

**SOUTH CENTRAL
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.

South Central 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 Ruckert/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 South Central 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 South Central 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 South Central 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

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Alan Ferber
Ben Harbach
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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 SOUTH CENTRAL NEIGHBORHOOD PLAN: CURRENT CONDITIONS

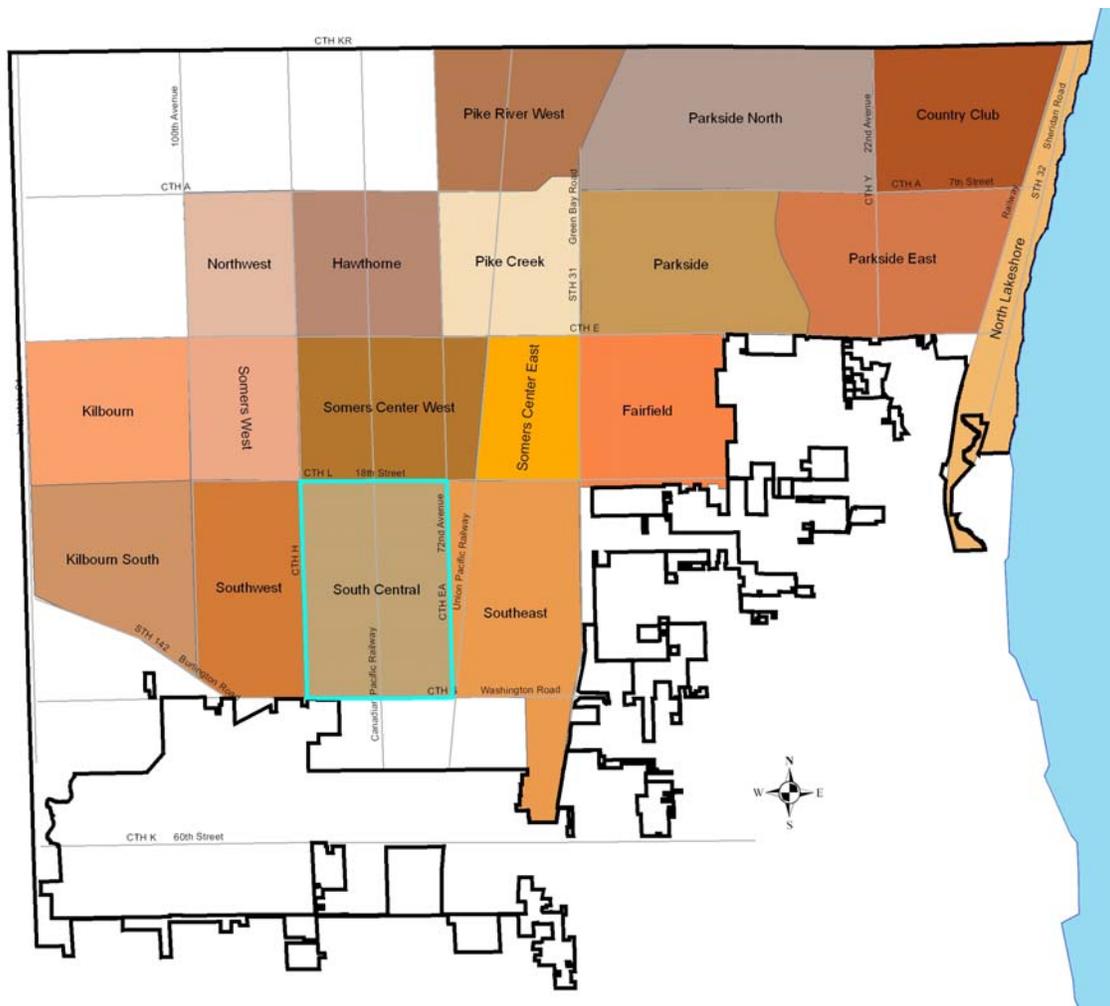
Location

The South Central Neighborhood, highlighted in the graphic below, is in southern portion of the Town of Somers. The neighborhood is located to the north of County Trunk Highway S (Washington Road) and is approximately 980 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.

The South Central Neighborhood is adjacent to lands currently in the City of Kenosha and lands that could be attached to the City pursuant to the Boundary Agreement.

Map 1: South Central Neighborhood Location

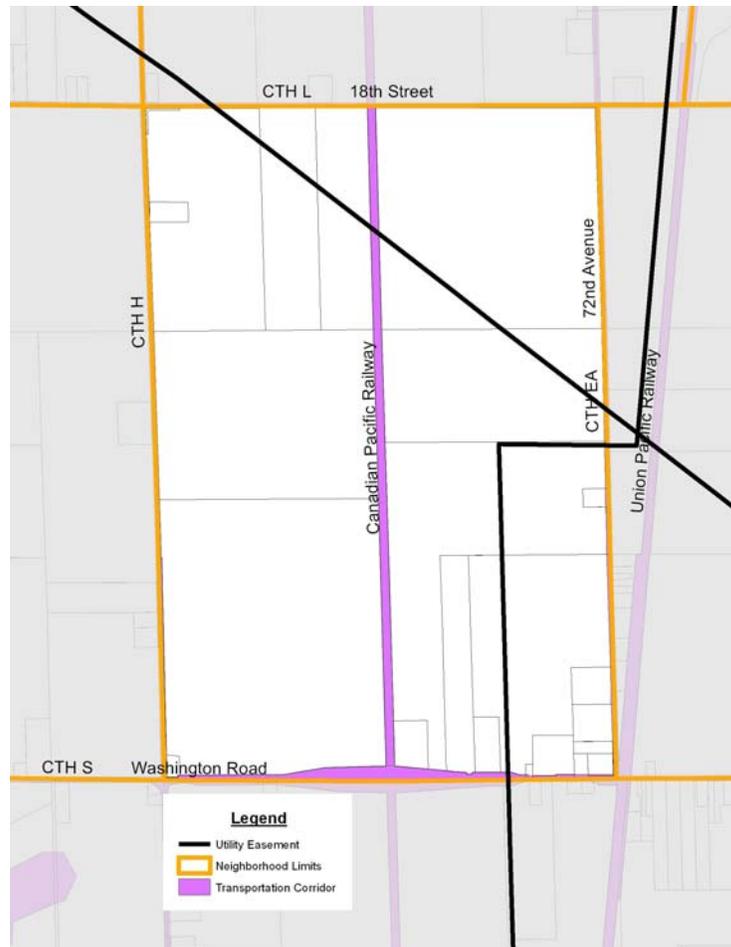


Streets, Roads, and other Transportation Facilities

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.

County Trunk Highways EA, S, H, and L create the borders of the South Central Neighborhood. There are not any roadways that extend into the neighborhood. All existing uses utilize the County Trunk Highways for transportation.

Map 2: Transportation Facilities



The Canadian Pacific Railway bisects the neighborhood in a north/south direction. The railway provides freight transportation services throughout Canada and the United States.

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 South Central Neighborhood. The closest route is located in the Kenosha Industrial Park, or along 52nd Street.

