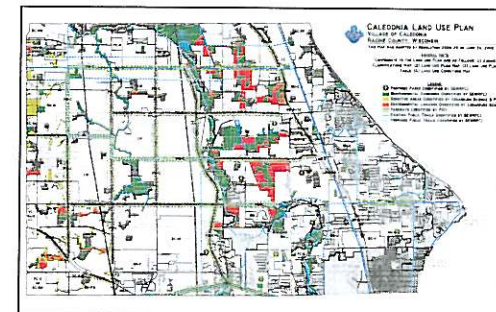
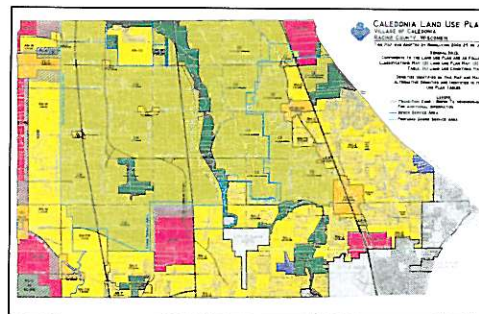
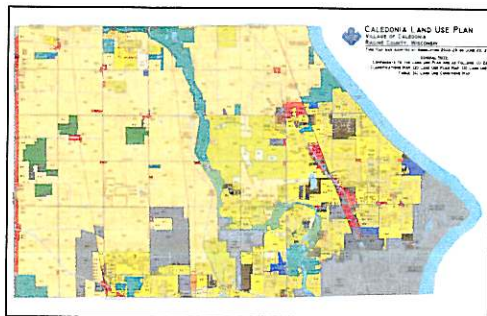


VILLAGE OF CALEDONIA LAND USE PLAN

CALEDONIA, WISCONSIN

NOVEMBER 2006

PLANNING AND DESIGN INSTITUTE 



1. LAND USE PLAN OVERVIEW

1. LAND USE AND THE CALEDONIA NEIGHBORHOOD PLANS

The Village of Caledonia undertook an extensive review of land uses and related issues as part of a Neighborhood Planning process. This Neighborhood Planning process was completed on February 7, 2006. This planning process involved a detailed examination of:

- Goals and issues
- Social and economic activities
- Environmental conditions
- Circulation issues including roads, infrastructure, and access
- Visual character of places throughout the community
- Long-term operation and maintenance of infrastructure
- Action steps for plan implementation

All of these issues are documented in the Village of Caledonia Neighborhood Plans. These Neighborhood Plans are incorporated,

by reference as an integral part of the Land Use Plan as defined below.

Based on this planning process, the Village undertook a review and revision of the existing land use plan map and regulations. This revised Land Use Plan was adopted on June 20, 2006 and amended on August 1, 2006 and November 6, 2006.

2. STRUCTURE OF THE LAND USE PLAN

The Land Use Plan consists of three maps, a table, this text and the Neighborhood Plans which collectively are referred to as the "Land Use Plan":

- LAND USE PLAN MAP, as of October 10, 2006
- LAND USE PLAN TABLE, as of October 10, 2006
- EXISTING ZONING CLASSIFICATIONS as of June 20, 2006
- LAND USE CONDITIONS MAP, as of June 20, 2006
- NEIGHBORHOOD PLANS

The more detailed guidelines and recommendations included in the Neighborhood Plans should be used as a basis for further interpretation of this Land

Use Plan, especially in reviewing applications for conditional uses, Planned Unit Developments, zoning changes, land divisions, stewardship plans, conservation easements, infrastructure changes and improvements, and the determination of the appropriateness of environmental plans, circulation plans, and other similar decisions.

3. AMENDING THE PLAN

The Land Use Plan should be reviewed and amended periodically. Suggestions for amendments may be brought forward by Village staff and officials as well as citizens. Suggestions for amendments should be consistent with the Neighborhood Plans.

When a change is proposed it should follow this general procedure:

(a) Recommendation by the Plan Commission to conduct a review process for the amendment. The review process could consist of any of the following options:

- Recommended amendments drafted by staff. This includes, for example, amendments which are corrections of clerical or administrative errors, mapping errors, and updated data for text, tables, and maps.
- Recommended amendments discussed with officials and citizens, followed by a proposed amendment.
- Recommended amendments discussed as part of a Neighborhood Planning process followed by a proposed amendment.

(b) Conduct public hearings as required by applicable Wisconsin Statute and/or ordinance.

(c) Recommendation from the Plan Commission to the Village Board

(d) Village Board consideration and decision.

4. USING THE PLAN

The Land Use Plan should be used when reviewing and approving changes in zoning, Planned Unit Developments, conditional uses, land divisions, land stewardship plans, road alignments and circulation improvements, and related development matters. In all cases, consistency with the Land Use Plan should be a primary determinant of the recommendations and decisions made by the Village.

Step 1:

Determine the status of the property in question in terms of zoning, use, and land division.

Does the proposal actually require a change in (1) zoning, (2) land division, or (3) land use? If none of these three items are being changed, then the proposal is considered consistent with the Land Use Plan. If, however, the proposal requests a change in zoning, use, or land division, then all the other aspects of the Land Use Plan are applicable including issues of density, common open space requirements and the other conditions depicted in the entire Land Use Plan.

Step 2:

Assuming there is a change in zoning, use, or land division, then the next step is identifying the critical land use issues.

This type of proposal must be understood in terms of the maps, table, and neighborhood plans. The proposal should be geographically located on the Existing Zoning Classifications Map, the Land Use Conditions Map, the Land Use Plan Map, and in the neighborhood

plans. The relevant issues in Table 1 should be identified.

Step 3:

If the proposal includes a land division, then the goals for creating common open space become critical.

The Village's subdivision ordinance requires the preservation of common open spaces that are significant and governs the calculation of the density for the development. The Land Use Plan includes recommendations for the determination of significant common open spaces in different areas of the Village as well as beginning density factors.

Step 4:

If the proposal includes residential development, then determining residential density is critical. The Village's subdivision ordinance requires a net density calculation that begins with a density factor at the concept review stage.

There are three ways to determine the density factor to be utilized in the calculation of the overall net density for the land as required by Village ordinance:

(1) Following and matching the specific subarea plans (subject to site review by the Village) in the Neighborhood Plans by;

a) Estimating the density based on the number of lots and building types shown in the illustration and dividing the estimate by the acreage of the depicted parcel(s) (reasonable interpretations should be used to estimate the number of units in non-single family building types such as townhomes or

apartments);

b) Identifying the key conditions implied by the subarea plan for parcel size, circulation, environmental conservation and amenities, landscape, social and economic activities on and off the parcel, and long term maintenance. Such conditions include items illustrated in the subarea plan and other text and graphics in the neighborhood plan and other parts of the Land Use Plan; and

c) Conducting, when necessary, additional analysis of the subarea site and area surrounding the subarea;

(2) Averaging the density within ¼ mile of the proposed new development; or

(3) Utilizing the indicated density factor range on the Land Use Plan Table and associated Land Use Plan Map.

The density factor is only the starting point in the calculation of the overall net density for the development and is subject to modification pursuant to Village Ordinance. Not all methods of computing the density factor are allowed in each area. Once the density factor is determined, the other critical issues such as the Village's calculation of the final net density which will be the development yield for the subdivision, amount and type of common open space, road connections, additional land use conditions, and other neighborhood planning issues, should be identified and addressed as described below under Sec. 4.2 of this text.

Step 5:

If the proposal also includes non-residential

uses, other constraints and planning issues need to be identified.

Step 6:

Review the Neighborhood Plans for additional issues, goals, recommendations, and constraints related to a specific area.

This is particularly important when reviewing conditional uses, Planned Unit Developments, common open space plans, and larger land divisions. In some cases there are specific neighborhood subarea plans depicting street and block layouts, the design of public places, landscape, and related issues that should be followed closely in new proposals that recommend use of the associated density factor.

Step 7:

Review the overall development process and determine what other regulations and polices need to be considered in addition to land use.

The process for reviewing development proposals includes many regulatory and procedural steps that go beyond land use. For example, these include: applicable Village Ordinances; County, State, and Federal regulations; regulations for wetlands; regulations for road design and access; drainage policies; sewer and sanitation policies; zoning conditions; subdivision regulations; plans from other authorities; and many others. These regulations and policy issues should be noted early in the process to avoid major misunderstandings regarding conformance to the Land Use Plan.

4.1 EXISTING USES ON EXISTING LOTS THAT MATCH EXISTING ZONING

In all areas, the Land Use Plan allows for continuation of existing land uses (at the time of adoption) on existing lots (at the time of adoption), that match the existing zoning (at the time of adoption) unless otherwise restricted by Village Ordinance. Such uses shall be considered consistent with the Land Use Plan.

Example #1:

A proposal to modify and maintain a manufacturing use on a parcel of land zoned for manufacturing at the time of adoption and used for manufacturing at the time of adoption shall be considered an appropriate use under the this plan.

Example #2:

A proposal to modify a residential use on a parcel of land zoned for agricultural at the time of adoption and used for residential at the time of adoption and which is not being further divided shall be considered consistent with the Land Use Plan.

Example #3:

A proposal to divide a parcel of land zoned for agricultural at the time of adoption and used for residential purposes at the time of adoption, shall not be considered consistent with the Land Use Plan under the provisions for the continuation of existing uses. It may, however, be consistent with the Land Use Plan recommendations for new residential density and land division as indicated in other parts of the Land Use Table and associated Land Use Plan Map.

4.2 RESIDENTIAL DENSITY FOR LAND DIVISIONS

In order to be consistent with the Land Use Plan, new land division proposals shall follow the Land Use Plan Table and associated Land Use Plan Map, including, but not limited to, all regulations regarding density, non-residential uses, and additional constraints.

In the previous Land Use Plan, there were several ranges of density factors referred to as low density, medium density, and high density. These definitions are not applicable in this Land Use Plan. Density factors are referred to in numerical terms of the number of residential units per acre. In general, this plan avoids use of relative terms such as "high", "medium" or "low" as they can be ambiguous. For example, two neighborhoods can have identical numerical density factors and each have a very distinct character. One neighborhood might have high value, larger Village homes surrounding a park while another area, with the same density, can have lower value single family detached dwellings with less significant common open space. The density factor does not necessarily reflect the value of residential units nor the visual or social character of the community.

For the purpose of the Land Use Plan, residential density is computed differently depending on the type and location of the land division. Pursuant to Title 14, Chapter 1 of the Village Ordinances:

(1) If the proposal is a land split that creates not more than four parcels or building sites, any one of which is 35 acres or less, then the calculation is based on location. For example: (a) if the land to be divided is not within the approved sanitary sewer service area, any new parcel created shall have an area of not

less than five (5) acres; and (b) if the land to be divided is within the sewer service area, then the initial calculation utilizes the density factor set forth in the Land Use Plan for the location.

(2) If the proposal is to subdivide land into five or more new parcels, then the calculation begins with the density factor set forth in the Land Use Plan. The density factor forms the basis for the calculation of the development yield for the development.

When utilizing the Land Use Plan to determine density factors, residential density shall be computed by performing the net density calculations pursuant to Title 14, chapter 3 and taking into consideration the size of the parcel.

Net density is the number of dwelling units permitted for the parcel prior to calculating and adding any possible bonus units as provided in the Village Ordinances. The net density number is obtained by performing the following calculation:

(1) Derive the net acreage for the parent parcel by subtracting from the gross acreage of the parent parcel the acreage consisting of the following existing features: street rights-of-way, restrictive utilities rights-of-way, floodplains, wetlands, slopes greater than 12% in environmentally sensitive areas and slopes of 20% in all other areas, streams, ponds, lakes, and reserved street rights-of-way or accepted dedications of streets and those areas held to be unsuitable for development under Village ordinances.

(2) Determine the beginning density factor as permitted for the parent parcel from the Land Use Plan.

(3) Multiply the net acreage result under sub. (1) and the applicable density factor under sub. (2) to obtain the recommended net density for the parent parcel.

After performing this calculation, the Village will establish a base development yield for the land division by approving the recommended net density, or establishing an adjusted net density by making adjustments based on consideration of the natural features of the site, available neighborhood plans, available or anticipated infrastructure, and the density of the surrounding areas. The base development yield will be the number of dwelling units authorized by the Village based on the presented concept. The Village's approval at the concept stage is based on limited information submitted and any base development yield approved is subject to adjustments by the Village based upon new and/or additional information received during the preliminary and/or final plat review process.

The following examples illustrate application of the Land Use Plan to land divisions:

Example #1:

In the Countryside West land use area, the recommended density factor:

(a) may match the density depicted in a detailed subarea plan in the adopted Neighborhood Plans;

(b) cannot be established as the average density of existing zoning for the area; and
(c) may reach a maximum of .2 units per acre.

Example #2:

In the Countryside East land use area, the recommended density factor:

(a) may match the density depicted in a detailed subarea plan in the Neighborhood Plans;

(b) cannot be established as the average density of existing zoning for the area; and

(c) may reach a maximum of .2 units per acre in areas where sewer service is not approved by the Village and .7 units per acre where sewer service is approved by the Village.

Example #3:

In the Johnson Park, land use area, the recommended density factor:

(a) may match the density depicted in a detailed subarea plan in the Neighborhood Plans;

(b) may match the average density of existing zoning for the area; and

(c) may reach a maximum of 2.2 units per acre.

4.3 NON-RESIDENTIAL LAND USES AND LAND DIVISIONS

Non-residential land uses should follow the recommendations depicted in the Land Use Plan Table and associated Land Use Plan Map. Non-residential Land divisions shall also comply with Title 14 of the Village Ordinances.

The following examples illustrate application of the Land Use Plan to hypothetical proposals:

Example #1:

New commercial uses or institutional/government uses should not be approved in the Douglas Corridor East residential neighborhood area.

Example #2:

New commercial uses or institutional/government uses should be allowed in the Douglas/METRA Village Center. However, this should exclude commercial uses allowed in the B-5 zoning category.

4.4 PROVISION OF INFRASTRUCTURE IN RELATION TO THE LAND USE PLAN

New or modified infrastructure should support the Land Use Plan and its constituent parts. Proposals for new infrastructure (roads and utilities) should discourage land uses and related decisions that are inconsistent with the Land Use Plan.

This is especially critical for (a) guiding new development (residential and non-residential) and (b) protecting the long-term value of environmental features. Such environmental features include the elements noted in the Land Use Conditions Map as well as the large Countryside West and Countryside East areas.

In some cases, new utility lines (especially sewer trunk lines or water mains) may be located, for fiscal reasons, in areas that are not intended to receive such infrastructure. When this occurs, the new infrastructure will increase the likelihood that land use policies will be changed to allow higher intensity development (adjacent to the new lines) in areas specifically designated by the Land Use Plan for lower intensity development and/or higher levels of open space conservation. When this inconsistency occurs, the new infrastructure should be coupled with simultaneous Village policies that decrease the probability of inconsistent, higher intensity development.

These policies may include: (a) exclusions of specific areas from utility districts; (b) amendments to the Neighborhood Plans with specific subarea restrictions; (c) easements or deed restrictions negotiated with land owners; (d) locations of utilities along easements where future local linkages are less probable (such as easements on private undeveloped land, possibly in conjunction with viable environmental conservation easements and, (e) and special financing provisions or policies to allow for fair distribution of costs.

Example #1:

If new sanitary sewer service is planned to extend through areas intended for open space conservation with low intensity development (such as the Countryside West area or the unsewered portion of the Countryside East area) then any reasonable alternative alignments should be considered or additional policies should be adopted to preclude provision of sanitary sewer service to new development in these areas.

Example #2:

If, due to failing well water systems, extension of water mains is proposed in low density areas, such as the Countryside West or Countryside East Districts, then additional policies should be adopted to safeguard the long-term rural and countryside character of these areas. This might include policies for long-term restrictions for lower intensity development and higher levels of open space conservation.

Example #3:

If, due to east-west traffic volumes and safety issues, a new road extension is planned in the Countryside West or East area, then policies should be adopted to finance the road

construction which do not generate roadside development patterns inconsistent with the Land Use Plan.

5. RESIDENTIAL NEIGHBORHOODS

Based on the Neighborhood Planning process, the following residential neighborhoods have been identified:

5.1 RN-E EAST SIDE

This is the largest residential neighborhood comprising the bulk of Caledonia's population. It is almost fully developed with a few remaining parcels that have not yet been developed. Much of the neighborhood's density has been established.

The following examples illustrate application of the Land Use Plan to hypothetical proposals:

Example:

A land owner with a 15 acre residential parcel proposes to subdivide the land and build new single family homes. In order to establish the allowable numerical density factor the first question is: Will this proposal change the land use, zoning or land division? If it is a residential parcel and zoned for residential, then neither the use nor zoning is being changed. However, if the proposal requires a land division, then the density cannot be determined by the existing zoning. Instead the Land Use Plan states that the allowable density is either:

- (a) 2.2 units per acre; or*
- (b) The average density of the proposed project area that is the immediately surrounding ¼ mile area; or*
- (c) The density depicted in a detailed subarea plan that is part of the adopted Neighborhood Plans.*

5.2 RN-D DOUGLAS CORRIDOR EAST

This is a newly emerging residential neighborhood adjacent to a primary north-south arterial. There are major opportunities in this residential area for increased density near proposed Village Centers.

5.3 RN-TA TABOR / STH 31

This is a relatively small residential pocket with an established residential pattern. The neighborhood lies between the major corridor of Douglas Avenue and the more rural countryside to the east.

5.4 RN-F FRANKSVILLE

The unincorporated Franksville area represents a longstanding residential district adjacent to major transportation corridors. The area has an established pattern of existing homes and is surrounded by a variety of uses including a small business district and a major park area to the south, and an emerging business/industrial park in a rural area to the north.

5.5 RN-J JOHNSON PARK

This neighborhood follows a more conventional pattern of lower density subdivisions with many environmental features including the Root River and Johnson Park which is under the jurisdiction of the City of Racine.

5.6 RN-W NEW WESTSIDE

This area is anticipated to become a major new residential neighborhood. It will connect to new Village Centers to the north and south. The neighborhood's density is anticipated to follow that of sewered subdivisions and the

land division patterns should match those of traditional neighborhood developments.

5.7 RN-FW FRANKSVILLE WEST

This area is anticipated to become a major new residential neighborhood surrounding a new Village Center. The neighborhood's density is anticipated to follow that of sewered subdivisions and the land division patterns should match those of traditional neighborhood developments.

5.8 RN-CV CADDY VISTA

The Caddy Vista neighborhood is a small residential pocket that has been planned in significant detail through the Neighborhood Planning and approval process. It represents a major opportunity to create a higher value residential neighborhood amidst a rural, countryside area.

6. MIXED USE ARTERIALS

There are two major mixed-use arterials in Caledonia.

6.1 AR-D DOUGLAS CORRIDOR

The Douglas Corridor represents the continuation of existing mixed uses surrounding Douglas Avenue. Such uses are expected to continue but not to become as commercially dominant as the other Village Centers along Douglas Avenue.

6.2 AR-F FRANKSVILLE BUSINESS DISTRICT

The Franksville Business District has developed as a commercial mixed-use corridor and should be allowed to continue in this manner.

7. MIXED USE VILLAGE CENTERS

There are five areas designated as mixed-use Village Centers. While some communities have a single downtown, many other communities have developed historically with multiple centers, each serving different areas and neighborhoods. This is particularly appropriate for Caledonia which lies at the crossroads of many traffic patterns with a diverse history of residential development. These Village Centers are intended to be pedestrian-friendly, socially active, mixed-use developments that include not only shops, but also offices, residences, active streets, public places, and other amenities intended to serve Village residents and businesses.

7.1 VC-7 SEVEN MILE ROAD

As traffic increases at the I-94 interchange and Seven Mile Road, new opportunities will arise for increased development. This area should be served by sewers and should be planned and designed as a major Village Center in the manner of a traditional mixed-use area. The layout of this area should follow the general principles established by the detailed subarea plan in the Neighborhood Plan.

7.2 VC-94/K I-94 & HWY K

As traffic increases at the I-94 interchange and Highway K, new opportunities will arise for increased development. This area should be served by sewers and should be planned and designed as a major Village Center in the manner of a traditional mixed-use area. The layout of this area should follow the general principles established by the detailed subarea plan in the Neighborhood Plan.

7.3 VC-K/V HWY K & HWY V

As traffic increases along Highway K, new opportunities will arise for increased development at the intersection of Highways K and V. This area should be served by sewers and should be planned and designed as a major Village Center in the manner of a traditional mixed-use area. It should serve the proposed expansion of businesses to the west as well as new residential development to the north, south, and east. It should be planned such that it complements the other Village Centers to the west and the Franksville business district to the east. The layout of this area should follow the general principles established by the detailed subarea plan in the Neighborhood Plans.

7.4 VC-31/32 STH 31 & STH 32

As the Highway 31/32 area is rebuilt with new roundabouts, this area has the potential to become a significant neighborhood and mixed-use Village Center serving the surrounding population. The layout of this area should follow the general principles established by the detailed subarea plan in the Neighborhood Plan.

7.5 VC-M DOUGLAS/METRA

As the plans for the METRA commuter rail service are implemented, this area should be planned as the primary commercial and mixed-use Village Center for the Village's east side. It should have the highest level of development intensity. It should facilitate commuters, local businesses, and surrounding uses. The layout of this area should follow the general principles established by the detailed subarea plan in the Neighborhood Plan.

8. COUNTRYSIDE DISTRICTS

The Village of Caledonia prides itself on conserving and enhancing a large portion of its land area in a natural, rural, countryside character. This area includes cultivated fields, horse farms, large estates, and several large environmental corridors with rivers, wetlands, woodlands, and wildlife habitat. These areas have scenic views across large common open spaces. This character of these districts also includes the agricultural activities of traditional farming, equestrian estates, other large estates, conservation areas, environmental preserves, and similar features.

The Village, through the Neighborhood Planning process, has established a clear set of goals and policies intended to preserve this countryside character. In addition, Title 14 Chapter 3 of the Village Ordinances requires preservation of common open space.

Long-term preservation of the Countryside Districts is critical to maintaining the social and economic value of the Village. These areas provide an irreplaceable cultural character that defines Caledonia as an historically agricultural and rural community. As new development occurs surrounding the Countryside Districts, the value of environmental preservation will increase and, on occasion, become more difficult. Typically areas like this are subject to major economic and public pressures for development. Once such areas are developed it is almost impossible to reverse the process. Consequently, this preservation of these Countryside Districts should be given the highest priority. The requirements for preservation of common open space should be viewed as a minimum standard. Where possible, higher standards should be imposed

and increases in the amount of preserved common open space should be considered.

8.1 CW COUNTRYSIDE WEST

This area is intended to minimize residential density and maximize the preservation of common open space that directly enhances the countryside character and environmental amenities of the area.

8.2 CE COUNTRYSIDE EAST

This area is intended to minimize residential density and maximize the preservation of common open space that directly enhances the countryside character and environmental amenities of the area.

Portions of this area have been designated as undeveloped lands where future sewer service may be extended. The Neighborhood Plan discusses this issue. The Land Use Plan envisions slightly higher density factors only in the area east of the existing boundary for the sewer service area. The higher density factor should only be applied east of the sewer service area boundary and only if: (a) the Neighborhood Plan contains a specific subarea plan illustrating how such higher densities may be achieved; or (b) the Village approves extension of sanitary sewer lines to the area.

If possible, increases in the amount of preserved common open space should be considered. To help achieve this, it may be advisable to decrease the size of the sewer service area if, after detailed analysis, such decreases can be justified as an acceptable fiscal policy for the Village.

