

**KILBOURN  
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.

Kilbourn 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 Kilbourn 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 Kilbourn 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 Kilbourn 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

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Robert Sabath  
Leon Dreger  
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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.

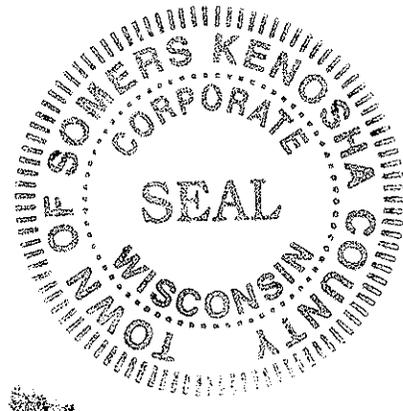
(F) **Effective Date.** This ordinance shall take effect upon passage by a majority vote of the members-elect of the Town Board and publication or posting as required by law.

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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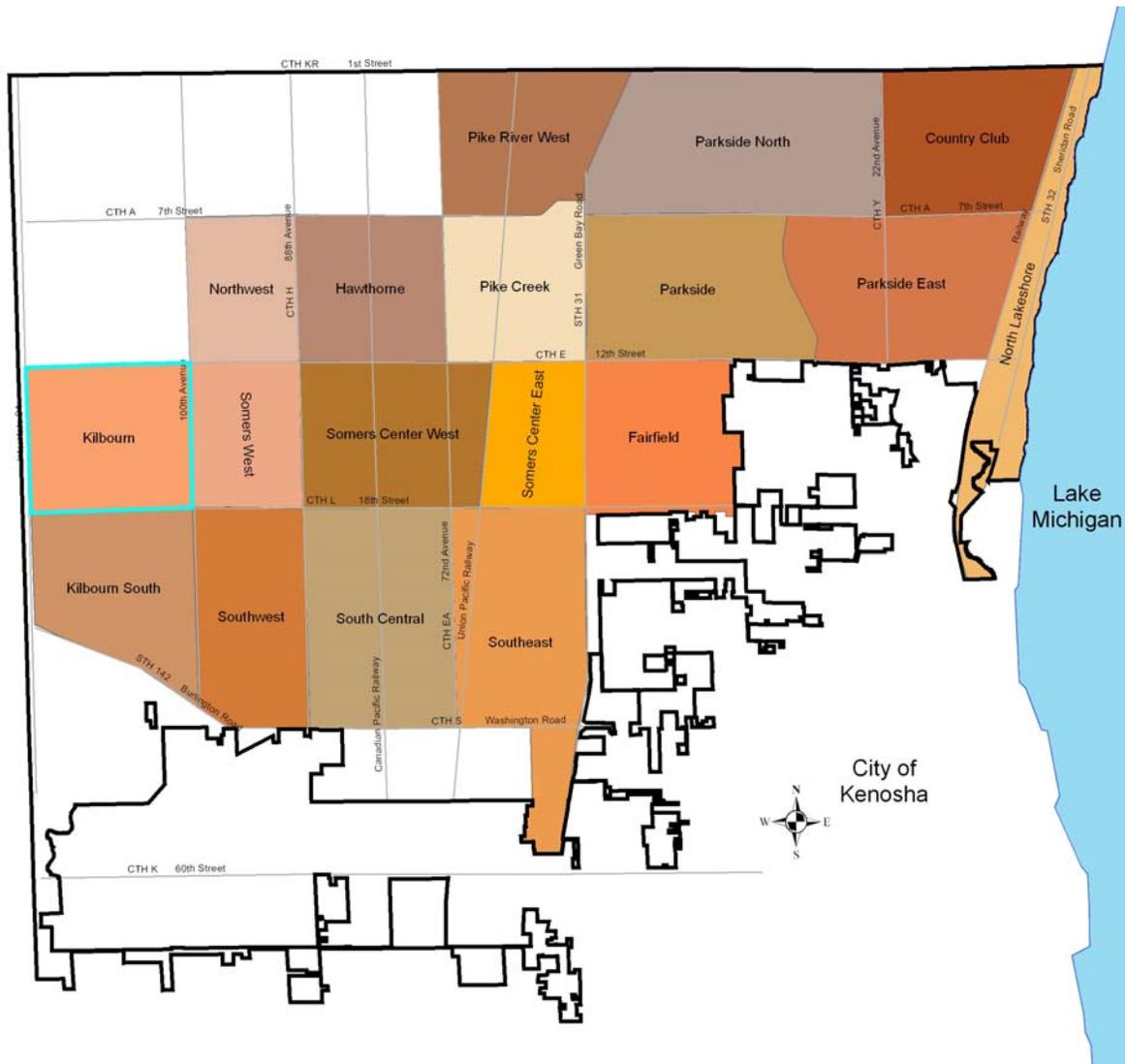
# THE KILBOURN NEIGHBORHOOD PLAN: CURRENT CONDITIONS

## Location

The Kilbourn Neighborhood, highlighted in the graphic below, is along the western edge of the Town of Somers. The neighborhood is located to the south of County Trunk Highway E immediately east of Interstate 94 and is approximately 716 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. 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.

Map 1: Kilbourn Neighborhood Location



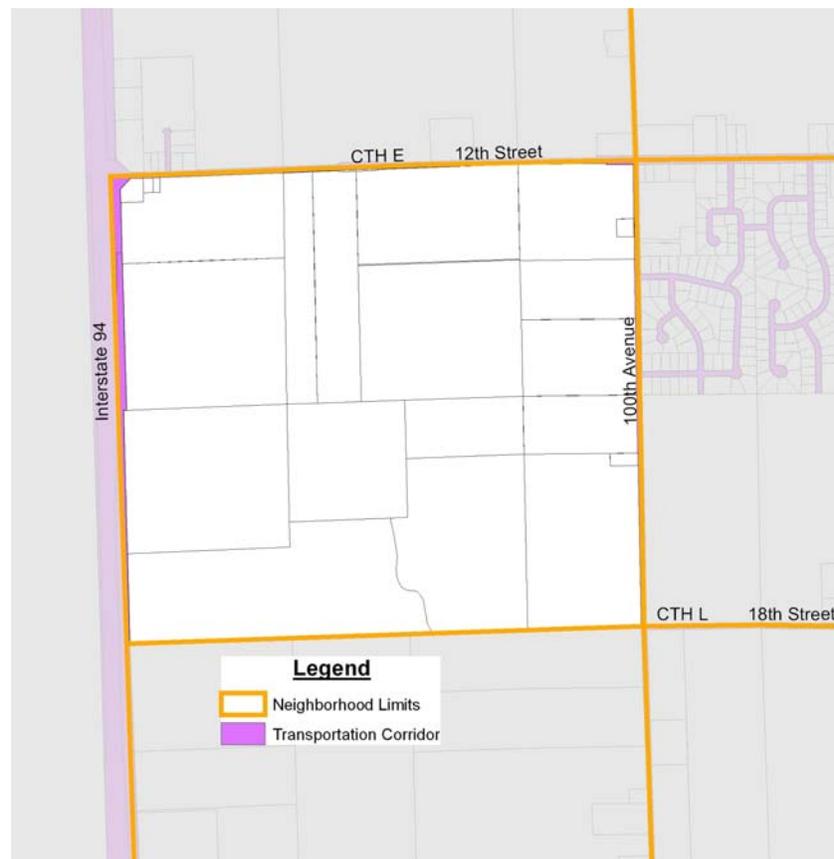
## Streets, Roads, and other Transportation Facilities

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.

Interstate 94, 100th Avenue, CTH E (12<sup>th</sup> Street), and a line extending from CTH L create the boundaries of the Kilbourn Neighborhood.

There are not any internal roads that extend into the Kilbourn Neighborhood.