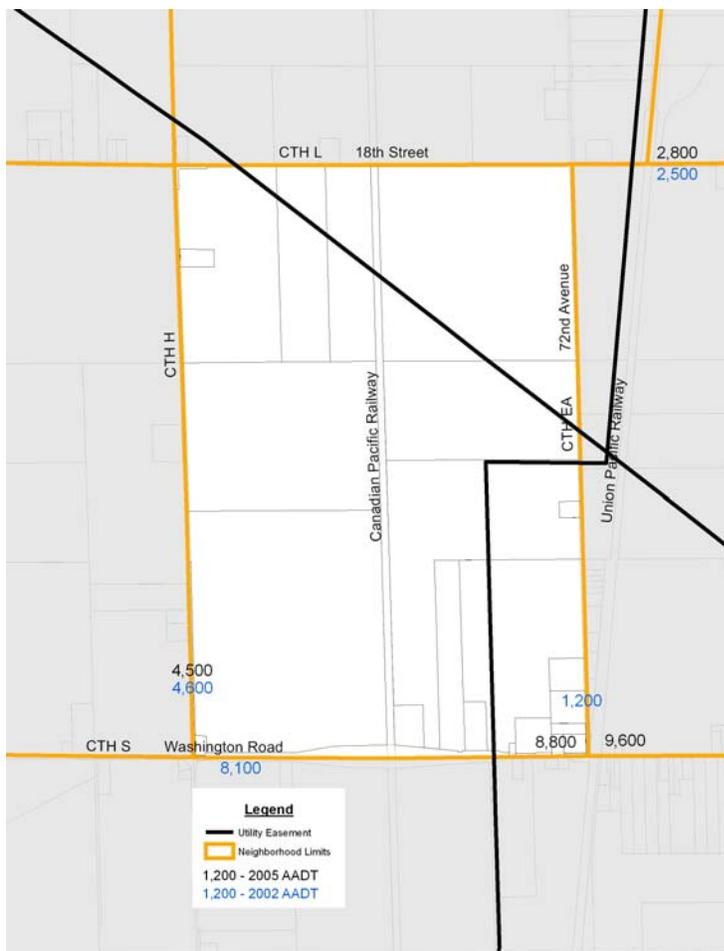
The Kenosha Regional Airport is located south of the South Central Neighborhood. The airport does not have any scheduled passenger flights. There were 65,722 takeoffs and landings at the airport in 2006, for an average of roughly 180 takeoffs and landings per day. Consideration must be given to the neighborhoods 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 EA	North of CTH S	1,200	--	--	--
CTH S	East of CTH H	8,100	--	--	--
	West of CTH EA	--	8,800	--	--
	East of CTH EA	--	9,600	--	--
CTH H	North of CTH E	4,600	4,500	-100	-2.2%
CTH L	East of CTH EA	2,500	2,800	300	12%

SOURCE: Wisconsin Department of Transportation

Map 3: Traffic Counts



WisDOT determination of the relatively low traffic volumes.

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 H (CTH H) accommodated an average of 4,500 AADT, or average number of vehicles per day, along the western edge of the South Central Neighborhood in 2005. On this portion of CTH H, AADT decreased slightly more than 2 percent between 2002 and 2005. On CTH S, the traffic volumes increase toward the east. In 2005, an average of 800 more cars per day traveled on CTH S east of the neighborhood.

Trends in traffic volume offer insight for future land use planning. Surrounding the South Central Neighborhood the traffic volumes were not counted on the regularly scheduled dates due to a

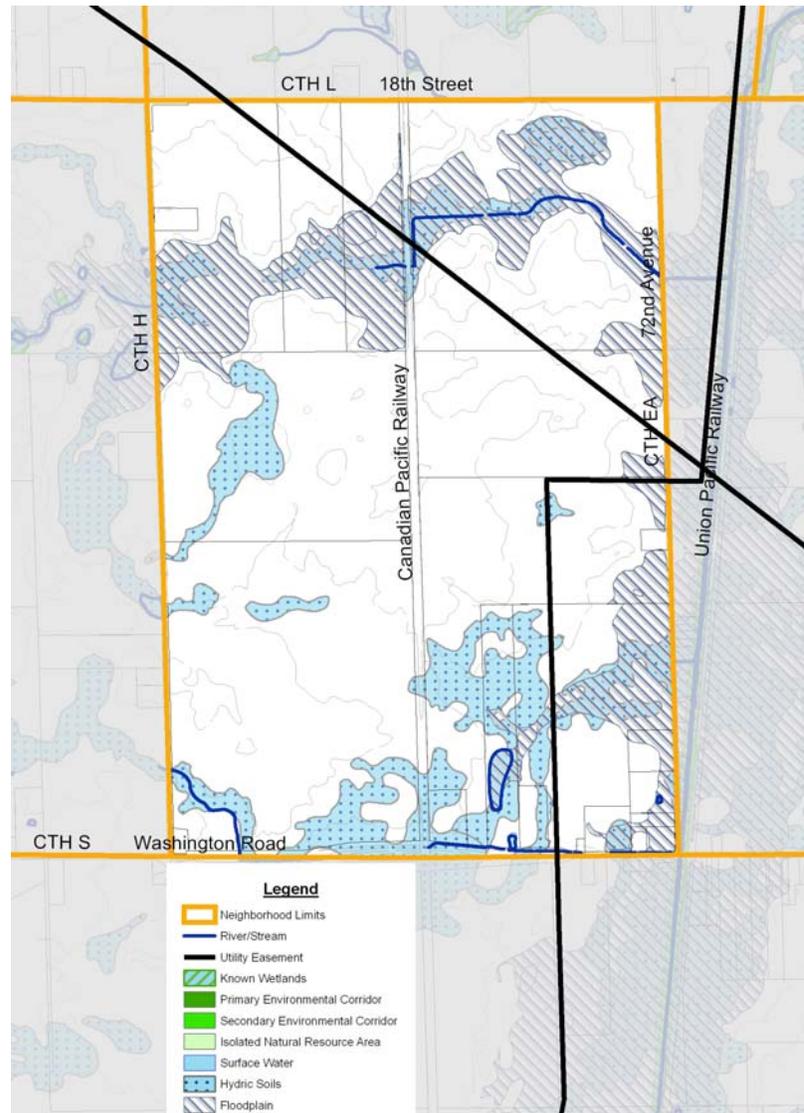
Topography, Natural Features and Wetlands

The South Central Neighborhood has gently sloping topography. The entire neighborhood generally slopes toward the Pike Creek lying just beyond the neighborhood's eastern edge.

Due to the relatively large area draining toward the Pike Creek, the tributary to the Pike Creek, and the flat terrain adjacent to the streambed, extensive areas of floodplains are present. There have not been any wetlands, woodlands, or environmental corridor identified in the South Central Neighborhood.

Small pockets of hydric soils are located in throughout of the South Central Neighborhood. 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 SOUTH CENTRAL NEIGHBORHOOD PLAN: CURRENT LAND USE

In 2005, land uses included agriculture/open space, residential, commercial, and industrial. The vast majority of land within the South Central Neighborhood remains in agricultural use. The Canadian Pacific Railway bisects the remaining agricultural lands.

