIGHBORHOOD PLAN IN THE CONTEXT OF THE KENOSHA COUNTY MULTI-JURISDICTIONAL COMPREHENSIVE PLAN

The Fairfield Neighborhood Plan is one of 18 individual neighborhood plans that, together, comprise the land use plan for the Town of Somers. These neighborhood plans explore various factors affecting land use -- such as environmental constraints, transportation patterns, availability of urban services and the like – to establish a sound basis for the recommendations that follow. The neighborhood plans then consider current development patterns, land use and zoning. The result is a future land use map for each neighborhood in the Town of Somers that provides well-reasoned direction for future decision-making.

Map 9: Town of Somers Neighborhoods



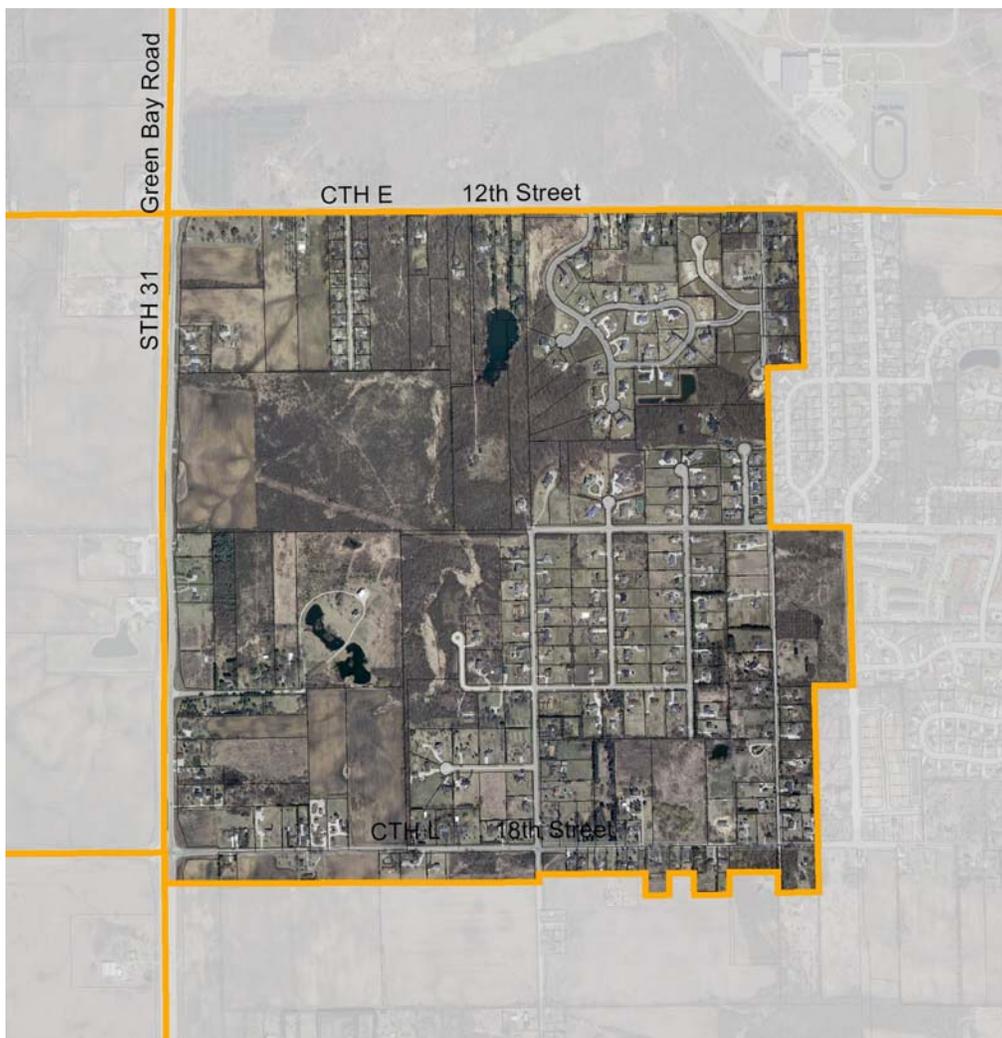
The Town of Somers was a cooperating partner in the process that led to completion of *The Kenosha County Multi-Jurisdictional Comprehensive Plan*. Section 66.1001 of the Wisconsin Statutes, often called “the Smart Growth Law”, requires that each jurisdiction address nine specified elements in its comprehensive plan. *The Kenosha County Multi-Jurisdictional Comprehensive Plan* addresses eight of the nine required elements for each of its participating municipalities.