8.3 CC COUNTRYSIDE CROSSROADS

Within the countryside areas (west and east) there are small pockets on non-residential uses (typically local retail areas) that have evolved historically. These are often referred to as rural crossroads and contribute to the character of the area.

9. CONSERVATION AREAS

No new development is intended for the conservation areas, except for those minor structures, infrastructure, or landscape elements that serve to improve the conservation area, increase use by the general public, or improve the stewardship of the conservation area.

Conservation areas include:

- 9.1 PC-R ROOT RIVER CONSERVATION AREA
- 9.2 PC-C COUNTRYSIDE CONSERVATION AREA
- 9.3 PC-L LAKEFRONT CONSERVATION AREA
- 9.4 PC-O OTHER CONSERVATION AREA

10. BUSINESS AND INDUSTRIAL CAMPUSES

Caledonia includes several areas containing larger scale non-retail businesses and industries. In addition, other areas have been targeted to include more of these businesses and industries.

10.1 BC-NW NORTHWEST

This is one of three new areas intended for future business and industrial development bordering the I-94 freeway corridor and located within reasonable driving distance of a major highway interchange. The goal is to attract users with higher tax and job value. There are options, as shown in the Neighborhood Plan, for allowing some portions of this area to be developed for residential uses.

10.2 BC-94 I-94 CORRIDOR

This is one of three new areas intended for future business and industrial development bordering the interstate freeway. The long narrow configuration of this area is based on the assumption that visibility of businesses from I-94 is a major locational advantage. There are options, as shown in the Neighborhood Plan, for allowing some portions of the eastern edge of this area to be developed for residential uses.

10.3 BC-SW SOUTHWEST

This is one of three new areas intended for future business and industrial development bordering I-94 and located within reasonable driving distance of a major highway interchange. The goal is to attract users with higher tax and job value. There are options, as shown in the Neighborhood Plan, for allowing the southwest portions of this area

to continue as commercial recreational use, including the existing golf course.

10.4 BC-NI NICHOLSON ROAD

This is an existing industrial park area that, over time, should be expanded. There are different options, as shown in the Neighborhood Plan, for allowing some portions of this area to be developed for residential uses.

10.5 BC-PP WEPCO POWER PLANT

This is the WEPCO power plant area and is intended exclusively for uses and activities directly related to the production of energy.

10.6 BC-V VULCAN MATERIALS

This quarry operation has been designated as an area for business and industrial use. It is anticipated that this may include expansion of the quarry operations subject to the policies and recommendations noted in the Neighborhood Plan, applicable Village Ordinances, and County, State, and Federal Regulations.

11. INSTITUTIONAL USES

Institutional uses include educational activities, government activities, religious activities, and activities of not-for-profit organizations. In some cases, an institution (such as a religious group, school, or not-for-profit health facility) may undertake a use that is commercial or residential (such as elderly housing). Such uses are, for the purposes of the Land Use Plan, not considered institutional uses.

Many institutional uses have substantial impacts in terms of traffic, land value, social value, and environmental quality. For these reasons, institutional uses have not been proposed for all areas, but rather restricted to appropriate areas as indicated in the Land Use Plan Table (Mixed Use Village Centers, Mixed-Use Arterials, Countryside Crossroads, and some Business/Industrial Campuses).

On those occasions when modest, institutional uses are proposed for residential and countryside neighborhoods, it may be appropriate for the Village to consider an amendment to the Land Use Plan and/or the Neighborhood Plans.

11.1 INSTITUTIONAL

These represent existing, substantial institutional land uses.

12. RELATIONSHIP OF LAND USE PLAN TO EXISTING ENVIRONMENTAL CONDITIONS AND ISSUES

(See Land Use Conditions Map and Table)

The map of land use conditions is an integral component of the Land Use Plan. These conditions shall be used in the review and approval of land divisions, conditional uses, Planned Unit Developments, future Neighborhood Plans and changes in zoning. A primary use of this information shall be for the development of stewardship plans for common open space when dividing land. In addition, this map includes terms and definitions that shall be used in the Villages regulations for land division and the designation of common open space.

For each of the sections on environmental conditions and related issues, the Village has developed standards and guidelines for design and implementation. These can be found in the Neighborhood Plans, design guidelines, subdivision code, zoning code, and other Village ordinances.

12.1 PARKWAYS

One of Caledonia's greatest assets is the beautiful scenery that is visible from many of its roads.

While this is predominant in the Countryside Districts, there are also some key components of other arterials located in the other districts that are equally important. Along these arterials, any changes in use and development should be accompanied by the creation of vistas and tree plantings to replicate traditional rural landscapes and historic parkways.

- 12.1.1 PW-C Countryside Areas
- 12.1.2 PW-K HWY K
- 12.1.3 PW-DN Douglas Avenue North
- 12.1.4 PW-DC Douglas Avenue South
- 12.1.5 PW-4 Four Mile Road

12.2 ENVIRONMENTAL CORRIDORS

Environmental corridors include many significant features related to waterways, terrain, woodlands, wildlife and other aspects of the natural environment that are critical to the overall natural ecology of the community.

12.2.1 Regional Primary, Secondary, and Isolated Natural Resource Areas

These areas are defined and mapped by the Southeast Wisconsin Regional Plan Commission (SEWRPC). This map represents the data at the time at which this map was created. Updated information created by SEWRPC shall be incorporated by reference.

12.2.2 Corridors Mapped in Neighborhood Plans

These areas are defined and mapped as part of the Neighborhood Plans. Updated information created by amended Neighborhood Plans shall be incorporated by reference.

12.2.3 Waterways and Other Features Not Included in Other Corridors

These areas have not been identified by either SEWRPC or in the Neighborhood Plans. These areas, however, represent important environmental features based on the knowledge of Village staff and officials.

12.3 ENVIRONMENTAL LINKAGES

There are numerous trail systems throughout the Village. The ongoing use and access

(both visual and physical) of these trails is a key component of the long-term value of the community. By maintaining the value and quality of the trails, The Village can also maintain the quality and value of the many neighborhoods, districts, and corridors throughout the community.

Some of these trails have been mapped as part of the planning process. However, this map is not a definitive depiction of all of the trails.

Some trails offer full public access while others are semi-public, with use restricted by agreements with homeowners associations, condominiums, groups of land owners, conservation groups, and other organizations.

Linkages and connectivity among trails is encouraged by the Village. It is especially important to encourage the linkages of trails to major activity areas within the Village, such as business districts, Village Center districts, and other areas of more concentrated population.

At this time, five classifications of trails have been identified:

12.3.1 Pedestrian Trails

These trails are often hiking, walking, and jogging trails that border environmental areas within residential subdivisions. Such trails can and should be linked to parks and village center areas to encourage pedestrian use of community facilities.

12.3.2 Bicycle Trails

Several bicycle trail systems have been developed and are planned for future

expansion. These should be augmented by local bicycle routes and connections to local streets as well as connections to village centers.

12.3.3 Equestrian Trails

Many of the equestrian trails are based on private arrangements between local landowners. The presence of this type of integrated, semi-private trail system adds substantial value to the countryside districts and helps sustain the long term patterns of large common open spaces. In addition, commercial stables and riding areas can augment the use and development of such trails.

12.3.4 Snowmobile Trails

Some snowmobile trails are established by easements and others through informal arrangements with landowners. Snowmobile clubs using such trail systems also add to the value of the common open space as perceived by local residents.

12.3.5 Other Environmental Trails

Many of the exceptional environmental corridors lend themselves to trails whose primary value is allowing human contact with exceptional natural beauty. Use of, and access to these areas should be protected and encouraged.

12.4 OTHER NON-AGRICULTURAL COMMON OPEN SPACE

Many of these have not been mapped. Some are identified in the Land Use Map and Neighborhood Plans. Other areas are shown only in Village approved subdivision plans and

development plans for specific projects. They are incorporated here by reference.

12.4.1 Public Parks and Public Common Open Space

There are numerous other forms of non-agricultural common open spaces throughout the Village that deserve preservation and/or expansion. Some public parks are shown in the Neighborhood Plans and others should be mapped by the Village. In addition, the Village should prepare and adopt a park and common open space plan that depicts these areas.

12.4.2 Common Open Spaces in Residential Subdivisions

Almost all of these areas have not been included in the overall maps of the Village.

12.4.3 Common Open Spaces in Commercial Recreation Areas

Almost all of these areas have not been included in the overall maps of the Village.

13. LAND USE AND THE PRESERVATION OF COMMON OPEN SPACE

The Village has adopted ordinances for requiring all land divisions to provide common open space as part of the development. In part, the goal of the ordinances is to preserve critical environmental resources and maintain the quality of the environment in a manner that supports the social and economic value of the community. Consequently, in addition to the previous section on important Land Use Conditions, the content of this section on the types of common open space, shall be considered when reviewing subdivisions.

In addition to the environmental value, common open space should provide public places and semi-public places that (a) encourage positive social interaction among people including residents, business patrons, employees and visitors; and (b) afford significant opportunities to appreciate the positive aesthetic attributes of natural and built environments.

Throughout the Village there are many different circumstances that influence the potential significance and appropriateness of common open space. For example, in the Countryside District, common open spaces that support countryside views and preservation of cultivated fields are more appropriate than common open spaces of urban plazas and streetscapes that might be more appropriate in the Village Center districts. The following categories reflect the Village's goals for common open space within each of the areas configured on the Land Use Plan Map.

13.1 COUNTRYSIDE AREAS, RESIDENTIAL NEIGHBORHOODS (NON-SEWERED)

In these areas the most important types of common open space are:

- Parkway landscapes
- Traditional farmsteads
- Countryside views
- Environmental preserves

In addition, the following types of common open space are also highly desirable:

- Environmental restorations
- Trails and walkways
- Scenic drives
- Cultivated fields and pastures
- Orchards
- Equestrian common open spaces and features
- Forestation areas
- Neighborhood parks and squares
- Landscaped boulevards
- Ornamental and display gardens
- Community gardens and greenhouse

The following types of common open space are considered desirable:

- Gateway features
- Outdoor commercial recreation
- Play areas
- Rain gardens
- Infiltration trains

The following types of common open space are considered undesirable:

- Pedestrian main streets
- Pedestrian plazas
- Pedestrian streetscapes

Common open spaces that do not fall into these categories are also acceptable but should not be considered as consistent with the goal of achieving significant common open space.

13.2 VILLAGE CENTERS AND MIXED-USE ARTERIALS

In these areas the most important types of common open space are:

- Pedestrian streetscapes
- Neighborhood parks and squares
- Environmental preserves

In addition, the following types of common open space are also highly desirable:

- Gateway features
- Parkway landscapes
- Landscaped boulevards
- Trails and walkways
- Outdoor commercial recreation
- Play areas
- Ornamental and display gardens
- Countryside views
- Traditional farmsteads
- Environmental restorations

In addition, the following types of common open space are considered desirable:

- Scenic drives
- Orchards
- Equestrian common open spaces and features
- Forestation areas
- Community gardens and greenhouses
- Rain gardens
- Infiltration trains

Common open spaces that do not fall into these categories are also acceptable but should not be considered as consistent with the goal of achieving significant common open space.

13.3 RESIDENTIAL NEIGHBORHOODS (SEWERED)

In these areas the most important types of common open space are:

- Parkway landscapes
- Traditional farmsteads
- Countryside views
- Environmental preserve

In addition, the following types of common open space are also highly desirable:

- Environmental restorations
- Trails and walkways
- Scenic drives
- Cultivated fields and pastures
- Orchards
- Equestrian common open spaces and features
- Forestation areas
- Neighborhood parks and squares
- Landscaped boulevards
- Ornamental and display gardens
- Community garden and greenhouse
- Pedestrian streetscapes

The following types of common open space are considered desirable:

- Gateway features
- Outdoor commercial recreation
- Play areas
- Rain gardens
- Infiltration trains

The following types of common open space are considered undesirable:

- Pedestrian main streets
- Pedestrian plazas

Common open spaces that do not fall into these categories are also acceptable but should not be considered as consistent with the goal of achieving significant common open space.

13.4 BUSINESS AND INDUSTRIAL CAMPUSES AND INSTITUTIONAL USES

In these areas the most important types of common open space are:

- Parkway landscape
- Traditional farmsteads
- Countryside views
- Environmental preserves

In addition, the following types of common open space are also highly desirable:

- Environmental restorations
- Trails and walkways
- Scenic drives
- Cultivated fields and pastures
- Orchards
- Equestrian common open spaces and features
- Forestation areas
- Neighborhood parks and squares
- Landscaped boulevard
- Ornamental and display gardens
- Community garden and greenhouse

The following types of common open space are considered desirable:

- Gateway feature
- Outdoor commercial recreation
- Play areas
- Rain gardens
- Infiltration trains
- Pedestrian main streets
- Pedestrian plazas
- Pedestrian streetscapes

Common open spaces that do not fall into these categories are also acceptable but should not be considered as consistent with the goal of achieving significant common open space.

13.5 DEFINITIONS AND DESCRIPTIONS OF TYPES OF COMMON OPEN SPACES

The following definitions and descriptions (for some of the types of common open spaces noted previously (sections 13.1 to 13.4) shall be considered when interpreting plans for common open space:

COUNTRYSIDE VIEWS are areas that facilitate public views of common open space (and other features that comprise the countryside character of Caledonia) from existing arterials and collector roads adjacent to the proposed subdivision. Some areas considered desirable for view sheds are identified in the Neighborhood Plans. Areas along existing arterials and those designated for Landscaped Parkways in the Land Use Conditions Map should also be considered as potential view sheds. The view shed area must border a public right-of-way which carries substantially more general public through traffic in addition to vehicles associated with the immediate land use.

ENVIRONMENTAL PRESERVES are areas that preserve environmental features that enhance the health, environmental quality, social value, and natural beauty of the community. Preserves should include the environmental corridors (primary, secondary, and isolated natural resource areas as identified by SEWRPC) as well as other environmental features identified in the Land Use Conditions Map. These areas should be visible from vehicular right-of-way (approximately 30% of the perimeter at a distance no greater than 50 feet). These areas should also include public trail connections to view and, if feasible, enter the preserve.

ENVIRONMENTAL RESTORATIONS are natural areas and landscapes designed

for aesthetic impact to display different forms of plant materials using a traditional aesthetic approach of formal or picturesque gardening, botanical display, or environmental restoration. These landscapes are also designed to improve the ecological condition of the natural environment (for example, this may include restored prairies or wildlife habitats). These areas shall be designed by a recognized landscape architect or ecologist with substantial experience and professional credentials in landscape architecture, garden design, ecology or similarly appropriate field. These areas may include structures for aesthetic purposes as well as environmental management. These areas should be visible from vehicular right-of-way (approximately 30% of the perimeter at a distance no greater than 50 feet). These areas should also include public trail connections to view and, if feasible, enter the preserve.

PARKWAY LANDSCAPES are heavily landscaped areas along existing arterials as depicted in the Land Use Conditions Map and components of the Neighborhood Plans. Parkways shall include a double row of canopy shade trees planted in a rhythmic pattern with a walkway or bicycle path located between the rows. The edge of the parkway along the private property line shall include an ornamental fence or continuous coniferous hedge of at least 4' high. The parkway or edge shall not include berms. The parkway landscape should contain a walkway or bicycle path connected to surrounding paths. The edge of the parkway may include parallel parking.

TRADITIONAL FARMSTEADS are structures that reflect the agricultural and rural history of the Village, including farmhouses, barns, stables, and a variety of related facilities and common open spaces. Many of these, while

not qualifying as historic landmarks using strict national or state standards, are still part of the cultural and visual history of the community. They provide an essential part of the character of the community and should be preserved. In general, such structures and facilities created prior to 1940 shall be considered as a traditional farmstead. Those components of the farmstead that are to be preserved should be documented by a local historic society or by a person with credentials in historic preservation. The proposed inclusion of the traditional farmstead must state what components of the farmstead will be preserved.

CULTIVATED FIELDS AND PASTURES are agricultural areas set aside for farming with a long-term management plan for continuous cultivation or use as pasture land for livestock. These areas should allow for visual access from a vehicular right-of-way of at least 30% of its perimeter.

ORCHARDS are agricultural areas planted as orchards with long term management plans for continuous operation. These areas should allow for visual access from a vehicular right-of-way of at least 30% of its perimeter at a distance no greater than 50 feet.

TRAILS AND WALKWAYS promote broad social use of a linear system of paths for walking, horseback riding, or bicycling that connect trail users to rights-of-way and other public or semi-public places. These should be determined by the context of circulation, access points, and other common open space components that should be linked together. Trails should be located along the edge of other common open spaces or public rights-of-way. Trails should be physically separated from side or rear lot lines (approximately 25 feet) and should be visually

separated from rear and side lot lines with an ornamental fence or continuous coniferous hedge (at least 4 feet in height) that clearly separates the trail area from private areas. Trails shall be a continuous path and should link to all existing and proposed trails and rights-of-way that abut the perimeter of the subdivision. Trails must be constructed with suitable materials for long term operation and maintenance. The suitability of the materials will be determined by the Village. There should be a clear understanding of whether or not the trail system will be owned by a public entity and, if not, the circumstances under which public access is allowed.

SCENIC DRIVES are single-loaded vehicular rights-of-way which provide an open view of common open space. A pedestrian walkway shall be included along at least one edge of the scenic drive. This may be a sidewalk, side path, or trail. The common open space area shall be at least sufficiently deep to provide a view of natural features rather than built areas.

EQUESTRIAN COMMON OPEN SPACES AND FEATURES are common open spaces, and related features, intended for equestrian use. These spaces are an essential and traditional component of the countryside character of the Village and should be maintained and expanded. These spaces include ranches, corrals, trails, fences, barns and stables, signage, and related facilities. Equestrian facilities should be connected to the overall equestrian trail system within the Village. When this is not feasible, plans should demonstrate how such facilities can be effectively integrated with the overall pattern of equestrian use within the community.

FORESTATION AREAS are agricultural areas planted for commercial tree-growing

businesses with long term management plans for continuous operation. The management plan for forestation areas, especially those used for commercial purposes, must demonstrate that it will be harvested in a manner that retains the aesthetic value of the plant materials as an amenity for surrounding property owners and members of the general public. These areas should allow for visual access from a vehicular right-of-way of at least 30% of its perimeter at a distance no greater than 50 feet.

NEIGHBORHOOD PARKS AND SQUARES are areas that afford opportunities for passive and/or active enjoyment of outdoor areas by residents and visitors both as individuals, informal groups, and organized groups. Typical activities include picnicking, strolling, sitting, private contemplation, conversing with friends and neighbors, child play, skating, informal sports, walking, jogging, and organized sports. The park shall be a public or semi-public place as defined above. Parks and squares shall be located within easy access of public rights-of-way, especially those with higher traffic volumes relative to the surrounding street system. Locations shall also be determined by the Village plans (including neighborhood plans, park plans, comprehensive plans, and Land Use Plans). Parks and squares shall be a minimum of 8,000 square feet. The form shall be a simple shape (such as a square, rectangle, circle, ellipse, crescent, triangle, or trapezoid). Parks and squares shall be surrounded by a public right-of-way. The right-of-way shall serve vehicles and include a sidewalk. There shall be street parking available to the public along the edge of the park or square. The edge of the park or square must include a continuous row of trees, ornamental fence, hedge, or combination of those elements. There shall be clearly marked points of entry and

gateways. The interior of the park may include a variety of features for passive enjoyment or active recreation. The ground may be grass, pavement, or other plant materials. There should be a clear understanding of whether or not the park or square will be owned by a public entity and, if not, the circumstances under which ownership of the park or square might be transferred to a public entity.

PLAY AREAS are places with play equipment for children to play informally that should be located in parks and squares. Play areas shall have access from a trail or sidewalk and shall be connected to trail systems entering the park. Play areas should be sited within a small space or along the edge of a space and should have a clearly defined perimeter with fencing or hedges.

LANDSCAPED BOULEVARDS are the landscaped central medians that provide an aesthetic amenity and informal gathering place for residential neighborhoods. Boulevards shall be planted with rhythmic rows of trees along each side of the median and along the outer side of the public right-of-way. The edges of the median may include continuous hedges or ornamental fences that border the curb. The outer sides of the street must include sidewalks. The central median shall consist primarily of grass areas suitable for walking and informal uses. The boulevard should have a minimum width of 40' and a minimum length of 100'.

GATEWAY FEATURES are specially designed and landscaped areas at the entrances to neighborhoods, districts, boulevards, and residential subareas. They should be located at primary entries to subdivisions or neighborhoods from Village-wide arterials. They should contain significant visual features, built or natural. These may include

trees, fences, ornamental landscapes, unique structures, or public art.

ORNAMENTAL AND DISPLAY GARDENS are landscapes designed for aesthetic impact to display different forms of plant materials using a traditional aesthetic approach of formal or picturesque gardening, botanical display, or environmental restoration. These landscapes are also designed to improve the ecological condition of the natural environment (for example, this may include restored prairies or wildlife habitats). These areas should be designed by a recognized landscape architect or ecologist with substantial experience and professional credentials in landscape architecture, garden design, ecology or similarly appropriate field. These areas may include structures for aesthetic purposes as well as environmental management. These areas should be visible from vehicular right-of-way (approximately 30% of the perimeter from a distance of no greater than 50 feet).

COMMUNITY GARDEN AND GREENHOUSE are areas for use by residents and others (not immediately adjacent to residential lots) that are planned and managed for growing vegetable and flowers. There should be pedestrian and vehicular access to the area as well as small amounts of visitor parking (this may include street parking).

OUTDOOR COMMERCIAL RECREATION includes common open spaces set aside for recreational uses operated as private business such as golf courses, hunting clubs, and stables. These areas may include structures for aesthetic purposes as well as environmental management. These areas should be visible from vehicular right-of-way (approximately 30% of the perimeter from a distance of no greater than 50 feet).

PEDESTRIAN MAIN STREETS are linear paved pedestrian places bordering active commercial uses intended for informal social gatherings, sidewalk cafes, seating, and similar activities. Location: Typically pedestrian main streets are part of a detailed neighborhood plan or regulating plan that depicts an overall layout of streets and blocks. Pedestrian main streets shall only be allowed as part of detailed subarea plans prepared and approved by the Village. Desired locations for these areas can also be found in the Neighborhood Plans. Locations in unsewered areas or areas not planned for sewers are considered undesirable. Pedestrian main streets shall be located in areas intended for retail and mixed-use areas located along the edge of vehicular rights-of-way and surface parking areas. The building facades shall align parallel to the edge and create a continuous street edge along a predetermined build-to line. Side setbacks along buildings are not desired. Entries to non-retail uses, parking and loading areas are allowed but subject to dimensional limits. Pedestrian main streets should be double-sided. However, if they are not double-sided, the opposite side shall be high activity pedestrian uses (including multi-family housing, retail or mixed-use buildings) or other common open spaces as defined in these standards. The common open space area shall include additional features that facilitate informal social gathering such as shade trees, benches, fountains, art work, planters, and similar items. Building facades shall have high amounts of clear transparent glazing subject to dimensional minimums. Paved surfaces shall be concrete or decorative paving.