Map 5: Year 2005 Land Use

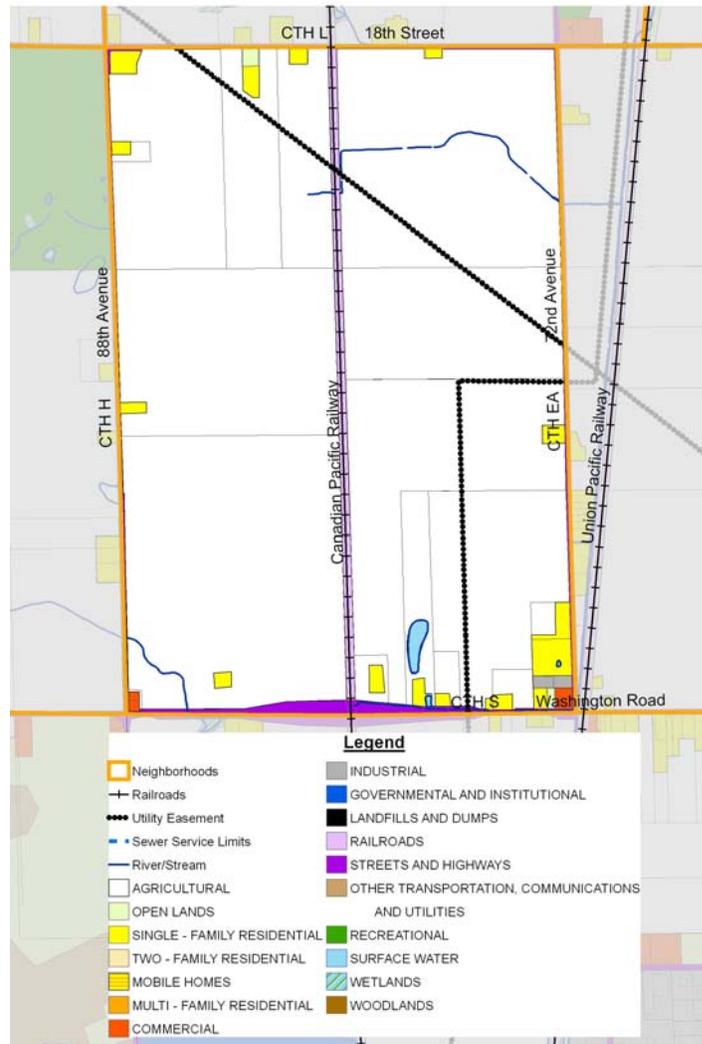
All of the residential land uses, illustrated in yellow, are found along or near the perimeter of the neighborhood. The residential uses that are not along the perimeter of the neighborhood have private driveways that reach the County Trunk Highways, as there are not any internal roads within the neighborhood.

Commercial uses have been identified in the southeastern and southwestern corners of the neighborhood along CTH S.

One industrial area is located in the southeastern portion of the neighborhood.

Environmentally sensitive areas include the tributary to the Pike Creek and associated floodplains adjacent to the creek and wetlands. A small body of water is located in the southern portion of the neighborhood, which must be a depression in topography where water from the surroundings drain.

Significant amounts of land are consumed by a utility easement through the South Central Neighborhood. The land and utilities are important for future land use consideration, as the utilities are vital infrastructure for the region in addition to the Town of Somers.



Current Zoning

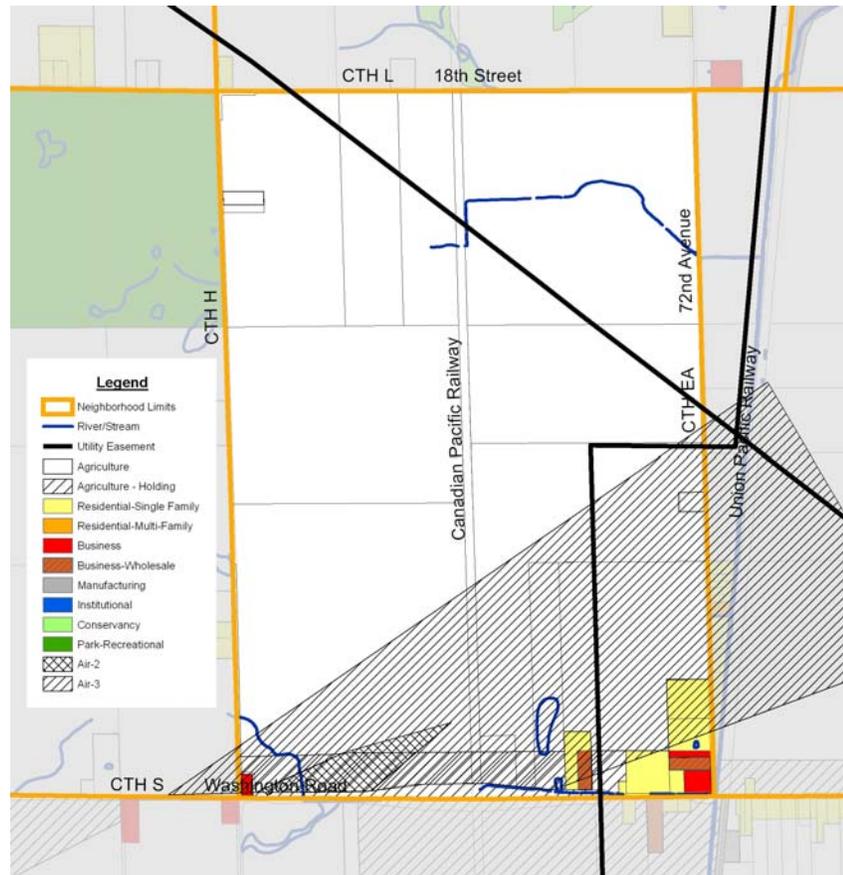
The zoning in the South Central Neighborhood closely reflects the land uses found in the neighborhood as of the year 2005. The lands identified as agriculture land use are zoned for that purpose. Several of the residential uses in the southern portion of the neighborhood are shown in yellow and zoned appropriately for the development that has occurred in the neighborhood.

Along CTH S, the agriculturally zoned land within approximately 500 feet of CTH S has been zoned as agricultural holding. The agricultural holding district is intended to identify the areas that will be developed into a more intensive land use and urban expansion.

Three areas of commercially zoned land are located along CTH S. These commercial zones encompass the two commercial and industrial land uses identified in 2005. The third area of commercial property is located near the center of the neighborhood along CTH S.

