

**FINAL SOUTHEAST
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.

Southeast 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 Southeast 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 Southeast 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 Southeast 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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Vern Wienke
Alan Ferber
Ben Harbach
Fred Loomis

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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 SOUTHEAST NEIGHBORHOOD PLAN: CURRENT CONDITIONS

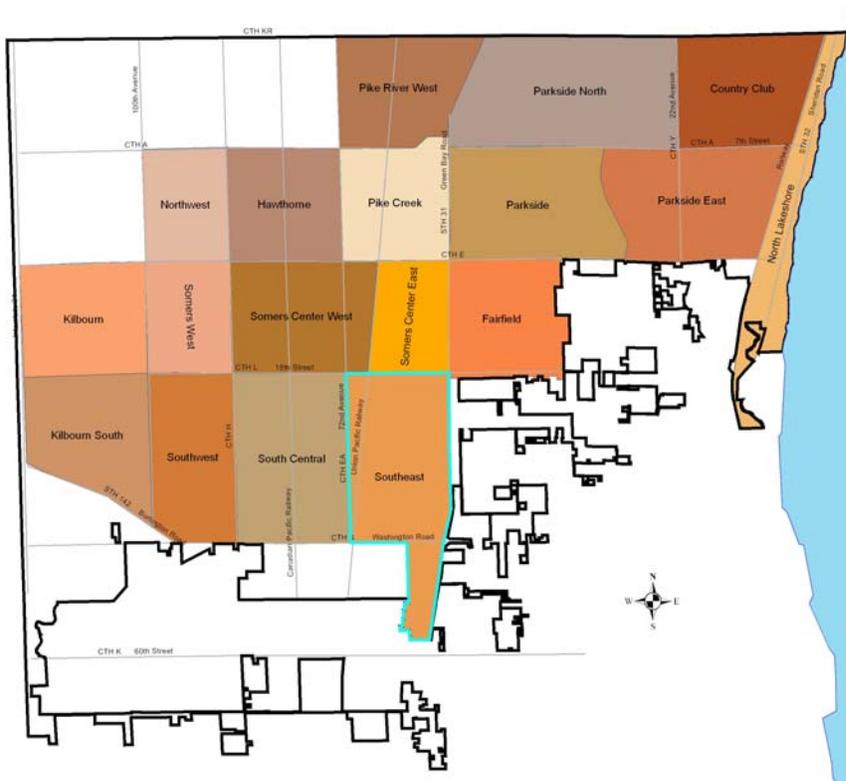
Location

The Southeast Neighborhood, highlighted in the graphic below, is the easternmost of the south tier of neighborhoods in the Town of Somers. The neighborhood is located to the west of State Trunk Highway 31 (STH 31) and is approximately 1,022 acres in total area.

Town lands located east of this segment of STH 31 are included in the City Growth Area. Because those properties may be attached to the City of Kenosha through provisions in the *City of Kenosha/Town of Somers Cooperative Plan* their land use plans are the responsibility of the City rather than the Town. South of County Trunk Highway S (CTH S) some land will remain in the Town and is included in the Southeast Neighborhood; other Town land south of CTH S is located in the City Growth Area and will be planned by the City.

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, land currently in the Town is within the City Growth Area, and is therefore not included in the Town's neighborhood planning effort. The Southeast Neighborhood will abut the City of Kenosha along its entire southern and eastern sides once all lands within the City Growth Area are attached to the City.

Map 1: Southeast Neighborhood Location



Streets, Roads, And Other Transportation Facilities

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

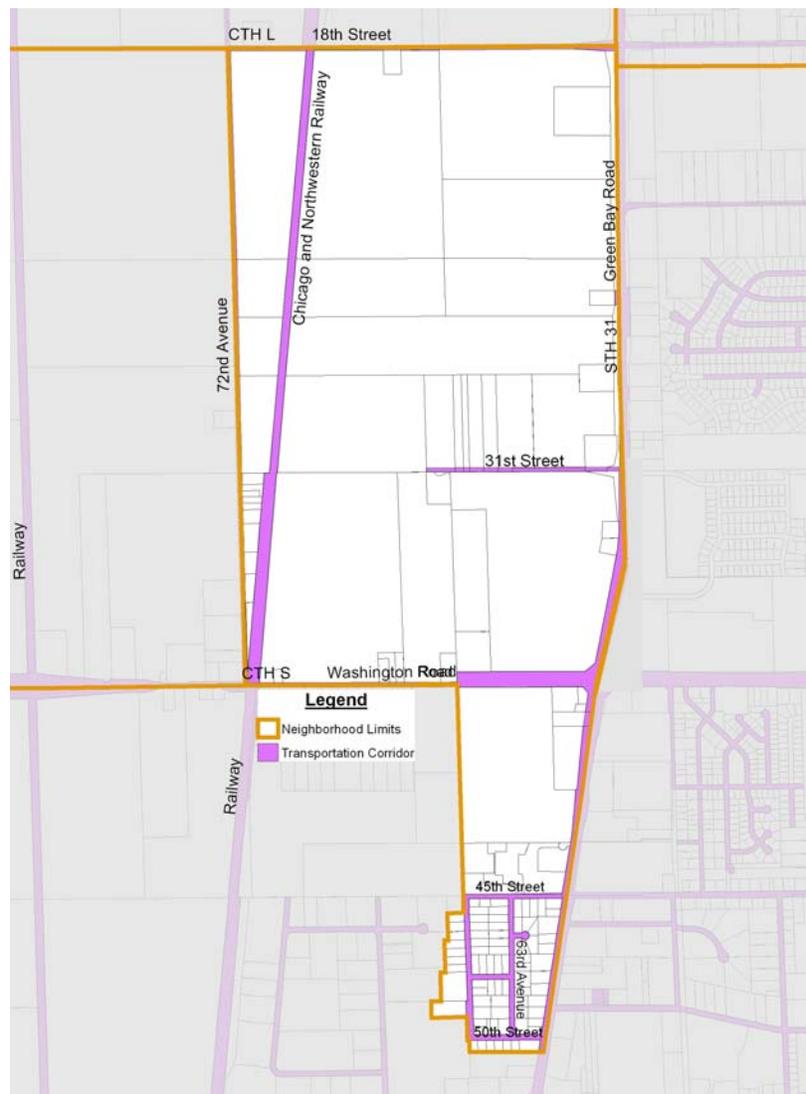
State Trunk Highway 31 and County Trunk Highways L, S, and EA essentially create the boundaries of the Southeast Neighborhood. As previously discussed, STH 31 is a heavily traveled transportation corridor that links the City of Kenosha with the City of Racine.

The Southeast Neighborhood is also served by a Chicago and Northwestern freight rail line. This rail line is located within the Pike Creek corridor along the western border of the neighborhood.

Public Transportation

The City of Kenosha operates the local public transit service. The closest bus route runs along 52nd Street, which is within easy walking distance of the neighborhood.