Map 2: Transportation Facilities



## Public Transportation and Airport-related Issues

The City of Kenosha operates the local public transit service. There are not any current routes adjacent to the Kilbourn Neighborhood. The closest route is located in the Kenosha Industrial Park, or along 52<sup>nd</sup> Street.

The Kenosha Regional Airport is located south of the Kilbourn Neighborhood. Although the airport is located a distance from the Kilbourn Neighborhood, the approach and landing land use regulations extend from the airport into the neighborhood. The airport does not have any scheduled passenger flights. There were 65,722 takeoffs and landings at the airport in 2006, for an average of roughly 180 takeoffs and landings per day. Consideration must be given to the neighborhoods affected by the Overlay Airport Zoning. Building height and construction materials are affected due to the noise and location within close proximity of the runways.

## Traffic Counts

Roadway	Location of Count	Annual Average Daily Traffic (2002)	Annual Average Daily Traffic (2005)	Change	Percent Change
CTH E	East of I-94	4,300	4,700	400	9.3%
	East of 100 <sup>th</sup> Avenue	--	4,800	--	--
100 <sup>th</sup> Avenue	North of CTH L	--	930	--	--
	North of CTH E	--	240	--	--
Frontage Road	South of CTH E	--	160	--	--
	North of CTH E	--	230	--	--
Interstate 94	North of CTH E	--	76,100	--	--
	South of CTH L	74,700	71,700	-3,000	-4.0%

SOURCE: Wisconsin Department of Transportation

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, County Trunk Highway E (12<sup>th</sup> Street) accommodated an average of 4,700 AADT, or average number of vehicles per day, along the northern edge of the Kilbourn Neighborhood in 2005. On this portion of CTH E, AADT increased more than nine percent between 2002 and 2005 from 4,300 AADT.



As illustrated on the accompanying map, County Trunk Highway E (12<sup>th</sup> Street) accommodated an average of 4,700 AADT, or average number of vehicles per day, along the northern edge of the Kilbourn Neighborhood in 2005. On this portion of CTH E, AADT increased more than nine percent between 2002 and 2005 from 4,300 AADT.

A significant difference in traffic volume was measured along 100<sup>th</sup> Avenue north and south of CTH E. The larger traffic volume immediately east of the neighborhood may be a result of the residential development in the Somers West Neighborhood.

Interstate 94 carries a large volume of traffic between the Milwaukee and Chicago regions. Table 1 indicates that Interstate 94 experienced a four percent drop in

daily traffic. The WisDOT completed an additional count of the Interstate and calculated 75,500 vehicles per day in 2006 for an increase of over five percent from the 2005 traffic count.

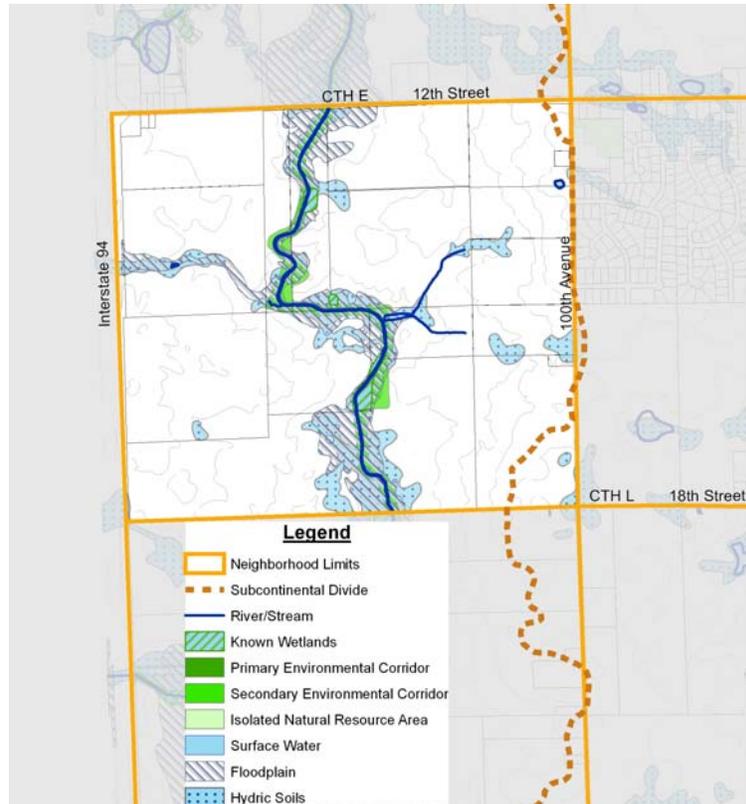
A frontage road parallels Interstate 94 along the western edge of the Kilbourn Neighborhood and accommodates 160 vehicles per day as counted by the WisDOT in 2005. North of CTH E the traffic volume increases to 230 vehicles per day. The WisDOT has proposed improvements to the Interstate corridor to improve the safety and functionality of the entrance and exit ramps and the frontage road as illustrated on Map 3. The right-of-ways for the proposed improvements will utilize a significant amount of land within the Kilbourn Neighborhood.

Topography, Natural Features and Wetlands

The Kilbourn Neighborhood has gently sloping topography toward the center of the neighborhood where the Kilbourn Road Ditch transports surface water in the Des Plaines watershed. The northeast and southeast corners of the neighborhood are on the eastern side of the subcontinental divide, which means that surface water ultimately flows to the Pike River watershed.

Associated with the Kilbourn Road Ditch, extensive areas of floodplains, wetlands, and hydric soils are present. These high-value natural features encompass sufficient area and combined with an area of woodland to be identified as a Secondary Environmental Corridor by the Southeastern Wisconsin Regional Planning Commission. Secondary Environmental Corridors are at least 100 acres in size and at least one mile long.

Map 4: Natural Features



Secondary Environmental Corridors are at least 100 acres in size and at least one mile long.

Several areas of hydric soils are located within the Kilbourn Neighborhood mostly along the Kilbourn Road Ditch or branches leading to the Kilbourn Road Ditch. 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.

## THE KILBOURN NEIGHBORHOOD PLAN: CURRENT LAND USE

In 2005, land uses included agriculture/open space, residential, commercial, industrial, and communications and utilities. The vast majority of land within the Kilbourn Neighborhood largely remains in agricultural use. The agricultural uses in the southern portion of the Kilbourn Neighborhood are identical to the uses in the adjacent Kilbourn South Neighborhood to the south without any physical separation of the neighborhoods as CTH L does not extend west to the frontage road.