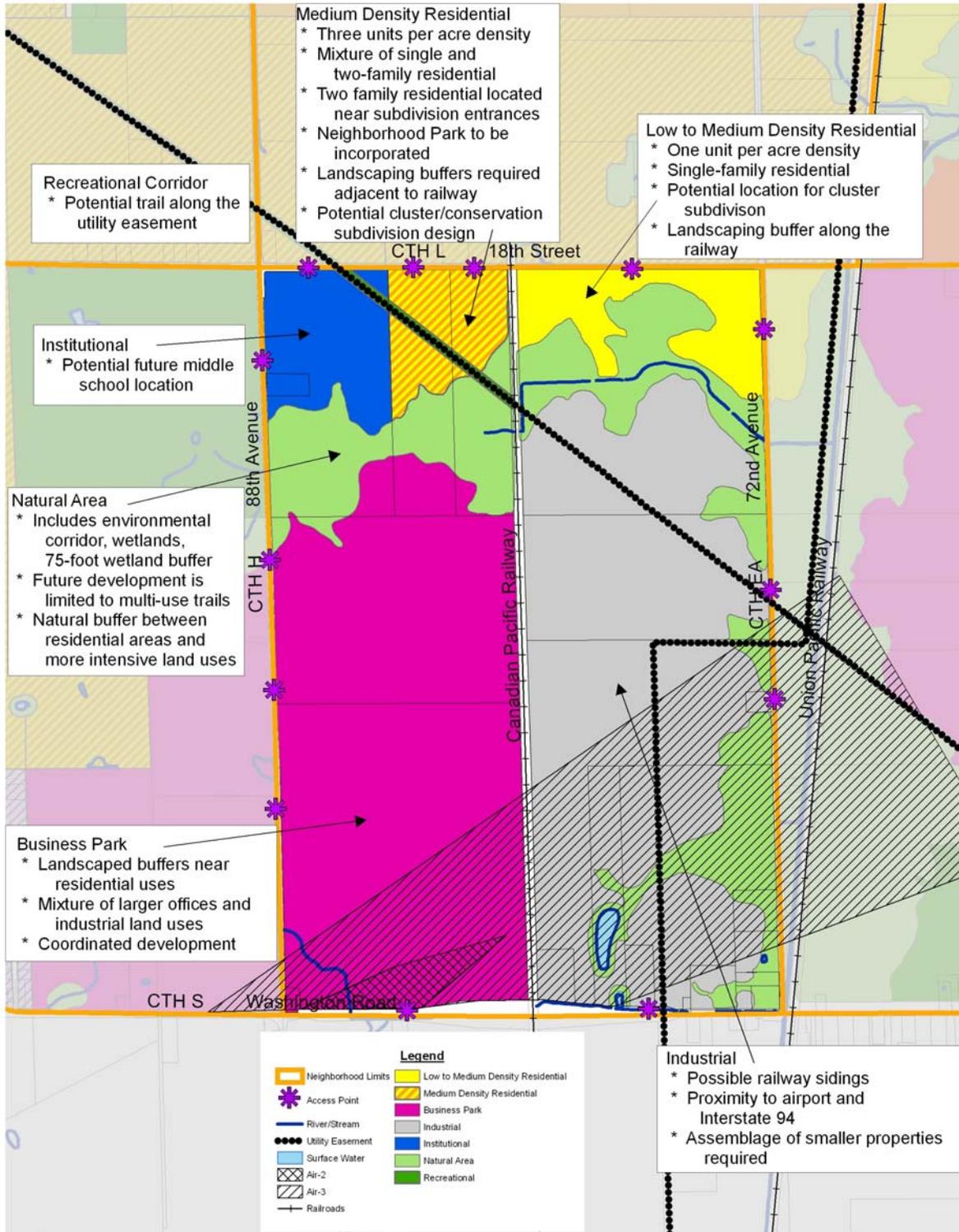
The Air-2 and Air-3 Airport Overlay Zoning Districts are located in the South Central neighborhood. The Air-2 and Air-3 zones extend from the runways of the Kenosha Regional Airport. The Air-2 zone, which is the smaller cone extending from CTH S, prohibits any “new residential uses and uses providing overnight lodging or sleeping accommodations, or uses providing a place of assembly.” The Air-3 permits new residential uses provided an Avigation Easement is approved.

Map 6: Current Zoning



THE SOUTH CENTRAL NEIGHBORHOOD PLAN: FUTURE LAND USE

Map 7: Future Land Use

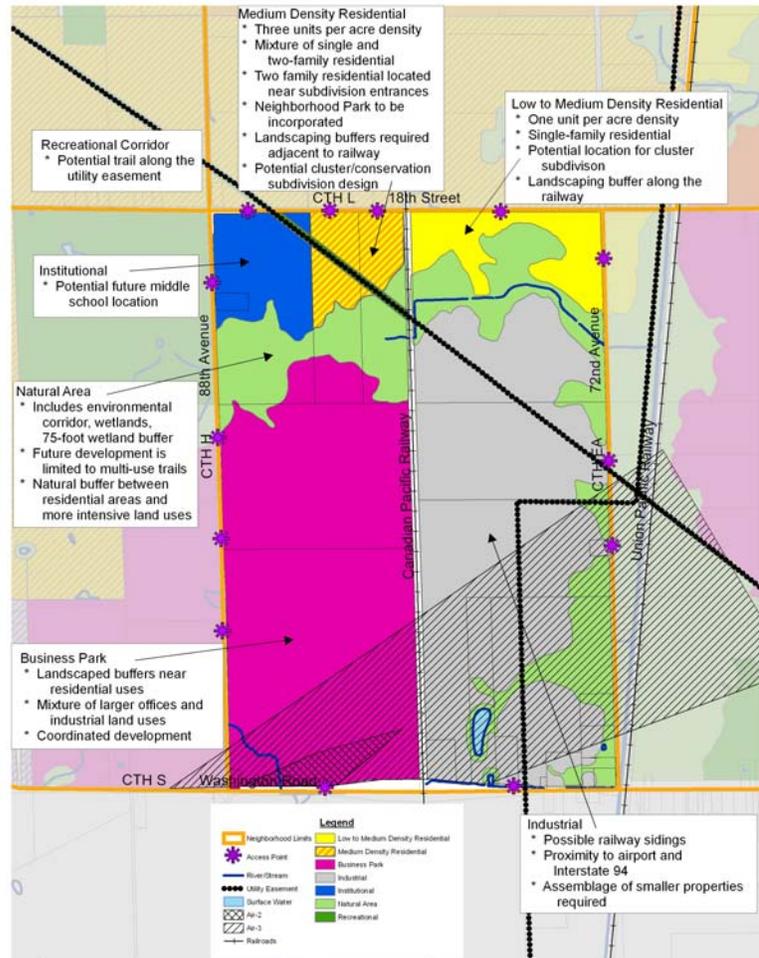


This section of the South Central Neighborhood Plan details proposed land uses and anticipated development potential. Proposed land uses within the South Central Neighborhood include low to medium and medium density residential, business park, industrial, institutional, recreational corridor, and a natural 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 surface water and waterways and its associated floodlands. The map incorporates existing land uses when appropriate, following from an overall evaluation of existing uses throughout the neighborhood.

Low to Medium Density Residential (yellow)

The Low to Medium Density Residential designation in the South Central Neighborhood represents a portion of the neighborhood that has limited development potential due to man-made and natural surroundings. This area of Low to Medium Density Residential, extending into the Southeast Neighborhood is set between two sets of railroad tracks with a County Trunk Highway splitting the area in addition to an extensive area of floodplains associated with the Pike Creek.

The Low to Medium Density Residential area could be developed as a cluster or conservation subdivision that would allow a small neighborhood with a large amount of preserved open space.

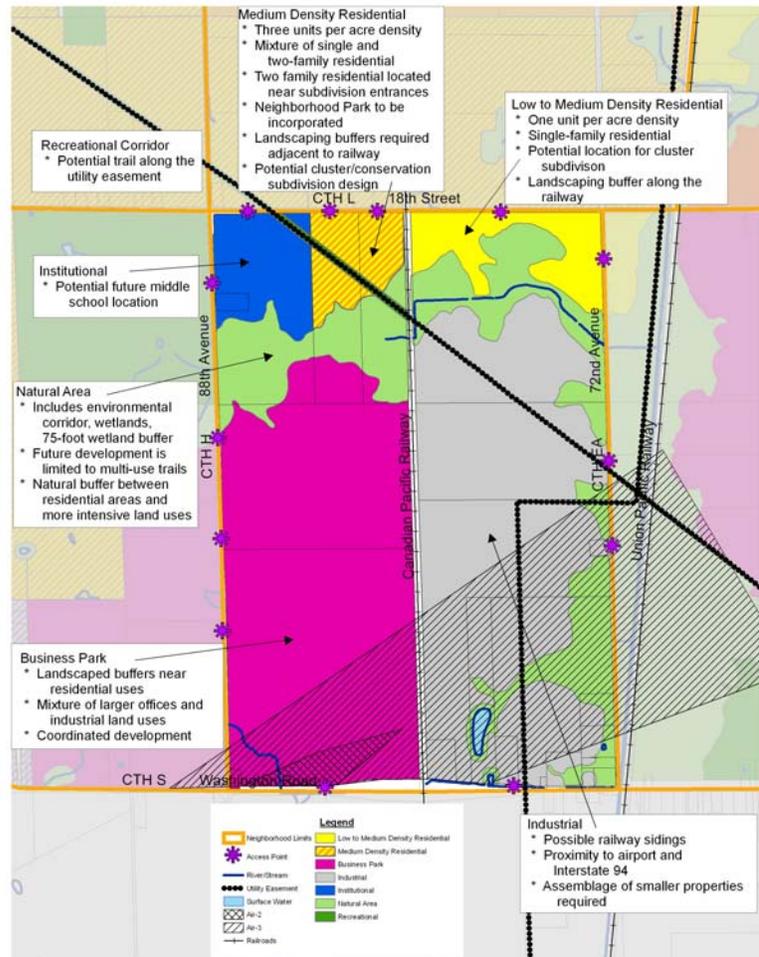


Medium Density Residential (yellow with orange cross-hatch)

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 cluster or conservation design as an option.