Map 2: Transportation Facilities



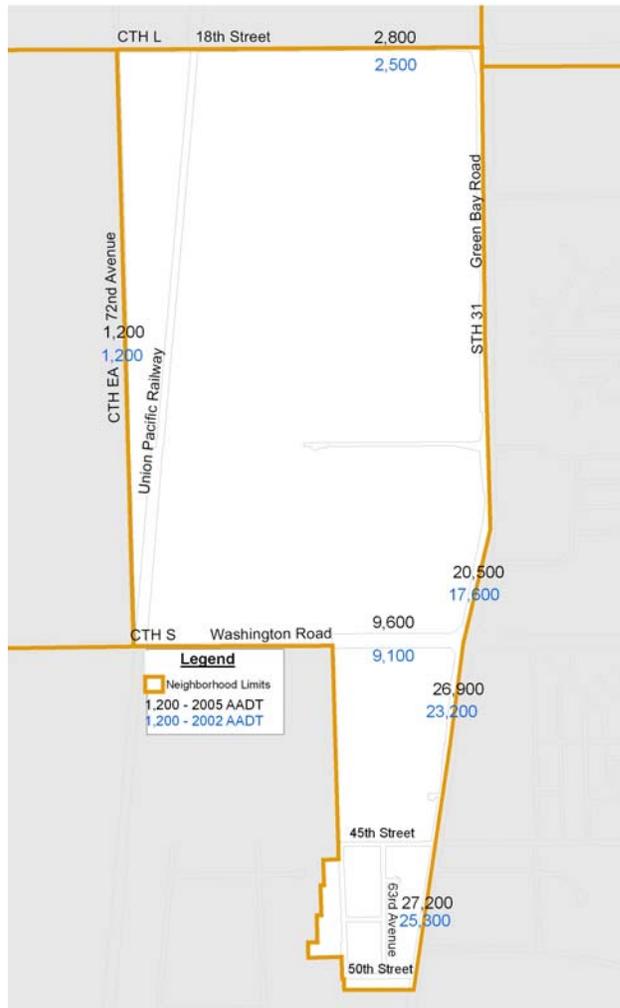
Traffic Counts

Table 1: Vehicular Traffic

Roadway	Location of Count	Annual Average Daily Traffic (2002)	Annual Average Daily Traffic (2005)	Change	Percent Change
STH 31	Southern end of Southeast Neighborhood	25,300	27,200	1,900	7.5%
	South of CTH S	23,200	26,900	3,700	15.9%
	North of CTH S	17,600	20,500	2,900	16.5%
CTH S	West of STH 31	9,100	9,600	500	5.5%
CTH L	West of STH 31	2,500	2,800	300	12.0%
CTH EA	North of CTH S	1,200	1,200	0	0.0%

SOURCE: Wisconsin Department of Transportation

Map 3: Traffic Counts



In 2005, the State of Wisconsin Department of Transportation (WisDOT) conducted traffic counts on roadways in Kenosha County creating the Annual Average Daily Traffic (AADT). As illustrated on the accompanying map, State Trunk Highway 31 accommodated an average of 27,200 AADT, or average number of vehicles per day, at the southern edge of the Southeast Neighborhood in 2005. Following STH 31 north, the amount of traffic decreases almost 25 percent after the intersection with CTH S. North of CTH S on STH 31, the number of vehicles drops to 20,500 AADT, meaning that 6,700 vehicles turned east or west onto CTH S.

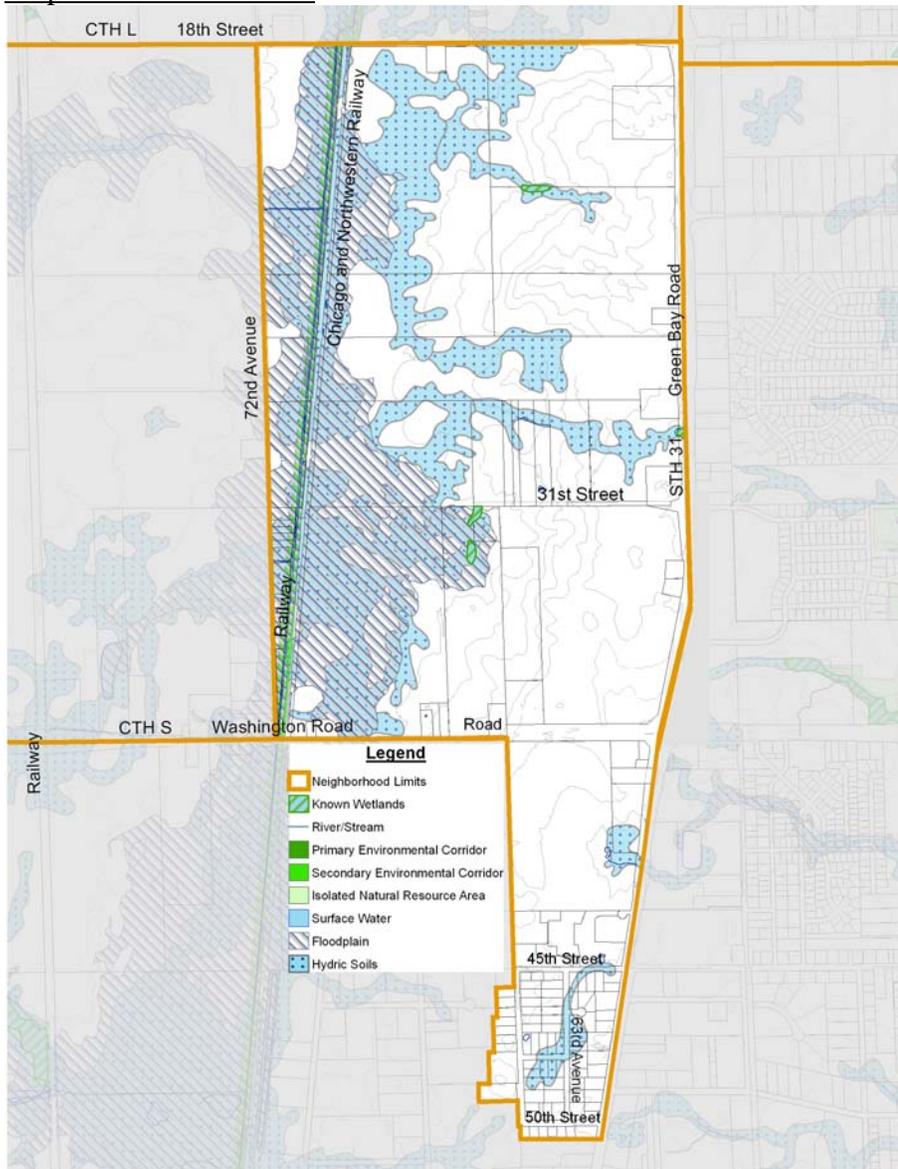
Trends in traffic volume offer insight for future land use planning. In the Southeast Neighborhood the most significant changes in average daily traffic have been seen along the stretch of STH 31 immediately north and south of CTH S. State Trunk Highway 31 consists of three lanes of traffic flow in both north and south directions. Traffic volume at this location has increased over 15 percent in three years. County

Highway L at the northern boundary of the Southeast Neighborhood has seen a 12 percent gain over the same period of time, though its total volume is much more modest.

Topography, Natural Features and Wetlands

The Southeast Neighborhood has gently sloping topography. The terrain generally declines from the neighborhood's eastern border at STH 31 toward the Pike Creek corridor, which runs the length of the neighborhood's western edge on both sides of the railway. Due to the relatively flat topography in the vicinity of Pike Creek, floodplains extend for some distance beyond the streambed. Extending further from the creek itself, a pattern of hydric soils is present.

Map 4: Natural Features



Current Land Use

Most land in the Southeast Neighborhood is in agricultural use. This is the case for virtually all of the land located within the floodplain in the western part of the neighborhood, with the exception of several existing

homes within the floodplain west of the rail line and east of 72nd Avenue and those parts of the floodplain that are too wooded or wet for farming. Outside of the floodplain, agricultural use is still predominant in the Southeast Neighborhood, though that will not remain the case for long.