2. BASIC ZONING DISTRICT

District	Typical Principal Uses	Typical Conditional Uses ^{b,c}	Minimum Lot Size		Minimum Yards ^a			Maximum Building Height (feet)
			Total Area	Total Width (feet)	Street Yard (feet)	Side Yard (feet)	Rear Yard (feet)	
R-1 Country Estate District	One-family dwellings on estate lots and sustained yield forestry	Stables, nurseries, orchards, riding trails, schools, and churches	5 acres	300	100	50	100	35
R-2 Suburban Residential District (unsewered)	One-family dwellings on lots not served by public sanitary sewer	Schools and churches	40,000 square feet	150	50	15	50	35
R-2S Suburban Residential District (sewered)	One-family dwellings on larger lots served by public sanitary sewer	Schools and churches	40,000 square feet	150	50	15	50	28
R-3 Suburban Residential District (sewered)	One-family dwellings on lots served by public sanitary sewer	Schools and churches	20,000 square feet	100	35	10	50	35
R-3A Suburban Residential District (sewered)	One-family dwellings on lots served by public sanitary sewer	Schools and churches	13,500 square feet	90	35	10	50	35
R-4 Urban Residential District I	One-family dwellings on lots served by public sanitary sewer	Schools and churches	10,000 square feet	75	25	10	25	35
R-5 Urban Residential District II	One-family dwellings on lots served by public sanitary sewer	Schools and churches	7,200 square feet	60	25	10	25	35
R-5A Urban Residential District III	One-family dwellings on lots served by public sanitary sewer	Schools and churches	10,000 square feet	65	25	10	25	28
R-6 Two-Family Residential District	Two-family dwellings on lots served by public sanitary sewer	Rest homes, nursing homes, clinics, children's nurseries, schools, and churches	10,000 square feet	100	25	10	25	35
R-6A Two-Family Residential District II	Two-family dwellings on lots served by public sanitary sewer	Rest homes, nursing homes, clinics, children's nurseries, schools, and churches	20,000 square feet	100	50	10	50	28
R-7 Multi-Family Residential District	Multi-family dwellings, not to exceed eight dwelling units per structure, on lots served by public sanitary sewer	Rest homes, nursing homes, clinics, children's nurseries, clubs, religious and charitable institutions, schools and churches	15,000 square feet ^d	120	35	20	50	35
R-8 Planned Residential District	Two-family dwellings, multi-family dwellings, and clustered one-family lot developments, all served by public sanitary sewer ^e	Schools and churches	Varies ^f	Varies ^g	30	10	25	35
B-1 Neighborhood Business District	Neighborhood level retail and service	Residential quarters, governmental and cultural uses, heliports, bus and rail depots, vehicle sales, service stations, garages, taxi stands and public parking lots	15,000 square feet	75	25 ^h	10	25	35
B-2 Community Business District	All B-1 principal uses, and community level retail, office and service uses	All B-1 conditional uses	15,000 square feet	75	25 ^h	10	25	35
B-3 Commercial Service District	All B-1 and B-2 principal uses, automotive sales and service, boat sales and service, vending machine sales and service, animal hospitals, auction galleries, employment agencies, exterminating shops, motorcycle sales and service, private clubs and lodges, and taxidermists	Residential quarters, governmental and cultural uses, commercial recreation facilities, clubs, lodges, heliport, bus and rail depots, funeral homes, drive-in banks and restaurants; self-service storage facilities, taxi stands and public parking lots	15,000 square feet	75	25	10	25	35
B-4 Planned Business District	All uses are conditional uses	All B-3 conditional uses	2 acres	200	80	10	40	45

District	Typical Principal Uses	Typical Conditional Uses ^{b,c}	Minimum Lot Size		Minimum Yards ^d			Maximum Building Height (feet)
			Total Area	Total Width (feet)	Street Yard (feet)	Side Yard (feet)	Rear Yard (feet)	
B-5 Highway Business District	All uses are conditional uses	All B-3 conditional uses, restaurants, gift shops, places of entertainment, confectioneries, and drugstores	4 acres	400	100	40	40	35
B-6 Water-Oriented Business District	Existing water-oriented commercial uses such as bait shops; bath houses; fishing; boat sales, service, and storage; boat launches; dance halls; hotels and motels; resorts; restaurants; and taverns	Extension of existing or creation of new principal uses	40,000 square feet	150	50	50	50	35
M-1 Light Industrial and Office District	Offices, laboratories, training centers, wholesalers, light industrial plants	Restaurants, fueling stations, heliport, bus and rail depots	--	150	100/25j	100/25j	25	35
M-2 General Industrial District	All M-1 principal uses, additional light manufacturing, assembly and packaging, printing and publishing	Restaurants, fueling stations, airstrips, animal hospitals, heliport, bus and rail depots, and self-service storage facilities	--	--	50	20	25	45
M-3 Heavy Industrial District	All M-1 and M-2 principal uses, heavy manufacturing	Same as M-2 District conditional uses	--	--	50	20	25	60
M-4 Quarrying District	Existing mineral extraction operations and concrete products manufacturing	Extension of existing or creation of new principal uses	--	--	200 ^k	200 ^k	200 ^k	45
A-1 General Farming District I	Agriculture, farm dwellings associated with farming operations, roadside stands, greenhouses	Animal hospitals, commercial egg production, commercial raising of animals, feed lots, creameries, migratory laborers' housing, sod farming, and airstrips for farming or personal use	35 acres	--	100	100	100	50
A-2 General Farming and Residential District II	All A-1 principal uses, one- and two-family dwellings	All A-1 District conditional uses, airports, mobile home parks, universities, hospitals, cemeteries, storage and maintenance of construction equipment	40,000 square feet	150	75	25	25	28
A-3 General Farming District III	All A-1 principal uses—holding district	Same as A-1 District conditional uses	35 acres	--	100	100	100	50
A-4 Truck Farming District	Greenhouses, nurseries, orchards, cash crops, road-side stands, farm dwellings associated with a principal use	Animal hospitals, airports, universities, hospitals, cemeteries, and penal institutions	10 acres	300	50	15	50	50
P-1 Institutional Park District	Public and private institutional uses such as schools, colleges, hospitals, penal institutions, cemeteries, and crematories	Airports, airstrips, churches, and uses that would serve principal uses	20 acres	--	100	100	100	50
P-2 Recreational Park District	Public and private recreational uses such as arboretums, fishing, boating, swimming, and recreational trails	Private recreational or assembly structures, golf courses, camp-grounds, playgrounds, driving ranges, polo fields, swimming pools, zoological gardens, athletic fields, lodges, picnic areas, archery ranges, and firearm ranges	10 acres	--	100	100	100	35

District	Typical Principal Uses	Typical Conditional Uses ^{b,c}	Minimum Lot Size		Minimum Yards ^a			Maximum Building Height (feet)
			Total Area	Total Width (feet)	Street Yard (feet)	Side Yard (feet)	Rear Yard (feet)	
C-1 Resource Conservation District	Fishing, floodwater storage, pedestrian and equestrian trails, fish hatcheries, hunting, navigation, preservation of scenic, historic and scientific areas, soil and water conservation practices, sustained yield forestry, stream bank and lake shore protection, wildlife areas	Drainageways, game farms, grazing, orchards, swimming, truck farming, and wild crop harvesting	N/A	N/A	N/A	N/A	N/A	N/A
C-2 Upland Resource Conservation District	Farming and related agricultural uses when conducted in accordance with soil conservation service standards; hunting and fishing; forest preservation; forest and game management; preservation of scenic, historic and scientific areas; park and recreation areas; arboreta; botanical gardens; one single-family dwelling	Hunting and fishing clubs; recreation camps, public or private campgrounds; garden-ing, tool, and storage sheds incidental to the residential use; general farm buildings, including barns, silos, sheds and storage bins; private garages and carports; and clustered residential developments	3 acres ^h	300	100	25	100	28
FW Urban Floodway District	Hunting and fishing; drainage; stream bank protection; farming activities, except structures; forestry; water-dependent uses; specified earth-grading activities; outdoor recreation	Flood control or hazard mitigation projects; navigational structures; public water measuring and control facilities; bridges and approaches, marinas, utilities, outdoor recreation	N/A	N/A	N/A	N/A	N/A	N/A

NOTE: This table is a summary and should not be used as a guide to answer zoning-related questions. Refer to the Racine County zoning ordinance and map for specific zoning district information. In addition, the Racine County zoning ordinance includes a number of overlay zoning districts with regulations that may apply in addition to those summarized above.

^aIn addition to the street, side, and rear yards, a minimum shore yard of 75 feet is required from the ordinary high water mark of any navigable water.

^bUtilities are allowed as conditional uses in all districts provided all principal structures and uses are not less than 50 feet from any residential district lot line. Schools and churches must be located on lots at least two acres in size and set back at least 50 feet from all lot lines.

^cGovernmental and cultural uses such as fire and police stations, community centers, libraries, public emergency shelters, parks, and museums are allowed as conditional uses in all but the C-1, M-4, and all agricultural districts.

^dThe minimum lot size must provide no less than 2,000 square feet per efficiency unit; 2,500 square feet per 1-bedroom unit, and 3,000 square feet per 2 or more bedroom unit.

^eThe minimum development area is 10 acres. At least 20 percent of the development area must be set aside as parkland.

^f4,000 square feet per row-house; 8,000 square feet for one-family dwellings.

^g120 feet for two-story row-houses; 65 feet for one-family dwellings.

^hGreater street setbacks may be required in nonsewered areas.

ⁱAs necessary to comply with district regulations.

^jThe first figure indicates minimum setback when adjacent to residential districts or opposite a more restrictive district; the second figure is the minimum setback in other cases.

^kExtractive operations must be set back at least 200 feet from any street right-of-way or property line; accessory uses must be set back at least 100 feet.

^hA minimum development density of one home per five acres is required for clustered (conservation-design) residential developments in the C-2 district.

Source: Racine County Zoning Ordinance and SEWRPC.

3. LAND USE PLAN MAP TABLE

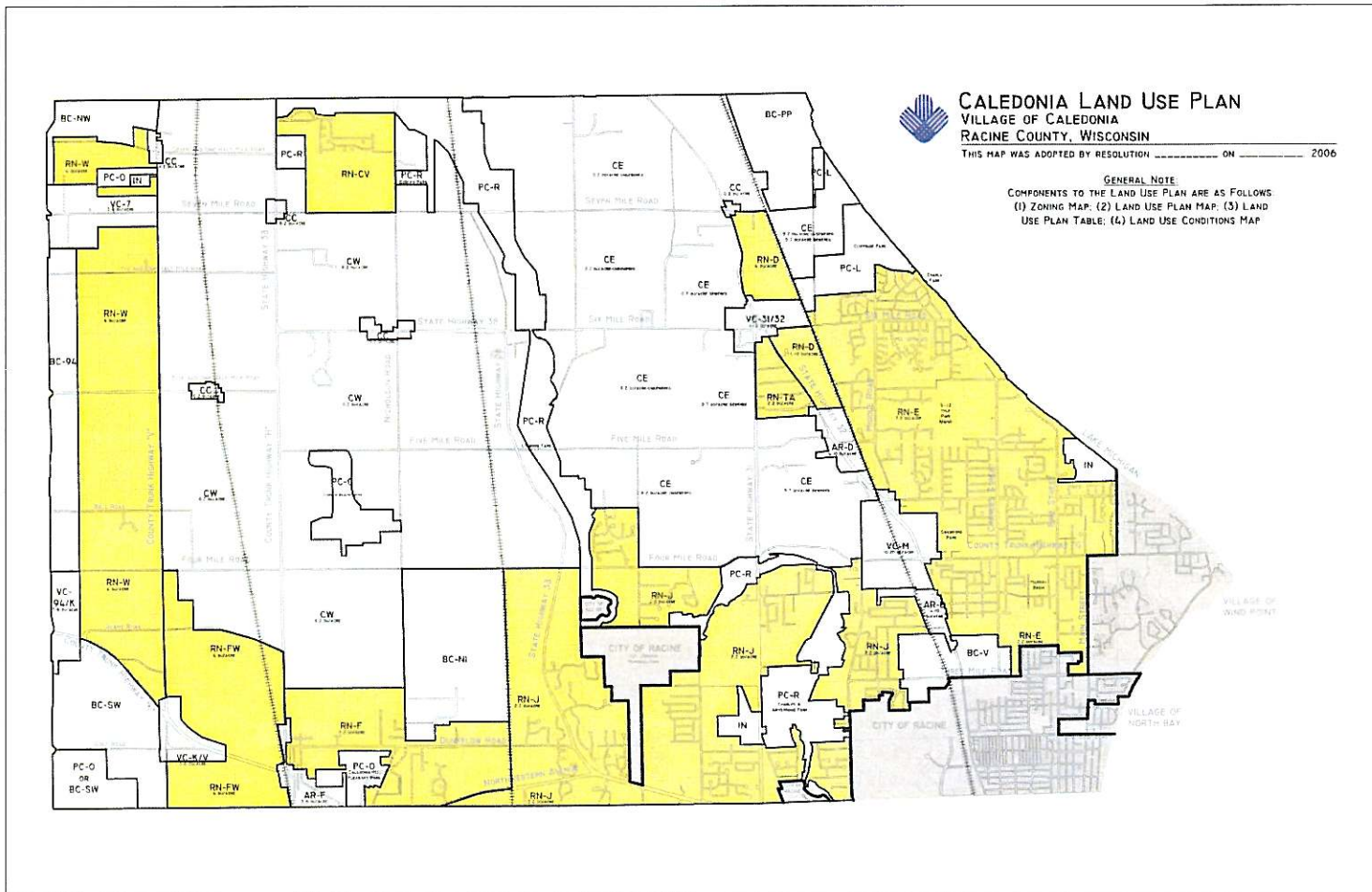


PROPOSED LAND USES AS SHOWN ON LAND USE PLAN MAP

Proposed land uses shall be used in reviewing and approving changes in zoning, PUDs, conditional uses, land divisions, stewardship plans, road alignments and improvements, and related development decisions.

CONTINUATION OF EXISTING USES AS SHOWN ON EXISTING ZONING MAP

In all areas, the land use plan shall allow for continuation of EXISTING LAND USES on EXISTING LOTS AND PARCELS that MATCH THE ZONING EXISTING AT THE TIME OF ADOPTION except as otherwise restricted by VILLAGE ORDINANCE or APPLICABLE LAW. Proposed land uses that DO NOT MATCH THE ZONING AT THE TIME OF ADOPTION, or that require land division, are not recommended by the Land Use Plan unless they are included in the following table of recommended land uses.



MAP CODE	NAME (and neighborhood plan reference)	RESIDENTIAL DENSITY FACTORS			NON-RESIDENTIAL USES			ADDITIONAL CONSTRAINTS AND STANDARDS		
		matches concepts & density of subarea plans in neighborhood plans (subject to site review by Village)	average density of the existing zoning for the surrounding 1/4 mile area	ranges	commercial	open space and park	other uses	common open space requirements from the subdivision ordinance	circulation	other

RESIDENTIAL NEIGHBORHOODS (PART 1)

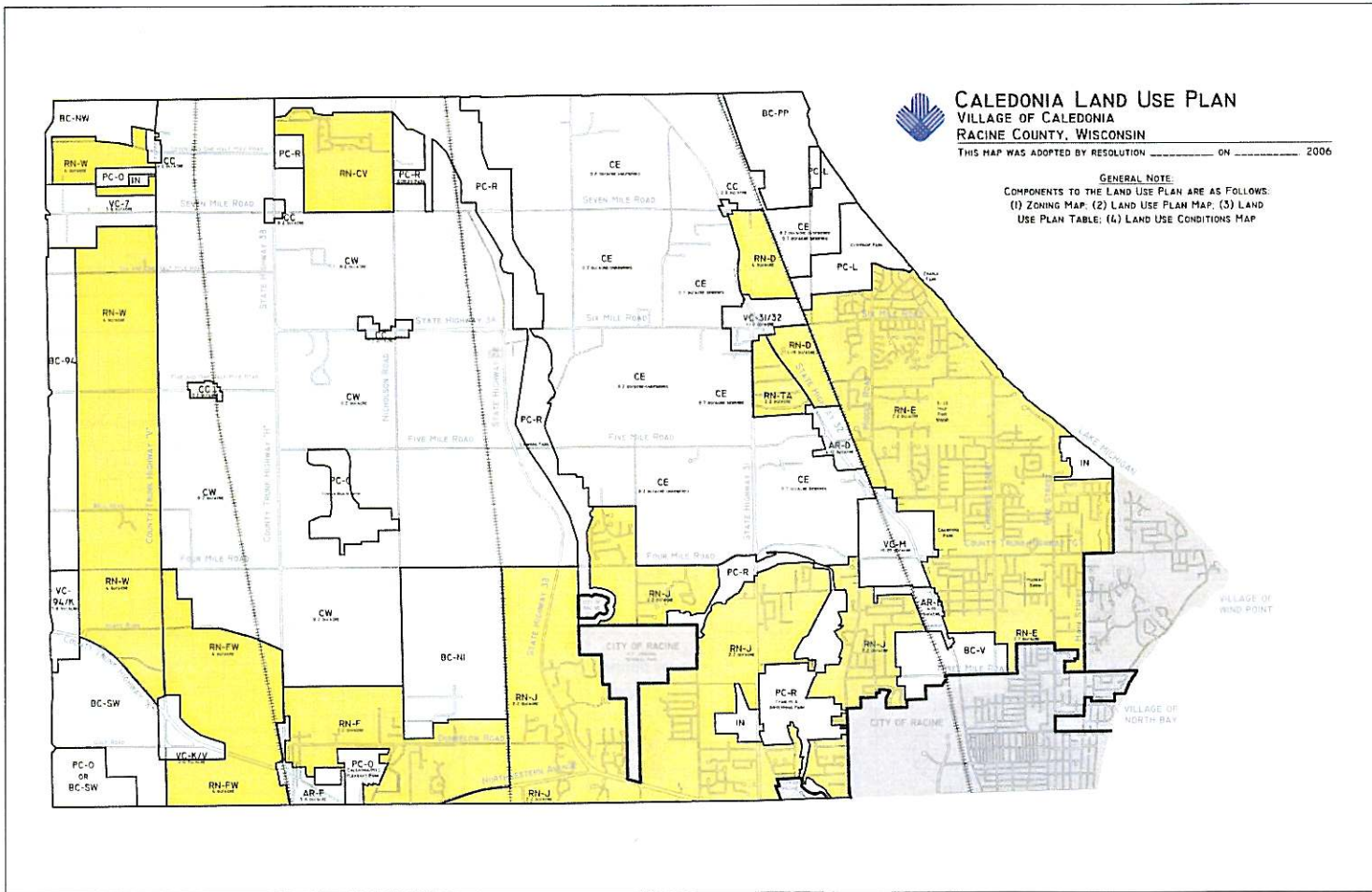
RN-E	East Side (E1/E2)	yes	yes	up to 2.2 du per acre	none	yes, as defined in open space guidelines and adopted park plan	none	40%	road connections and improvements as described in neighborhood plans	
RN-D	Douglas Corridor East (C1/C2)	yes	no	up to 4 du per acre north of Six Mile Rd; 4 to 10 du per acre south of Six Mile Rd	none	yes, as defined in open space guidelines and adopted park plan	none	40%		requires detailed subarea plan
RN-TA	Tabor & STH 31 (C3)	yes	yes	up to 2.2 du per acre	none	yes, as defined in open space guidelines and adopted park plan	none	40%		
RN-J	Johnson Park (C3, C4, W1)	yes	yes	up to 2.2 du per acre	none	yes, as defined in open space guidelines and adopted park plan	none	40%, contingent on sewer plan and policies		

PROPOSED LAND USES AS SHOWN ON LAND USE PLAN MAP

Proposed land uses shall be used in reviewing and approving changes in zoning, PUDs, conditional uses, land divisions, stewardship plans, road alignments and improvements, and related development decisions.

CONTINUATION OF EXISTING USES AS SHOWN ON EXISTING ZONING MAP

In all areas, the land use plan shall allow for continuation of EXISTING LAND USES on EXISTING LOTS AND PARCELS that MATCH THE ZONING EXISTING AT THE TIME OF ADOPTION except as otherwise restricted by VILLAGE ORDINANCE or APPLICABLE LAW. Proposed land uses that DO NOT MATCH THE ZONING AT THE TIME OF ADOPTION, or that require land division, are not recommended by the Land Use Plan unless they are included in the following table of recommended land uses.



MAP CODE	NAME (and neighborhood plan reference)	RESIDENTIAL DENSITY FACTORS			NON-RESIDENTIAL USES			ADDITIONAL CONSTRAINTS AND STANDARDS		
		matches concepts & density of subarea plans in neighborhood plans (subject to site review by Village)	average density of the existing zoning for the surrounding 1/4 mile area	ranges	commercial	open space and park	other uses	common open space requirements from the subdivision ordinance	circulation	other

RESIDENTIAL NEIGHBORHOODS (PART 2)

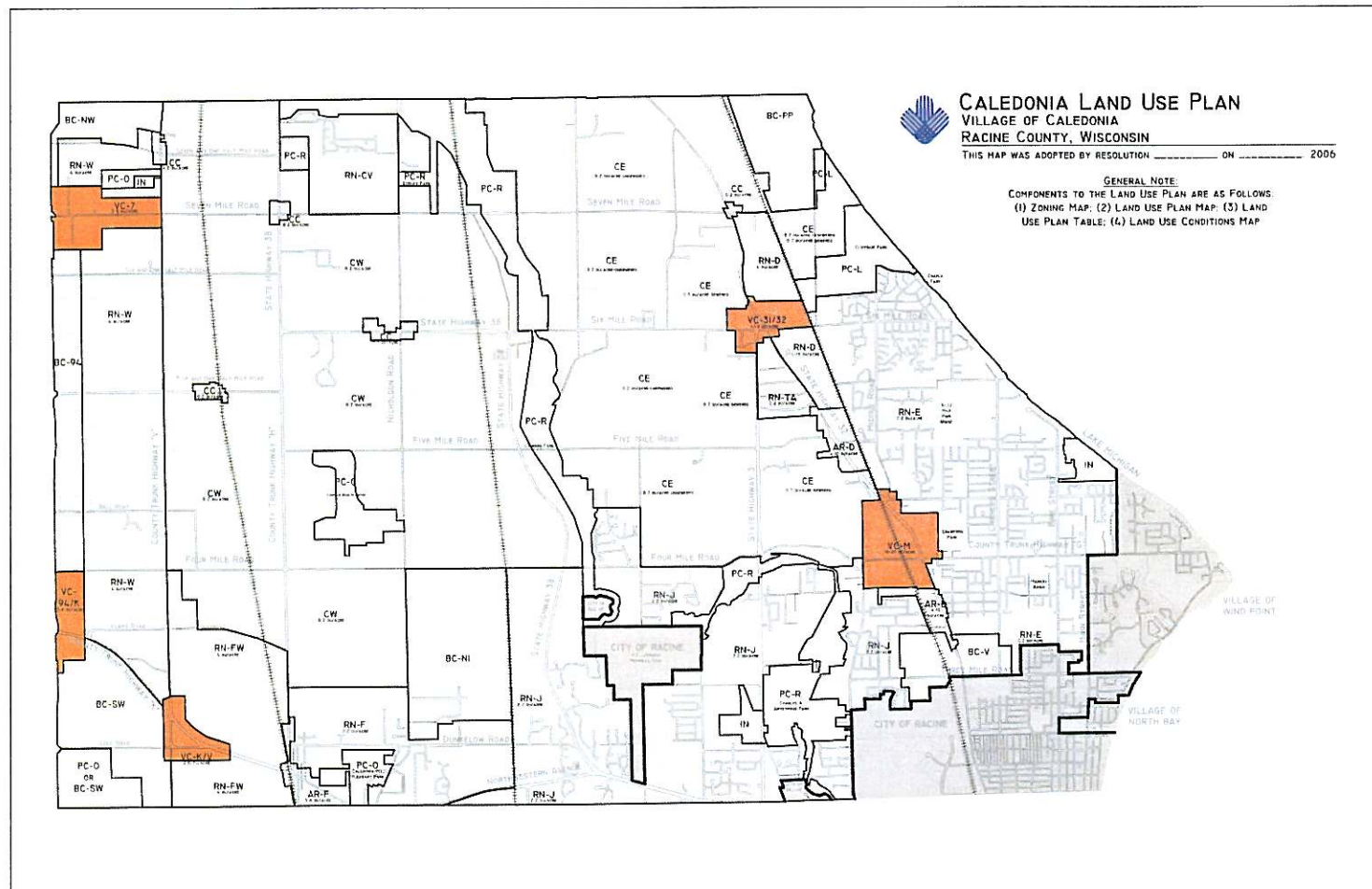
RN-F	Franksville (W1)	yes	yes	up to 2.2 du per acre	none	yes, as defined in open space guidelines and adopted park plan	none	40%	road connections and improvements as described in neighborhood plans	
RN-W	New Westside (W2)	yes	yes	up to 4 du per acre; .2 du per acre outside proposed sewer service area	none	yes, as defined in open space guidelines and adopted park plan	none	40%, contingent on sewer plan and policies; 60% outside proposed sewer service area	road connections and improvements as described in neighborhood plans	
RN-FW	Franksville West (W2)	yes	yes	up to 4 du per acre	none	yes, as defined in open space guidelines and adopted park plan	none	40%, contingent on sewer plan and policies	road connections and improvements as described in neighborhood plans	zoning as per neighborhood plan
RN-CV	Caddy Vista (C5)	yes	no	no	none	yes, as defined in open space guidelines and adopted park plan	none	as shown in neighborhood plan	road connections and improvements as described in neighborhood plans	

PROPOSED LAND USES AS SHOWN ON LAND USE PLAN MAP

Proposed land uses shall be used in reviewing and approving changes in zoning, PUDs, conditional uses, land divisions, stewardship plans, road alignments and improvements, and related development decisions.