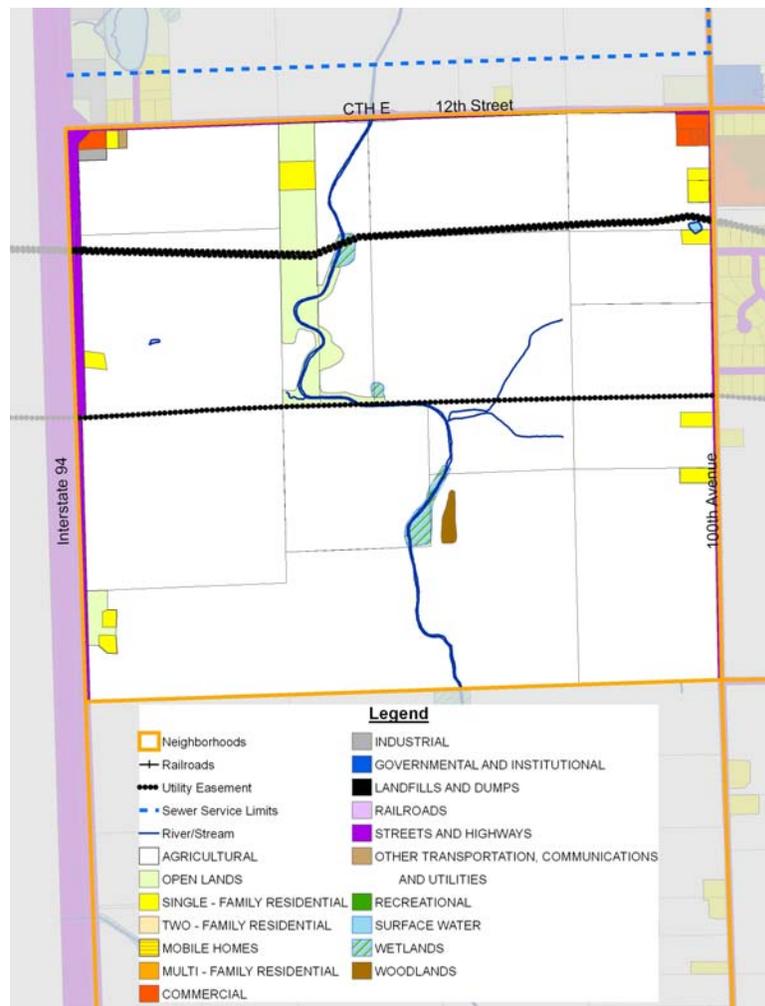
Map 5: Year 2005 Land Use

Residential land uses are located along the perimeter of the neighborhood without any significant development pattern. The residential uses are in large part the farmhouse associated with the farming operation. The land area that is not utilized for farming is likely the area identified in 2005 as residential land use.

Two commercial uses are identified in the Kilbourn Neighborhood including a gas station/mini-mart located at the intersection of CTH E and Interstate 94 and the Somers Superette retail business at the intersection of CTH E and 100<sup>th</sup> Avenue. The gas station/mini-mart has street frontage along the frontage road that parallels the Interstate.

Within close proximity of the gas station/mini-mart is an industrial land use toward the south. East of the gas station/mini-mart is land identified as other transportation, communications, and utilities land use.

Environmentally sensitive areas include the Kilbourn Road Ditch with the associated wetlands, woodlands, and small waterways within the neighborhood that drain water from the large agricultural fields to the Kilbourn Road Ditch.



## Current Zoning

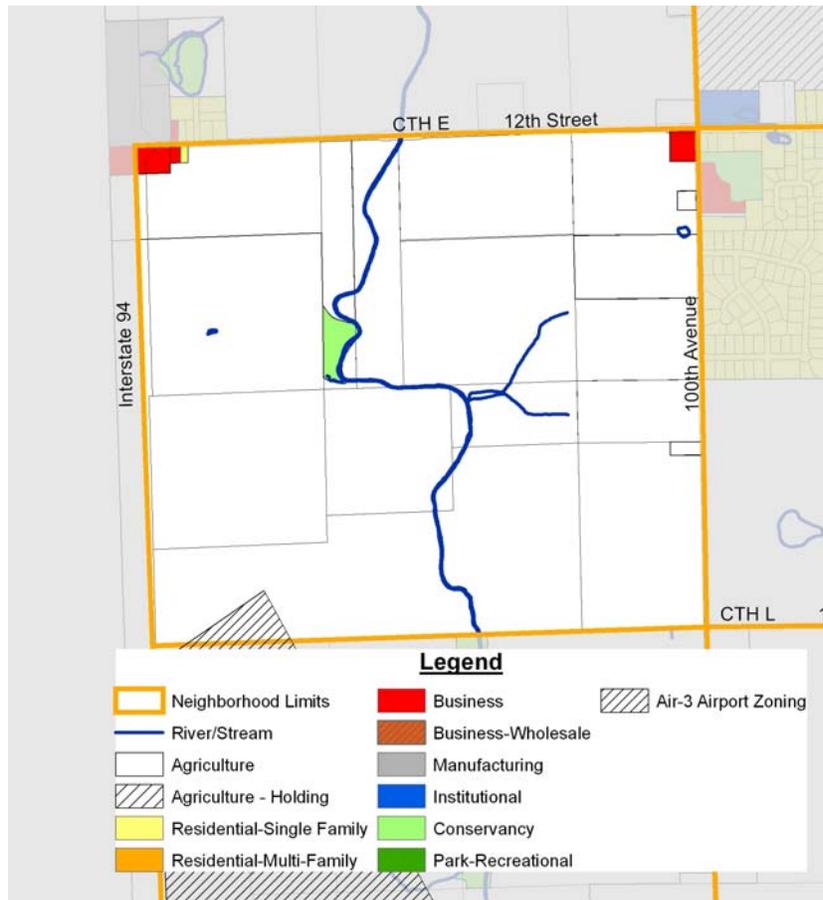
The zoning in the Kilbourn Neighborhood is similar to the land uses found in the neighborhood as of the year 2005. The lands identified as agriculture land use are zoned for that purpose. The residential uses throughout the neighborhood remain in agricultural zoning. In most instances the residential use has not been separated from the agricultural use and remain in agricultural zoning.

Along the Kilbourn Road Ditch, significant wetlands and floodplains are present. An area on the western side of the Kilbourn Road Ditch has been zoned as Conservancy to ensure that the environmental benefits are protected into the future.

Two areas of commercially zoned land exist in the Kilbourn Neighborhood consistent with the land uses identified in 2005.

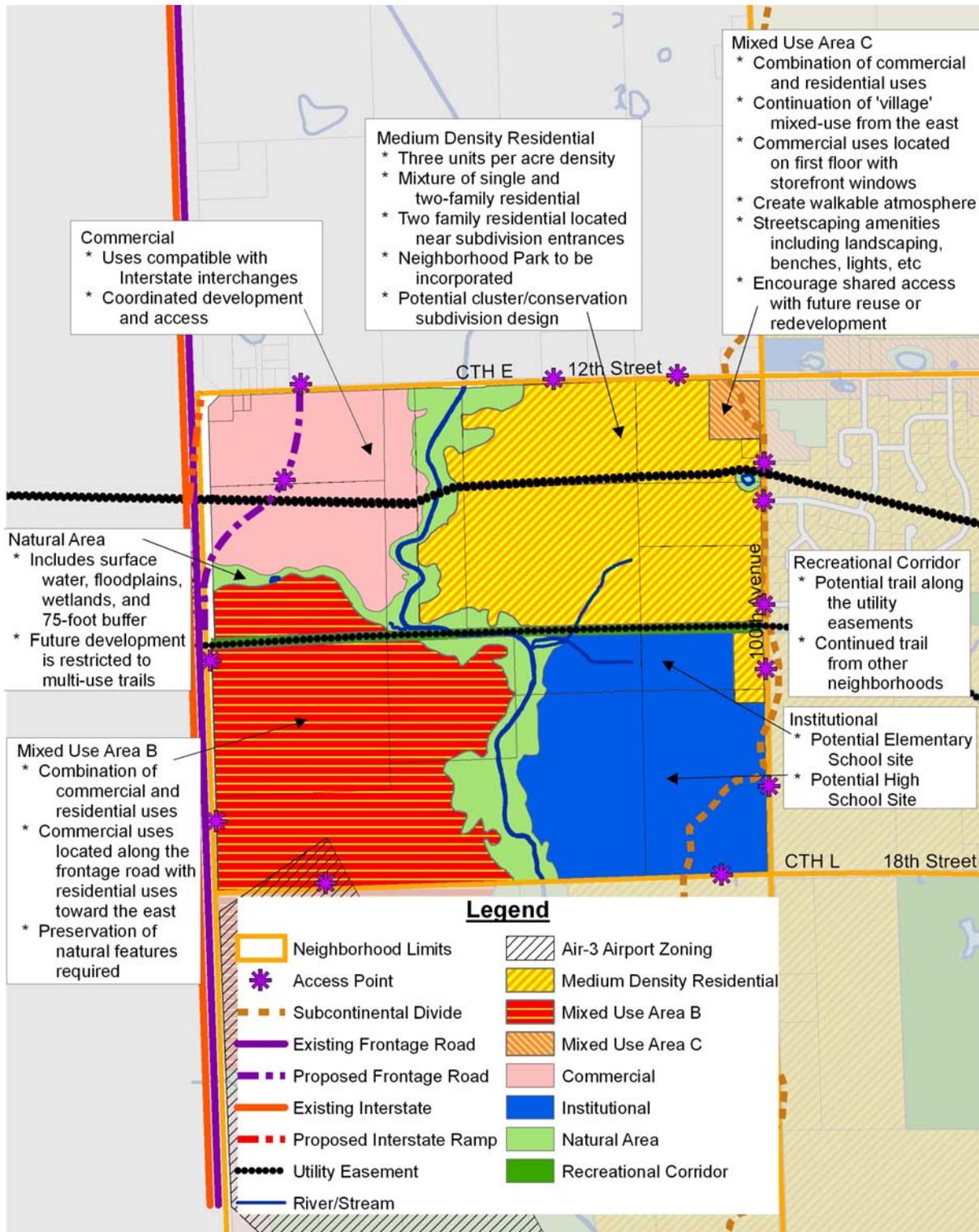
The Air-3 Airport Overlay Zoning District from the City of Kenosha extends to the southwestern corner of the neighborhood. The Air-3 Overlay Zoning District includes the airplane approach zones of the airport. This District limits not only the use of the land, but also the height that buildings can be constructed. The Air-3 zone extends from the runways of the Kenosha Regional Airport. The Air-3 permits non-residential uses and new residential uses provided an Aviation Easement is approved.