To satisfy the remaining ninth element, land use, each participating municipality prepared its own land use plan. For the Town of Somers this was accomplished through the neighborhood plans. By focusing on individual neighborhoods, the environmental issues, transportation connections, and the cohesiveness of compatible land uses could be examined more closely. Most of the Town's geography is located within one of the 18 neighborhoods for which plans have been drafted; the remainder of Town land is found in areas that are designated as the City of Kenosha's "City Growth Area" or in the northwest corner of the Town.

The Town of Somers contracted with Ruekert/Mielke, a municipal consulting firm, to prepare the 16 neighborhood plans. The consulting planners reviewed all of the available existing plans, documents, and related data. The Town of Somers Plan Commission provided further direction through a series of public meetings held to gather public input and shape the content of each of the 16 neighborhood plans. Through a collaborative process beginning in the fall of 2007, the neighborhood plans were written, revised, discussed, considered and adopted.

### **The Fairfield Neighborhood**

Map 10: Year 2005 Aerial Photo of Fairfield



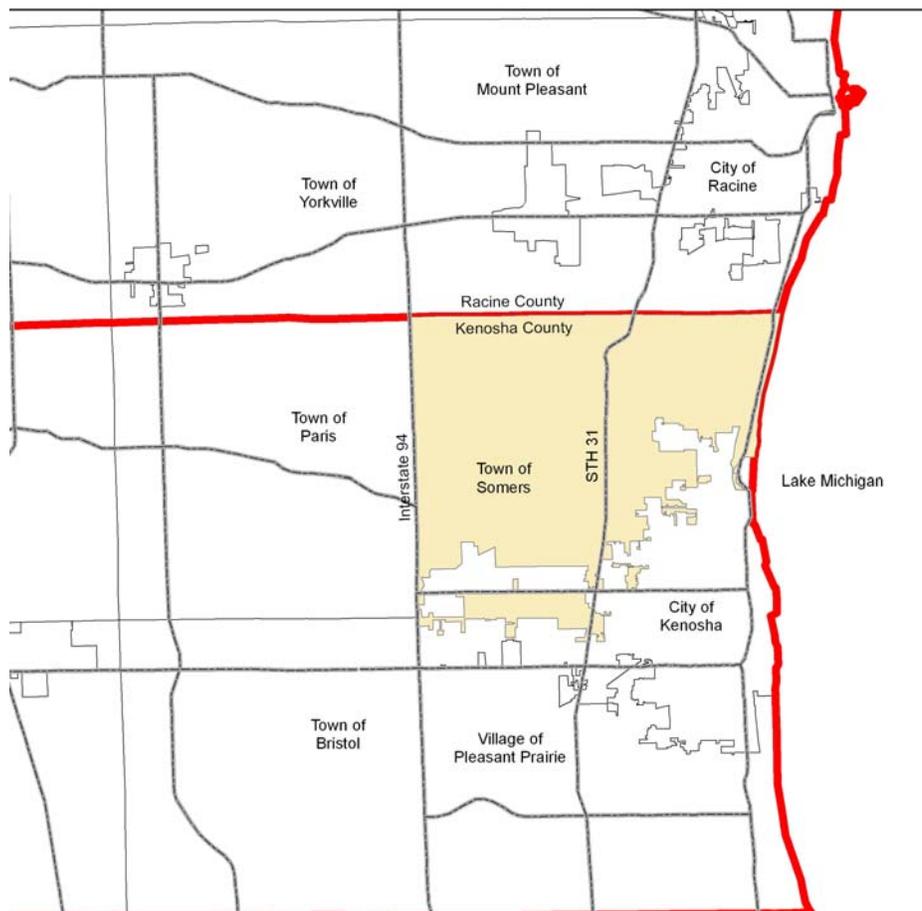
## APPENDIX B: THE TOWN OF SOMERS AND ITS NEIGHBORHOODS

Due to its proximity to the Chicago metropolitan area and its location directly between the Cities of Kenosha and Racine, the Town of Somers will face increasing development pressure in the years ahead. The extent to which this is felt will vary neighborhood-by-neighborhood within the Town due to a number of factors.

Neighborhoods within the Town of Somers are distinct from one another, in large part, on the basis of their location in the Town. The Town is bounded by Lake Michigan to the east, Interstate 94 to the west, the City of Kenosha to the south, and the Racine County line to the north. Proximity to the lake, the interstate, the City of Kenosha or rural areas along the county line all have a certain bearing on both current and future land use in the neighborhoods.