Aside from agriculture, the largest single user of land in the Southeast Neighborhood is the Sunset Ridge Memorial Park, located south of CTH S and shown in blue on the current land use map.

Single-family residential properties are depicted in yellow. The Valley View Subdivision, which consists of single-family homes, is located in the southernmost part of the neighborhood. Single-family homes also line the north side of 31st Street, are found at scattered sites elsewhere in the neighborhood, and along the east side of 72nd Avenue.

There is one multi-family residential development in the neighborhood, although it is too new to be depicted on this map. It is located north of the aforementioned subdivision and south of the Sunset Ridge Memorial Park.

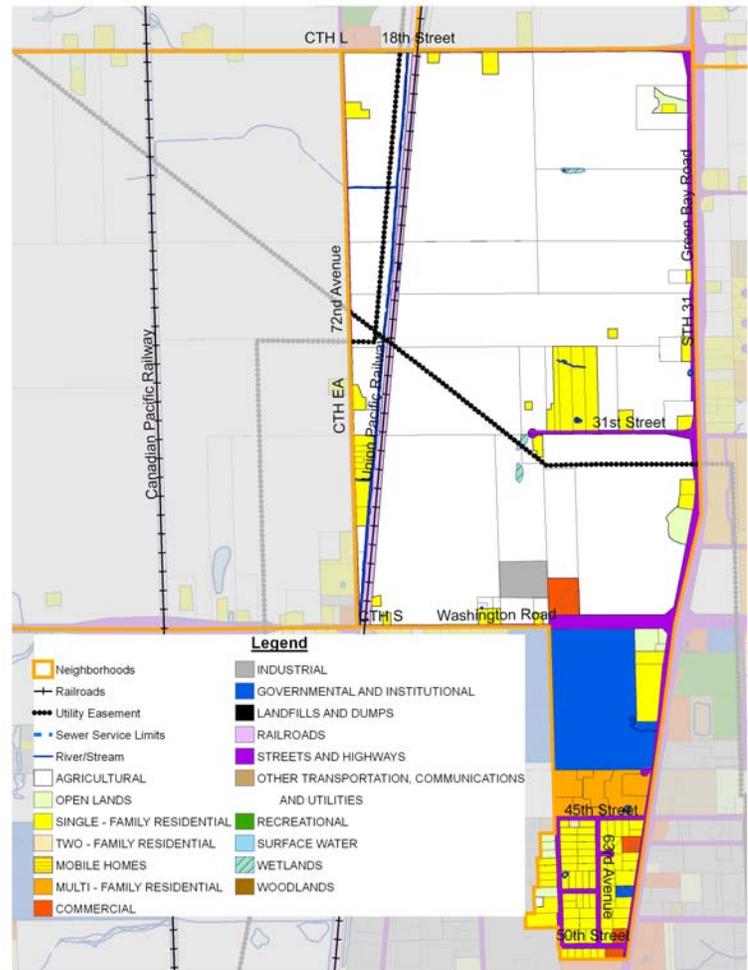
There are a number of small businesses located in the Southeast Neighborhood. Locations are indicated in red on the land use map.

A single industrial land use was identified north of Washington Road adjacent to the commercial land use.

A small neighborhood park is located within the Valley View Subdivision.

There are not any large-scale commercial or other public uses in the Southeast Neighborhood at this time.

Map 5: Year 2005 Land Use

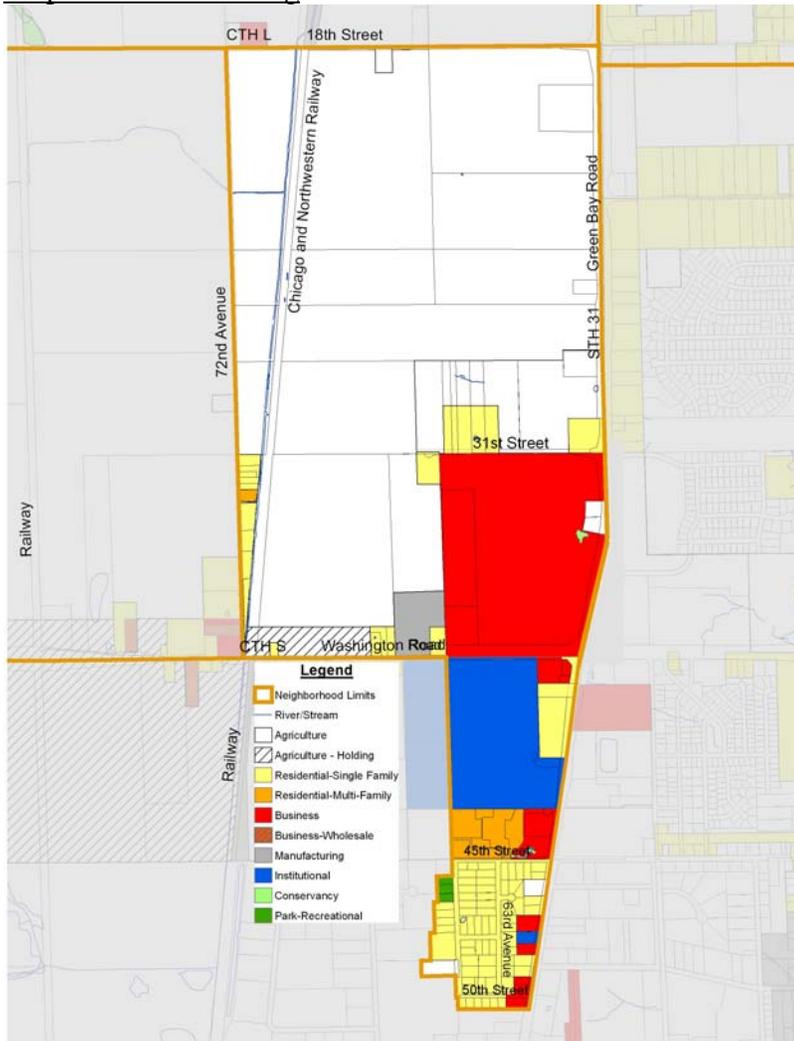


Current Zoning

The zoning in the Southeast Neighborhood closely reflects the land uses found in the neighborhood. The regional commercial area shown at the northeast corner of STH 31 and CTH S was recently rezoned for the purpose of constructing a large retail development center. This land has not yet been developed. Elsewhere on the north side of CTH S an “Agricultural Holding” designation is seen, reflecting an appreciation for the fact that properties directly fronting heavily traveled thoroughfares are unlikely to remain in continued agricultural use.