Map 6: Current Zoning



# THE KILBOURN NEIGHBORHOOD PLAN: FUTURE LAND USE

Map 7: Future Land Use



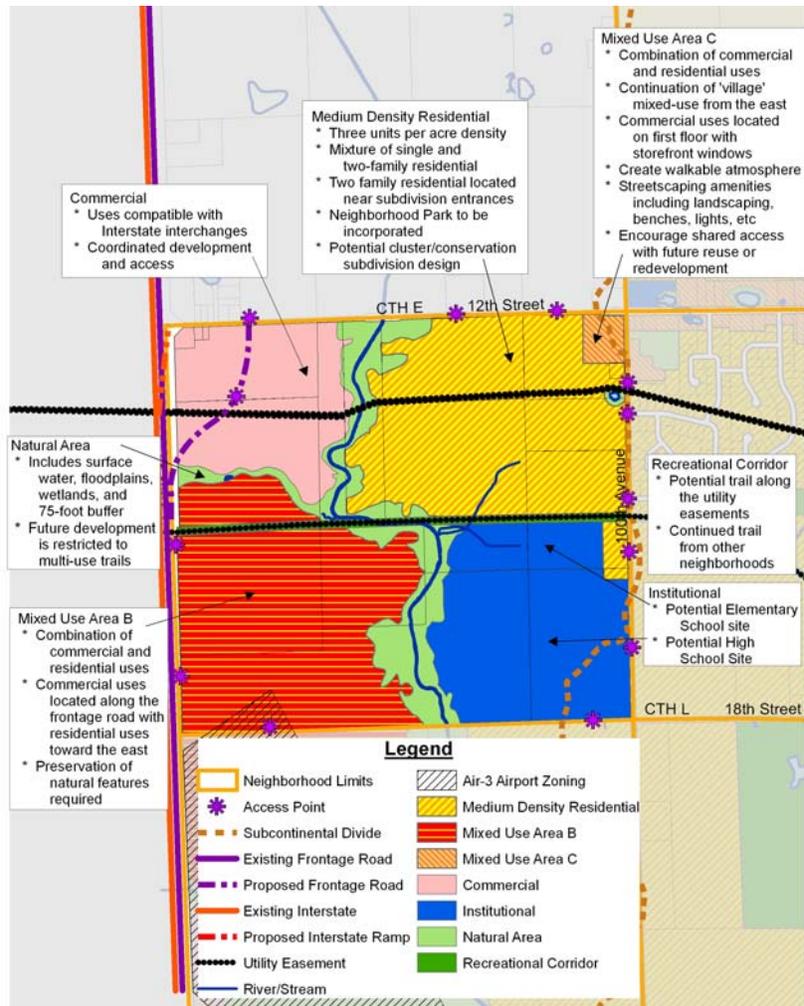
This section of the Kilbourn Neighborhood Plan details proposed land uses and anticipated development potential. Proposed land uses within the Kilbourn Neighborhood include medium density residential, commercial, mixed-use area B and C, institutional, recreational, and a natural area. These land uses were derived by considering all available information and applying responsible planning principles. The planned land uses are intended to protect the environmental features including wetlands, surface water, waterways and its associated floodlands. The map incorporates existing land uses when appropriate, following from an overall evaluation of existing uses throughout the neighborhood.

Medium Density Residential (yellow with orange cross-hatch)

The Medium Density Residential area could be developed in the future with a mixture of single and two-family residential uses at a density of three units per acre with the potential of cluster or conservation subdivision design. Due to the large area of land that could be developed at a three unit per acre density, a neighborhood park must be required to assist the Town with the provision of recreational opportunities for residents of the Town.

The Kilbourn Neighborhood is a significant distance from where the sewer and water is planned along STH 31; meaning that development in the western portion of the Town will likely not be realized for a number of years.

Future vehicular access points have been identified along the exterior of the medium density residential area; these are indicated with purple asterisks on Map 7. Along the eastern edge of the neighborhood there are existing access points that coincide with the access into the Somers West Neighborhood. Future access into the medium density residential will be best located opposite the existing points to create complete intersections. A significant internal road network is necessary with further development of this area.

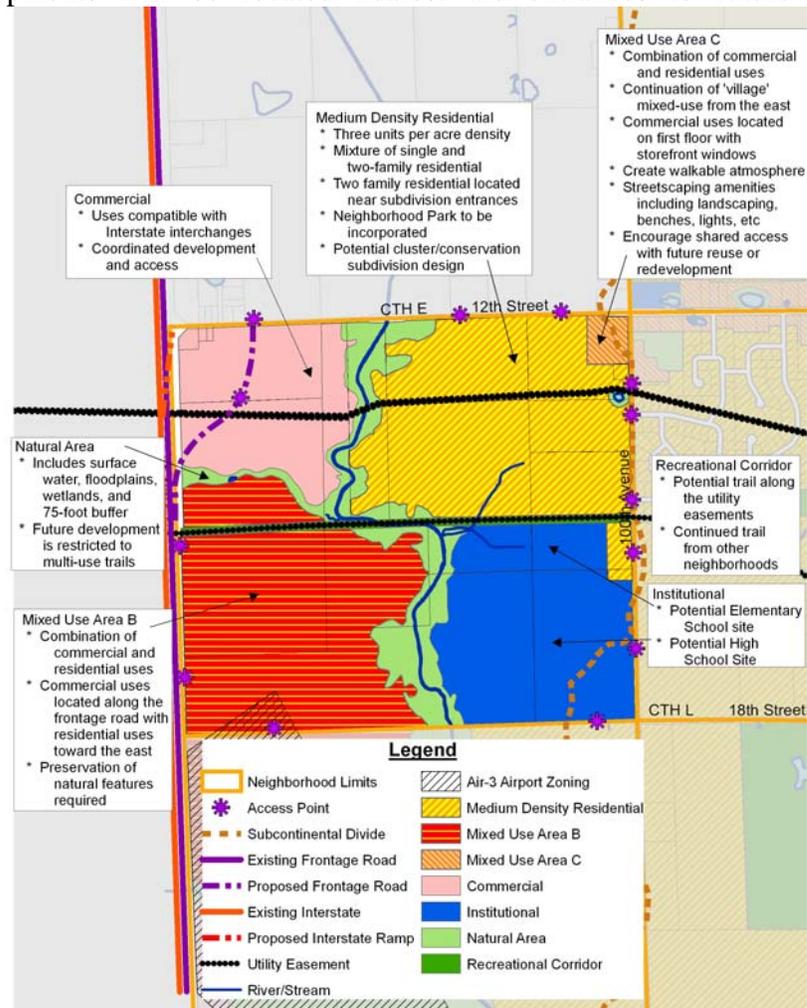


Internal access between the large parcels is necessary to create an interconnected neighborhood environment. To alleviate increased traffic volumes associated with two-family residential buildings, the two-family developments will be located nearest the entrances to future subdivisions.