CONTINUATION OF EXISTING USES AS SHOWN ON EXISTING ZONING MAP

In all areas, the land use plan shall allow for continuation of EXISTING LAND USES on EXISTING LOTS AND PARCELS that MATCH THE ZONING EXISTING AT THE TIME OF ADOPTION except as otherwise restricted by VILLAGE ORDINANCE or APPLICABLE LAW. Proposed land uses that DO NOT MATCH THE ZONING AT THE TIME OF ADOPTION, or that require land division, are not recommended by the Land Use Plan unless they are included in the following table of recommended land uses.



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MIXED USE VILLAGE CENTERS

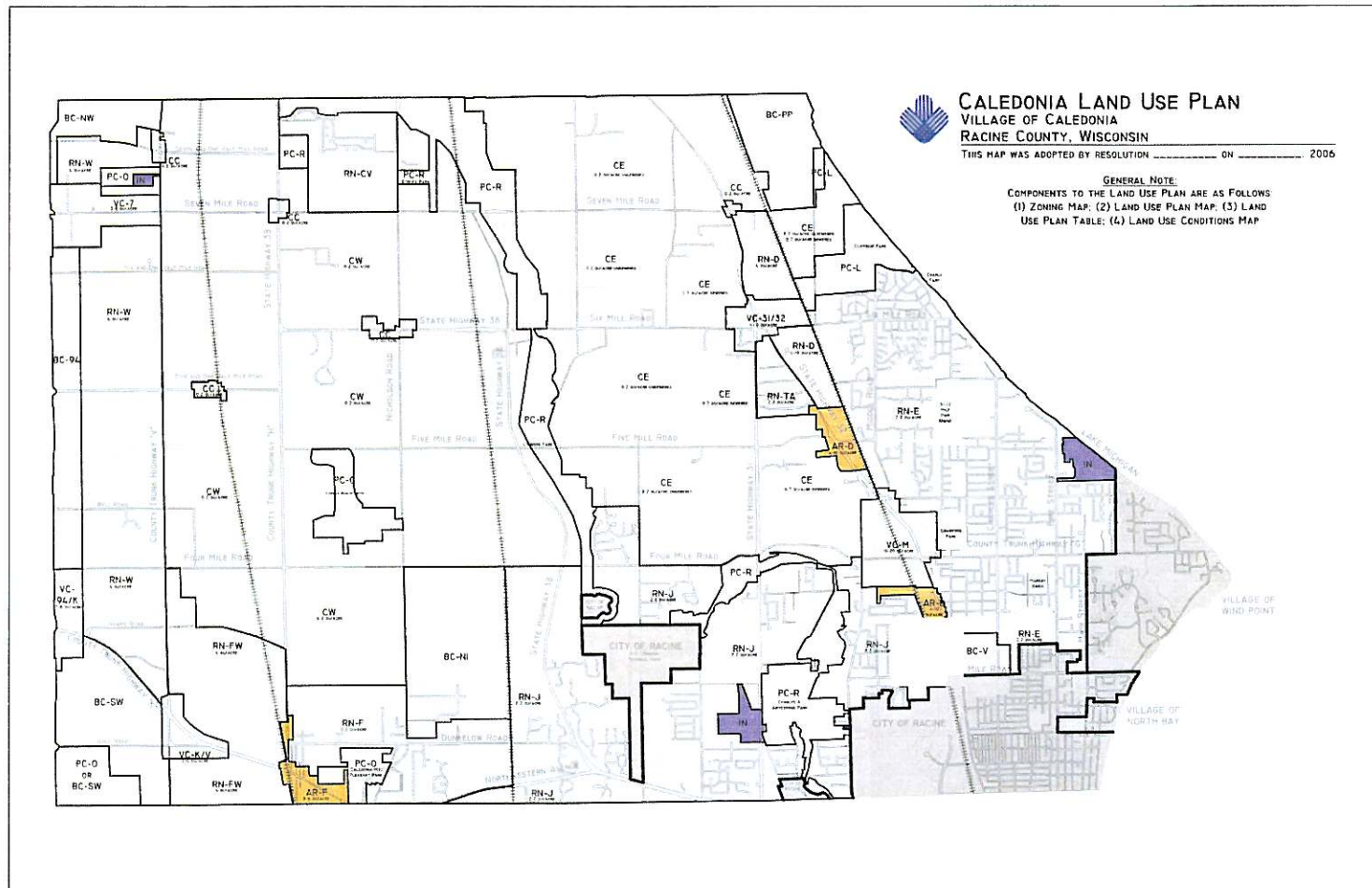
VC-7	Seven Mile Road (W2)	yes	yes	3 to 6 du per acre	yes, including grocery store	yes, as defined in open space guidelines and adopted park plan	institutional and government only	40%, contingent on sewer plan and policies		follow detailed neighborhood plan concepts, residential by PUD
VC-94/K	I-94 & HWY K (W2)	yes	yes	3 to 6 du per acre	yes, including grocery store	yes, as defined in open space guidelines and adopted park plan	institutional and government only	40%, contingent on sewer plan and policies		follow detailed neighborhood plan concepts, residential by PUD
VC-K/V	HWY K & HWY V (W2)	yes	yes	3 to 6 du per acre	yes, except B5; grocery store allowed	yes, as defined in open space guidelines and adopted park plan	institutional and government only	40%, contingent on sewer plan and policies		follow detailed neighborhood plan concepts, residential by PUD
VC-31/32	STH 31 & STH 32 (C1/C2)	yes	yes	4 to 10 du per acre	yes, except B5; grocery store allowed	yes, as defined in open space guidelines and adopted park plan	institutional and government only	40%		follow detailed neighborhood plan concepts, residential by PUD
VC-M	Douglas / METRA (C1/C2)	yes	yes	10 to 20 du per acre	yes, except B5; grocery store allowed	yes, as defined in open space guidelines and adopted park plan	institutional and government only	40%		follow detailed neighborhood plan concepts, residential by PUD

PROPOSED LAND USES AS SHOWN ON LAND USE PLAN MAP

Proposed land uses shall be used in reviewing and approving changes in zoning, PUDs, conditional uses, land divisions, stewardship plans, road alignments and improvements, and related development decisions.

CONTINUATION OF EXISTING USES AS SHOWN ON EXISTING ZONING MAP

In all areas, the land use plan shall allow for continuation of EXISTING LAND USES on EXISTING LOTS AND PARCELS that MATCH THE ZONING EXISTING AT THE TIME OF ADOPTION except as otherwise restricted by VILLAGE ORDINANCE or APPLICABLE LAW. Proposed land uses that DO NOT MATCH THE ZONING AT THE TIME OF ADOPTION, or that require land division, are not recommended by the Land Use Plan unless they are included in the following table of recommended land uses.



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MIXED USE ARTERIALS

AR-D	Douglas Corridor (C1/C2)	yes	yes	4 to 10 du per acre	yes, except B5 and grocery stores not allowed	yes, as defined in open space guidelines and adopted park plan	institutional and government only	40%	boulevard design	Vulcan Materials improvements as described in neighborhood plan
AR-F	Franksville Business District (W1)	yes	yes	3 to 6 du per acre	yes, except B5	yes, as defined in open space guidelines and adopted park plan	institutional and government only	40%	accommodate future road widening	

INSTITUTIONAL USES

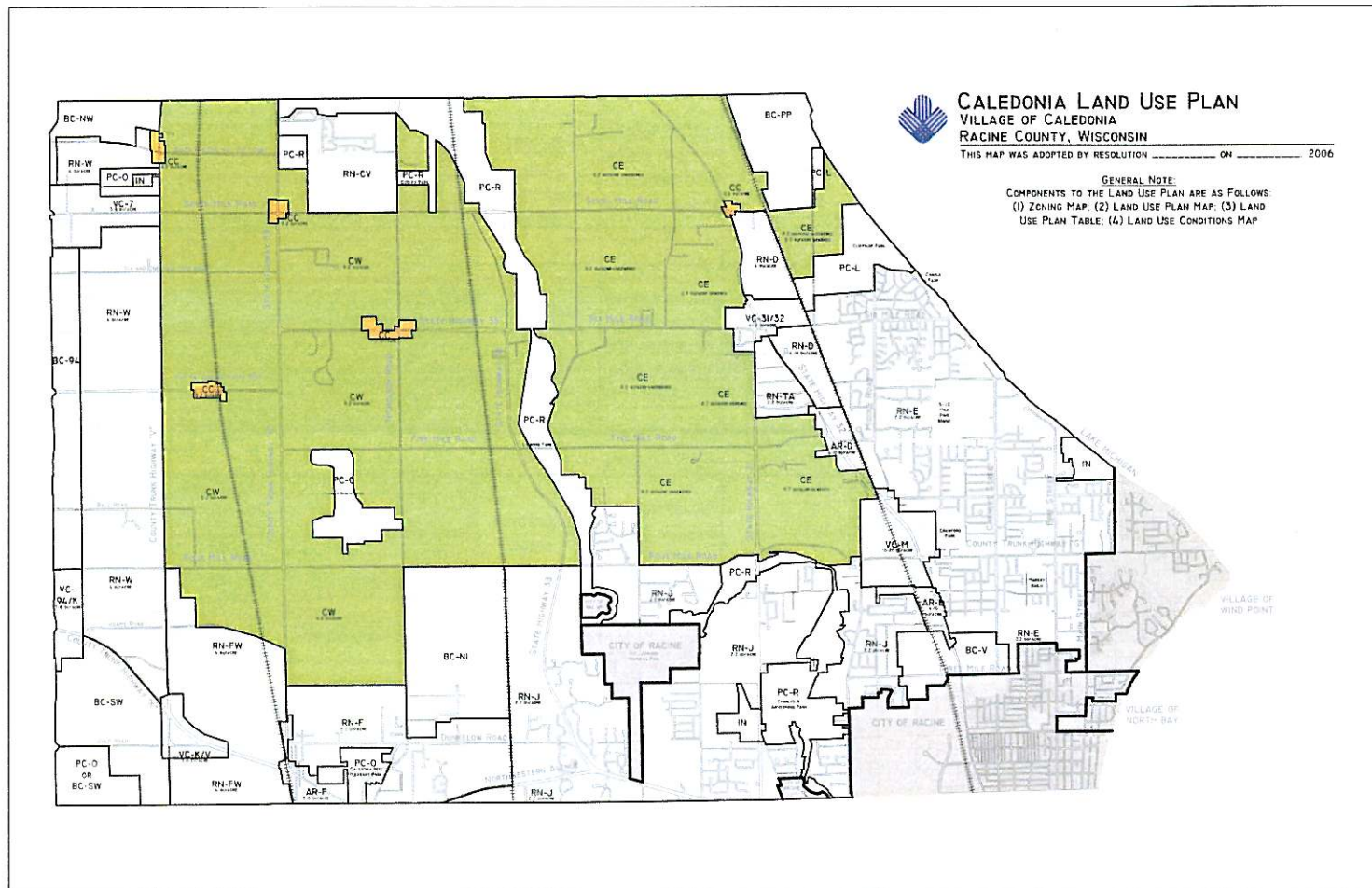
IN	Institutional (C4, E1/E2, W2)	no	no	no	none	yes, as defined in open space guidelines and adopted park plan	institutional and government only	40%, contingent on sewer plan and policies		
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PROPOSED LAND USES AS SHOWN ON LAND USE PLAN MAP

Proposed land uses shall be used in reviewing and approving changes in zoning, PUDs, conditional uses, land divisions, stewardship plans, road alignments and improvements, and related development decisions.

CONTINUATION OF EXISTING USES AS SHOWN ON EXISTING ZONING MAP

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COUNTRYSIDE DISTRICTS

CW	Countryside West (R1)	yes	no	.2 du per acre	no	yes, as defined in open space guidelines and adopted park plan	agricultural only	60%		
CE	Countryside East (C3, C5)	yes	no	outside sewer service area .2 d.u. per acre; inside sewer service area, .2 d.u. per acre for unsewered parcels, .7 d.u. per acre for sewer parcels	no	yes, as defined in open space guidelines and adopted park plan	agricultural only	60% (for areas with sewer, the 60% factor should still be used to preserve the countryside character)		
CC	Countryside Crossroads (C1/C2, R1)	yes	no	.2 du per acre	yes, B1 only	yes, as defined in open space guidelines and adopted park plan	agricultural, institutional, or government only	60%	no drive-through commercial uses	non-residential buildings shall be less than 15,000 gsf

MAP CODE	NAME (and neighborhood plan reference)	RESIDENTIAL DENSITY FACTORS			NON-RESIDENTIAL USES			ADDITIONAL CONSTRAINTS AND STANDARDS		
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CONSERVATION AREAS

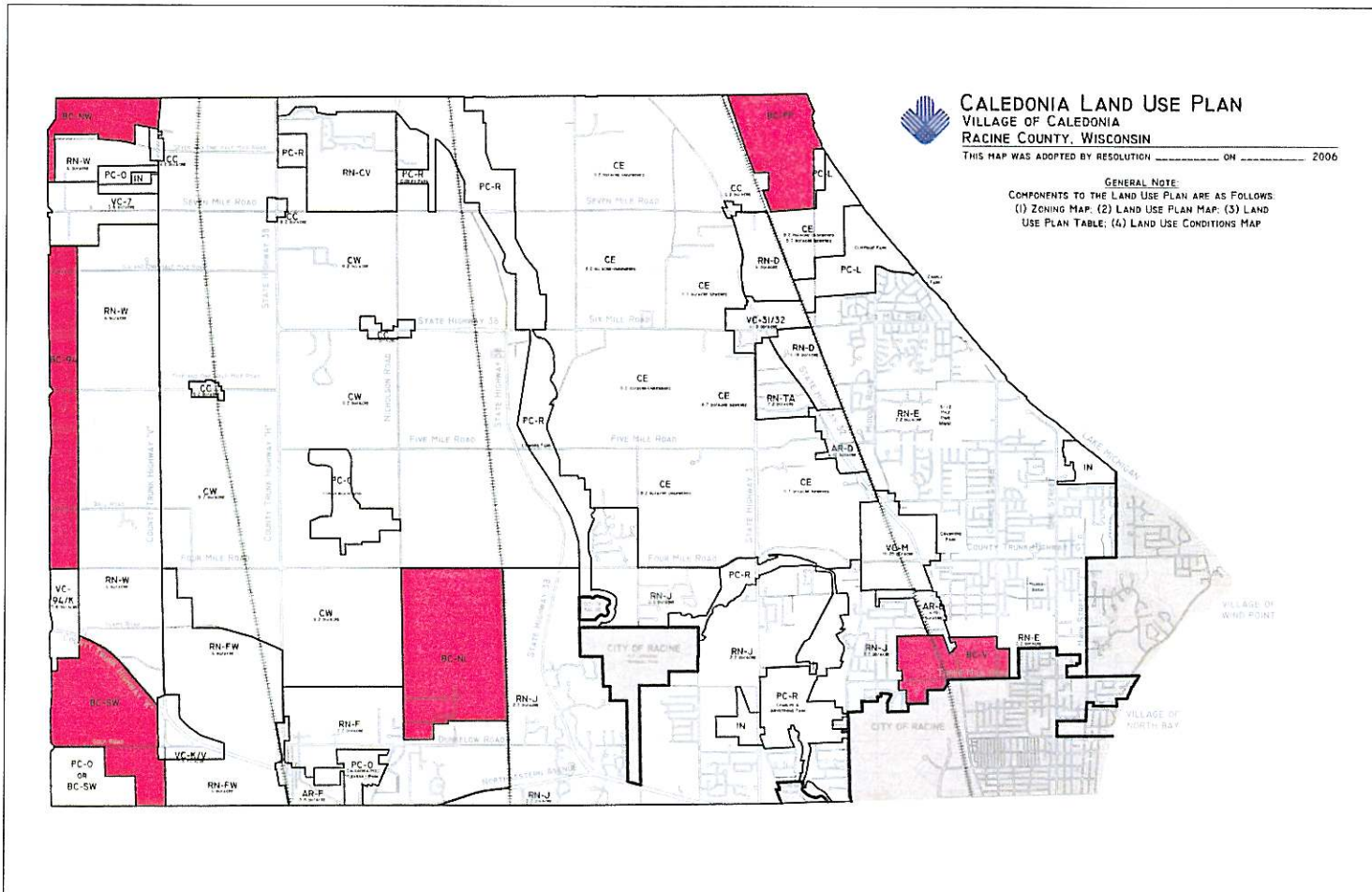
PC-R	Root River Conservation Area (C3, C4, C5)	no	no	no	none	no	none	not applicable		
PC-C	Countryside Conservation Area (R1)	no	no	no	none	no	none	not applicable		
PC-L	Lakefront Conservation Area (E1/E2)	no	no	no	none	no	none	not applicable		
PC-O	Other Conservation Area (W1, W2)	no	no	no	none	no	none	not applicable		

PROPOSED LAND USE CONDITIONS AS SHOWN ON LAND USE CONDITIONS MAP

Proposed land use conditions shall be used in reviewing and approving changes in zoning, PUDs, conditional uses, land divisions, stewardship plans, road alignments and improvements, and related development decisions.

CONTINUATION OF EXISTING USES AS SHOWN ON EXISTING ZONING MAP

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BUSINESS AND INDUSTRIAL CAMPUSES

BC-NW	Northwest (W2)	no	no	no	yes, except for grocery stores	yes, as defined in open space guidelines and adopted park plan	institutional and government only	40%, contingent on sewer plan and policies	road connections and improvements as described in neighborhood plans	
BC-V	Vulcan Materials (C1/C2)	no	no	no	yes, except for grocery stores	yes, as defined in open space guidelines and adopted park plan	institutional and government only	40%		Vulcan Materials improvements as described in neighborhood plan
BC-SW	Southwest (W2)	no	no	no	yes, except for grocery stores	yes, as defined in open space guidelines and adopted park plan	institutional and government only	40%, contingent on sewer plan and policies	road connections and improvements as described in neighborhood plans	
BC-94	I-94 Corridor (W2)	no	no	no	yes, except for grocery stores	yes, as defined in open space guidelines and adopted park plan	institutional and government only	40%, contingent on sewer plan and policies	road connections and improvements as described in neighborhood plans	transition along east edge as per W2 neighborhood plan
BC-NI	Nicholson Road (W1)	no	no	no	yes, except for grocery stores	yes, as defined in open space guidelines and adopted park plan	institutional and government only	40%	road connections and improvements as described in neighborhood plans	
BC-PP	WEPCO Power Plant (E1/E2)	no	no	no	no grocery stores, other uses only by PUD	yes, as defined in open space guidelines and adopted park plan	none	40%, contingent on sewer plan and policies		

4. LAND USE CONDITIONS MAP TABLE

MAP CODE	NAME (and neighborhood plan reference)	RESIDENTIAL DENSITY FACTORS			NON-RESIDENTIAL USES			ADDITIONAL CONSTRAINTS AND STANDARDS		
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PARKWAYS

PW-K	HWY K (W2)	no	no	no	none	no	none	not applicable		see landscape standards
PW-C	Countryside Areas (C3, C4, C5, R1, W1)	no	no	no	none	no	none	not applicable		see landscape standards
PW-DN	Douglas Avenue North (C1/C2)	no	no	no	none	no	none	not applicable		see landscape standards
PW-DS	Douglas Avenue South (C1/C2)	no	no	no	none	no	none	not applicable		see landscape standards
PW-4	Four Mile Road (E1/E2)	no	no	no	none	no	none	not applicable		see landscape standards

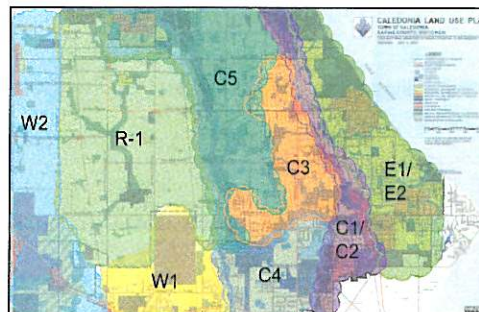
VILLAGE OF CALEDONIA NEIGHBORHOOD PLANS

CALEDONIA, WISCONSIN

AUGUST 2006

PLANNING AND DESIGN INSTITUTE 

IN ASSOCIATION WITH CEDARBURG SCIENCE AND GRAEF, ANHALT, SCHLOEMER & ASSOCIATES



VILLAGE OF CALEDONIA

NEIGHBORHOOD BOUNDARY DESCRIPTIONS

C4 - Johnson Park Neighborhood

The C4 neighborhood is generally bounded by the Root River Corridor to the north, the Root River corridor to the east, the southern village border to the south, and State Highway 38 to the west.

W1 - Franksville Neighborhood

The W1 neighborhood is generally bounded by the Sanitary Sewer Service Area to the north, State Trunk Highway 38 to the east, the southern village border to the south, and County Trunk Highway "H" to the west.

R1 - Rural Area Neighborhood

The R1 neighborhood is generally bounded by Seven Mile Road to the north, State Trunk Highway 38 to the east, the Sanitary Sewer Service Area to the south, and County Trunk Highway "V" to the west.

C5 - Country Lots Neighborhood

The C5 neighborhood is generally bounded by the northern village border to the north, the Sanitary Sewer Service Area to the east, Four Mile Road to the south, and State Highway 38 to the west.

C3 - Tabor Woods Neighborhood

The C3 neighborhood is generally bounded by Seven Mile Road to the north, State Highway 32 to the east, the Root River corridor to the south, and the Sanitary Sewer Service Area to the west.

C1/C2 - Douglas Avenue Neighborhood

The C1/C2 neighborhood is generally bounded by Seven Mile Road to the north, State Highway 32 to the east, Three Mile Road to the south, and the Root River Corridor (south of Four Mile Road) to the west.

W2 - I-94 Neighborhood

The W2 neighborhood is generally bounded by the northern village border to the north, County Trunk Highway "V" to the east, the southern village border to the south, and Interstate 94 to the west.