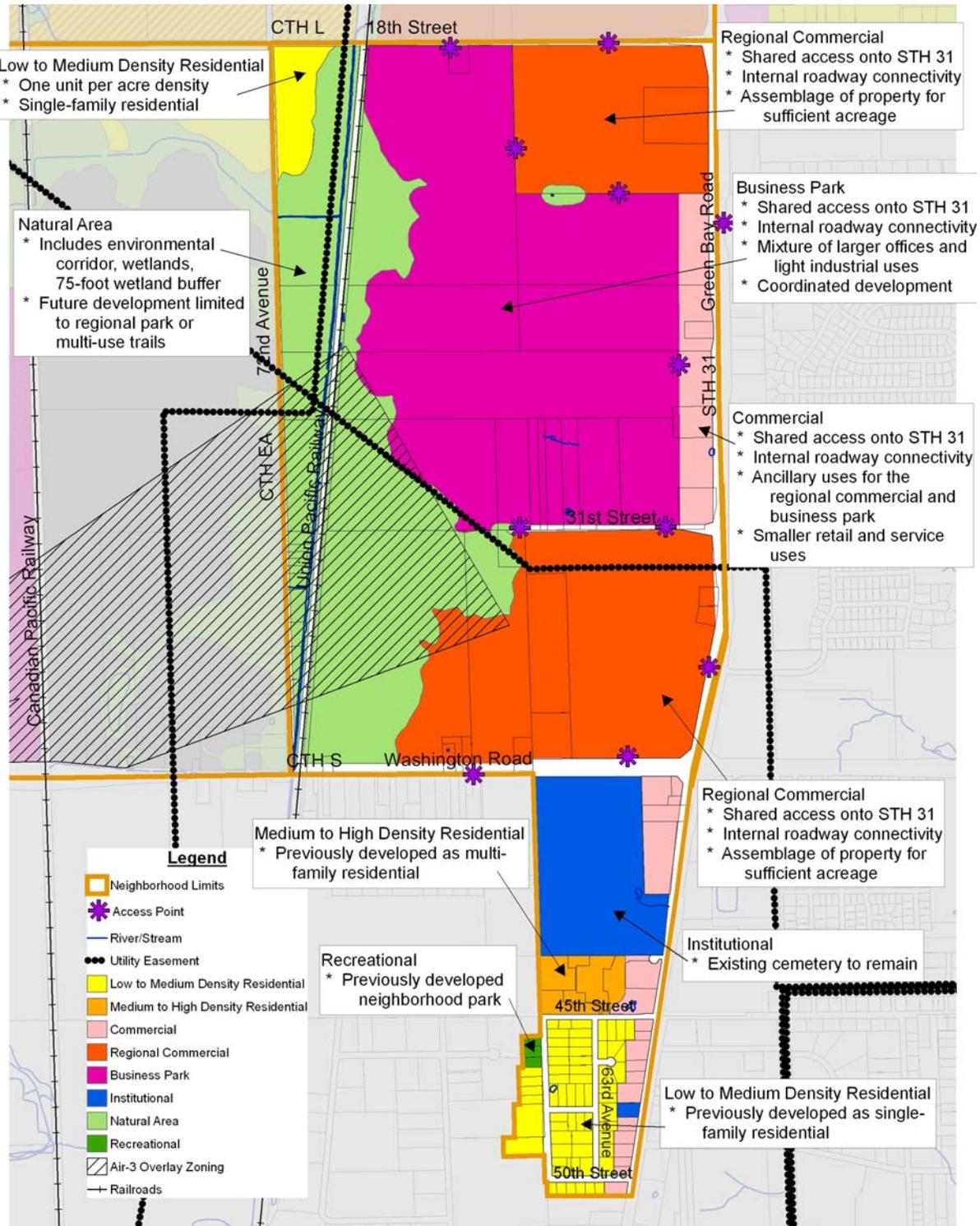
Most of the land is zoned for agricultural purposes at this time, with the exception of existing homes and businesses.

Map 6: Current Zoning



THE SOUTHEAST NEIGHBORHOOD PLAN: FUTURE LAND USE

Map 7: Future Land Use

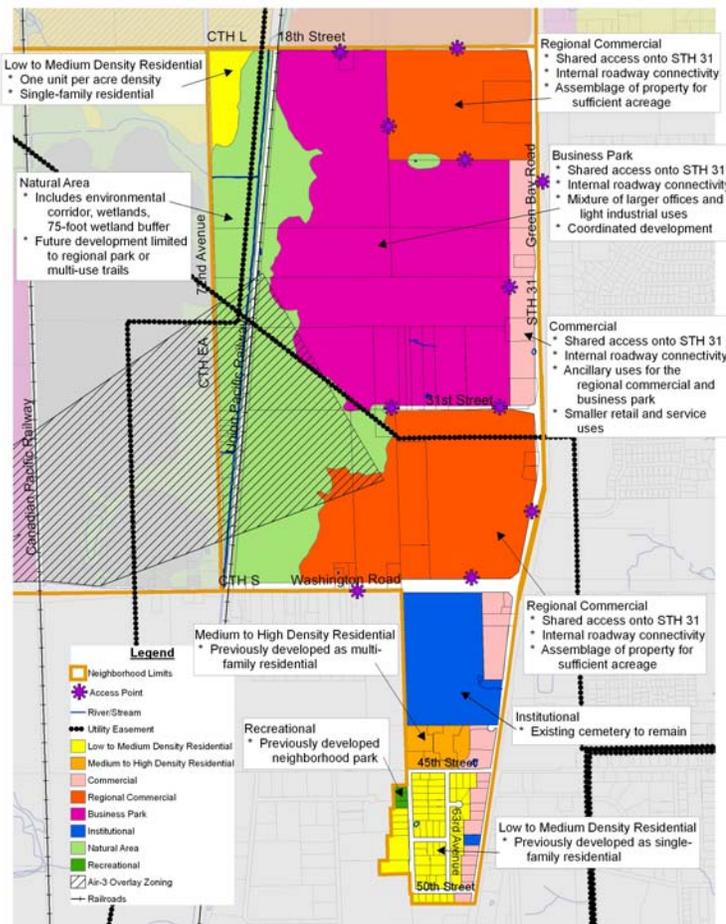


This section of the southeast neighborhood plan details proposed land uses and anticipated development potential. Proposed land uses within the southeast neighborhood include single- and multi-family residential, commercial, regional commercial, business park, institutional, recreational, and a natural area/recreation corridor. These land uses were derived by considering all available information and applying responsible planning principles. The planned land uses are intended to protect the pike creek corridor and its associated floodlands. The map incorporates land uses that were recently approved by the town; and follows from an overall evaluation of existing uses throughout the neighborhood.

Low to Medium Density Residential (Yellow)

Three pockets of single-family residential currently exist in the neighborhood. The first single-family area is primarily comprised of homes constructed during the 1960's; it is located in the southern part of the neighborhood along STH 31. This residential area has been identified in the proposed land use plan to remain single-family residential.

The second area of single-family development exists immediately west of the Chicago and Northwestern Railway. These homes were also constructed in the 1960's but lie within the current floodplain of Pike Creek. Because of the potential for frequent flooding and the proximity of the railway, this area of single-family residential is planned to be preserved as natural area. Single-family residential is not the ideal land use under present conditions. It is not suggested that these homes be purchased for parkland, but that no further residential development occur in this area.



Along 31st Street there are several homes that have been constructed on deep and narrow lots along a long cul-de-sac that terminates at an identified wetland. Because these homes are immediately adjacent to planned business park, these lots are also indicated as future business park. This is due to the incompatibility of residential and business park uses and the greater value to the Town of the large lots for inclusion in the business park as opposed to their current status as very low-density single-family residential use.

At the intersection of CTH L (18th Street) and 72nd Avenue in the northwest corner of the Southeast Neighborhood, there is a small area that is nearly surrounded by floodlands, which is identified for future single-family residential use. The area is smaller than what would be needed for additional commercial and business park land uses and is not well situated for such uses. This northwest corner of the neighborhood is a perfect location to begin the transition into residential land uses planned for adjacent neighborhoods.