The center of the neighborhood consists of parcels planned for medium density residential use with significant acreage included in natural areas and with branches of the Kilbourn Road Ditch extending a distance into the area. Environmental protection of these waterways and natural areas is necessary for future development.

The large medium density area identified within the Kilbourn Neighborhood has specific limitations that include:

- Two utility easements that follow an east/west path through the neighborhood. The ability to cross the easements is needed to create a cohesive residential development.
- The natural area along the western edge of the medium density residential area must be protected to ensure the environmental benefits of the areas are realized.



### Commercial (pink)

At the intersection of Interstate 94 and CTH E, an area of commercial land uses has been planned. The commercial area in the Kilbourn Neighborhood has high visibility from the Interstate and traffic along the frontage road and CTH E. Therefore, all commercial development must be compatible with the traffic and noise from the interstate. The major issues that will affect commercial development is the proposed Interstate 94 corridor improvements.

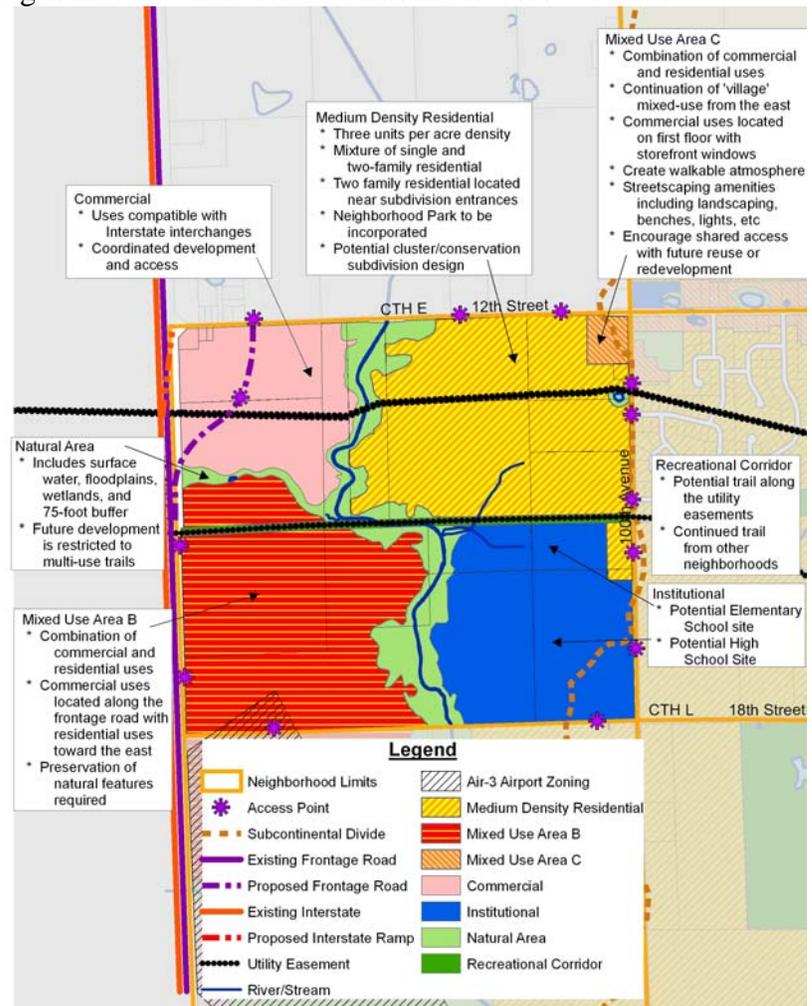
As shown on the adjacent map, the WisDOT has planned improvements to the frontage road and exit ramp from Interstate 94. The new exit ramp will affect the road frontage along the existing frontage road. The proposed improvements to the frontage road travel through the planned commercial area. Access to the commercial area will be determined after the proposed frontage road improvements are completed.

Traffic in this area along CTH E will likely increase as a result of future residential development and mixed-use redevelopment of the ‘village’ portion of the Town along CTH E. The mixed-use ‘village’ portion of the Town is planned for redevelopment into a pedestrian-friendly destination point for visitors in the future, which will increase the traffic along CTH E

Mixed-Use Area B (red with horizontal yellow hatch)

The Mixed-Use Area B is planned to be a mixture of commercial/office and residential uses and extend into the Kilbourn South Neighborhood. The commercial/office uses would be located furthest toward the west along the frontage road with visibility from Interstate 94. The residential use component of the Mixed-Use Area B is to be developed similar to the medium density residential density of three units per acre. The potential exists for cluster/conservation subdivisions to ensure the natural areas are preserved long into the future. A neighborhood park must be incorporated into the design of the residential portion to allow for recreational opportunities for future residents.

Similar to the Kilbourn South Neighborhood, a small portion of the mixed-use area is subject to the Air-3 airport overlay zoning. Commercial, office, and residential uses are permitted with restrictions as previously explained. Height elevation limitations are also an issue to be considered for future development in the small area subject to the Air-3 airport overlay zoning. An analysis of the elevations of the ground and the Airport Height Limitation Map indicate that buildings will be limited to heights in the range of 110 to 120 feet.



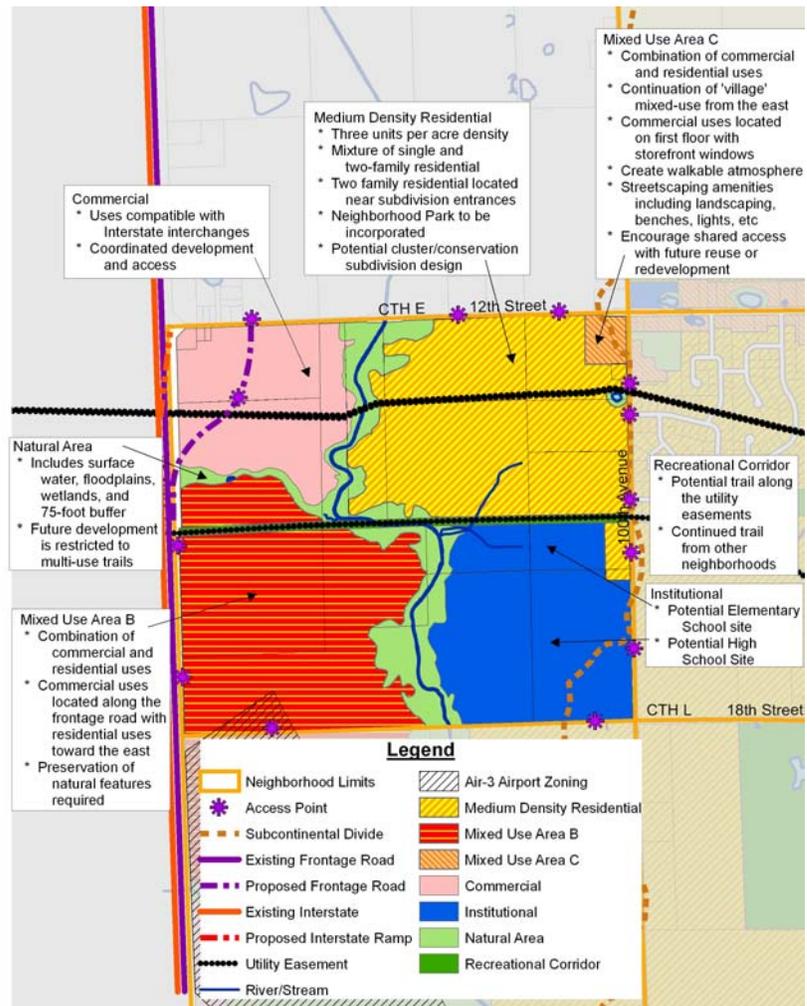
Mixed-Use Area C (red with diagonal yellow hatch)

The northeast corner of the neighborhood has been identified as Mixed-Use Area C. The Mixed-Use Area C is planned to be a mixture of commercial, office, and residential uses extending eastward into the ‘village’ portion of the Town. The commercial and office uses would be located on the first floor of the structures with large storefront windows creating an inviting walkable atmosphere within the Town. The residential component of the Mixed-Use Area C would then be located on the second floor of the structure at a density of up to three units per

acre. The reuse of existing structures will preserve the integrity along with an emphasis on a walkable Town Center will invigorate the Kilbourn Neighborhood and the Town.