Kenosha and Racine have significantly larger populations than the Town and are exhibiting typical outward expansion with new, perimeter development seen at their borders. Interstate 94, the Town's western boundary, is a highly traveled conduit between the metropolitan areas of Milwaukee and Chicago. Land within the interstate corridor is experiencing rapid development. Preparation of a Comprehensive Plan for the Town, while prompted by a statutory mandate, was essential at this time to provide the Town with the best available tool to guide important decisions that will shape the Town's future.

Map 11: Location of the Town of Somers



## Population

In the recent past, the Town of Somers has experienced both a period of slow population growth and a period of a surge in population. Between 1980 and 1990, the population in the Town increased a modest 24 people, or 0.3 percent. A surge of 1,311 additional residents occurred in the decade between 1990 and 2000 representing a population increase of 16.9 percent.

The Wisconsin Department of Administration (WiDOA) attempts to estimate populations for communities during the years between the Census counts. At the beginning of 2007, the WiDOA estimated the population of the Town to be 9,361 for an increase of 302 residents, or 3.3 percent from the year 2000. From the WiDOA estimate, it appears as though the population surge of the 1990's has slowed significantly.

Planning for the future of the Town requires the use of population projections to determine the area needed to accommodate future populations. The WiDOA calculated population projections for every community in the state. As shown on the following table, the population in the Town of Somers is projected to grow at a rate between the rates of the 1980's and 1990's similar to the City of Kenosha and Kenosha County. The WiDOA projections indicate that the City of Racine will be decreasing in population in the future.

Table 9: Population Change

	Census 1980	Census 1990	Census 2000	Estimate 2007	Projection 2010	Projection 2015	Projection 2020	Projection 2025
Town of Somers	7,724	7,748	9,059	9,361	9,740	10,088	10,442	10,819
<i>percent change</i>		0.3%	16.9%	3.3%	4.0%	3.6%	3.5%	3.6%
City of Kenosha	77,685	80,426	90,352	95,352	98,638	102,700	106,837	111,191
<i>percent change</i>		3.5%	12.3%	5.5%	3.4%	4.1%	4.0%	4.1%
Kenosha County	123,137	128,181	149,577	161,370	165,678	173,624	181,693	190,145
<i>percent change</i>		4.1%	16.7%	7.9%	2.7%	4.8%	4.6%	4.7%
City of Racine	85,725	84,298	81,855	80,060	79,474	78,417	77,295	76,051
<i>percent change</i>		-1.7%	-2.9%	-2.2%	-0.7%	-1.3%	-1.4%	-1.6%