Medium to High Density Residential (Orange)

Multi-family residential land uses currently exist in the southern portion of the neighborhood along STH 31. This multi-family development was constructed in the 2000's and is located between the single-family development and the Sunset Ridge Memorial Park. No additional multi-family land use is proposed for the Southeast Neighborhood.



Regional Commercial (Red)

Two areas of regional commercial are planned. Wal-Mart and Sam's Club retail stores have recently been approved at the northwest corner of STH 31 and CTH S. Businesses such as Wal-Mart and Sam's Club are considered regional commercial as they draw patrons from a greater distance than many other commercial uses. This location along STH 31 and CTH S -- with over 35,000 vehicles per day passing by -- is an excellent location for commercial use on this very large scale.

A second location along STH 31 is planned for regional commercial. This area in the northeastern corner of the neighborhood will create two separate cornerstone retail areas to attract customers and visitors from a large area.

Commercial (Pink)

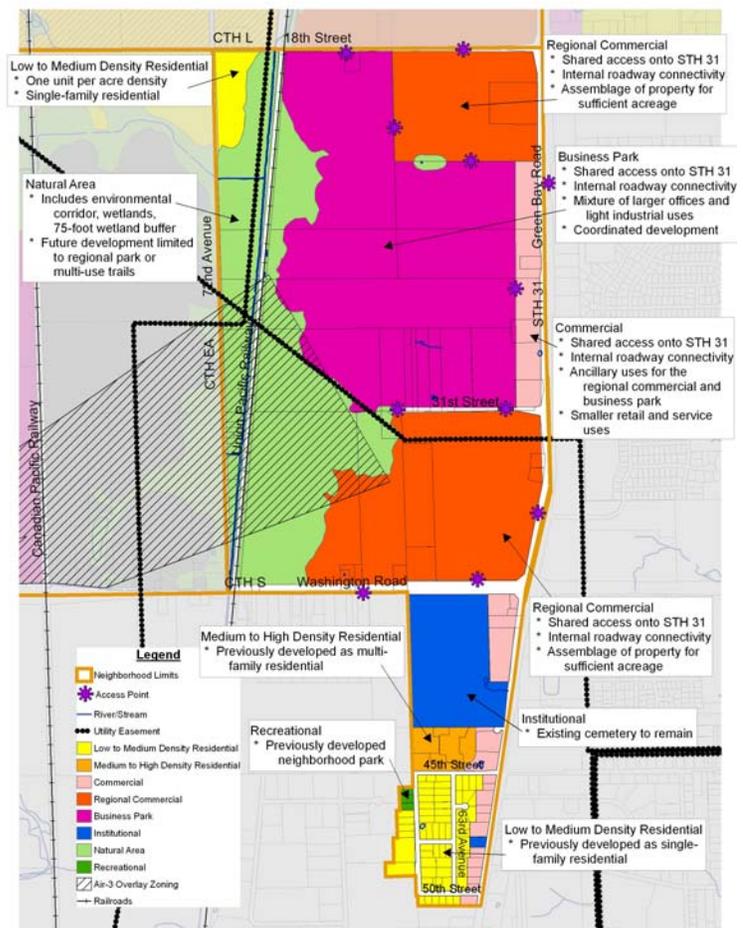
Other land fronting the STH 31 corridor is planned for commercial uses that benefit from the visibility found along a highway. These commercial areas will be focused on smaller retail and service land uses. Utilizing the two major cornerstone retail areas at the northern and southern corners of the neighborhood, the large business park planned immediately west, and the volume of daily traffic along STH 31, ancillary retail and service uses will allow for significant economic development opportunities within this portion of the Town.

Business Park (Purple)

Set between the retail and service uses along STH 31 and the floodplain is a large expanse of land that is planned for a business park. The business park is intended to be a mixture of larger offices and light industrial uses developed in a park-like setting. Businesses of this nature benefit from good transportation accessibility but do not need the visibility gained by direct highway frontage. Many existing parcels are not large enough individually to accommodate a large business park development. Land assemblage will be necessary for future development. Future railway sidings are possible with the proximity to the existing railway.

Natural Area (Light Green)

Natural resources are abundant in the Southeast Neighborhood. These natural resources include the Pike Creek with its associated floodplains and wetlands with a 75-foot buffer. The Pike Creek floodplains allow for the saturation and holding of water during significant rain events and spring thaws. This area should be protected for the environmental benefits offered. The Pike Creek has floodplain identified throughout the entire length of the waterway. A recreational corridor included in the floodplains will present residents the opportunity to utilize the trail for recreation and a mode of non-vehicular transportation if extended along the creek.



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 floodplains, 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.

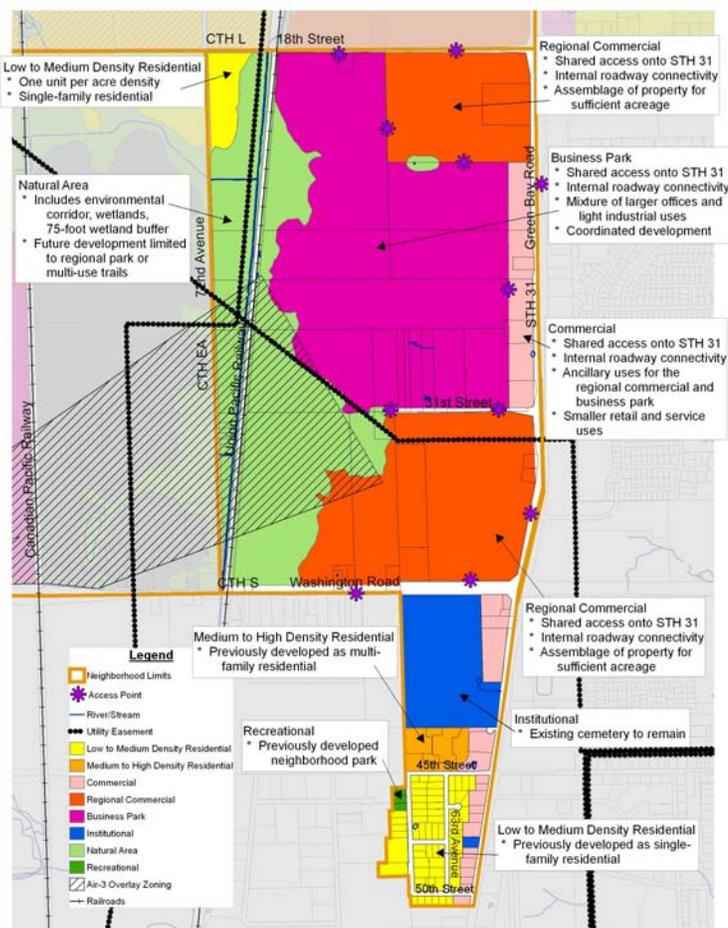
Recreational (Dark Green)

The Valley View Subdivision, located in the southern portion of the neighborhood includes a small neighborhood park. The park is currently zoned recreational and should remain a viable recreational land use for the benefit of the surrounding neighborhood.