Institutional (blue)

Institutional land uses typically include uses such as educational and religious facilities and cemeteries. On the future land use map, two locations have been identified for institutional land uses for a potential high school and elementary school. The property has frontage along 100<sup>th</sup> Avenue and is located in the southeast part of the neighborhood. Several factors were deliberated prior to identifying a high school and elementary school site at this location. These considerations included: the amount of land needed, the quality and capacity of vehicular access, geographic location, and topography. A high school typically requires at least 80 to 90 acres of land to accommodate the building and outdoor facilities. This location offers approximately



110 acres of land outside the natural area. The elementary school site is approximately 27 acres.

Access to the site is a necessary component to locating a school site. The proposed location includes frontage abutting 100<sup>th</sup> Avenue. This roadway provides sufficient capacity to accommodate use by teachers, parents, buses, and visitors, but is not a highway, which would accommodate a higher volume of traffic at higher speeds.

As part of the Kenosha Unified School District No. 1, geographic location is important for students to be able to attend a neighborhood school. The closest high school in the Kenosha Unified School District would be Kenosha Bradford or Indian Trail Academy, both in the City of Kenosha. The closest elementary school is Somers Elementary School on 72<sup>nd</sup> Avenue in the Town, or Nash Elementary School located on 99<sup>th</sup> Avenue in the City of Kenosha. The school district reaches far beyond the Kilbourn Neighborhood and will serve the population within the neighborhood and from other areas of the Town and City of Kenosha. An elementary school and high school at this location will allow students from within the neighborhood and from the northwestern part of the City of Kenosha to walk or bike to school.

## Natural Area (green)

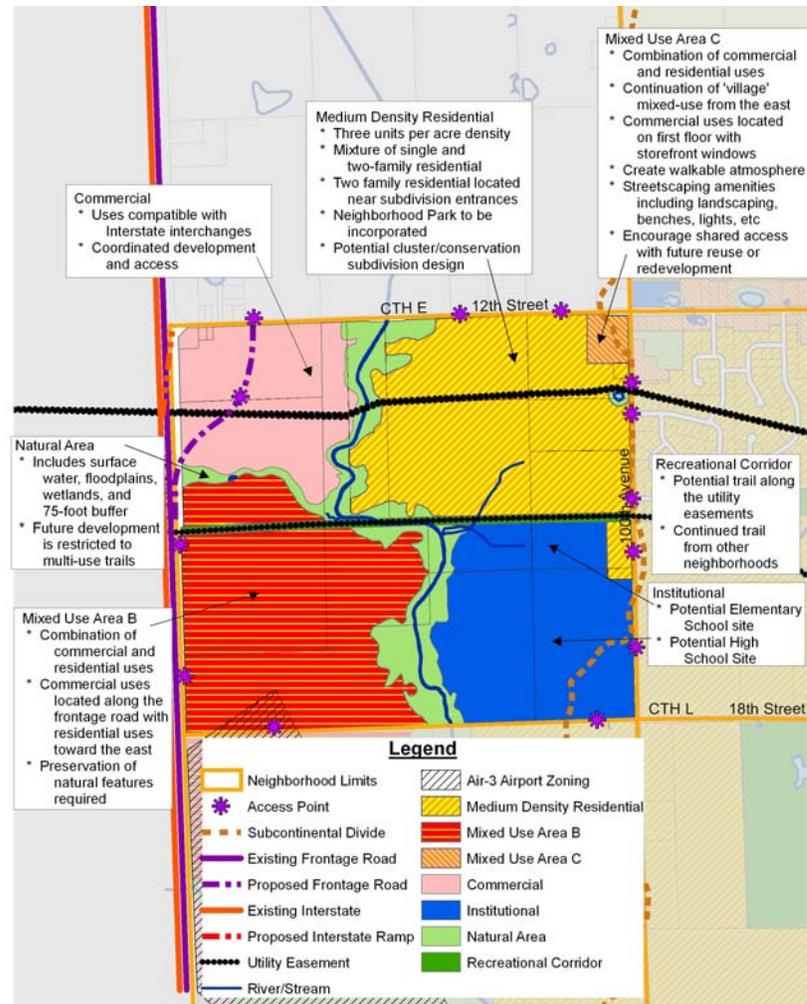
Natural resources are abundant in the Kilbourn Neighborhood. These natural resources include the Kilbourn Road Ditch, wetlands, floodplains, woodlands, and secondary environmental corridor. The Natural Area land use designation includes all of the natural resources including a 75-foot buffer from all wetlands. Future development of the Natural Areas is limited to multi-use trails to protect the natural environment. Changes to the wetlands and floodplains naturally occur over time. Wetlands and floodplains are also physically altered by human activity. If the wetlands or floodplains are changed in the future, it is expected that the adjacent land use will expand or contract with the changes in the Natural Area land use. A portion of these natural resources is zoned Conservancy to remain protected from future development. 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. Many of the future access points in this neighborhood have been previously determined due to existing development. Future access points along CTH E may be somewhat difficult as Kenosha County has jurisdiction over the roadway and all access points.

Each of the land use designations has at least two access points identified. The second access for each land use designation is necessary for traffic flow and emergency access. The intersections with CTH E have been located to allow for considerable separation, providing increased safety and a continuous flow of traffic.

Within the residential and Mixed-use Area B land uses, an interconnected road network will benefit future residents and business owners who wish to relocate in the Kilbourn Neighborhood. It is important that with future development, significant consideration is given regarding the internal connectivity of the neighborhood with particular regard to constraints posed by the various drainageways.



## Potential Development

This neighborhood plan offers the opportunity for significant future single- and two-family residential and commercial development in the Kilbourn Neighborhood. The following table identifies the total acreage for each of the future land use categories. The entire Kilbourn Neighborhood is 716 acres, but after right-of-ways are deducted from the total acreage, the Kilbourn Neighborhood is approximately 703 acres.

The total acreage minus the right-of-way 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
Medium Density Residential	185 acres	5 acres	180 acres	0 acres
Mixed-Use Area B	187 acres	0 acres	187 acres	0 acres
Mixed-Use Area C	8 acres	4 acres	4 acres	0 acres
Commercial	96 acres	1 acres	95 acres	0 acres
Institutional	136 acres	0 acres	136 acres	0 acres
Natural Area	77 acres	0 acres	0 acres	77 acres
Recreational	14 acres	0 acres	0 acres	14 acres
Total	703 acres	10 acres	602 acres	91 acres

## Residential Development

- Medium density residential, which includes a mixture of single and two-family residential dwellings, comprises the largest single category of future possible development in the Kilbourn Neighborhood. If all of the medium density residential area is developed at a three unit per acre density, approximately 540 housing units could be developed.
- Residential uses are a component of the Mixed-Use Area B. An additional 280 dwelling units of various types could be developed in Mixed-Use Area B.
- The Mixed-Use Area C also has a residential component. Approximately 12 dwelling units are possible with commercial and office development.