SOURCE: U.S. Census, Wisconsin Department of Administration

## APPENDIX C: REVIEW OF EXISTING PLANS AND DOCUMENTS

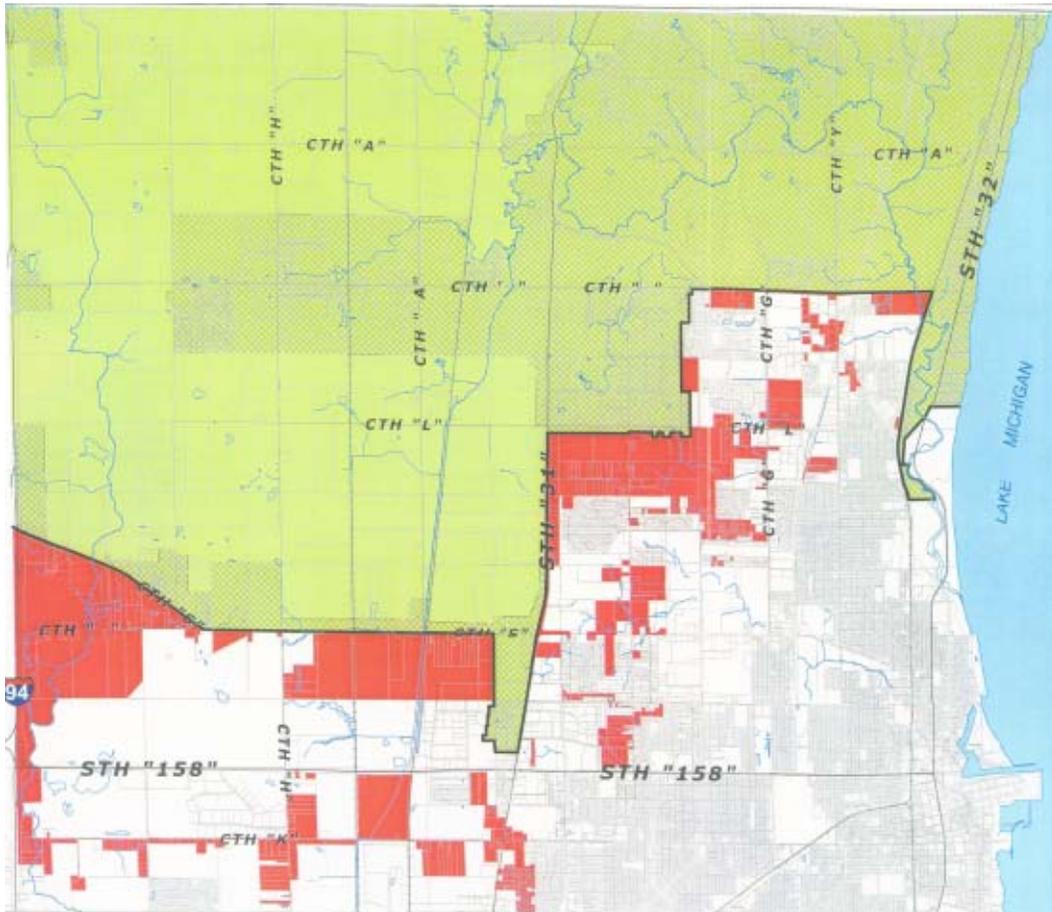
Review of current plans and agreements provided a sound background at the outset of the neighborhood planning process. A summary of the current plans and agreements relating to the Town of Somers includes:

### City of Kenosha/Town of Somers Cooperative Plan

The City and Town approved the *City of Kenosha/Town of Somers Cooperative Plan* in August 2005. The purpose of the *Cooperative Plan* was to provide direction for coordinated management of growth at the city's perimeter, and to establish a plan for the extension of urban services in the Town of Somers. Through the *Cooperative Plan*, a Boundary Agreement was established, the Town and City Growth areas were defined, and arrangements for municipal services within the Town Growth Areas were documented. The "Town Growth Area" includes the entire Town with the exception of those areas that are in the "City Growth Area". Property within the City Growth Area may attach to the City of Kenosha without objection from the Town. Property within the Town Growth Area may not be annexed or attached to the City.