Access points have been identified along the exterior of the Medium Density Residential areas. Interior access is necessary with future development to ensure a neighborhood that has interconnectivity within. Traffic volume is an issue that will be controlled through future development proposals. To alleviate increased traffic volumes associated with two-family residential buildings, the two-family developments will be located nearest the entrances to future subdivisions.

A neighborhood park or recreational area associated with the recreational corridor is also necessary to ensure that there are walkable recreational spaces for future residents. In addition to a neighborhood park, landscaping buffers near the railway will minimize the noise and visual impacts of being located near a railway. Several limitations exist that are specific to the medium density area including a utility easement and the railway. A recreational corridor that follows the utility easement will allow for non-vehicular recreation and transportation uses. A landscaping buffer must be included with future developments to separate the residential uses from the Canadian Pacific Railway to the east to decrease the noise from passing trains and provide a visual buffer from the railway.



Business Park (purple)

In the South Central Neighborhood, the Business Park is identified along STH S adjacent to the business park in the Southwest Neighborhood. This area will continue the effort to diversify the Town tax base and could create another employment center due to the airport and associated overlay zoning, proximity to other planned non-residential uses, and accessibility to Interstate 94. Landscaping buffers between the business park and the railway may be necessary to diminish noise and visual impacts of the passing trains.

As shown on the zoning map, the airport overlay districts specifically restrict residential uses within the Air-2 district. The Air-3 district, although not as restrictive, will allow residential uses under certain conditions and only after an extensive approval process. Businesses within the Air-3 district need to comply and are permitted, but require adherence to specified development standards to reduce noise within the building.

The Business Park will be a combination of light industrial uses with larger office uses set in an integrated park-like setting. The proximity of the Interstate and easy accessibility to the Interstate will allow employees, visitors and delivery trucks to easily enter and leave the area without conflict with other uses.

The Kenosha Regional Airport and overlay zoning associated with the airport may also enhance the business park. The airport could be utilized for transporting executives and to satisfy time sensitive shipping demands.

Industrial (grey)

The South Central Neighborhood has the opportunity to locate industrial uses that will benefit from the three means of transporting goods. This site has enviable advantages for industrial development because it is difficult to locate large tracts of land within close proximity of an interstate highway, an airport, and two railways. Future industrial uses may be able to locate a railroad siding that will allow for the transportation of goods via railroad cars, which is a very efficient means of transportation. Industrial uses, like the business park, will enable the Town to further diversify the tax base.

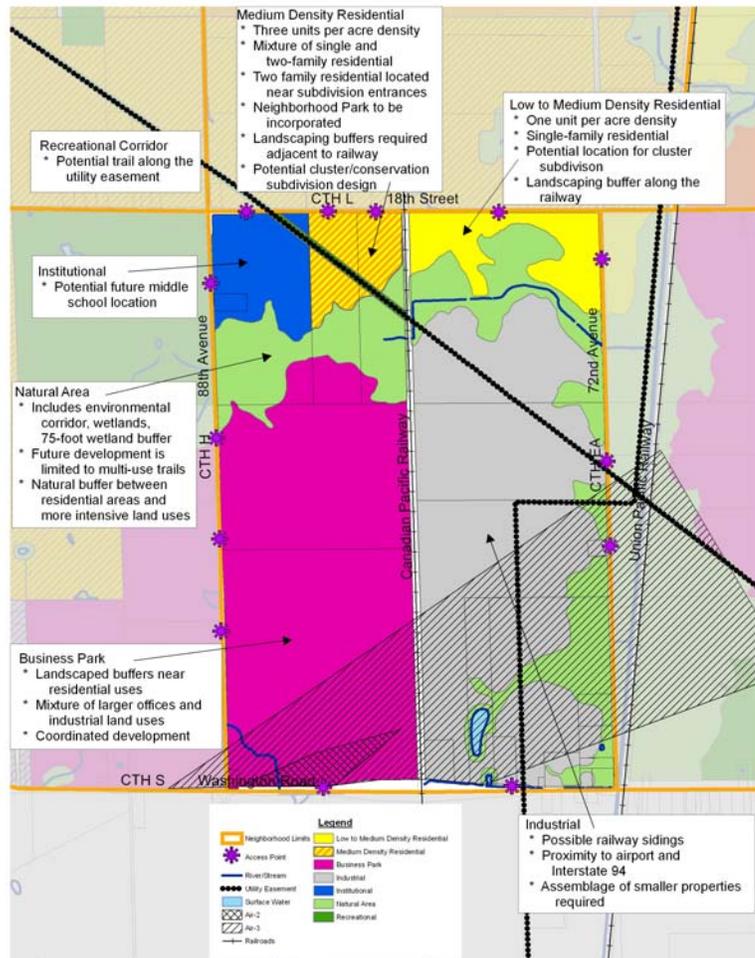
Institutional (blue)

Institutional land uses typically include uses such as educational and religious facilities and cemeteries. The Kenosha Unified School District is seeking locations in the Town of Somers for a high school, middle school, and elementary school. On the future land use map, the northwestern corner of the South Central Neighborhood has been identified as Institutional for the site of a future middle school.

Several factors were deliberated prior to identifying a middle school site at this location. These considerations included: the amount of land needed, the quality and capacity of vehicular access, geographic location, and topography.

First, a middle school typically requires 40 to 50 acres of land. The area identified as institutional includes approximately 46 acres of land. The majority of the land is under single ownership.

Access to the site is a necessary consideration when choosing a school site. The proposed location provides simple access from both CTH S and CTH H for teachers, parents, buses, and visitors.



As part of the Kenosha Unified School District No. 1, geographic location is important for students to be able to attend a neighborhood school. With the potential for significant residential development occurring near the center of the Town, the South Central Neighborhood offers an ideal location that will meet the need for a future middle school. Proximity to the proposed recreational corridor will allow students from within the neighborhood and from surrounding neighborhoods to walk or bike to school.

The lay of the land must also be conducive to a middle school to accommodate a playground and/or ball fields. The area identified as a potential location for the middle school has minor topographic changes that could be modified for the outdoor needs of the school. Sufficient area outside of the natural area, or floodplains, will provide space for recreational activities.