E1/E2 - East Side Neighborhood

The E1/E2 neighborhood is generally bounded by Seven Mile Road to the north, Lake Michigan/Wind Point to the east, Three Mile Road to the south, and State Highway 32 to the west.



CALEDONIA LAND USE PLAN

TOWN OF CALEDONIA,
RACINE COUNTY, WISCONSIN

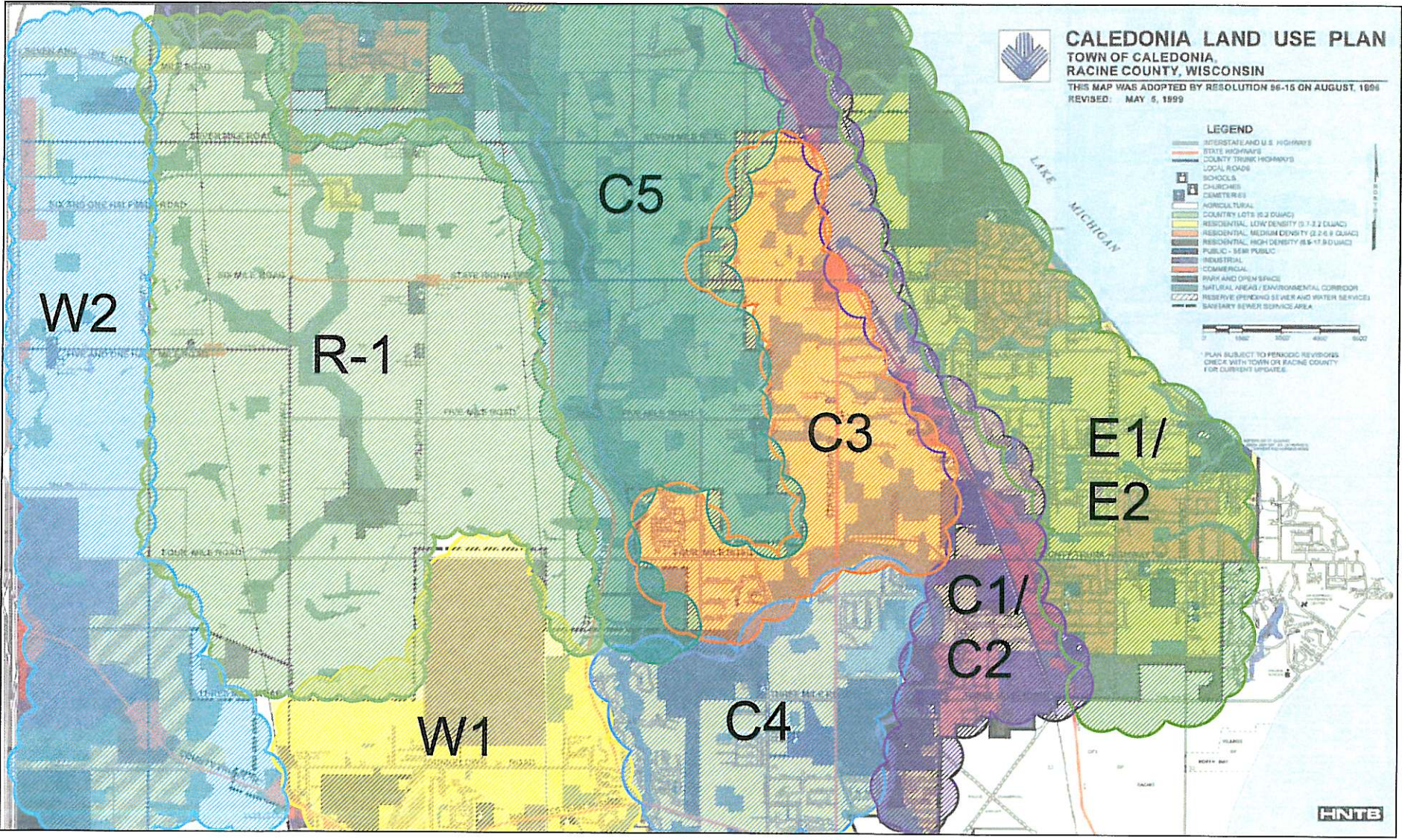
THIS MAP WAS ADOPTED BY RESOLUTION 96-15 ON AUGUST, 1996
REVISED: MAY 5, 1999

LEGEND

- INTERSTATE AND U.S. HIGHWAYS
- STATE HIGHWAYS
- COUNTY TRUNK HIGHWAYS
- LOCAL ROADS
- SCHOOLS
- CHURCHES
- CEMETERIES
- AGRICULTURAL
- COUNTRY LOTS (5.2 DU/AC)
- RESIDENTIAL, LOW DENSITY (17.2 DU/AC)
- RESIDENTIAL, MEDIUM DENSITY (22.6 DU/AC)
- RESIDENTIAL, HIGH DENSITY (54-17.9 DU/AC)
- PUBLIC - SEMI PUBLIC
- INDUSTRIAL
- COMMERCIAL
- PARK AND OPEN SPACE
- NATURAL AREAS / ENVIRONMENTAL CORRIDORS
- RESERVE PENDING SEWER AND WATER SERVICES
- SEWER SERVICE AREA



PLAN SUBJECT TO PERIODIC REVISIONS
CHECK WITH TOWN OR RACINE COUNTY
FOR CURRENT UPDATES.



VILLAGE OF CALEDONIA NEIGHBORHOOD PLANS

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- 2.2 Neighborhood Issues
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1. NEIGHBORHOOD PLANNING OVERVIEW

1.1 INTRODUCTION

Caledonia and surrounding areas have experienced an increase in development pressure over the past several years. In an attempt to address this issue, the community developed a Land Use Plan in 1996 (revised in 1999) to provide a general development guide for the area. In January of 2002, the then Town of Caledonia initiated a neighborhood planning process to coordinate development with the revised land use plan. The neighborhood plans serve as an update and refinement of the Land Use Plan by providing tools that the Village may use to preserve and enhance existing qualities while allowing the area to reach its fullest potential as a community. The process also intended to ensure that future growth would fit the character of the community and reflect the preferences of its citizens.

Prior to the initiation of the planning process, residents and community leaders engaged in numerous discussions about the future

of Caledonia and its current strengths and weaknesses. The discussions evolved as workgroups were formed for each of the eight neighborhoods: Johnson Park (C4), Franksville (W1), Rural Area (R1), Country Lots (C5), Tabor Woods (C3), Douglas Avenue (C1/C2), I-94 (W2), and East Side (E1/E2).

Early in the process, a Project Management Team (PMT) was created to direct the planning effort. The PMT consisted of citizens, Town Board members, Town Staff, Planning Commission members, Racine County planning staff, Planning and Design Institute (PDI), and Southeastern Wisconsin Regional Planning Commission (SEWRPC). PMT members set workgroup meetings, created agendas, and distributed materials at the public planning meetings.

In addition to the PMT and the workgroups, citizens participated through a number of initiatives, including: a community-wide

household survey, visual preference surveys, open houses, and public hearings. The public hearings provided a format through which citizens could testify in favor or in opposition of each neighborhood plan. In February 2006, the final neighborhood plan was adopted. By this time the Town had been incorporated as the Village of Caledonia.

The use of the word "neighborhood" was intended to be used loosely to identify an area for study purposes. Areas were determined by how they were either bound together or separated by geographical features. Area boundaries overlap to reflect shared issues.

The neighborhood plans are meant to serve as a foundation for the Village smart growth plan, which will be completed by the Village of Caledonia in cooperation with Racine County.

1.2 VILLAGE OF CALEDONIA'S PLANNING HISTORY AND RELEVANT PLANNING DOCUMENTS

There are several planning documents that have been reviewed to understand the planning history of the Village of Caledonia. They are as follows:

Land Use Plans

Regional Land Use Plan

The regional land use plan sets forth the fundamental concepts that are recommended to guide the development of the seven-county Southeastern Wisconsin Region. The most recent version of the plan¹ was adopted by the Regional Planning Commission in 1997. The regional land use plan map, as it pertains to the Village of Caledonia, is shown in Appendix D. Recommendations in the regional plan for the protection of primary environmental corridors and prime agricultural lands are particularly applicable to the Caledonia rural area. The key recommendations of the plan include:

Environmental Corridors

The regional land use plan recommends the preservation in essentially natural, open uses of the remaining primary environmental corridors. The plan further recommends the preservation, to the extent feasible, of the remaining secondary environmental corridors and isolated natural resource areas, as determined through county and local planning efforts.

Urban Development

The regional land use plan encourages

urban development only in those areas which are covered by soils suitable for such development, which are not subject to special hazards such as flooding or erosion, and which can be readily provided with basic urban services including, most importantly, public sanitary sewer service. Under the regional plan, urban development includes "urban-density" residential development along with commercial, industrial, institutional, intensive recreational, transportation, and utility uses. Urban-density residential development is defined as development at a density of more than one dwelling unit per five acres.

The regional land use plan map shows planned urban service areas, as well as existing urban development that has occurred outside an urban service area. The planned urban service areas shown in Appendix D include a generalized representation of existing urban development in those portions of the Village within the Racine and Milwaukee Metropolitan Sewerage District (MMSD) sanitary sewer service areas, which are described in more detail later in this section. The regional land use plan map also includes three areas along I-94 in the planned urban service area. This designation was based in part on recommendations made in the Greater Racine Area Utility Plan² completed in 1992; however, those recommendations were never formally adopted by the Regional Planning Commission as an amendment to the regional water quality management plan. The implementation strategy recommended in the following section of this report identifies a potential revised sanitary sewer service area for the Village, which will be considered by the Village Board. Any changes to the existing sewer service area, which is shown in Appendix L, will require a formal amendment to the regional water quality management plan.

Prime Agricultural Land

The regional land use plan recommends that prime agricultural land be preserved for long-term agricultural use and not be converted to either urban development or to other forms of rural development. Prime agricultural land is identified by the Racine County farmland protection plan, which is described in the following section.

Other Agricultural and Rural-Density Residential Lands

In addition to preserving prime agricultural lands and environmental corridors, the regional land use plan seeks to maintain the rural character of other lands located outside planned urban service areas. The plan encourages continued agricultural and other open space uses in such areas. The plan seeks to limit development in such areas primarily to rural-density residential development, with an overall density of no more than one dwelling unit per five acres. Where rural residential development is accommodated, the regional plan encourages the use of residential cluster designs, with homes developed in clusters surrounded by agriculture or other open space sufficient to maintain the maximum recommended density of no more than one home per five acres.

Racine County Farmland Protection Plan

Prime agricultural lands are those lands which, in terms of farm size, the aggregate area being farmed, and soil characteristics, are best suited for the production of food and fiber. A number of important public purposes are served by the preservation of prime agricultural lands. Such public purposes include maintenance of agricultural reserves; maintenance of open space; control of public costs by avoiding the need to provide such urban services as sanitary sewer, public

water, and full-time police and fire protection; and preservation of the local economic base.

Prime agricultural lands within Racine County were identified under the Racine County farmland preservation plan,³ which was adopted by the Racine County Board in 1982. That plan defines prime agricultural land as follows: an individual farm must be at least 35 acres in size; at least one-half of the farm must be covered by soils meeting U.S. Natural Resources Conservation Service criteria for national prime farmland or farmland of statewide significance (generally Class I, II, or III soils); and the farm must occur in a contiguous farming area at least 100 acres in size. Farmlands of local significance, which were identified by the Advisory Committee that guided preparation of the plan, were also included in the farmland preservation areas delineated on the farmland preservation plan map.

Appendix E depicts the County farmland preservation plan as it applies to the Village of Caledonia. The map identifies those lands located within the designated farmland preservation areas where individual farms are now less than 35 acres, or where less than 100 contiguous acres are being farmed. Designated farmland preservation areas that are located within an approved sanitary sewer service area are also shown on Appendix E.

About 8,570 acres within the Village were identified as farmland preservation areas by the County plan adopted in 1982. Of that total, about 775 acres are now located within an adopted sanitary sewer service area. Another 875 acres no longer meet the criteria for designation based on farm sizes or contiguous areas being farmed. About 6,920

acres of land identified in the 1982 plan continue to meet the designation as farmland preservation areas.

Additional information regarding prime agricultural soils and areas within the Village that are currently farmed is provided in the inventory portion of this section.

Village Land Use Plan

The Village Land Use Plan was adopted in 1996, and amended in 1999. As described in Section 9.1, the land use plan provides the conceptual framework for this land use plan implementation strategy. The land use plan calls for the western portion of the Village north of Four Mile Road to remain in rural uses, including continued agricultural uses and residential development at an overall density of no more than one home per five acres. The Village conservation subdivision ordinance requires cluster, or conservation, subdivisions for all new subdivisions of parcels of three acres or more that create five or more lots in a five-year period. The preservation of wetlands, woodlands, and other natural resources throughout the Village is also recommended by the plan. The southern and eastern portions of the Village are generally designated for urban uses. The adopted Village land use plan map is shown in Appendix A.

Project Management Team

Jonathan Delagrave - Village President

Susan Greenfield - Former Town Chairperson

Linda Mielke - Planning Commission Chairperson

Howard Stacey - Village Trustee

Fred Haerter - Village Engineer

Julie Anderson - Racine County Planning

Arnold Clement - Former Racine County Planning

Bill Sasse - Planning Commission

Tom Lebak - Village Administrator

Mark Luberda - Former Town Administrator

Maria Pandazi - Planning and Design Institute, Inc.

Jamie Rybarczyk - Planning and Design Institute, Inc.

Larry Witzling - Planning and Design Institute, Inc.

Nancy Anderson - SEWRPC

Beth Paul-Soch - Village Parks Director

Ron Coutts - Village Trustee

Transportation System Plans

Regional Transportation System Plan

The adopted regional transportation system plan⁴ provides recommendations on how the regional land use plan can best be served by arterial street, highway, and transit facilities. It recommends a functional and jurisdictional system of arterial streets and highways to serve the region through the design year 2020, together with a functional network of various types of transit lines. The regional transportation system plan was developed on the basis of careful quantitative analyses of existing and probable future traffic movements within the region, and existing highway and transit system capacity and use. The adopted 2020 regional transportation system plan as it pertains to the Village of Caledonia is shown in Appendix F. Functional improvements recommended by the plan include the extension of Five Mile Road from its current terminus at Middle Road east to Erie Street, and expansion from two to four lanes of the following highways: CTH K between I-94 and CTH H and from CTH H to STH 38; STH 38 between CTH K and the north Village line; STH 31 along its entire length within the Village; STH 32 along its entire length within the Village; and Three Mile Road between STH 32 and CTH G. It is also recommended that CTH V south of Seven Mile Road be removed from the arterial street system. Recommended jurisdictional changes are listed in Table 4-1.

Freeway Reconstruction Plan

A Regional Freeway Reconstruction Plan⁵ was adopted in May 2003 by the Regional Planning Commission. The plan is based on a freeway reconstruction study requested by the Secretary of the Wisconsin Department of Transportation (WISDOT), with the knowledge that the State of Wisconsin is about to embark upon an anticipated three-decade long process

of reconstructing the 270 mile freeway system in Southeastern Wisconsin, for the express purpose of identifying a "regional consensus" on the desirable scope of a freeway system reconstruction plan and program. One of the plan recommendations calls for I-94 from I-894 (the Mitchell Interchange) in Milwaukee County south to the Wisconsin-Illinois State line to be widened from six to eight lanes, with the braided interchanges to be reconstructed to modern standards. It is anticipated that reconstruction of this freeway segment with the additional lanes will be completed by 2015.

I-94 South Freeway Corridor Plan

The I-94 South freeway corridor plan⁶ sets forth a land use and transportation system development plan for an approximately six-mile wide corridor on either side of I-94 extending from the Wisconsin-Illinois State line north into the Cities of Franklin and Oak Creek in southern Milwaukee County. The plan includes recommendations to modernize freeway interchanges; particularly the unbraiding, or separation, of all freeway on- and off-ramps in Racine County from the network of frontage roads. WISDOT has completed an environmental assessment and preliminary engineering for the I-94 freeway segment in Kenosha and Racine Counties, including modernization of the interchanges. Plans for the new interchanges, including the interchanges with Seven Mile Road, CTH G, and CTH K in the Village of Caledonia, were incorporated into the freeway reconstruction study. The interchanges will be improved prior to or coincident with freeway reconstruction.

In accordance with Section 84.295(10) of the Wisconsin Statutes, deed restrictions have been placed on all properties affected by the new interchange designs. Property owners

must notify WISDOT by registered mail at least 60 days prior to selling an affected parcel or constructing or altering a building on an affected parcel. A property owner is not prohibited from selling or developing an affected parcel, but no damages are paid for any construction or alterations made without the 60-day notice to WISDOT. WISDOT also has the option of acquiring the parcel following the required notification.

The freeway corridor plan also called for the extension of Four Mile Road from CTH V to CTH K. The recommended extension was to have been a two-lane arterial highway under County jurisdiction. The recommendation was not carried forward into either the 2010 or 2020 regional transportation system plans. The proposed extension is, however, reflected in the adopted Village land use plan as part of a conceptual street layout for the business area proposed to be developed around the I-94 - CTH K interchange. The proposed street extension will be addressed during the neighborhood planning process for the W-2 neighborhood.

STH 38 Corridor Study

WISDOT has been continually working on an improvement plan for the STH 38 corridor. On October 20, 2004, the study team at WISDOT identified the Railroad Corridor Alternative as its preferred alternative among four options. This alternative would follow CTH H from Six Mile Road to Five Mile Road, then follow Five Mile Road to a point just west of the Union Pacific Railroad. The road would run parallel to the railroad between Five Mile Road and the Caledonia Business Park before reconnecting with the existing STH 38 near Hoods Creek Road.

At this time, construction of the project is not in WISDOT's construction program. The

study team's estimate is that the STH 38 improvement plan would not be implemented for at least ten years. The study is being done at this time to preserve the future highway corridor from further development.

Regional Bicycle and Pedestrian Plan

The Regional Planning Commission adopted a regional bicycle and pedestrian facilities system plan⁷ in 1995. The plan was amended in 2001, and the design year extended to 2020.⁸ The plan provides recommendations to encourage increased bicycle and pedestrian travel in a safe and efficient manner as alternatives to travel by automobile. The plan includes a recommended regional bikeway system designed to provide connections between urbanized areas and incorporated areas with a population of 5,000 or more located outside of urbanized areas, and connections to major parks and other major activity centers. Appendix G depicts the bikeways recommended under the regional plan in the Village of Caledonia.

Appendix H depicts existing public trails and bikeways within the Village in 2003. The map also shows a conceptual location of trails proposed by the Village land use plan, the Village and County park and open space plans, and the regional bicycle and pedestrian plan.

Park and Open Space Plans

Racine County Park and Open Space Plan

An updated County park and open space plan was adopted by the Racine County Board in 2001.⁹ That plan consists of both an open space preservation element and an areawide outdoor recreation element, intended to, respectively, protect areas containing important natural resources and to provide major parks, trails, and resource oriented recreational facilities.

The park and open space plan for Racine County recommends that the State and County levels of government assume responsibility for the provision of major parks. Major parks are defined as publicly owned parks at least 100 acres in size which provide opportunities for such resource-oriented activities as camping, golfing, picnicking, and swimming. As shown in Appendix I, the County plan recommends that a total of 10 major parks be provided in the County. Two of the major parks, Cliffside and Johnson, would continue to be provided and maintained by the County and the City of Racine, respectively, in the Village of Caledonia and environs. The plan further recommends that Racine County acquire an additional 305 acres at Cliffside Park and develop additional recreational facilities, including picnicking facilities, a nature center focusing on lakeshore resources, and facilities for users of the Racine County MRK trail, which is located just west of the park.

Two portions of the regional trail system are recommended to be developed by Racine County within the Village: the Lake Michigan trail and the Root River trail. A four-mile portion of the Lake Michigan trail, known as the Racine County MRK trail, has been developed within the Village on a former interurban railroad right-of-way, extending

from the southern Village line north to Seven Mile Road. The plan calls for the trail to be extended north to the County line to connect with a trail proposed to be developed by Milwaukee County.

The County park plan also recommends that the County acquire land and develop a trail along the Root River. The Root River Trail would encompass about 14 linear miles within Racine County, including about eight miles within Caledonia. The trail has not yet been developed within the Village. The City of Racine is developing a three-mile portion of the trail from Lake Michigan to Cedar Bend Park. The City proposes to extend the trail north along the Root River to Colonial Park.

Village of Caledonia Park and Open Space Plan

The Village adopted a park and open space plan in April 2000.¹⁰ The plan is intended to provide an integrated system of park and open space sites within the Village that would both preserve important natural resources and provide sites and facilities for a wide range of outdoor recreational activities for Village residents.

The open space preservation element of the plan, shown in Appendix J, recommends that all planned environmental corridors and isolated natural resource areas in the Village be held in a combination of public and private ownership or protected through proper zoning for natural resource preservation, flood control, and outdoor recreation purposes. The plan recommends that 184 acres of environmentally significant lands be acquired by the Village for preservation purposes. Primary environmental corridor lands along the Root River are recommended to be acquired by the County and to serve

as the basis for a Root River parkway and trail system. The plan also incorporates the recommendations of the regional natural areas plan, which is described in the following section.

The County park plan sets forth recommendations for major parks and associated recreational facilities. The outdoor recreation element of the Village park plan, shown on Appendix K, focuses on the provision of smaller community and neighborhood parks. The plan recommends the acquisition and development by the Village of 16 new community and neighborhood parks, all to be located within the planned sewer service area, as well as the continued maintenance of existing Village-owned parks. The plan also recommends the development of community park facilities at Crawford Park and neighborhood park facilities at 5½ Mile Park. The plan further recommends a local system of bicycle and pedestrian routes and paths throughout the Village to interconnect existing and proposed parks.

Regional Natural Areas Plan

Both the Racine County and the Village of Caledonia park and open space plans incorporate the recommendations of the regional natural areas plan.¹¹ The natural areas plan identifies the most significant remaining natural areas, critical species habitats, geological sites, and archaeological sites in the Region, and recommends means for their protection and management. The plan identifies potential sites to be placed in public or private protective ownership, and other sites to be protected, insofar as it is possible, through zoning and other regulatory means without protective ownership. It also recommends that a detailed management plan be prepared and implemented for each site placed under protective ownership.

Recommendations for the acquisition and management of natural areas, critical species habitat sites, and geological areas within the Village are presented in the inventory portion of this section.

Economic Development Plans

Racine County Industrial Park Land Absorption Study

In March 1998, the Racine County Economic Development Corporation (RCEDC) requested assistance from the Regional Planning Commission in conducting a study to determine the availability of vacant industrial park land in the County. The request resulted from a concern of the RCEDC members that existing industrial parks within the County would soon be filled. An adequate supply of vacant industrial park lands is important to the future economic vitality of an area.

The study results¹² indicated that, if 1990 to 1998 development trends were to continue, industrial park lands within eastern Racine County would be fully developed within six years. The RCEDC recommended that communities interested in attracting new industrial development begin the process of identifying such lands immediately, due to the length of time needed to develop such parks.

Racine County Strategic Economic Development Plan

In April 2002, the Racine County Economic Development Corporation (RCEDC) completed a Strategic Economic Development Plan for the County.¹³ The report sets forth seven "challenges" to improve the economic climate in the County, and recommends several strategies to meet each challenge. One of the strategies calls for providing high-value industrial and commercial development opportunities to link Racine County with the Milwaukee metropolitan area, primarily along I-94 and STH 36. Another calls for cooperative comprehensive planning that links industrial/commercial development to transportation and housing needs, while protecting the environment. These strategies,

and others in the report, must be considered with regard to development within the rural area, particularly within the I-94 corridor.