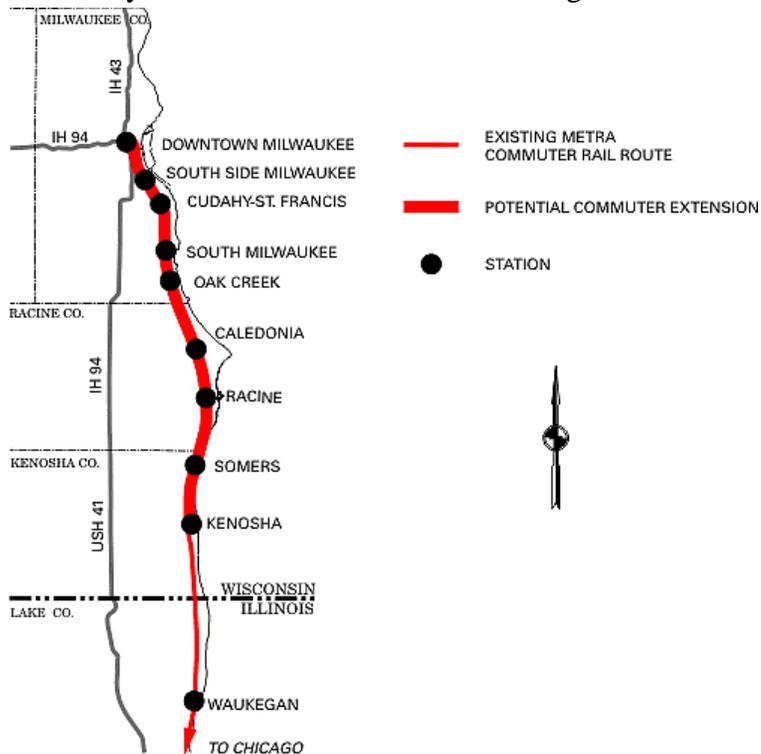
On the graphic below, found in the *City of Kenosha/Town of Somers Cooperative Plan*, the Town Growth Area is depicted in green, and Town lands located in the City Growth Area are depicted in red.

Map 12: Town Growth Area



## KRM Line Proposal and Alternative Analysis

The Kenosha-Racine-Milwaukee (KRM) commuter rail, currently in the planning stages, would have significant land use implications for the Town once service begins. The proposed line would run in a north-south direction along a rail corridor that lies west of -- and parallel to -- STH 32. This stage of planning process for the proposed KRM commuter rail service is being coordinated by the Southeast Wisconsin Regional Plan Commission on behalf of the



Intergovernmental Partnership (IGP) of the Counties and Cities of Kenosha, Racine, and Milwaukee, the Wisconsin Department of Transportation (WisDOT), and the Regional Planning Commission. The Wisconsin Department of Transportation (WISDOT) and the Southeastern Wisconsin Regional Planning Commission is undertaking the Environmental Impact Study (EIS) and Project Development phase of the KRM Alternatives Analysis (AA) in order to produce a Draft Environmental Impact Statement (DEIS), refine the previous alternatives analysis, and develop further a

commuter transportation project within the corridor. Funding options are being considered at the Federal and State levels.

A Transit Oriented Development (TOD) Plan has been prepared for each segment of the proposed KRM commuter rail line. The report TOD titled *Section B: Somers - December 2006* outlined the advantages and disadvantages of each of three proposed locations for a commuter rail station in the Town of Somers.

The commencement of commuter rail service would compound the development pressure already felt in the I-94 corridor through interplay of transportation factors. If the KRM commuter rail is constructed with a stop in the Town, future commercial and residential development within the Town will occur in the vicinity of the station, along corridors radiating from it, and will intensify at the I-94 interchange.