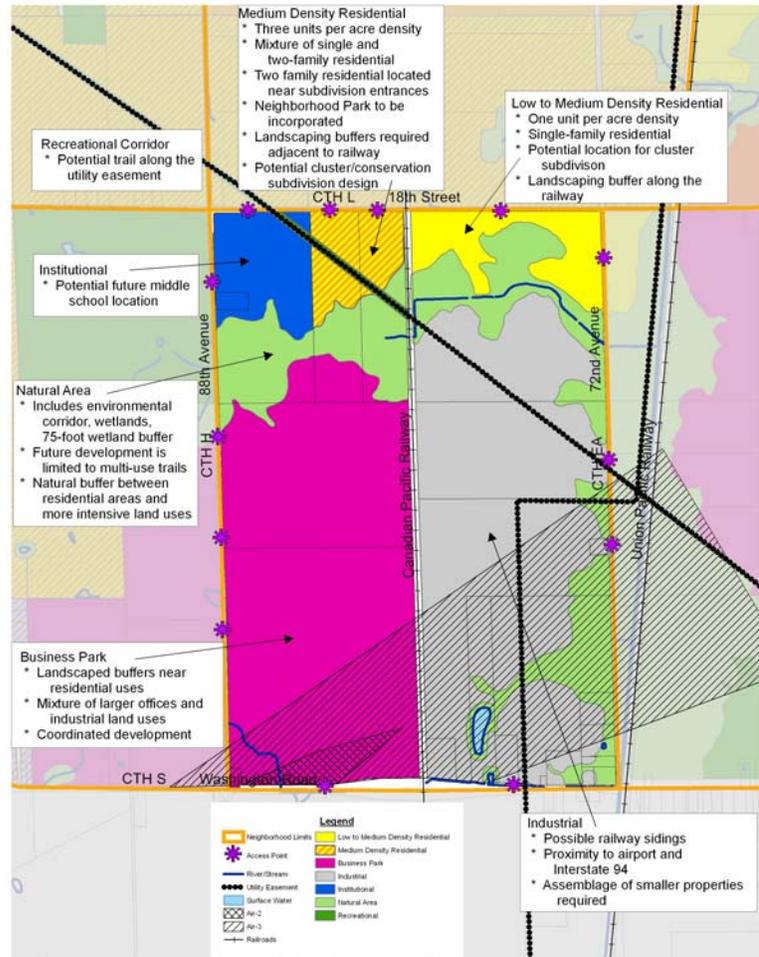
Recreational Corridor (along utility easement)

The recreational corridor located along the utility easement is to be utilized as a multi-use trail for both transportation and recreational use. The recreational corridor will provide residents the opportunity for passive recreation and will enable children to walk or bicycle to the middle school.

Natural Area (light green)

Natural resources are abundant in the South Central Neighborhood. These natural resources include a tributary to the Pike Creek, floodplains, and a small pond that provide significant benefits to the natural environment. The natural area associated with the Pike Creek must be protected through the entire Town. Within the natural areas, a multi-use trail could be developed that will allow the natural area to be preserved while also serving as a passive recreational corridor and non-vehicular transportation route for more people to enjoy.

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. In order to protect the natural resources in the neighborhood, the wetlands and their 75-foot buffer, the woodlands, and all of the Environmental Corridors have



been identified as Natural Areas on the future land use plan. Accordingly, they are depicted in light green.

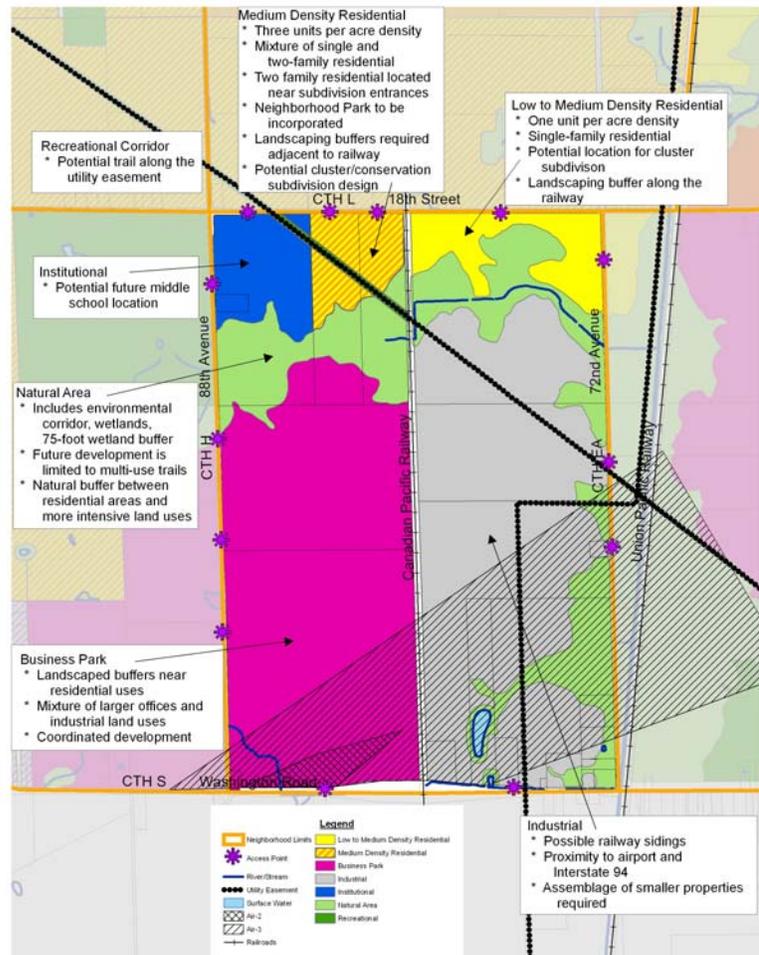
Access

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 County highways surround the perimeter and the Canadian Pacific Railway bisects the neighborhood.

The County Highway Department has jurisdiction over access points along the County Highway system. As a policy, they prefer to restrict individual access and poorly separated access points. Vehicular railway crossings are possible, though highly unlikely; therefore no access across the railway has been identified.

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 the County Trunk Highways have been located to allow for considerable separation, providing increased safety and a continuous flow of traffic.

The industrial area has three access points identified, one along CTH S and two along CTH EA. Each of the access points avoids the natural areas. The southern portion of the industrial area shows one access along CTH S. The southern area, when developed must have two access points for emergencies either by connecting to the northern portion or by creating a second point along CTH S.



Potential Development

This neighborhood plan offers the opportunity for significant future single and two-family residential, business park, and industrial development in addition to land for a middle school in the South Central Neighborhood. The following table identifies the total acreage for each of the future land use categories. The entire South Central Neighborhood is 980 acres, but after the right-of-ways are deducted from the total acreage, the South Central Neighborhood is approximately 940 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
Low to Medium Density Residential	43 acres	0 acres	43 acres	0 acres
Medium Density Residential	35 acres	5 acres	30 acres	0 acres
Business Park	323 acres	0 acres	323 acres	0 acres
Industrial	318 acres	0 acres	318 acres	0 acres
Institutional	46 acres	0 acres	46 acres	0 acres
Recreational Corridor	5 acres	0 acres	0 acres	5 acres
Natural Area	170 acres	0 acres	0 acres	170 acres
Total	940 acres	5 acres	760 acres	175 acres

Residential Development

- Approximately 43 acres of land has been identified as low to medium density residential in the future land use plan. For the purposes of this plan, low to medium density residential use is considered one unit per acre. If developed as a conservation subdivision to preserve the extensive natural area, individual lot sizes could be smaller than one acre.
- Medium density residential, which includes a mixture of single and two-family residential dwellings, accounts for the majority of future possible residential development. Due to previous land divisions, approximately five acres of land have been previously developed leaving 30 acres for additional medium density residential. If all of the medium density residential is developed at a three unit per acre density, approximately 90 housing units could be developed.

Table 3: Residential Development

	Developable Acreage	Density	Dwelling Units
Low to Medium Density Residential	43 acres	1 dwelling units per acre	43 units
Medium Density Residential	30 acres	3 dwelling units per acre	90 units
Total	73 acres		133 dwelling units

Although 133 dwelling units are possible in the South Central 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 South Central 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 South Central Neighborhood	20	20	20	20	20	20
Total Neighborhood Housing Units	20	40	60	80	100	120

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 South Central 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 294 future residents within the South Central Neighborhood by the year 2035.