Water Quality Management Plans

In 1979, the Regional Planning Commission adopted an areawide water quality management plan¹⁴ for Southeastern Wisconsin as a guide to achieving clean and wholesome surface waters within the seven-county Region. The plan has five elements: a land use element; a point source pollution abatement element; a nonpoint source pollution abatement element; a sludge management element; and a water quality monitoring element.

The point source pollution abatement element of the regional water quality management plan is of particular importance to land use planning. That plan element recommends major sewage conveyance and treatment facilities and identifies planned sewer service areas for each of the sewerage systems in Southeastern Wisconsin. Under Wisconsin law, major sewerage system improvements and all sewer service extensions must be in conformance with the plan.

Portions of the Village of Caledonia are located within two sanitary sewer service areas, one which is served by the City of Racine Wastewater Utility and one which is served by the Milwaukee Metropolitan Sewerage District (MMSD). The sanitary sewer service areas within the Village are documented in SEWRPC Community Assistance Planning Report No. 147, 2nd Edition, Sanitary Sewer Service Area for the City of Racine and Environs, June 2003. The adopted sanitary sewer service area is shown in Appendix L.

The majority of the area served by the Racine sewage treatment plant, which is operated by the Racine Wastewater Utility, is located in a contiguous area that includes the City of Racine and portions of the Village of Caledonia, the Village of Mt. Pleasant, and the Town of Somers. There are also several "islands" that are not directly connected to the main part of the sewer service area. These "islands," which include the Pilot Travel Center in the Village of Caledonia, are included in the sewer service area to enable the Racine Wastewater Utility to accept holding tank wastes from the businesses and elementary school located in the identified areas. Chapter NR 113 of the Wisconsin Administrative Code requires that holding tank systems designed to accept 3,000 gallons or more of waste per day be located within the sewer service area of the public sewage treatment facility that treats the waste pumped from the tanks.

Racine Area Sewer Agreement

In April 2002, the City of Racine reached agreement¹⁵ with nearby communities regarding future sewer service to those communities. Under the agreement, the Racine sewage treatment plant will be upgraded and expanded to provide additional sewage treatment capacity for the Village of Sturtevant and portions of the Villages of Caledonia and Mt. Pleasant, and the Towns of Somers, Raymond, and Yorkville. The additional capacity is planned to accommodate future growth in those six communities to the year 2020. The agreement provides for a reevaluation prior to 2020 to determine the need for an additional expansion of the plant to accommodate growth expected to occur after 2020.

As part of the agreement, the City of Racine has agreed not to annex lands from the

Villages of Caledonia or Mt. Pleasant, and has also agreed not to contest the incorporation of either Village, should either or both decide to pursue incorporation as a city or village.¹⁶ In return, the Villages of Caledonia and Mt. Pleasant have agreed to share some of the benefits of anticipated tax base growth with the City of Racine through annual revenue sharing for a 30-year period.

The Crestview and North Park sanitary districts and the Cal 1 utility district each purchased a specific wastewater treatment capacity from the Racine sewage treatment plant. The districts have purchased the capacity needed to serve existing and planned urban development as shown on the Village land use plan. Under the agreement, each district is free to use, sell, or lease its capacity to any other district or municipality that is party to the agreement. Parties to the agreement include the City of Racine and the Racine Wastewater Utility; the Villages of Sturtevant, Wind Point, Caledonia, and Mt. Pleasant; the Town of Somers; the Caledonia and Mt. Pleasant utility districts; and the Crestview and North Park sanitary districts. "Anticipated parties," for whom treatment capacity has been planned but have not yet signed the agreement, include the Villages of Elmwood Park and North Bay and the Towns of Raymond and Yorkville.

With the exception of Caledonia, parties to the agreement are required to obtain sewage treatment service from Racine. The Village of Caledonia has the option of obtaining sewage treatment service from another municipality or sewerage district for portions of the Village specifically identified in the agreement, which include the area north of Six Mile Road between Lake Michigan and CTH H, and north of Five Mile Road extended between CTH H and I-94.

Areas Served by Sanitary Sewer

Sewer service in the Village of Caledonia is currently provided by three sanitary districts and one Village utility district. The three sanitary districts are Caddy Vista, which is tributary to the Milwaukee Metropolitan Sewerage District; and the Crestview and North Park districts, which are tributary to the Racine sewage treatment plant, operated by the City of Racine Wastewater Utility. The Crestview district discharges its wastewater to the North Park district, which then discharges to the Racine sewage treatment plant. The Village of Caledonia Utility District No. 1, commonly known as "Cal 1," is also tributary to the Racine sewage treatment plant. The location of the four districts and the relationship between the district boundaries and the sanitary sewer service area adopted in June 2003 are shown in Appendix M. All of the territory in the Caddy Vista, Crestview, and Cal 1 districts are within the Village of Caledonia. The North Park district serves a portion of the Village and the entire Village of Wind Point.

Generally, the district boundaries are located within, or are coincident with, the sanitary sewer service area boundary. Notable exceptions include the Caddy Vista Sanitary District, where 80 acres of land on the north side of Seven Mile Road are located within the sanitary district but outside the sewer service area; and the Northwest quarter of Section 26, portions of the Southwest quarter of Section 28, and the Southeast quarter of Section 29, all in Township 4 North, Range 22 East, where significant portions of the Cal 1 district boundaries extend outside the sewer service area. Under State law, sewer service cannot be extended to lands lying outside an adopted sewer service area boundary.

The purpose of a sanitary district is to allow landowners in unincorporated areas an opportunity to form a special-purpose unit of government to provide certain urban services. A town sanitary district has authority to plan, construct, and maintain systems for garbage removal, water supply, sewage disposal, and stormwater drainage. Sanitary districts may be formed by a town board, upon a request from affected landowners, under Section 60.71 of the Wisconsin Statutes. Each district is governed by a commission. At the time a district is established, the town board determines whether commissioners will be appointed by the town board or elected. The town board may choose to appoint itself as the commission. An elected commission governs each of the three sanitary districts in the Village.

A town board may also establish utility districts under Sections 60.23 and 66.0827 of the Statutes to provide public services within the district. The town board governs utility districts. The Village of Caledonia Utility District No. 1 provides sanitary sewer service in the south-central portion of the Village.

Appendix N shows the areas served by sanitary sewer in 2002. In most cases, areas served by sanitary sewer are located well within the sanitary sewer service area boundary. One area of concern is Section 24, in Township 4 North, Range 22 East, where sanitary sewer lines extend to the edge of the sanitary sewer service area. There are also areas along STH 32 in the northern part of the Village that are provided with public water by the Crestview sanitary district, and hence are located within the district, but are located outside the sewer service area. These areas are not served by sanitary sewers.

Areas Served with Public Water

Public water is generally provided in the areas served by public sanitary sewer. The Caddy Vista and Crestview sanitary districts purchase water from the City of Oak Creek on a wholesale basis. The North Park sanitary district and the Village of Caledonia Water District No. 1 purchase water from the City of Racine Water Utility, both on a wholesale basis. The North Park district then sells a portion of the water it purchases from Racine to the Wind Point Water Utility. Water from Lake Michigan is the source used by both Racine and Oak Creek.

1.3

VILLAGE WIDE PUBLIC PARTICIPATION

Meetings

One comprehensive Village-wide public meeting was held each year to inform the public of the neighborhood planning process and related progress. Initial public input sessions were held in each neighborhood to gather information from residents, and two public open houses were held to spur further discussion regarding the process.

Household Survey Results

A Village-wide household survey was distributed in June of 2002. The survey was mailed to approximately 9,000 households, businesses and property owners within the Village of Caledonia. Surveys were also available at several local retailers, community facilities, and the Village's website. The response rate was approximately 25%, and appears to be a representative sample of the entire Village. Below is a brief summary of the survey results. The actual survey with all responses is referenced in Appendix HH.

Background Information

Eighty-eight percent of respondents that were residents of Caledonia owned their homes, and 6% were renters. These numbers are fairly consistent with the 2000 U.S. Census statistics that indicate approximately 82% of the housing units in Caledonia are owner occupied and 7% are renter occupied.

Approximately equal numbers of respondents have lived in Caledonia between 0-10 years as have lived in Caledonia for over 20 years.

Seventy-eight percent of respondents live in households of 2-3 adults. Seventy percent of respondents do not have any children under the age of 18 living in their household. Of those respondents with children, the majority had 1-2 children in their household.

Only 12% of respondents indicated that they work within the Village of Caledonia, 50% of respondents work south of the Village (Racine/Kenosha/Chicago etc) and 30% work north of the Village (Milwaukee area). 25% of respondents were retired.

The majority of respondents use private automobiles to get to work, while only 10% use alternate transportation to get to work including public transportation, walking and bicycling.

Housing

Sixty percent of respondents were supportive or very supportive of new housing being built in the Village.

There was strong support for any new housing to be built in areas where existing infrastructure exists and less support for development in open/rural areas.

Single family housing was the by far the favored new housing type with senior housing the second most favored type. Town homes and condominiums were favored over apartments.

When considering plans for new single family housing within the Village, compatibility with surrounding neighborhoods, size and scale of overall development and architectural quality and character were ranked among the most important factors to consider.

When considering plans for new multi-family housing within the Village, architectural quality and character, traffic impact, inclusion of substantial open space and form of ownership were ranked among the most important factors to consider.

Commercial/Retail

There was support for additional neighborhood scale retail within one mile of respondents' homes.

The commercial area on Douglas Avenue was considered a valuable part of the community.

Seventy percent of respondents shop in Caledonia at least one time per week.

There were no other areas identified in the survey that people shopped at more than in the Village of Caledonia.

The Regency Mall area was the next most frequented shopping area with 30% of respondents visiting that area at least one time per week.

All of the factors identified in the survey regarding the consideration of new plans for retail/office were identified as important or very important. However, the highest ranked factors included traffic congestion and safety controls, parking, landscape buffers to control noise, buffering from residential development, and the potential tax impact on property values by the increased tax base.

Respondents supported spending tax dollars on several items within a commercial business district including: links to trails and bike paths, landscape and pedestrian friendly design of parking areas, purchase of land for a small 'town green', and pedestrian friendly measures such as sidewalks and crosswalks.

Community Facilities and Open Spaces

Eighty-six percent of respondents indicated that they were very supportive or supportive of the protection of natural features such as woodlands, wetlands and floodplains in the Village.

Strong support was shown for the importance and protection of the overall landscape, views and visual character of Caledonia.

There was also strong support for allowing horses and other animals in rural residential areas.

Preservation of significant historic buildings within the Village also was supported.

Public Policy Issues

Fifty-two percent of respondents indicated that they would like more information regarding the issue of incorporation of the Village. Of those who felt they did not need more information, the majority favored incorporation.

The tax impact was ranked as the most important issue when considering commuter rail. Neighborhood location and architectural quality were also important or very important to the majority of respondents.

Respondents indicated a high level of satisfaction with the overall quality of life in Caledonia.

With regards to development of the western rural area of the Village, respondents indicated the strongest level of support for a mix of agricultural uses with either commercial along I-94 or residential lots. Respondents were least supportive of all residential uses.

Forty-eight percent of respondents indicated that they were supportive or very supportive of development along the I-94 corridor, with slightly higher percentage indicating new development should concentrate around major interchanges. 37% indicated that there should be no additional development along the corridor.

There was 62% support for focusing new development in the eastern and southern portions of the Village that are served by the sanitary sewer.

Support was also shown for preservation of existing agricultural areas in the western portion of the Village.

Infrastructure

Neighborhood streets were not largely viewed as congested.

Some major streets were viewed as occasionally congested. Douglas Avenue was ranked the most congested among the choices. It must be noted that many street repair/reconstruction projects were taking place at the time of this survey.

Respondents were largely unsupportive of the construction of sidewalks on residential streets.

Support was mixed for tax dollars to be spent on the installation of bicycle lanes along major streets leading to public facilities.

Support was also mixed for installation of street lighting in neighborhoods that currently do not have street lighting.

1.4

THE NEIGHBORHOOD PLANNING PROCESS

Project Management Team

The Project Management Team (PMT) was formed in order to manage the decisions that affected the Village-wide process. The PMT met throughout the planning process and facilitated discussion with various organizations. Nancy Anderson (SEWRPC) was included on the project management team for the C5 neighborhood, which is a transition area from rural to urban land uses.

Development of Neighborhood Areas

In order to undertake planning for manageable areas, the Project Management Team divided the Village into seven smaller 'neighborhoods' within the sanitary sewer service area and one large rural neighborhood (R1). The neighborhoods in the sanitary sewer service area were identified as East 1 and 2 (E1/E2), Central 1-5 (C1/C2, C3, C4, and C5), and West 1 and 2 (W1, W2). The boundaries of these neighborhoods were vaguely defined so that each neighborhood would dovetail into the next, largely because issues and concerns identified in one neighborhood were often constant across neighborhood boundaries. In addition, decisions made in one neighborhood would have definite effects on other areas.

Process in Each Neighborhood

The following steps were undertaken in each neighborhood. The number of meetings and length of the planning process for each neighborhood varied depending on the complexity of issues within each area.

Individual Neighborhood Information Gathering

A meeting was held in each neighborhood to gather input on local issues, discuss the planning process and identify individuals interested in being members of the neighborhood workgroups. Other information was gathered, compiled and summarized through various sources depending on the neighborhood.

First Open House

A neighborhood open house was held to gather more information on the local issues in each neighborhood. Attendees were provided the opportunity to participate in a 'Design Preference Survey' that identified the type of development residents envision for their neighborhoods.

Neighborhood Plan Development/Sub-Committee Meetings and Staff Workshops

The neighborhood plans were developed through a series of interactive meetings with the neighborhood workgroups and the Project Management Team.

Second Open House

A second Open House was held in each neighborhood to discuss the proposed Neighborhood Plan. Attendees were given the opportunity to comment and give input.

Neighborhood Plan Revisions

Taking into account the comments received at the Open House, the neighborhood workgroups revised the Neighborhood Plan.

Approval of Draft Neighborhood Plan by the Neighborhood Workgroup and Project Management Team

The neighborhood workgroups and Project Management Team approved the Neighborhood Plan.

VII. Review and Update of Neighborhood Plan to Plan Commission

VIII. Public Hearing

A public hearing was held to obtain any further public comments regarding the Plan.

IX. Submittal of Neighborhood Plan to Village Plan Commission and Village Board

X. Adoption of Plan as Part of Village Land Use Plan

Footnotes

¹Documented in SEWRPC Planning Report No. 45. A Regional Land Use Plan for Southeastern Wisconsin: 2020, December 1997.

²Documented in a report prepared by the Chicago firm of Alvord, Burdick & Howson, Engineers, entitled A Coordinated Sanitary Sewer and Water Supply System Plan for the Greater Racine Area, September 1992.

³Documented in SEWRPC Community Assistance Planning Report No. 46. A Farmland Preservation Plan for Racine County, Wisconsin, August 1981.

⁴Documented in SEWRPC Planning Report No. 46. A Regional Transportation System Plan for Southeastern Wisconsin: 2020, December 1997.

⁵Documented in SEWRPC Planning Report No. 47. A Regional Freeway System Reconstruction Plan for Southeastern Wisconsin, May 2003.

⁶Documented in SEWRPC Community Assistance Planning Report No. 200. A Land Use and Transportation System Plan for the IH 94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties, Wisconsin, December 1991.

⁷Documented in SEWRPC Planning Report No. 43, A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010, December 1994.

⁸Documented in a SEWRPC report entitled, Amendment to the Regional Bicycle and Pedestrian Facilities System Plan for Southeastern: 2020, December 2001.

⁹Documented in SEWRPC Community Assistance Planning Report No. 134, 2nd Edition, A Park and Open Space Plan for Racine County, Wisconsin, July 2001.

¹⁰Documented in SEWRPC Community Assistance Planning Report No. 179, 2nd Edition, A Park and Open Space Plan for the Town of Caledonia, Racine County, Wisconsin, April 2000.

¹¹Documented in SEWRPC Planning Report No. 42. A Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin, September 1997.

¹²Documented in SEWRPC Memorandum Report No. 136, Racine County Industrial Park Land Absorption Study, July 1999.

¹³Documented in a report entitled, Our Community Plan for Economic Development in Racine County, Playing for Keeps, prepared for the Racine County Economic Development Corporation with assistance from TIP Development Strategies, Inc. and IC² Institute, April 2002.

¹⁴Documented in the three-volume SEWRPC Planning Report No. 30. A Regional Water Quality Management Plan for Southeastern Wisconsin: 2000, as amended.

¹⁵Documented in the Racine Area Intergovernmental Sanitary Sewer Service,

Revenue Sharing, Cooperation and Settlement Agreement, dated April 25, 2002.

¹⁶The Town of Mt. Pleasant incorporated as a Village in September 2003.

2. JOHNSON PARK NEIGHBORHOOD (C-4)

ADOPTED JUNE 2003

2.1

PUBLIC PARTICIPATION AND PLANNING PROCESS

Public Meeting #1

Public Input/Kick-off Meeting – On October 28, 2002 a Public Input Session was held at Gifford School to explain the planning process to neighborhood residents and to gather public input regarding issues and opportunities within the neighborhood.

Workgroup Meetings

Neighborhood resident volunteers, Village Board Members and Village Plan Commission Members formed the Neighborhood Workgroup and met several times to develop the Neighborhood Plan. These meetings were also open to the general public and time was reserved at the end of each meeting for observers to voice any concerns or ideas.

Public Meeting #2

Open House – On January 6, 2003 the first

Open House was held at Gifford School. Preliminary neighborhood issues that had been discussed in the workgroup meetings were illustrated on display boards, as well as a variety of other pertinent information such as the Village Land Use Plan and the results of the Household Survey. The primary purpose of the Open House was to conduct a Design Preference Survey where residents were asked to rate various images. After the images were rated, the audience was asked to discuss the pros and cons of each image.

Public Meeting #3

Open House – On March 3, 2003 the second Open House was held at Gifford School. At this open house, the plan concepts were discussed. In addition, the results of the design preference survey were tabulated and presented at the second neighborhood open house. Revisions to the plan were made in response to public comment received at

this meeting and at subsequent workgroup meetings.

Public Meeting #4

Village Committee Meeting – On June 4, 2003, a meeting was held at the Caledonia Community Center to update the various Village Committees and Commissions and solicit feedback on the draft plan. The following groups were invited to attend and sent a copy of the draft plan: Planning Commission, Village Board, Park Commission and Director, Caledonia #1 Sanitary District, C-4 Workgroup, Police Chief, Fire Chief, Highway Superintendent, and the Village Administrator.

Public Meeting #5

Public Hearing – On June 25, 2003 a public hearing was held at the Caledonia Community Center before the Village Board and Plan

Commission. Several residents expressed concern over one roadway connection in Subarea A. Other than that one concern, the public was generally in favor of the neighborhood plan.

2.2 NEIGHBORHOOD ISSUES

Throughout the neighborhood planning process, several specific issues have been identified that pose opportunities and challenges for the neighborhood's future. These issues have been categorized and are described below.

Traffic and Circulation

Limited access to the Neighborhood

The configuration of the Root River limits access to this neighborhood. Currently there is only one river crossing to accommodate north/south traffic at State Hwy. 31 and one crossing to accommodate east/west traffic at State Hwy. 38. While Four Mile Road is not a river crossing, it does abut on the north side of the neighborhood and provide for east-west access to and through the neighborhood

Increasing Congestion on Newman Road

Residents indicated that congestion on Newman Road has increased. Recent road widening improvements to Newman Road in the Village of Mt. Pleasant have been met with mixed reactions among area residents. The main concern of residents was to maintain Newman Road with a rural cross-section design, while accommodating increased traffic and providing safe pedestrian and/or bicycle movement.

Character of State Hwy 31

The cross-section design of State Hwy. 31 does not provide any pedestrian or bicycle amenities. There are few, if any points between State Hwy. 38 and the Root River bridge for pedestrians or bicyclists to safely cross the highway.

C4 Neighborhood Workgroup Members

Village Officials

Susan Greenfield - Former Town Chairperson
Howard Stacey - Village Trustee
Linda Mielke - Plan Commission Chairperson
William Sasse - Plan Commission Member
Dan Grosse - Plan Commission Member
Jim Morrill - Plan Commission Member
Raymond Olley - Plan Commission Member
Nick Orno - Plan Commission Member
Jennifer Pennings - Plan Commission Member

Neighborhood Residents

Vera Anderson- Neighborhood Resident
Mike Foy - Neighborhood Resident
John Jones- Neighborhood Resident
Debbie Lovdahl- Neighborhood Resident
Leif Lovdahl- Neighborhood Resident
Dwayne Otwaska- Neighborhood Resident
Doris Szejna- Neighborhood Resident
Kathleen Trentadue- Neighborhood Resident
Jeff Vassh- Neighborhood Resident
William Wdowicki - Neighborhood Resident
Jon Christensen - Neighborhood Resident

Village & County Staff

Arnold Clement- Racine County Planning
Julie Anderson - Racine County Planning
Fred Haerter - Village of Caledonia Engineer
Beth Paul-Soch -Village Parks Director

Pedestrian & Bicycle Circulation

Residents of this neighborhood raised concern over pedestrian movement within the neighborhood, especially on collector streets such as Newman and Three Mile Roads. While residents recognize the need for improved pedestrian circulation, they were generally not in favor of an urban street cross-section including formal sidewalks. However, results from the Design Preference Survey indicate some degree of support for walking paths and trails along collector streets (Figure 2-1).

Environmental

Root River Corridor

The Root River, and its surrounding environmental features is the major environmental feature within this neighborhood. Providing enhanced storm water management plans and construction site erosion control plans will be important considerations as this neighborhood continues to grow.

Hood's Creek corridor

Hood's Creek and its surrounding environmental features are a significant feature in this neighborhood and should be preserved.

Existing Public Parkland

Johnson Park is the only publicly owned park within the C4 neighborhood. This 357-acre park is owned and maintained by the City of Racine. This park provides the following facilities: ice skating, one soccer field, playfields, playground, a sand lot softball field, an 18-hole golf and driving range, as well as informal group picnicking areas. There are no Village-owned park facilities within this neighborhood.

Existing Private Parkland

Three private park sites exist within this neighborhood. The Caledonia Conservancy owns and maintains a 6-acre parcel referred to as the Aboagye Acquisition near the north east corner of Johnson Park. Orrin C. Stearns Park is a 3-acre park within the Aldebaran residential subdivision. This park provides areas for outdoor passive use, informal picnic areas and a beach. The third private park is Armstrong Park - a 139-acre park associated with the S.C. Johnson corporate development. This private park provides

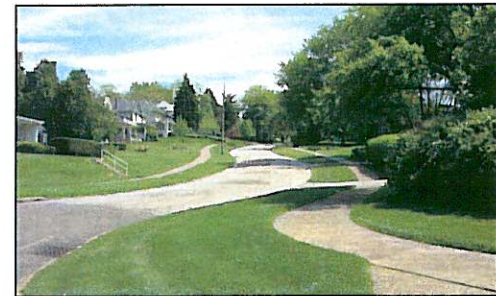


Figure 2-1. In the design preference survey, highly landscaped streets with informal walking paths (above) were preferred over streets with few pedestrian amenities and limited landscaping (below).



the following facilities for the S.C. Johnson employees: one soccer field, play fields, playground equipment, two league softball fields, two sandlot softball fields, four tennis courts, miniature golf, golf driving range, and a sand volleyball court. There are also informal group picnicking areas and hiking trails.