Access

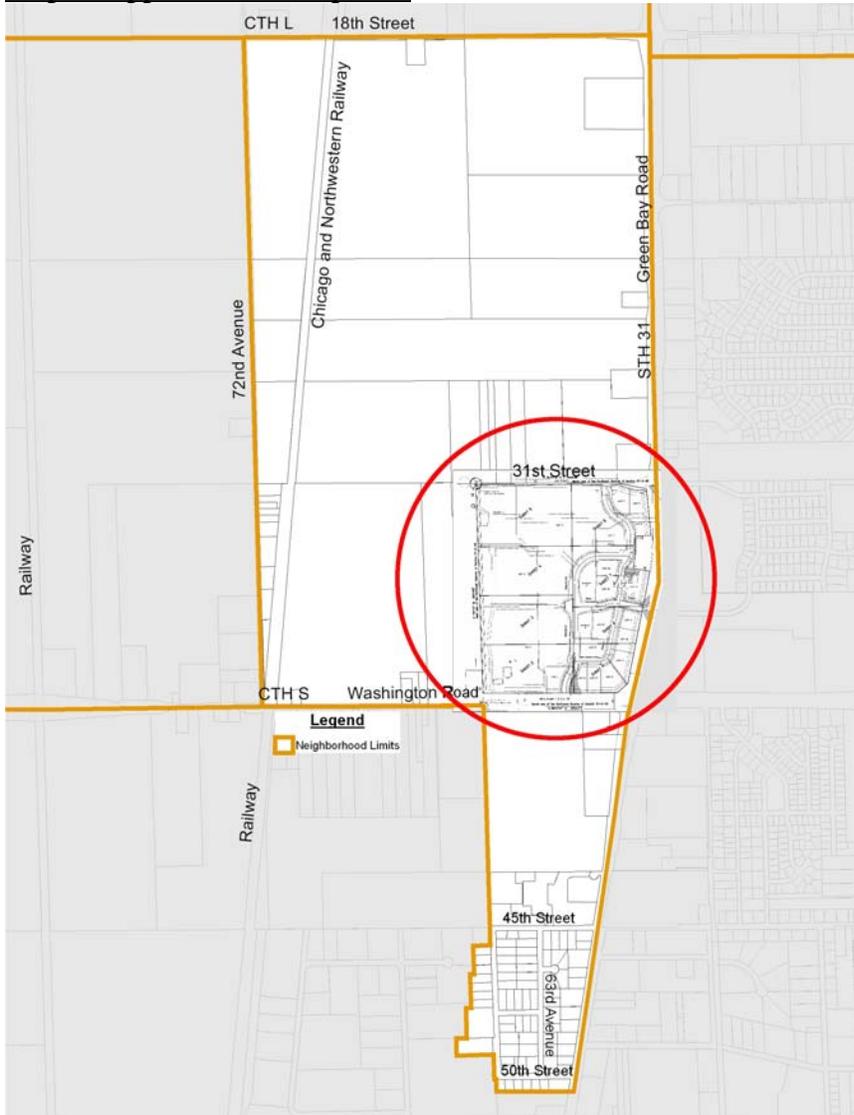
Although this land use plan does not lay out a specific road pattern, access points identify the starting points for a road network that will provide good accessibility throughout the neighborhood. Finding viable access points in this neighborhood is somewhat difficult since State and County highways surround the perimeter of the neighborhood; those jurisdictions prefer to limit the number of new private and public access points. Two access points opposite existing intersections with STH 31 are the most likely ingress/egress points that the State will approve. From the north and south into the neighborhood, two access points have been identified along CTH S and CTH L. These points have been spaced roughly one-quarter mile from each other and from STH 31 for safety purposes.

Internally, cross-access easements between uses will create a neighborhood that is easy to travel through and will complete the cohesiveness of the entire neighborhood. The approved regional commercial development has identified an access point along 31st Street and it will be utilized for internal access. There are two other cross-access points identified that will allow customers and employees the opportunity to visit adjacent stores, or uses without traveling outside of the neighborhood onto the highways or by other non-vehicular means.



RECENTLY APPROVED COMMERCIAL DEVELOPMENT AT THE NORTHEAST CORNER OF STH 31 AND CTH S

Map 8: Approved Development



Potential Development

This neighborhood plan offers the opportunity for significant future commercial and business park (office and light industrial) development in the southeastern portion of the Town. A small area of residential development is also included in the Southeast Neighborhood. The significant amount of non-residential development will expand the tax base and shopping opportunities available within the Town.

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

Table 2: Future Land Use

Land Use	Acreage	Previously Developed	Future Development	Undevelopable Land
Low to Medium Density Residential	52 acres	36 acres	14 acres	0 acres
Medium to High Density Residential	13 acres	13 acres	0 acres	0 acres
Commercial	54 acres	8 acres	46 acres	0 acres
Regional Commercial	236 acres	0 acres	236 acres	0 acres
Business Park	311 acres	0 acres	311 acres	0 acres
Institutional	57 acres	57 acres	0 acres	0 acres
Natural Area	224 acres	0 acres	0 acres	224 acres
Recreational	2 acres	0 acres	0 acres	2 acres
Total	947 acres	114 acres	607 acres	226 acres

Residential Development

A majority of the lands planned for future residential uses are currently utilized as single and multi-family residences. A new area of approximately 14 acres has been identified as single-family residential, located in the northwest corner of the neighborhood. If developed as low to medium density residential at a density of one unit per acre, roughly 14 separate single-family lots could be developed. If developed, these lots must utilize an internal street, thereby eliminating the potential for 14 separate single-family driveways onto CTH EA.

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 Southeast Neighborhood is planned to be served with sewer and water through the City of Kenosha/Town of Somers Cooperative Plan. If 14 homes were constructed and occupied by an average of 2.43 people, an additional 34 future residents could live within the Southwest Neighborhood by the year 2035.

Regional Commercial

- The large regional commercial area at the intersection of STH 31 and CTH S includes roughly 159 acres of developable lands. A development has been previously approved for approximately 110 acres leaving 49 acres of developable land. Since the approved development has not been constructed as of this writing, all 159 acres of land will be included in the analysis.
- At the intersection of STH 31 and CTH L there are 77 acres of developable land for regional commercial uses. These uses do not include the wetland or the 75-foot wetland buffer that exists in the region.

Commercial

- Along STH 31, commercial use that includes smaller retail and services uses make up 29 acres of land. With future development, it is important that cross-access is available to adjacent uses.
- The southwest corner of the STH 31 and CTH S intersection and lots adjacent to STH 31 in the southern portion of the neighborhood are also identified as commercial use. Although this area is roughly 25 acres, eight acres have been previously developed. The remainder, or 17 acres of land, could be developed as small retail and service uses.

Business Park

- The business park land use is to be a conglomeration of compatible office and light industrial uses. These 311 acres of land will allow for significant economic development adjacent to a large regional park.

Using the acreage for potential growth, square footage of future commercial and light industrial uses can be estimated. It is assumed that 20 percent of the total land area will be utilized for right-of-way and other infrastructure including storm water areas and utilities. The square footage of potential development can be estimated by using 30 percent of the buildable area.

Table 3: Future Square Feet of Development

	Developable Acreage	Assumed of-Way	Right-Buildable Area	Square Footage
Regional Commercial	236 acres	47 acres	189 acres	2,470,000 s.f.
Commercial	46 acres	8 acres	38.0 acres	480,000 s.f.
Business Park	311 acres	62 acres	249 acres	3,250,000 s.f.
Total	593 acres	119 acres	474 acres	6,200,000 s.f.

This growth is not likely to occur immediately. The following table illustrates the potential growth at a rate of fifteen percent of the total potential commercial and industrial growth in five-year increments.