Table 5: Future Population from Potential Development

	2010	2015	2020	2025	2030	2035
Neighborhood Housing Units	20	40	60	80	100	120
People per Household*	2.43	2.43	2.43	2.43	2.43	2.43
Additional Population in the South Central Neighborhood	49	98	147	986	245	294

* Kenosha County Multi-Jurisdictional Comprehensive Plan

Commercial Development

- A large area has been planned for business park including light industrial and office uses along CTH S. Approximately 192 acres of developable land will accommodate business park uses.
- East of the Canadian Pacific Railway industrial uses have been planned. This includes approximately 318 acres of land that could be utilized for larger industrial uses including those that may benefit from access to a railroad siding.

Table 6: Future Square Feet of Development

	Developable Acreage	Assumed Right-of-Way	Buildable Area	Square Footage
Business Park	323 acres	65 acres	258 acres	3,400,000 s.f.
Industrial	318 acres	64 acres	254 acres	3,300,000 s.f.
Total	641 acres	129 acres	512 acres	6,700,000 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. The potential growth between now and 2035 has been prorated to show only five percent growth potential in the next three years.

Table 7: Future Phasing of Potential Development

	2010	2015	2020	2025	2030	2035
Percent of Potential Growth	5%	10%	20%	20%	20%	20%
Incremental Growth (square feet)	335,000	670,000	1,340,000	1,340,000	1,340,000	1,340,000
Total Development (square feet)	335,000	1,005,000	2,345,000	3,685,000	5,025,000	6,365,000

More than 300,000 square feet of additional commercial and office growth is planned for the South Central 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 industrial and office uses in the region will have a great impact on the development of the commercial uses. The Town and surrounding areas will not consume all products produced in the South Central

Neighborhood. Therefore, the development of additional business parks and industrial areas will be a product of not only the economy of the Town and surrounding areas, but an extended area that could reach far beyond.

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 business park and industrial growth. If these landowners decide to not develop their land, large areas of potential growth will not materialize.

The potential for significant industrial and office growth development exists along CTH S and within the South Central 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 South Central 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 concern for future development and a possible solution.

- Access from the County Trunk Highway system is necessary to visit the South Central Neighborhood. All access points along these roadways must be approved by the Kenosha County Highway Department.
- A large industrial user may need a railroad siding in order to efficiently run the business.
- The land identified as institutional for a future middle school within the Kenosha Unified School District will require approval from the School District with many factors involved.
- The recreational corridor for a multi-use trail will only be a valuable resource if the corridor is extended beyond the South Central Neighborhood. In addition to the length of the trail that must be considered, points of entry onto the trail from future subdivisions and places of interest along the trail will likely increase the number of users on the trail.
- Landscaping buffers between uses and near the railway must be included with future development proposals to minimize the noise and visual impacts from the railway.
- Hydric soils are found in the South Central Neighborhood. Future development proposals must evaluate the soil's capacity for such development.
- Municipal sewer and water are currently located a significant distance east of the South Central Neighborhood. Extensions of these utilities are necessary for future development.

Table 8: Development Issues by Land Use Category

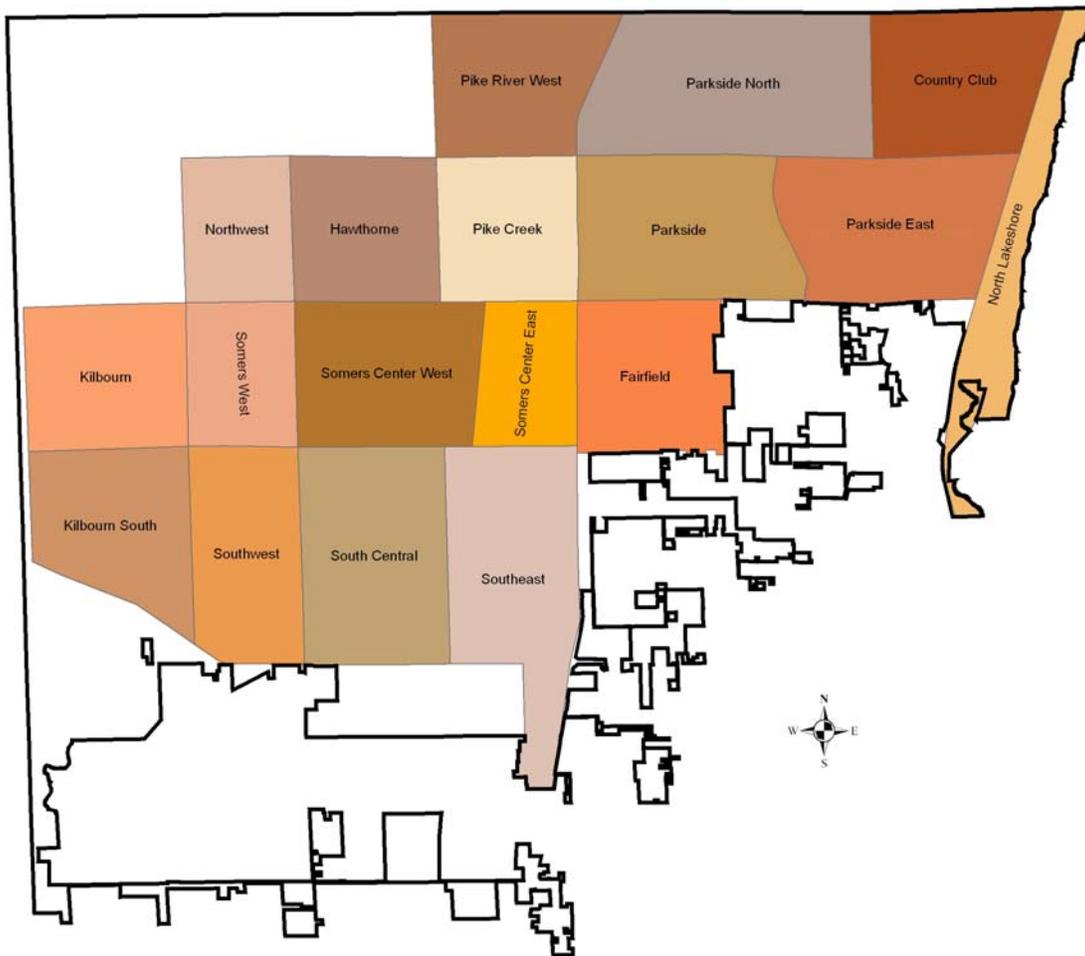
Land Use Category	Preserve Open Space	Adjacent to Floodplain	Parkland included with future development	Hydric Soils to be protected	Landscaping buffers between uses and railway	Controlled access along County Trunk Highways	Internal Road Network	Assemblage of Properties for development	Affected by Airport Overlay Zoning
Low to Medium Density Residential	X		X	X	X	X	X		
Medium Density Residential	X		X	X	X	X	X	X	
Business Park	X	X		X	X	X	X		X
Industrial	X	X		X	X	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 SOUTH CENTRAL NEIGHBORHOOD PLAN IN THE CONTEXT OF THE KENOSHA COUNTY MULTI-JURISDICTIONAL COMPREHENSIVE PLAN

The South Central 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 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 Ruckert-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 South Central Neighborhood