Proposed Parkland

The images in Figure 2-2 show the type of parkland preferred by residents. The Village Park and Open Space Plan (prepared by SEWRPC) recommends that hiking and biking trail be established within the Root River Parkway. According to the Park and Open Space Plan, this neighborhood is not adequately served by a baseball diamond, basketball courts, general playfield, and playground. The Park and Open Space Plan proposes three parks for this area. In addition, the plan has proposed that the Village work cooperatively with Racine Co., WISDOT, and other agencies to develop a bicycle and pedestrian route and trail system, which includes a proposed trail within the Root River Parkway.

Critical Species Habitat

SEWRPC has identified seven areas of critical species habitat within the C4 neighborhood study area. A detailed description of the areas and SEWRPC's recommendations are contained in Appendix EE.

Visual Character

Scenic Views and Rural Character

Scenic view and the rural character of this neighborhood were identified as very important to the residents. A key feature of this neighborhood is its rolling hills. Much of the residential development has been nestled in wooded areas – existing mature trees were protected and maintained during the area's development. Therefore, even at high points within the area, one's views are shortened. A second, less visible feature of this area is the Root River. The river channel is at the bottom of a relatively deep ravine, and there are few instances where the river itself is visible from the roadway.

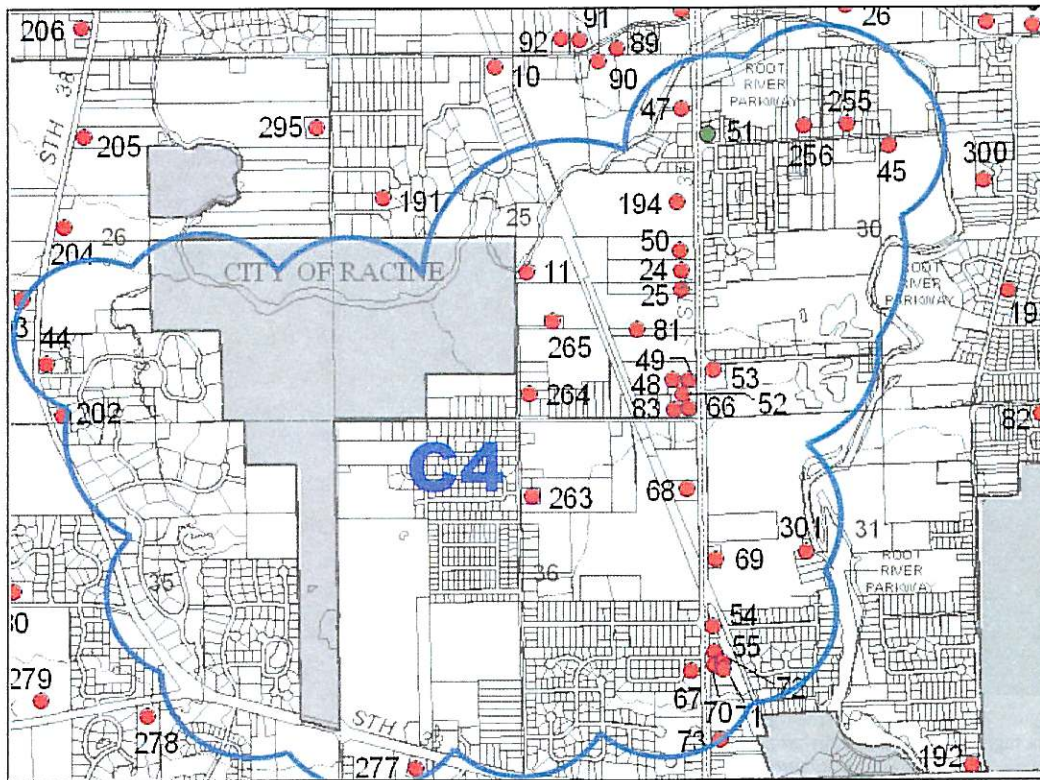
Historic Resources

Several sites within this neighborhood have been identified as historic structures. Identification of these structures is the result of a preliminary inventory of historic buildings and structures in Caledonia built before 1900. The list is not necessarily inclusive of the historic sites in the Village (Figure 2-3). The list includes only residential properties. Civic buildings, commercial buildings and other tax exempt properties such as churches and cemeteries are not included on this preliminary list. Other significant structures should be researched and added to the map in the Appendix. These structures are in the process of being field verified by the Village's Historical Society.



Figure 2-2. In the design preference survey, less formal open spaces (above) were preferred over more formal park areas (below).





LEGEND

- ▲ NATIONAL HISTORIC SITE
- STATE OR LOCAL HISTORIC SITE
- IDENTIFIED HISTORIC SITE WHICH HAS BEEN DEMOLISHED
- 10 REFERENCE NUMBER (SEE TABLE II-11)

Source: U.S. Department of the Interior, State Historical Society of Wisconsin, Caledonia Historical Society, and SEWRPC

Figure 2-3. Known and Potential Significant Historic Sites in the C-4 Neighborhood.

Social and Economic

Residential Land Use

The majority of developable land within this neighborhood is residential. Three subdivisions have been recently approved and the plans have been superimposed on the aerial photograph of the neighborhood. There are several other areas where additional residential development could occur. Residents of the neighborhood are concerned that new development would disturb the rural character they enjoy in the neighborhood. Figure 2-4 illustrates the type of residential development that residents hope to see in the neighborhood.

Institutional Land Use

Grace Baptist Church owns a large piece of institutional property within this neighborhood. As the site is not fully developed, many residents were concerned that the site be developed in a compatible manner with the surrounding neighborhood. The Village and County have reviewed a master plan for this site. Any future development should follow the approved master plan.

Park and Recreational Land Use

The two major parks in the area are not owned and operated by the Village of Caledonia. Johnson Park, as noted earlier is owned and maintained by the City of Racine and Armstrong Park is privately owned. It is critical that the future of these parks be protected as green space, even if ownership or control of the property changes.

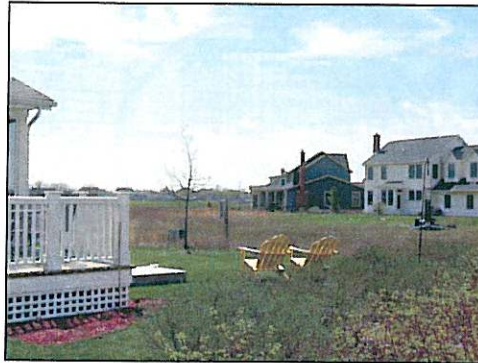


Figure 2-4. The above residential images were among the highest rated in the design preference survey. The image below was among the lowest rated images.



Design Preference Survey

Figures 2-5 and 2-6 depict the results of the Design Preference Survey that was conducted for the C4 Neighborhood. At the end of the Design Preference Survey, the audience was asked to discuss the pros and cons of each image.



Figure 2-5. The design preference survey results indicated a preference for higher quality, pedestrian friendly signage (right). The above images were the lowest ranked in the signage category.



Figure 2-6. Commercial buildings with high quality architecture and pedestrian friendly amenities were among the highest rated commercial images in the design preference survey (above). Buildings that lacked landscaping or quality architectural design were among the lowest rated images (below).



2.3 EXISTING LAND USE PLAN

Figure 2-7 is the Village's Land Use Plan for the C4 Neighborhood Area. The primary land uses include low density residential (0.7 - 2.2 dwelling units per acre), park and open space.

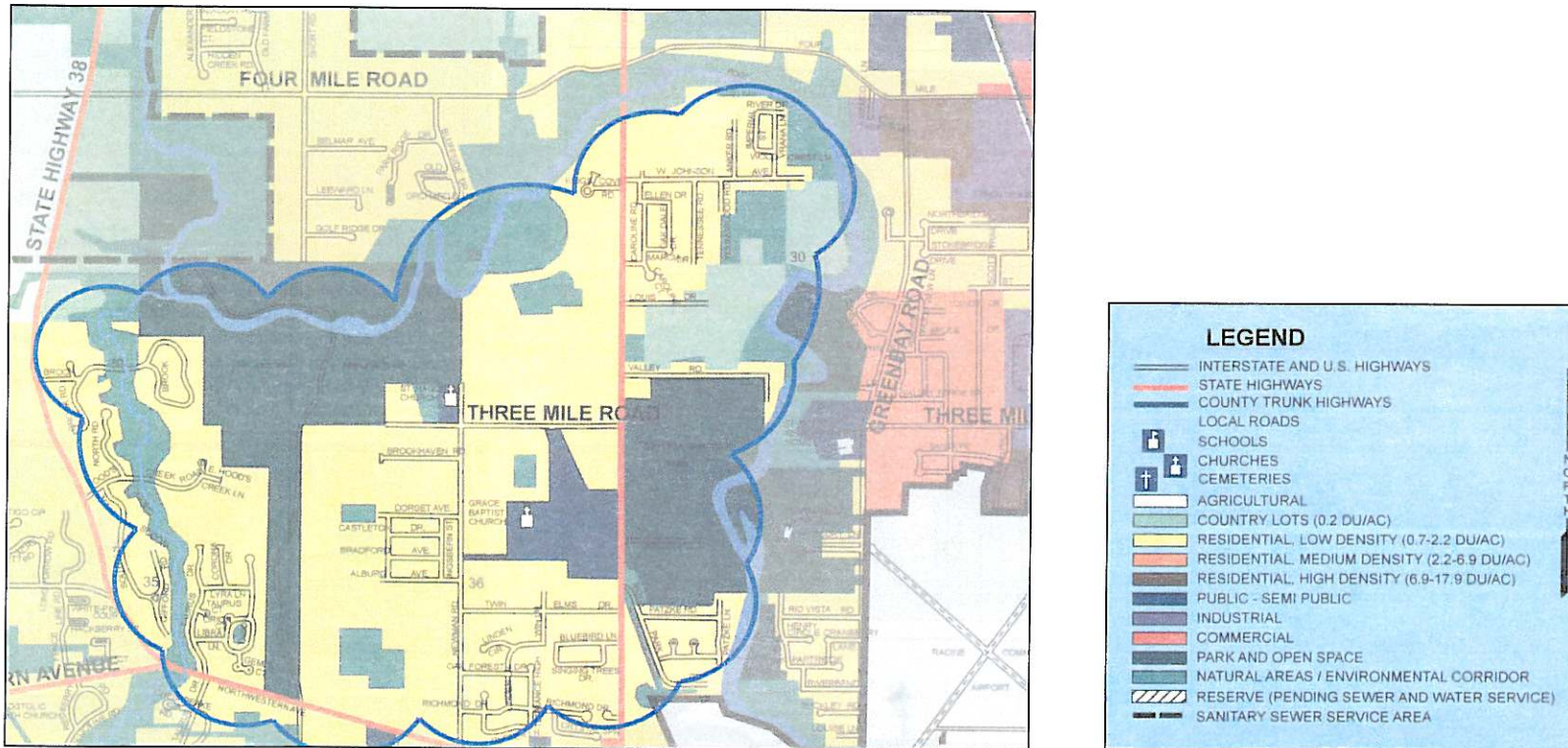


Figure 2-7. Existing Land Use Plan.


2.4 DEVELOPMENT GUIDELINES


Neighborhood Plan Subareas

In order to describe the neighborhood planning issues in detail, the Johnson Park Neighborhood has been subdivided into the following areas (Figure 2-8).

- A. West of Johnson Park
- B. North of Hwy. 38 between Johnson Park and Hwy 31

- C. East of Hwy. 31, North of Armstrong Park
- D. East of Hwy 31, South of Armstrong Park
- E. Hwy 38 Corridor
- F. Hwy 31 Corridor

The plan illustration that accompanies these subarea descriptions is intended to be used as a guide for future development and illustrate possible connections within the neighborhood and the surrounding community. On the plan diagram, public access point connections are indicated with a  symbol. These include critical

points that should be protected by the Village of Caledonia as it plans for its future. The proposed public right of way connections are indicated with a  symbol indicating conceptual road alignments. The blue arrow symbol represents options for future connections that should be established if the area is developed. It is essential to note that these alignments are intended to be used as a guide for development, and must undergo several action steps before implementation.

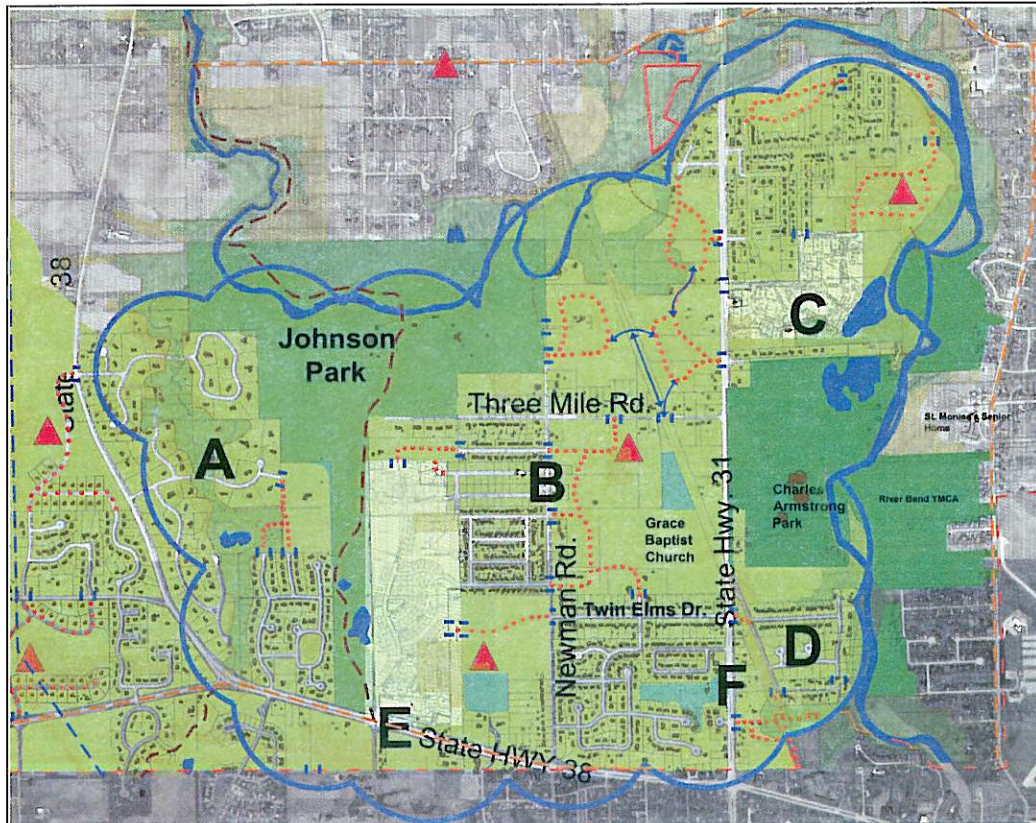


Figure 2-8. Johnson Park Neighborhood Subareas.



A. West of Johnson Park

Goals:

Create opportunities for development that follow the Village's Conservation Subdivision Ordinance.

Protect environmental features in this area.

Identify critical points where 'options' for connections and linkages need to be protected to create an internal street system that provides a safer, efficient, and more effective circulation system (Figure 2-9).

Issues:

Currently the three subdivisions in this neighborhood are completely disconnected from one another. Each subdivision has only one main egress point onto STH 38. Providing some linkage between the subdivisions via infill residential development would provide alternate egress routes within the subdivisions. Residents living on Hood's Creek Rd. expressed concern that linkage would be detrimental to their subdivision. In addition, there is insufficient linkage of these residential areas to parkway and Johnson Park. The Aldebaran subdivision provides one pedestrian link to the park and Auburn Hills to the east has plans for two pedestrian connections.

Residents in this area have identified traffic speed and visibility of oncoming traffic on STH 38 as an issue to be addressed. The scenic views along STH 38 have also been identified by residents as worthy of preservation.

The Village's Park and Open Space Plan, recommends that the 20-acre Hoods Creek Swamp be acquired by the Village. This area is located along both sides of Hoods Creek

just north of Brooks Road. The area has been designated as a Critical Species Habitat because SEWRPC has noted the occurrence of red trillium (*Trillium recurvatum*) with in this environmental community.

Action Steps:

1. Study ways of creating necessary vehicular rights-of-way to connect existing subdivisions. Explore options that allow local emergency access only between the subdivisions to deter cut through traffic.

2. Conduct a feasibility study to determine if the Village can acquire, or otherwise conserve, the Critical Species Habitat identified as Hoods Creek Swamp.

3. Work with the City of Racine to provide additional pedestrian and bicycle connections to Johnson Park consistent with ongoing operation of the golf course.

4. Ensure compliance to the Village's Conservation Subdivision Ordinance.

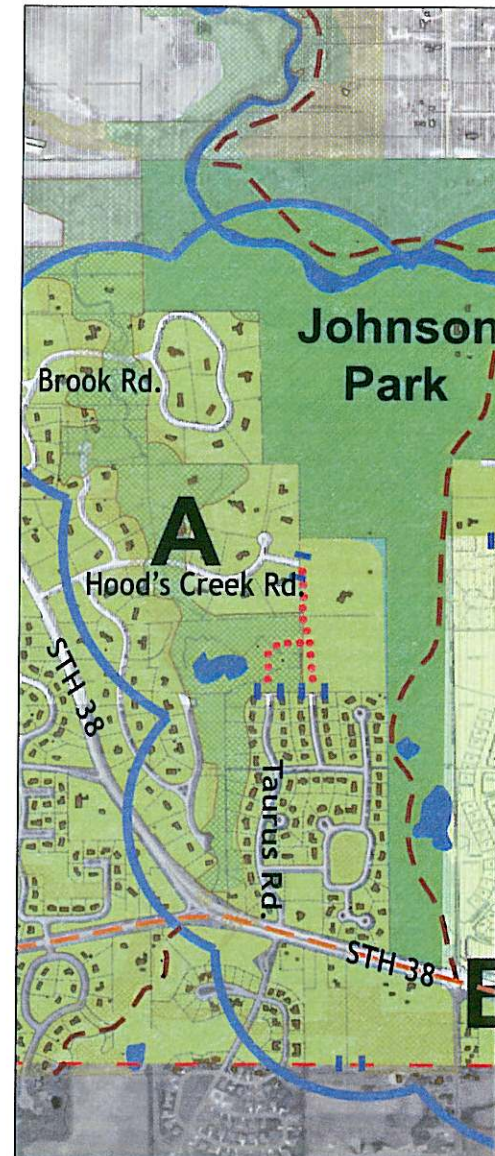


Figure 2-9. This diagram represents one conceptual site plan for West of Johnson Park. For additional key symbols, see Page 9.

B. North of State Hwy. 38 between Johnson Park and State Hwy. 31

Goals:

Create opportunities for development that follow the Village's Conservation Subdivision Ordinance.

Provide park space within this residential neighborhood.

Protect and identify additional environmental features and scenic views in this area.

Ensure future development maintains the rural character of this area.

Issues:

The Village's Park and Open Space plan has identified the need for two neighborhood scale parks in this subarea. The first is a 10-acre site in the area south of Alburg Ave. (Figure 2-10) and west of Twin Elms Dr. (proposed for acquisition for playfield, playground, 2 tennis courts). The second is a 15-acre site south of Three Mile Road, west of Newman Road (proposed for acquisition for basketball courts, picnic shelter, playfield, playground, and sandlot softball diamond). There are several undeveloped parcels of land where infill residential development would be allowed. However, residents are concerned that increased development would diminish the rural character of the neighborhood.

Newman Road is currently a well-traveled road and often unsafe for bicyclists or pedestrians at peak travel times. With increased development in this area, this problem will increase.

There are currently limited access points to the Root River in this neighborhood.

Action Steps:

1. Conduct a feasibility study to determine if the Village can acquire or otherwise conserve the Parkland identified in the Park and Open Space Plan.
2. Ensure that any proposed subdivisions adhere to the Village's conservation subdivision ordinance and identify significant environmental features to preserve.
3. Work with Racine County to identify and purchase critical species habitats as well as bicycle and pedestrian trail systems.
4. Identify connection areas that could be used to cross the Root River via a pedestrian footbridge to connect proposed trail systems.
5. Monitor traffic counts on Newman Road and when needed, reconfigure the road by developing a cross section design that preserves its rural road character while providing a safe place for pedestrians and bicyclists. Figure 2-11 illustrates one possibility for this type of roadway design.

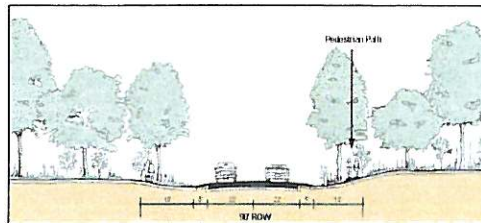


Figure 2-11. One possible road cross section design for Newman Road. The section includes two driving lanes, drainage way and pedestrian paths.



Figure 2-10. One possible design providing park space and maintaining public access points. For additional key symbols, see Page 9.

C. East of State Hwy. 31 from northern boundary of Armstrong Park to the Root River

Goals:

Create opportunities for development that follow the Village's Conservation Subdivision Ordinance.

Provide park space within this residential neighborhood.

Protect environmental features and scenic views in this area.

Ensure existing private parkland remains designated for recreational uses.

Issues:

The Village's Park and Open Space Plan has identified the need for one neighborhood scale park in this subarea (Figure 2-12). The 15-acre site in the area south of Johnson Ave. and east of Youngblood Rd. is proposed for acquisition of recreational amenities such as basketball courts, a softball diamond, two playfields, and a playground. This site would also include picnic shelters and restrooms.

The east end of Johnson Avenue provides the best and most open view of the Root River within this neighborhood. This valuable view could be enhanced to capitalize on the area's tie to the landscape.

Armstrong Park is currently a privately owned recreational area. Every effort must be made by the Village to ensure that this land remains designated for park and recreation regardless of ownership of the land.

East/West access is very limited in this area due to the configuration of the river. The

extension of Three Mile Rd. or Valley Road over the river was considered as part of this planning process. Due to the apparent economic infeasibility of extending either of these roads, bridging the river is not a recommended action at this time but could be revisited in the future.

Action Steps:

1. Conduct a feasibility study to determine if the Village can acquire the parkland identified in the Park and Open Space Plan.

2. Ensure that any proposed subdivisions would adhere to the Village's conservation subdivision ordinance.

3. Work with Racine County to identify and purchase critical species habitats as well as bicycle and pedestrian trail systems and pedestrian bridges over the Root River.



Figure 2-12. Conceptual site plan for East of State Highway 31. For additional key symbols, see Page 9.

D. East of State Hwy. 31, South of Armstrong Park

Goals:

Create opportunities for development that follow the Village's Conservation Subdivision Ordinance.

Ensure development is in accordance with the Village's Land Use Plan which indicated residential uses in this area.

Issues:

Access to this area is limited due to the high traffic volume on both STH 31 and STH 38.

This is a multi-jurisdictional area, with the actual intersection of STH 31 and STH 38 located in the Village of Mt. Pleasant. The County, the Village of Caledonia, the Village of Mt. Pleasant, and the State Department of Transportation have studied this area and concur that access to this site should be limited to STH 31 and that there should be one main access point, eliminating multiple access points along STH 31 (Figure 2-13).

Action Steps:

1. Limit access to this area to one point off of State Highway 31. Work with WISDOT to determine requirements for access points onto State Highways.
2. Identify costs associated with the relocation of Mona Park Road to align with Twin Elms Dr. west of STH 31.