Table 4: 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)	310,000	620,000	1,240,000	1,240,000	1,240,000	1,240,000
Total Development (square feet)	310,000	930,000	2,170,000	3,410,000	4,650,000	5,890,000

More than 300,000 square feet of additional commercial and industrial growth are planned for the Southeast Neighborhood that is not calculated in the table. The additional commercial and industrial growth is possible and may become developed after the year 2035. There are several factors that may alter the amount of future development that could potentially occur. These factors include:

1. The market and economy will have a great impact on the development of the commercial and industrial uses. The Town and surrounding areas will not consume all products sold or manufactured in the Southeast Neighborhood. Therefore, the development of additional commercial 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 commercial and industrial growth. If these landowners decide to not develop their land, large areas of potential commercial and industrial growth will not materialize.

The potential for significant commercial and light industrial growth development exists within the Southeast 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 Southeast Neighborhood through this planning process. There are several issues that must be addressed prior to commencing development on particular areas of the neighborhood. The following list of issues address the concerns for future development and a possible solution.

- It is essential that an internal public street network be created to provide connectivity within the neighborhood. In addition to that public street network, cross-access easements must be granted between all adjacent parcels to minimize the number of access points needed along the state and county trunk highways.
- A part of CTH S will be widened in conjunction with a major commercial development that has recently been approved. Widening further to the west may be indicated in the future, depending on traffic volume.

- It is recommended that the remaining residential uses in the vicinity of the recently approved major commercial development receive their highway access from streets internal to that development. Traffic on the county trunk highway can be expected to increase significantly and reducing the number of private access drives will help minimize the potential for collisions.
- Floodplains in the neighborhood may be reduced in area if a planned regional flood management facility is constructed. If that occurs, it is intended that the proposed future land uses extend toward Pike Creek into any lands removed from the floodplain.
- Due to proximity the Kenosha Regional Airport, sound deadening procedures are necessary for any future residential development.
- Pike Creek and its associated wetlands limit the access to the single-family residential area located along the western side of the neighborhood. Access for this parcel must be coordinated with access for the parcel to its west when development occurs on either parcel.
- Hydric soils are illustrated in an extended pattern throughout the neighborhood. Individual site analysis must provide evidence that the soils are suitable for future development.
- The State of Wisconsin Department of Transportation will limit access along STH 31. This neighborhood plan identifies locations for access that allow a significant distance between intersections and will create complete intersections. Future approval of access points is required by the State of Wisconsin Department of Transportation to analyze site distances for safety purposes.

Table 5: Development Issues by Land Use Category

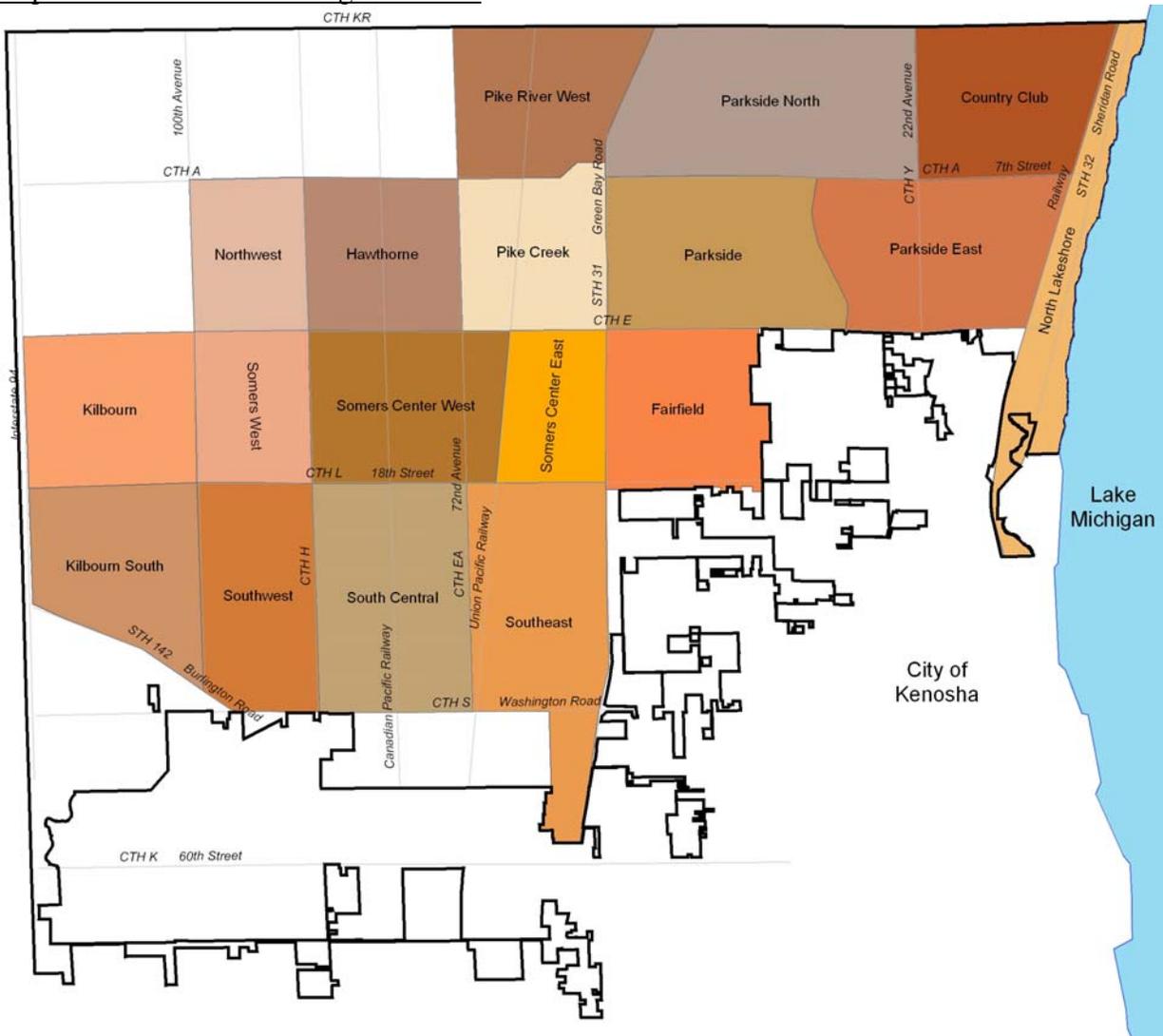
Land Use Category	Preserve Open Space	Adjacent to Floodplain	Parkland included with future development	Hydric Soils to be protected	Landscaping buffers between uses	Controlled access along County Trunk Highways	Internal Road Network	Assemblage of Properties for development	Affected by Airport Overlay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

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

Map 9: Town of Somers Neighborhoods



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

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

The Town of Somers contracted with 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 Southeast Neighborhood