Table 3: Residential Development

	Developable Acreage	Density	Dwelling Units
Medium Density Residential	180 acres	3 dwelling units per acre	540 units
Mixed-Use Area B	187 acres	3 dwelling units per acre	280 units <sup>1</sup>
Mixed-Use Area C	4 acres	3 dwelling units per acre	12 units
Total	371 acres		832 dwelling units
<sup>1</sup> Three units per acre on only 50 percent of the land area			

Although 832 additional dwelling units are possible in the Kilbourn Neighborhood, it is impractical to assume that all of the residential growth will occur immediately, if ever. The following table shows the potential residential growth every five years within the Kilbourn Neighborhood based on a slower rate of development at the beginning of the phasing schedule because the sewer and water are a significant distance from the neighborhood. Only 70 percent of the potential housing units are figured into the phasing schedule as the remaining 30 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 in the Kilbourn Neighborhood. Major factors include: landowner disinterest in developing their land, the distance of the planned sewer and water infrastructure from the neighborhood, fluctuation 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

	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>
Percent of Potential Growth	10%	15%	15%	15%	15%
Additional Housing Units in the Kilbourn Neighborhood	83	125	125	125	125
<b>Total Neighborhood Housing Units</b>	83	208	333	458	583

Population increases occur with housing development. The Town must also plan for these population increases. An average of 2.45 people resided in each household in the Town according to the U.S. Census 2000. 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 Kilbourn 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 1,417 future residents within the Kilbourn Neighborhood by the year 2035.

Table 5: Future Population from Potential Development

	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>
Neighborhood Housing Units	83	208	333	458	583
People per Household*	2.43	2.43	2.43	2.43	2.43
Additional Population in the Kilbourn Neighborhood	202	505	809	1,113	1,417

\* Kenosha County Multi-Jurisdictional Comprehensive Plan

Commercial Development

- At the intersection of Interstate 94 and CTH E an area of commercial development is planned that would be compatible with the both the Interstate and the interchange traffic and noise levels. Approximately 96 acres have been planned for commercial uses. The proposed interchange and frontage road improvements will affect the available acreage for commercial uses if completed by the WisDOT.
- An area has been planned for Mixed-Use Area B including commercial, office, and residential development along the frontage road that parallels Interstate 94. Within the

Mixed-Use Area B, the commercial and office uses will be located adjacent to the frontage road with their dependence on highway traffic and visibility. The residential component is planned to be located east of the commercial and office uses. Approximately 187 acres of developable land will accommodate those uses.

- The northeast corner of the neighborhood is planned for Mixed-Use Area C. The Mixed-Use Area C is similar to the Mixed-Use Area B in that commercial, office, and residential uses are planned. The main difference between the two mixed-use areas is that the Mixed-Use Area C is planned to be part of the walkable ‘village’ area of the Town. Commercial and office uses with inviting display windows will be developed at a pedestrian-scale with residential units developed above the commercial and office uses. Roughly eight acres of land in the Kilbourn Neighborhood is identified as Mixed-Use Area C.

Table 6: Future Square Feet of Development

	<b>Developable Acreage</b>	<b>Assumed of-Way</b>	<b>Right-Buildable Area</b>	<b>Square Footage</b>
Commercial	95 acres	19 acres	76 acres	1,000,000 s.f.
Mixed-Use Area B	187 acres	37 acres	150 acres	1,900,000 s.f.
Mixed-Use Area C	8 acres	1 acres	7 acres	100,000 s.f.
Total	290 acres	57 acres	233 acres	3,000,000 s.f.

Commercial and office growth, like the residential growth, is not likely to occur immediately. The following table illustrates a potential growth scenario for commercial and 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 of year 2015. Adjusting the phasing schedule similar to the residential development is not necessary as development pressure along the Interstate is likely to be higher for commercial development than residential development.

Table 7: Future Phasing of Potential Development

	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>
Percent of Potential Growth	10%	20%	20%	20%	20%
Incremental Growth (square feet)	300,000	600,000	600,000	600,000	600,000
<b>Total Development (square feet)</b>	300,000	900,000	1,500,000	2,100,000	2,700,000

Approximately 300,000 square feet of additional commercial and office growth is planned for the Kilbourn Neighborhood over and above that which is calculated in the phasing table. The additional commercial and 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, and location of other commercial and office uses in the region and along the Interstate will have a great impact on the development of the commercial and office uses.
2. This area will be dependent upon a larger market than the Town itself. When future non-residential development occurs in the area outside the Town, developers, customers, and visitors will be affected in both their shopping desires and traffic routes.

3. Several landowners own significant amounts of land that have been planned for commercial/office growth. If these landowners decide to not develop their land, large areas of potential growth will not materialize.
4. Municipal sewer and water are currently located a significant distance east of the Kilbourn Neighborhood. Extensions of these utilities are not anticipated in the near future.
5. The land that will be needed to complete the WisDOT improvements along the interstate corridor will affect the amount of land available for commercial development.
6. Kenosha County is exploring the idea of creating a corridor zoning district that will include a portion of the Kilbourn Neighborhood. If Kenosha County proceeds with the corridor zoning, the uses permitted by the corridor zoning may affect the potential for additional development in the neighborhood.

The potential for significant commercial and office development exists along Interstate 94 and the frontage road within the Kilbourn Neighborhood. Development is likely to occur over a period of time and a series of phases. The factors identified and a litany of other factors may alter the amount of development.

#### Key Issues for Future Development

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

- A safe internal road network is necessary for each of the land use categories as a natural area separates them and access through the entire neighborhood will be difficult.
- Future medium density residential development must include future open space or parkland to provide recreational opportunities for future residents.
- Municipal sewer and water is a significant distance to the east of the neighborhood. These services will enable future development and redevelopment to occur.
- A small portion of the neighborhood is included the Air-3 Airport Overlay Zoning from the City of Kenosha. The height, use, and development standards in the area must be in accordance with the City of Kenosha regulations. Although new residential development is not prohibited, an Aviation Easement is required.
- The Wisconsin Department of Administration improvements to the frontage road and interstate ramps will affect the future road alignment and locations of future commercial uses.