Map 9: Year 2000 Aerial Photo of the South Central Neighborhood



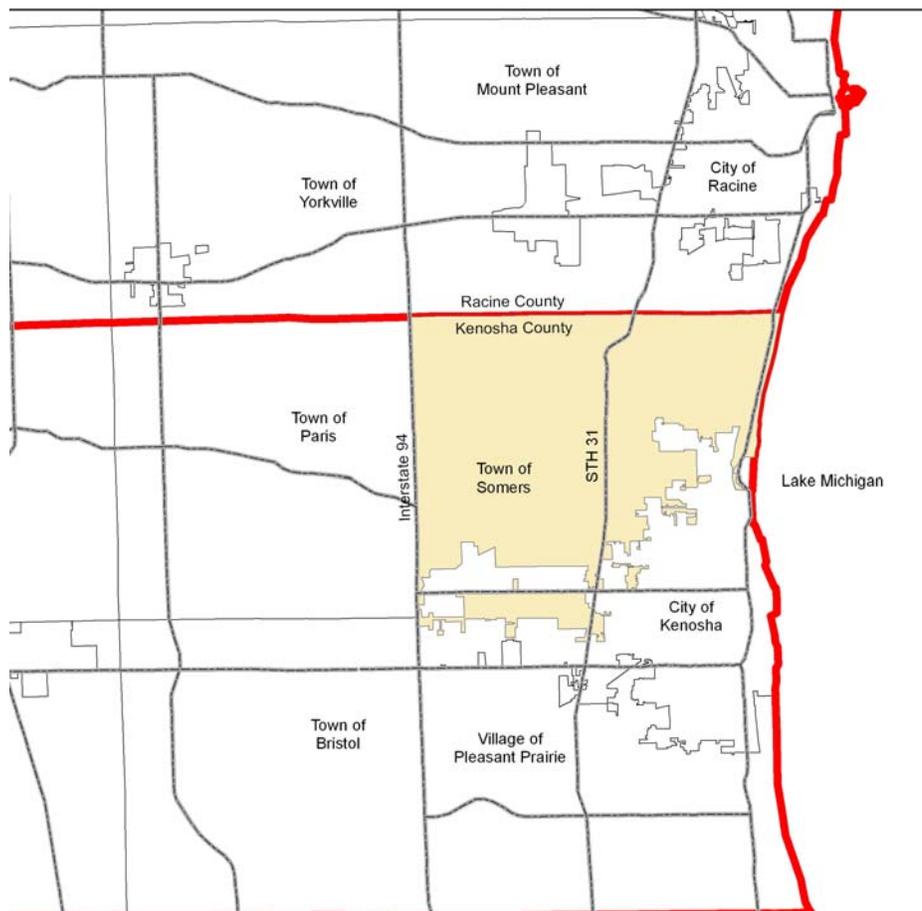
APPENDIX B: THE TOWN OF SOMERS AND ITS NEIGHBORHOODS

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

APPENDIX C: REVIEW OF EXISTING PLANS AND DOCUMENTS

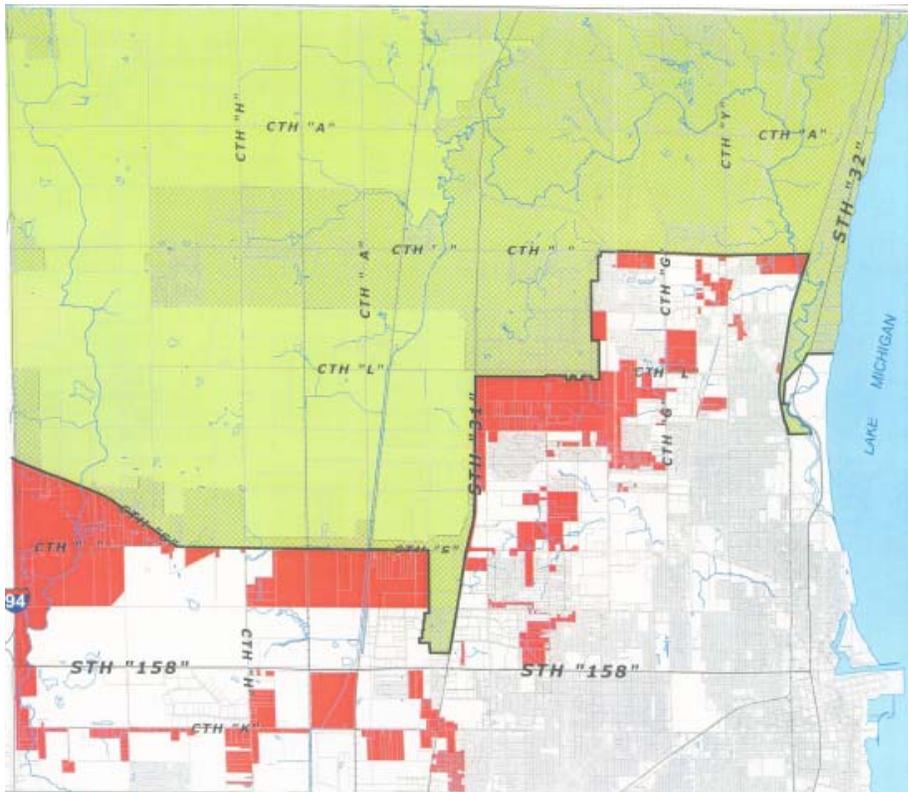
Review of current plans and agreements provided a sound background at the outset of the neighborhood planning process. A summary of the current plans and agreements relating to the Town of Somers includes:

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.

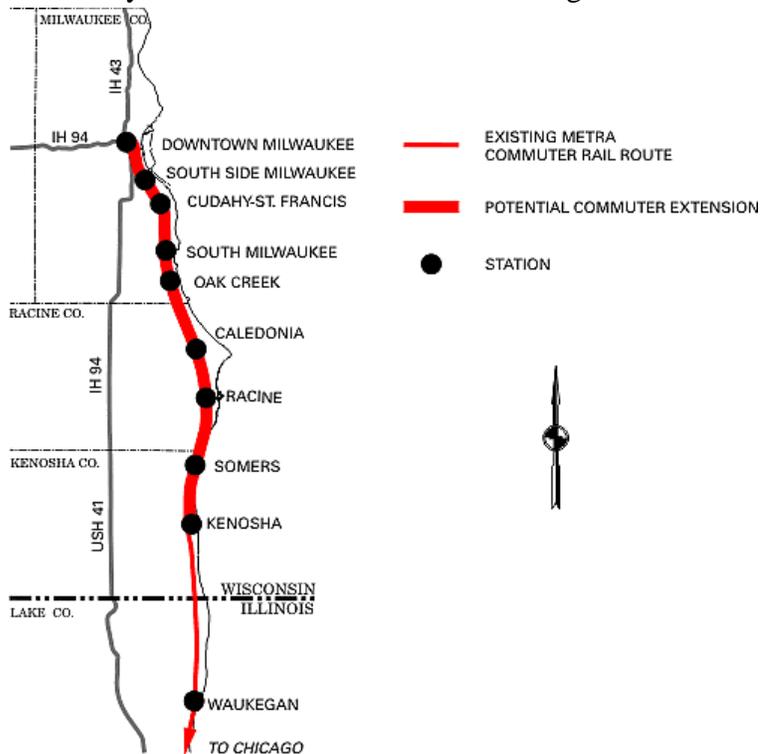
On the graphic below, found in the *City of Kenosha/Town of Somers Cooperative Plan*, the Town Growth Area is depicted in green, and Town lands located in the City Growth Area are depicted in red.

Map 11: 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													27		4		469
Somers Center West				351	179	74											25		38	55	774
Hawthorne		277		173		38											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
Percent	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 Ruekert/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
Total Housing Units	636	2,085	3,740	5,395	7,050	8,705

Population Based on Housing Units

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

* Based on 2.43 people per household

Total Population	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
Total Square Footage	961,750	3,425,250	8,352,250	13,279,250	18,206,250	23,133,250	1,501,750

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