## Development Plan for Parkside East Neighborhood

Among the existing plans available for review was a completed plan for one neighborhood in the Town of Somers, Parkside East. While the current planning process will establish a plan for each of the identified neighborhoods in the Town, it is nonetheless important to review all prior planning efforts. This Parkside East Neighborhood Plan was completed in September 1993. The plan includes a recommended transportation network and urban-type land uses. As of 2007, a

small portion of the neighborhood had been developed consistent with the intent of the 1993 Neighborhood Plan. The land uses in the developed portion of the neighborhood are similar to those shown in the plan although the transportation network, as constructed, does not correspond directly with the plan.

#### Kenosha County Multi-Jurisdictional Comprehensive Plan

The *Kenosha County Multi-Jurisdictional Comprehensive Plan* is currently being prepared. The completed document is not yet available for review. The authors of the *Kenosha County Multi-Jurisdictional Comprehensive Plan* are collecting and analyzing information at this time. After the Neighborhood Plans for the Town of Somers are completed, they will be included in the *Kenosha County Multi-Jurisdictional Comprehensive Plan*.

#### Kenosha County Park and Open Space Plan

The *Kenosha County Park and Open Space Plan* highlights the recreational opportunities present and planned for the Town of Somers. Parks identified in the *Kenosha County Park and Open Space Plan* include the Kenosha County Petrifying Springs Park and the privately-operated Hawthorne Hollow Nature Sanctuary and Arboretum. The *Kenosha County Park and Open Space Plan* identifies three recreational trails located in the Town of Somers including the Lake Michigan Corridor, the Pike Creek Corridor, and the Kenosha County Bike Trail.

#### City of Kenosha Corridor Land Use Plan

In 1991, the City of Kenosha adopted a Corridor Land Use Plan that includes several corridors including the CTH S corridor and STH 31 corridor. The Plan includes several land uses in the Fairfield Neighborhood. These land uses include single-family residential and commercial uses north of CTH S and commercial, institutional, and single-family south of CTH S.

Perpendicular to CTH S near the railway and Pike Creek is a large area of land including in the floodplain. This area has been identified as an area that will be converted to urban use upon completion of channel improvements. Channeling the stream and associated floodplains is not a feasible option for future land uses anymore.

APPENDIX D - PLANNED LAND USE ACREAGE

Appendix D  
Planned Land Use Acreage  
Town of Somers Neighborhood Plans

Neighborhood	Open Land	Residential (acres)					Mixed Use (ac)			Commercial/Business (acres)						Other (acres)					Total Acres
		Low Density	Low to Medium Density	Medium Density	Medium to High Density	High Density	Area A	Area B	Area C	Commercial	Regional Commercial	Professional Office	Business Park	Industrial	Special Planning Area	Communication and Utilities	Institutional	Landfill	Natural Area	Recreational	
Fairfield			387	87								28				1	28		130		661
Pike Creek			48	306			9				83							135	19	600	
Somers Center East	4		83		48					13	170						6	5	53	32	414
Southeast			52		13					54	236		311				57		224	0	947
South Central			43	35									323	318			46		170	5	940
Southwest				236									218		67				30	162	713
Kilbourn South				250				123		32					59				253		717
Northwest		236		199					3								27		4		469
Somers Center West				351	179	74			52								25		38	55	774
Hawthorne		277		173		38			35								1		76	21	621
Kilbourn				185				187	8	96							136		77	14	703
Somers West				414	0				11										5	20	450
Pike River West			243	251						10		20							122		646
Parkside North			618	54			37					3							406		1,118
Parkside																	590			299	889
Country Club			400	0	13											20			149	143	725
	4	513	1,874	2,541	253	112	46	310	109	205	489	51	852	318	126	21	916	5	1,872	770	11,387
<b>Percent</b>	0.0%	4.5%	16.5%	22.3%	2.2%	1.0%	0.4%	2.7%	1.0%	1.8%	4.3%	0.4%	7.5%	2.8%	1.1%	0.2%	8.1%	0.0%	16.4%	6.8%	100.0%

RESIDENTIAL	46.5%	MIXED-USE	4.1%
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NON-RESIDENTIAL	17.9%	PUBLIC	8.3%	RECREATIONAL	23.2%	100.0%
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Notes:

Southwest Neighborhood - Natural area is an estimate given all natural areas within the recreational (golf course)

Source:

Town of Somers Neighborhood Plans  
Municipal Economics & Planning, a Division of Ruckert/Mielke  
June 10, 2008

APPENDIX E - FUTURE RESIDENTIAL PHASING SCHEDULE

**Appendix E  
Future Residential Phasing Schedule**

Neighborhood	Phasing Plans (Housing Units)					
	2010	2015	2020	2025	2030	2035
Fairfield	61	122	183	244	305	366
Pike Creek	149	298	447	596	745	894
Somers Center East	65	130	195	260	325	390
Southeast	14	28	42	56	70	84
South Central	20	40	60	80	100	120
Southwest	34	102	204	306	408	510
Kilbourn South	0	92	230	368	506	644
Northwest	28	113	198	283	368	453
Somers Center West	135	539	943	1,347	1,751	2,155
Hawthorne	45	181	317	453	589	725
Kilbourn	0	83	208	333	458	583
Somers West	44	132	263	394	525	656
Pike River West	41	123	246	369	492	615
Parkside North	0	70	140	210	280	350
Parkside	0	0	0	0	0	0
Country Club	0	32	64	96	128	160
<b>Total Housing Units</b>	636	2,085	3,740	5,395	7,050	8,705

**Population Based on Housing Units**

	2010	2015	2020	2025	2030	2035
<b>Population Increase *</b>	1,545	5,067	9,088	13,110	17,132	21,153

\* Based on 2.43 people per household

<b>Total Population</b>	10,906	14,428	18,449	22,471	26,493	30,514
<i>using 2007 estimate</i>						
<i>percent change</i>	16.5%	32.3%	27.9%	21.8%	17.9%	15.2%

Source: Town of Somers Neighborhood Plans  
Municipal Economics & Planning, a Division of Ruekert/Mielke  
June 10, 2008

APPENDIX F - FUTURE NON-RESIDENTIAL PHASING SCHEDULE

**Appendix F  
Future Non-Residential Phasing Schedule**

Neighborhood	Phasing Plans (square footage)						
	2010	2015	2020	2025	2030	2035	After 2035
Fairfield	14,500	43,500	101,500	159,500	217,500	275,500	14,500
Pike Creek	48,000	144,000	336,000	528,000	720,000	912,000	48,000
Somers Center East	95,000	285,000	665,000	1,045,000	1,425,000	1,805,000	95,000
Southeast	310,000	930,000	2,170,000	3,410,000	4,650,000	5,890,000	310,000
South Central	335,000	1,005,000	2,345,000	3,685,000	5,025,000	6,365,000	335,000
Southwest	115,000	345,000	805,000	1,265,000	1,725,000	2,185,000	115,000
Kilbourn South	0	160,000	480,000	800,000	1,120,000	1,440,000	160,000
Northwest	1,750	5,250	12,250	19,250	26,250	33,250	1,750
Somers Center West	24,500	73,500	171,500	269,500	367,500	465,500	24,500
Hawthorne	18,000	54,000	126,000	198,000	270,000	342,000	18,000
Kilbourn	0	300,000	900,000	1,500,000	2,100,000	2,700,000	300,000
Somers West	0	8,000	24,000	40,000	56,000	72,000	8,000
Pike River West	0	31,000	93,000	155,000	217,000	279,000	31,000
Parkside North	0	41,000	123,000	205,000	287,000	369,000	41,000
Parkside	0	0	0	0	0	0	0
Country Club	0	0	0	0	0	0	0
<b>Total Square Footage</b>	<b>961,750</b>	<b>3,425,250</b>	<b>8,352,250</b>	<b>13,279,250</b>	<b>18,206,250</b>	<b>23,133,250</b>	<b>1,501,750</b>

Source: Town of Somers Neighborhood Plans  
Municipal Economics & Planning, a Division of Ruckert/Mielke  
June 10, 2008