Table 8: Development Issues by Land Use Category

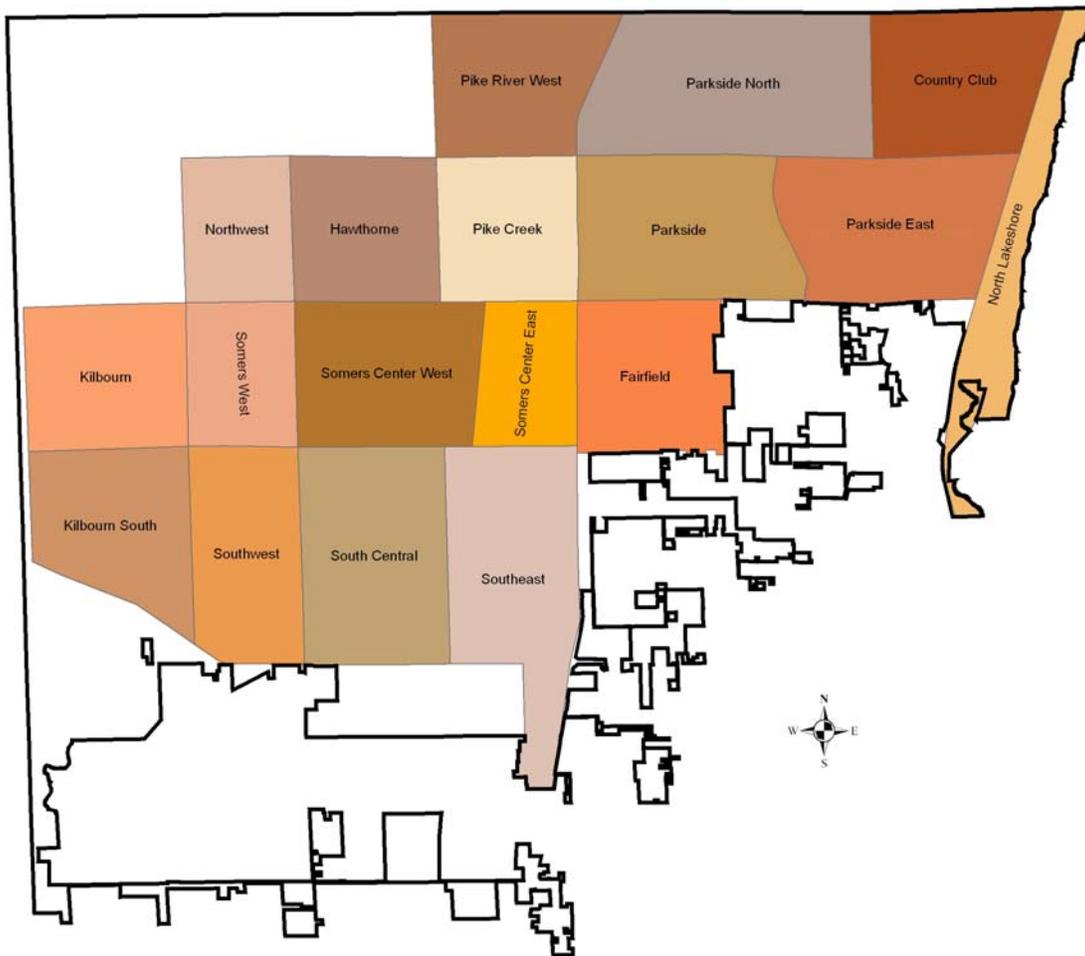
<b>Land Use Category</b>	<b>Preserve Open Space</b>	<b>Adjacent to Floodplain</b>	<b>Parkland included with future development</b>	<b>Landscaped Buffers adjacent to residential uses</b>	<b>Hydric Soils to be protected</b>	<b>Internal Road Network</b>	<b>Assemblage of Properties for development</b>	<b>Affected by WisDOT improvements</b>	<b>Affected by Airport Overlay Zoning</b>	<b>Extension of sewer and water necessary</b>
Medium Density Residential	X	X	X		X	X	X			X
Commercial	X	X			X	X		X		X
Mixed-Use Area B	X	X	X	X	X	X			X	X
Mixed-Use Area C	X				X		X			X
Institutional	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 KILBOURN NEIGHBORHOOD PLAN IN THE CONTEXT OF THE KENOSHA COUNTY MULTI-JURISDICTIONAL COMPREHENSIVE PLAN

The Kilbourn 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 8: 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 16 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 Kilbourn Neighborhood**

Map 9: Year 2005 Aerial Photo of the Kilbourn Neighborhood



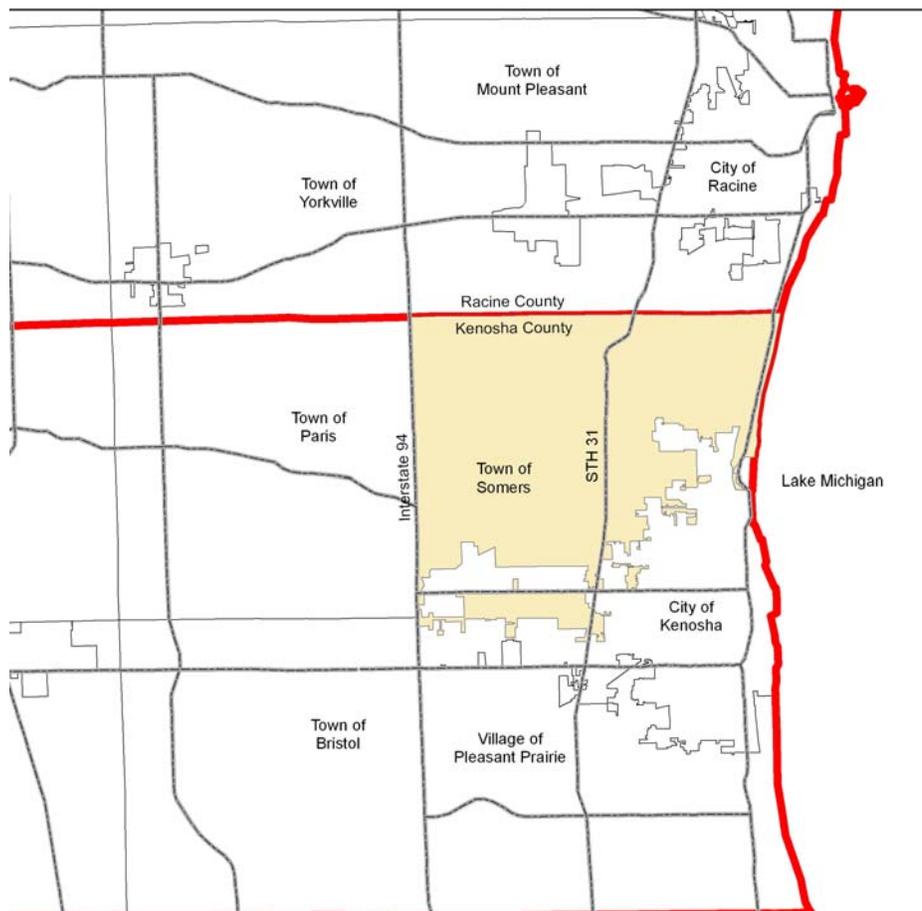
## APPENDIX B: THE TOWN OF SOMERS AND ITS NEIGHBORHOODS

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 10: 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

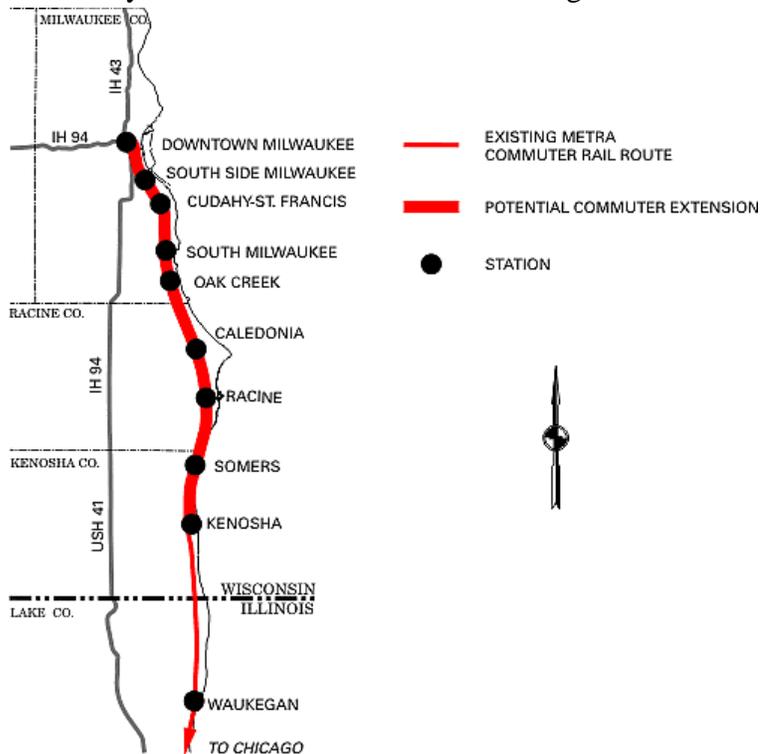
	Census 1980	Census 1990	Census 2000	Estimate 2007	Projection 2010	Projection 2015	Projection 2020	Projection 2025
Town of Somers	7,724	7,748	9,059	9,361	9,740	10,088	10,442	10,819
<i>percent change</i>		0.3%	16.9%	3.3%	4.0%	3.6%	3.5%	3.6%
City of Kenosha	77,685	80,426	90,352	95,352	98,638	102,700	106,837	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



## 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