Map 10: Year 2005 Aerial Photo of Southeast



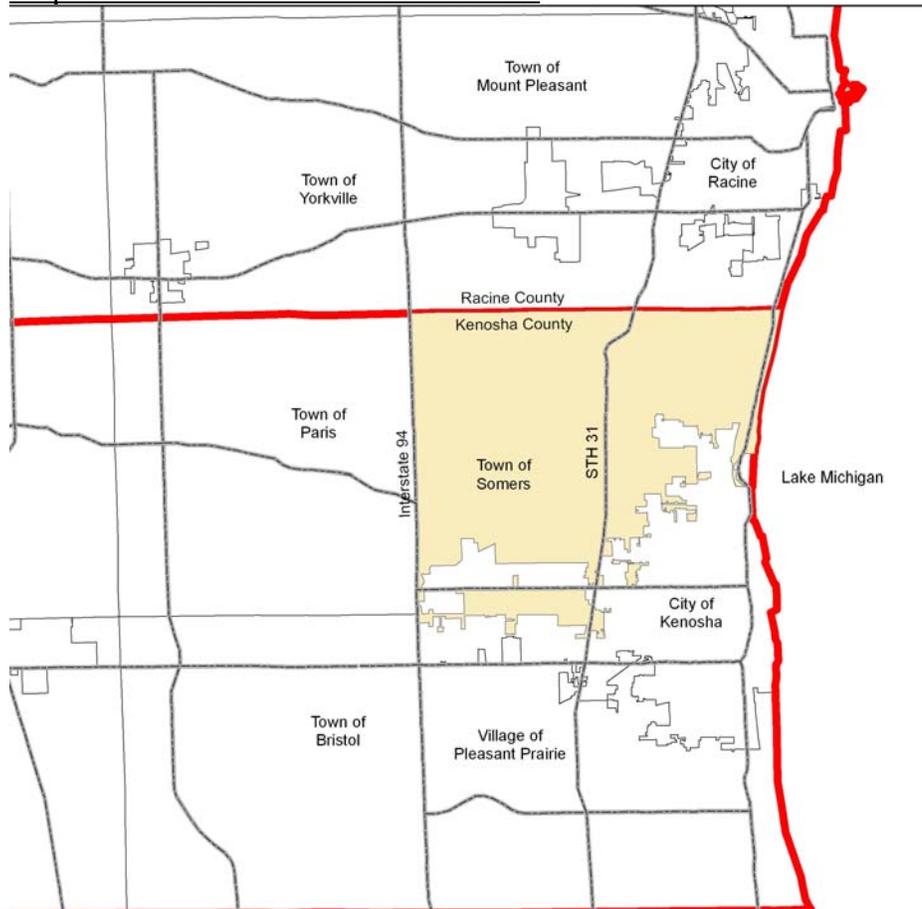
APPENDIX B:
THE TOWN OF SOMERS AND ITS NEIGHBORHOODS

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

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

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

Map 11: Location of the Town of Somers



Population

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

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

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

Table 6: Population Change

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

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

APPENDIX C:
REVIEW OF EXISTING PLANS AND DOCUMENTS

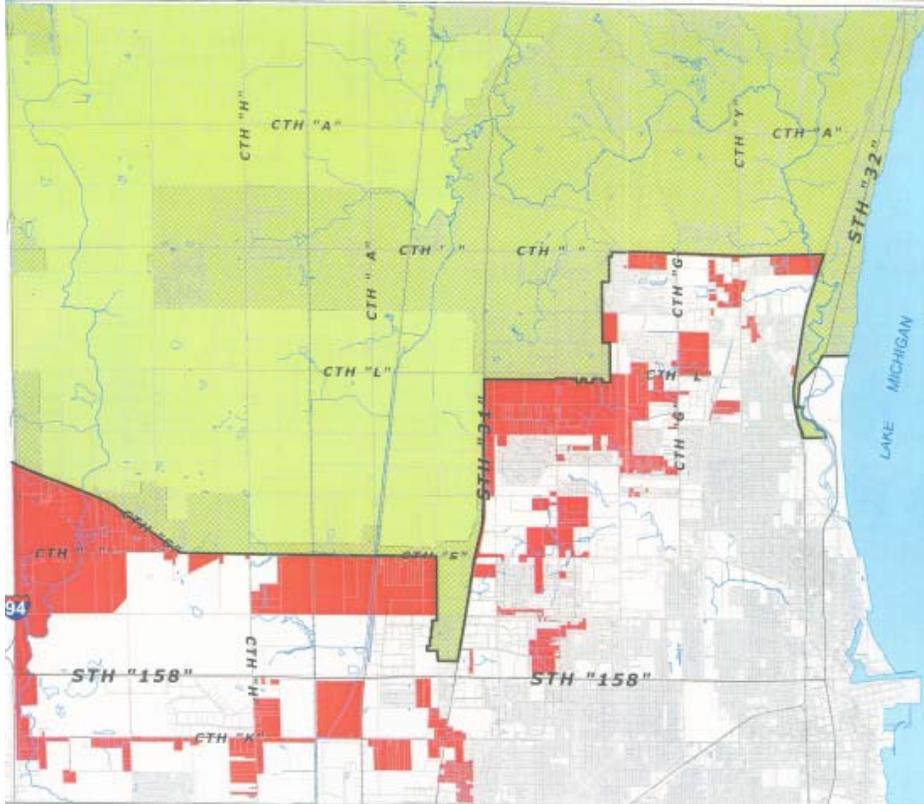
Review of current plans and agreements provided a sound background at the outset of the neighborhood planning process. A summary of the current plans and agreements relating to the Town of Somers includes:

City of Kenosha/Town of Somers Cooperative Plan

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

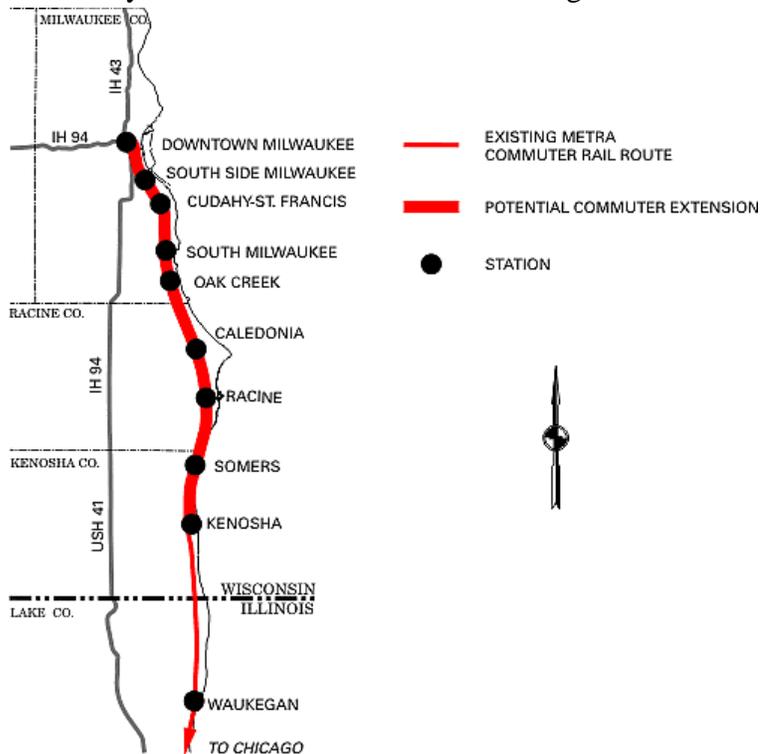
On the graphic below, found in the *City of Kenosha/Town of Somers Cooperative Plan*, the Town Growth Area is depicted in green, and Town lands located in the City Growth Area are depicted in red.

Map 12: Town Growth Area



KRM Line Proposal and Alternative Analysis

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



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

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

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

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

Development Plan for Parkside East Neighborhood

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

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

Kenosha County Multi-Jurisdictional Comprehensive Plan

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

Kenosha County Park and Open Space Plan

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

City of Kenosha Corridor Land Use Plan

In 1991, the City of Kenosha adopted a Corridor Land Use Plan that includes several corridors including the CTH S corridor and STH 31 corridor. The Plan includes several land uses in the Southeast 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