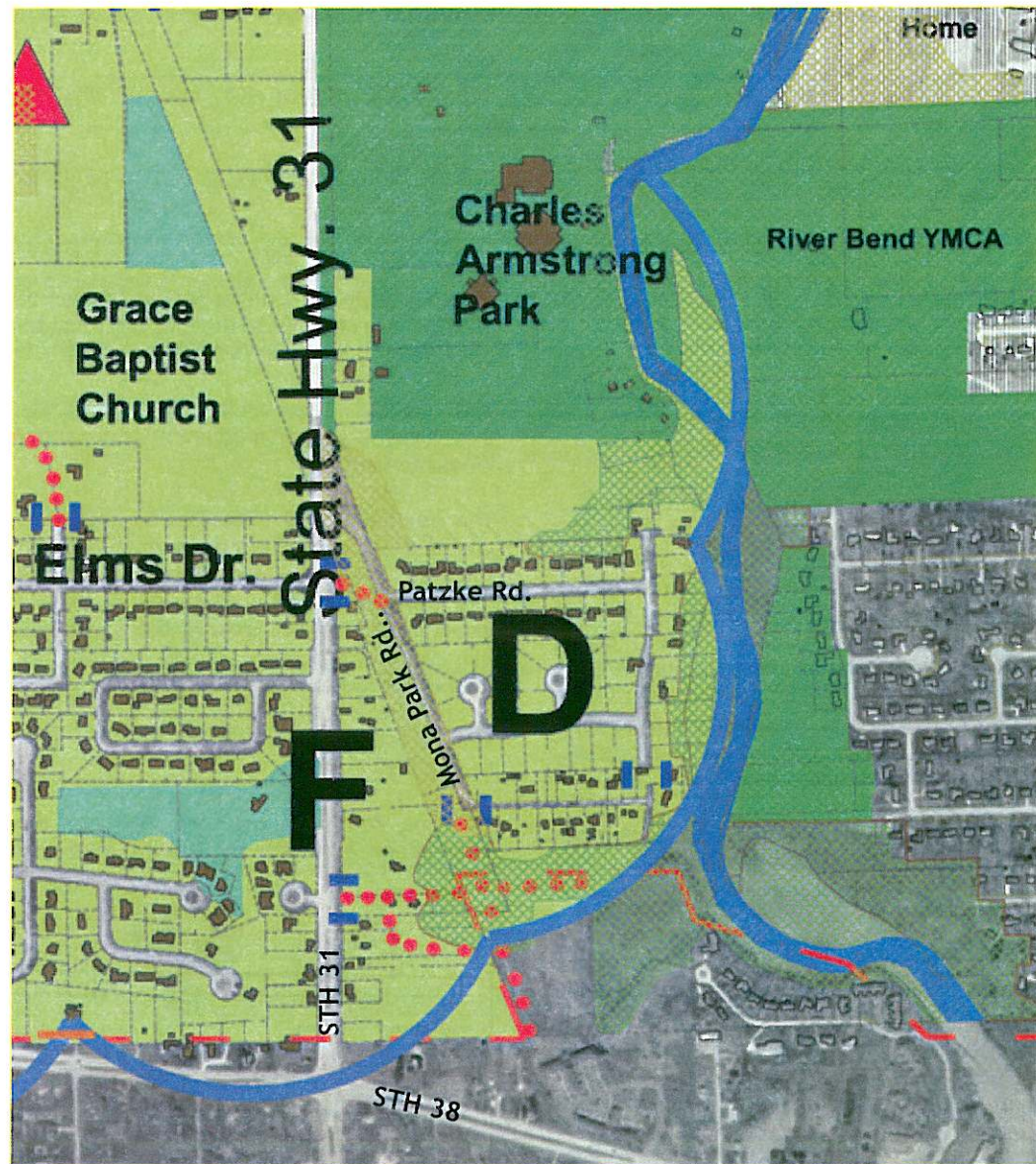


Figure 2-13. Conceptual site plan for East of State Highway 31, South of Armstrong Park. For additional key symbols, see Page 9.

E. State Hwy. 38 Corridor

Goals:

Preserve scenic views along the Corridor.

Ensure consistency with intergovernmental land use and zoning ordinances.

Create opportunities for development that follow the Village's Conservation Subdivision Ordinance.

Issues:

State Highway 38 is under the jurisdiction of WISDOT. Any changes to the roadway must be done cooperatively with WISDOT.

The scenic view traveling north on Highway 38, opposite Hoods Creek Road is at the crest of a hill, and the view towards the west, is across a vast undeveloped agricultural field. This offers perhaps the longest view within the neighborhood. In addition, views from STH 31 to CTH K are also scenic and should be protected. These points include the view of Johnson Park, the natural buffer of the Auburn Hills and Jamestown subdivisions as well as views of Hoods Creek.

Currently this section of STH 38 is not pedestrian or bicycle friendly.

Action Steps:

1. Work cooperatively with WISDOT to maintain the positive aspects, scenic views and rural character of STH 38.

2. Work cooperatively with WISDOT to provide some pedestrian or bicycle amenities along STH 38.

F. State Hwy. 31 Corridor

Goals:

Improve the appearance and character of STH 31.

Provide safe pedestrian or bicycle rights of way.

Issues:

State Highway 31 is under the jurisdiction of WISDOT. Any changes to the roadway must be done cooperatively with WISDOT.

The current cross-section is very wide and lacks a green median or substantial landscape buffer.

The intersection of STH 31 and the River provides some of the most scenic views in the area. The road is very wide and descends into the river valley, surrounded by mature woodlands on both sides. At the top of the hill, before the descent, drivers have a long view of the forest, river valley, and crest of the opposite side of the valley. Views to the water while crossing the bridge are limited due to the present guardrail.

Traveling south on Highway 31 (near the intersection with Highway 38), the road dips

into the valley of a wooded drainage way of the Root River. The view stands out because the driver sees the drainage way from above (up the hill) and experiences the valley driving through it. Portions of the area's ravines are visible from the road.

Recently the Village has felt increased pressure for commercial development along STH 31. The Village Land Use plan and previous Neighborhood Planning by Racine County support residential uses.

Action Steps:

1. Work cooperatively with WISDOT to change the cross section design of the roadway. The cross section design should be pedestrian and bicycle friendly. A green boulevard should also be considered, as is the case on STH 31 south of Four Mile Road. The following illustration (Figure 2-14) shows one possible way to incorporate pedestrian and bicycle facilities on STH 31.

2. Follow the current Village land use plan and County Neighborhood Plan for this area to maintain residential character.

3. Create an access control plan to limit access points onto STH 31.

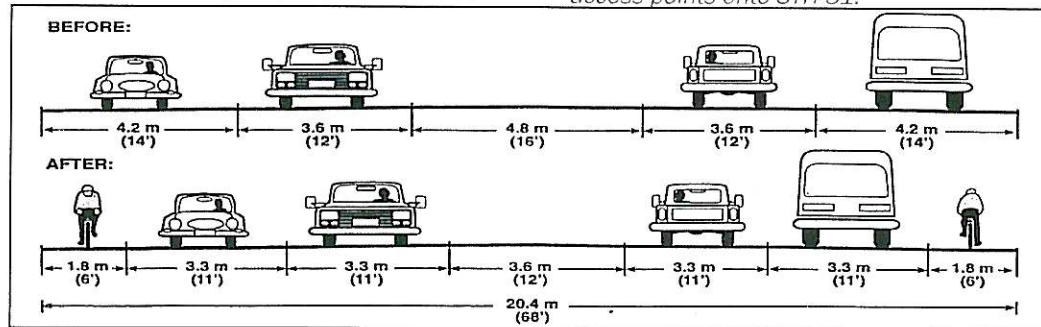


Figure 2-14. Modified from original diagram source: Oregon Bicycle and Pedestrian Plan, 1995

3. FRANKSVILLE NEIGHBORHOOD (W1)

ADOPTED MARCH 2004

3.1 PUBLIC PARTICIPATION AND PLANNING PROCESS

Public Meeting #1

Public Input/Kick-off Meeting – On July 17th, 2002, a Public Input Session was held at the Caledonia/Mt. Pleasant Park Building to gather public input regarding issues and opportunities within the neighborhood.

Special Drainage Meeting

Because there were a large number of residents who voiced concern at the Public Input Session regarding drainage issues within the neighborhood, the Project Management Team decided to conduct a special drainage meeting on July 29th, 2002. This meeting was held to specifically address drainage issues. Prior to the meeting, a 'drainage complaint' form was mailed to all residents in the neighborhood. Responses were noted and actions were taken. As a result of the neighborhood reaction, the Village Drainage Commission authorized a study of the "Hoods

Creek Watershed". This study was completed with recommendations in 2003.

Workgroup Meetings

Neighborhood resident volunteers, Village Board Members and Village Plan Commission Members formed the Neighborhood Workgroup and met over a five month period to develop the Neighborhood Plan.

Public Meeting #2

Open House

On August 21st, 2002 the first Open House was held at Gifford School. Preliminary plan developments were illustrated on display boards. The primary purpose of the Open House was to conduct a Design Preference Survey where resident were asked to rate various images. After the images were rated, the audience was asked to discuss the pros and cons of each image. The results of the

survey were then tabulated and presented at the next neighborhood open house.

Public Meeting #3

Open House

On October 23rd, 2002 the second Open House was held at Gifford School. At this open house, the plan concepts were discussed. Revisions to the plan were made in response to public comment received at this meeting.

Public Meeting #4

Village Committee Meeting – On February 18, 2004 a meeting was held at the Caledonia Community Center to update various Village Committees and Commissions and solicit feedback on the draft plan. The following groups were invited to attend and sent a copy of the draft plan: Planning Commission, Village Board, Park Commission and Director,

Caledonia #1 Sanitary District, Police Chief, Fire Chief, Highway Superintendent, Village Administrator and W1 Workgroup members.

Public Meeting #5

Public Hearing – On February 25, 2004, the Neighborhood Plan was presented to the Plan Commission and Village Board at a Public Hearing.

W1 Neighborhood Workgroup Members

Village Officials

Linda Mielke - Plan Commission Chairperson
William Sasse - Plan Commission Member
Dan Grosse - Plan Commission Member
Jim Morrill - Plan Commission Member
Raymond Olley - Plan Commission Member
Nick Orno - Plan Commission Member
Jennifer Pennings - Plan Commission Member
Susan Greenfield - Former Town Chairperson
Howard Stacey - Village Trustee

Neighborhood Residents

James Gilt - Neighborhood Resident
Jane Rohner - Neighborhood Resident
Marcia Helland - Neighborhood Resident
Sue Svendsen - Neighborhood Resident
Richard Mielke - Neighborhood Resident
Cheryl Rothering - Neighborhood Resident
Roger Therkelson - Neighborhood Resident
Joseph Nowak - Neighborhood Resident
Diane Nowak - Neighborhood Resident
Nich Siler - Neighborhood Resident
Joyce Treffert - Neighborhood Resident

Village & County Staff

Beth Paul-Soch - Village Parks Director
Julie Anderson - Racine County Planning
Fred Haerter - Village of Caledonia Engineer

Resource People

Gordy Kacala - Racine County EDC
Roger Cupps - Wisconsin Department of Transportation
Nancy Anderson - SEWRPC

3.2 NEIGHBORHOOD ISSUES

Throughout the neighborhood planning process, several issues have been identified that pose opportunities and challenges for the neighborhood's future. These issues have been categorized and are described below.

Traffic and Circulation

Industrial traffic through residential areas and access to/from the Industrial Park

Currently industrial traffic is forced to travel on residential roads to access the Industrial Park. This poses both safety and quality of life concerns for the neighbors in this area, especially as development continues in the industrial park. In addition, the marketability of the industrial park is greatly diminished due to the lack of a direct route between the I-94 and the industrial park.

Nicholson Road alignment

The current alignment of Nicholson Road is discontinuous between Dunkelow Road and County Trunk Highway K. If development occurs in this area according to the uses and densities determined by the Village of Caledonia Land Use Plan, the intersections at Nicholson and Dunkelow Roads and Nicholson Road and CTH K will likely experience significant increased traffic counts. The increased traffic will likely create a public safety issue, and will certainly create a nuisance.

Nicholson Road is also part of a jurisdictional study being conducted by SEWRPC and Racine County. This study is proposing the future of Nicholson Road to be an arterial road.

Future Traffic Counts and Road Design of County Trunk Highway K

The State of Wisconsin Department of Transportation (WISDOT) indicated that County Trunk Highway K would likely be re-designated as State Highway 164. This is consistent with SEWRPC's 2020 Plan. The time frame for this change was not specified. This will be a jurisdictional change, but functionally the road will remain unchanged, with the primary purpose of the roadway to carry through traffic. The traffic volume will determine the necessity for expansion of the number of lanes. It is predicted that traffic volumes will increase in the future. When traffic volume increase, the roadway will likely be expanded to four lanes from Interstate 94 to Highway 38. WISDOT also indicated that future intersections should be spaced at $\frac{1}{4}$ to $\frac{1}{2}$ mile intervals and a 'X' configuration (two streets intersecting perpendicular to one another) was preferred over a 'T' configuration (one street terminating at a cross street) for safety reasons. Expansion of this roadway could have dramatic impacts on the small-town scale of the Franksville Business District. Removal of on-street parking will be one of the most critical issues for the Franksville businesses. The Village of Caledonia can have some influence over the roadway cross-section design, which was explored in the neighborhood planning process.

The disjointed nature of County Trunk Highway H at the intersection with County Trunk Highway K

The Village of Mt. Pleasant has proposed on the Village Highway Plan to realign CTH H from State Highway 20 north to CTH K. The proposed new alignment will intersect CTH K west of the Franksville railroad tracks, bypassing the Franksville commercial center.

This alignment would provide another important north/south connection, especially in light of the de-mapping of the Lake Park Arterial extension. Although this connection is technically outside of the W1 study area and will be explored in detail in the W2 neighborhood, its effects must be examined in the regional context.

Lack of Pedestrian/bicycle access to parks and trails

Lack of pedestrian/bicycle access connecting residential areas to area parks and trail systems was identified as a concern within the neighborhood. Industrial traffic and lack of walking paths or bicycle lanes were cited as the main issues.

STH 38 Corridor Study

STH 38 is the eastern edge of the W1 neighborhood. Its rural character and scenic views were identified as an important asset to preserve in the neighborhood. In addition, traffic speed and safety at key intersections along the highway were identified as concerns among citizens. WISDOT has been continually working on an improvement plan for the STH 38 corridor. On October 20, 2004, the study team at WISDOT identified the Railroad Corridor Alternative as its preferred alternative among four options. This alternative would follow CTH H from Six Mile Road to Five Mile Road, then follow Five Mile Road to a point just west of the Union Pacific Railroad. The road would run parallel to the railroad between Five Mile Road and the Caledonia Business Park before reconnecting with the existing STH 38 near Hoods Creek Road.

At this time, construction of the project is not in WISDOT's construction program. The study team's estimate is that the STH 38

improvement plan would not be implemented for at least ten years. The study is being done at this time to preserve the future highway corridor from further development.

Environmental

Drainage Issues

There were several areas within the neighborhood identified as having drainage problems. These issues have been documented and addressed at the special drainage meeting held on July 29th and were taken into account as the neighborhood plan developed.

Environmental Corridors

SEWRPC has identified environmental corridors and natural areas that surround and pass through the neighborhood. These areas lend to the character and quality of this neighborhood. These areas should be protected as future plans develop.

Lack of Neighborhood Parks

The Caledonia/Mt. Pleasant Joint Park and RASA soccer fields is currently the only park within the W1 neighborhood. Johnson's Park borders the neighborhood to the east. The Village of Caledonia Park and Open Space Plan (2000) identifies two additional areas that should be targeted for neighborhood parks. These recommendations will be incorporated into the neighborhood plan. The proposed parks are indicated by a red triangle on the neighborhood planning diagram.

Environmental Inventory of Existing Conditions

Surface Water Resources

The entire project study area occurs within the Root River Watershed. The Root River and its tributaries drains the central and eastern portion of the County to the east, where they ultimately discharge into Lake Michigan and the Laurentian drainage system.

The WDNR has identified the water use objectives for the Root River, through the year 2010, to be as a warmwater sport fish community.

Surface water resources and associated floodlands form a particularly important element of the natural resource base of the Town of Caledonia. Lakes and streams provide water-related activities, and attractive setting for properly planned residential development, and enhance the aesthetic quality of the Town.

According to Racine County Planning records, the priority issues facing the Root Pike River watershed, regarding water quality, include:

1. Providing and enhancing stormwater management plans and construction site erosion control plans.
 - a. Limited maintenance of existing stormwater detention basins as well as storm sewers and storm drains,
 - b. Limited monitoring and enforcement of stormwater management regulations,
 - c. Limited monitoring of construction site best management practices,
 - d. Waste dumping in storm sewer drains, and

e. Urban nonpoint source pollution.

2. Need for the protection of existing environmental corridors and natural areas.

3. The loss of open space, and

4. Increased stormwater runoff causing drainage and flooding problems.

Hoods Creek

Hoods Creek originates at Sorenson Road one-half mile east of I-94 and flows northerly to the community of Franksville, then easterly to Arline Road. From Arline Road the creek flows northerly to its confluence with the Root River at the western end of Johnson Park. The total length of Hoods Creek is 8.6 miles.

There are significant wetlands and woodlands within the SEWRPC-defined Primary Environmental Corridor enclosing Hoods Creek through this area (see discussion on Primary Environmental Corridors).

Hoods Creek is classified for limited aquatic life until it crosses State Highway 20, at which point it is upgraded to a warmwater forage fish community. It maintains this classification up to its confluence with the main stem of the Root River. The total drainage area of this creek is 15.80 square miles.

The waterway's biotic index, as determined by the WDNR is Fair-poor. There have been recorded fish kills, it exhibits problems with dissolved oxygen levels as well as fecal coliform levels. It has not exhibited high levels of ammonia or other nutrients.

The WDNR has identified the water use objectives for Hoods Creek, through the year 2010, to be a limited forage fish community.

Un-named Tributary

There is a tributary to the Root River, flowing west to east along the northern section of this neighborhood just south of Four Mile Road. It flows primarily as an agricultural ditch; however, it maintains year-round flow.

SEWRPC has identified a wetland area associated with this waterway, located just east of the point where this waterway crosses the railroad tracks.

Open Water Systems

There are two man-made ponds within this neighborhood. Each of these has been created to function as stormwater detention basins. These open water systems are located on the east side of Red Berry Road, and on both sides of Taurus Drive, south of Chesapeake Road. There are also two natural open water areas. Both of these are located within the environmental corridors identified by SEWRPC, along the Root River corridor. These ponds are located at the northern end of Taurus Drive, north of Northwestern Avenue, and northwest of Walter Raleigh Lane.

Floodlands

Floodlands are areas, excluding the channel, subject to inundation by the 100-year recurrence interval flood event. This is the event that would be reached or exceeded in severity once on average every 100 years, or stated another way, there is 1 percent chance of this event being reached or exceeded in severity in any given year.

Floodland areas are generally not well suited to urban development, not only because of the flood hazard, but because of the presence of high water tables and of soils poorly suited to urban use. The floodland areas however,

generally contain such important elements of the natural resource base as woodlands, wetlands and wildlife habitat and therefore, constitute prime locations for needed open space areas. According to SEWRPC, "Every effort should be made to discourage indiscriminate and incompatible urban development on floodlands." There are 66 acres of floodlands along the Root River.

Soils

The regional soil survey conducted by SEWRPC and USNRCS includes interpretations of the suitability of mapped soils for various types of urban and rural development.

There are two general soil associations occurring within this neighborhood. These are described below.

1. Verna-Elliott-Ashkum Association: These soils are well drained to poorly drained. They exhibit a silty clay loam to clay subsoil. This soil association extends north from the Caledonia-Mt. Pleasant boundary to beyond this neighborhood, and from just west of Nicholson Road and extending eastward to immediately east of Highway 38.

2. Hebron-Montgomery-Aztalan Association: These are well drained to poorly drained soils that have a loam to silty clay subsoil. They are overlain by clayey to loamy lacustrine and outwash material on hills, knobs, and lake plains. Within this neighborhood, this association extends north to south following the environmental corridors identified by SEWRPC along Hoods Creek, and northward from the Town border, near Highway H.

SEWRPC has identified all the soils within this neighborhood as unsuitable for the use of conventional on-site sewage disposal systems. Accordingly, the soils have high

probability of not meeting the criteria of Chapter Comm. 83 of the Wisconsin Administrative Code governing conventional on-site sewage disposal systems. However, these soils have also been classified as prime and valuable agricultural soils.

Groundwater

According to SEWRPC, the region following the Hoods Creek corridor (containing the environmental corridors), exhibits a 0-25 foot seasonal depth to groundwater. The remainder of this neighborhood exhibits season depths from 25 to greater than 50 feet to groundwater.

The two greatest concerns of the groundwater supply include contamination and over-usage.

Wetlands

Wetlands are as areas in which the water table is at, near, or above the land surface and which is characterized by both hydric soils and growth of sedges, cattails, and other wetland vegetation. Wetlands generally occur in depressions and near the bottom of slopes, particularly along lakeshores and streambanks, and on large land areas that are poorly drained. Wetlands perform an important set of functions which include supporting a wide variety of desirable and sometimes unique, forms of plant and animal life; stabilization of lake levels and stream flows, thus reducing the rate of enrichment of surface waters and noxious weed and algae growth; contribution to the atmospheric oxygen and water supplies; reduction in stormwater runoff by providing areas for floodwater impoundment and storage; protection of shorelines from erosion; entrapment of soil particles suspended in runoff and reduction of stream

sedimentation; provision of groundwater recharge and discharge areas; and provision of opportunities for certain scientific, educational and recreation pursuits.

Woodlands

SEWRPC defines them as "upland areas one acre or more in size having 17 or more deciduous trees per acre, each measuring at least four inches in diameter at breast height, and having 50% or more tree canopy coverage.

Natural Areas and Critical Species Habitat

SEWRPC has identified one area of critical species habitat within the Hoods Creek Swamp primary environmental corridor. This area extends along both sides of Hoods Creek, from Hoods Creek Road north to just north of Brook Road. This area has been designated Critical Species habitat because SEWRPC has noted the occurrence of red trillium (*Trillium recurvatum*) within this environmental community. This plant species is a State-designated "rare" species. In its 2000 Park and Open Space Plan for the Town of Caledonia, SEWRPC recommends Town acquisition of this 20-acre habitat area. As of 2000, none of this area had been under protective ownership.

Environmental Corridors (as designated by SEWRPC)

The preservation of the natural resources located within environmental corridors as well as isolated natural areas, can assist in flood flow attenuation and water pollution abatement. SEWRPC recommends protection of primary environmental corridors from incompatible land uses in order to preserve the areas from degradation or destruction. Although not as critical as Primary Environmental Corridors, the

protection and preservation of Secondary Environmental Corridors and Isolated Natural Areas should be ensured to the greatest extent practicable.

SEWRPC has developed guidelines for compatible land use development within designated environmental corridors (Figure 3-1). According to these guidelines, the following development is permitted within the natural resource communities occurring within this neighborhood.

Primary Environmental Corridors

Primary Environmental Corridors are concentrations of significant natural resources at least 400 acres in area, at least two miles in length, and at least 200 feet in width. They include a wide variety of the important natural resource and resource-related elements. Within this neighborhood, SEWRPC has

Natural Resource Community	Permitted Recreational Development
Floodplain	Utility lines and related facilities, Stormwater management facilities, Engineered flood control facilities, Trails, Picnic areas, Swimming beach, Boat access, Golf, Playfield, Parking, Buildings
Wetland	Utility lines and related facilities, Stormwater management facilities, Engineered flood control facilities, Trails, Boat access,
Woodland	Utility lines and related facilities, Stormwater management facilities, Trails, Picnic areas, Camping, Boat access, Golf, Playfield, Hard surface courts, Parking, Buildings, Rural density single family residential development.

Figure 3-1. Compatible Land Use Development.

designated an area along Hoods Creek, extending north of Highway 38 (Northwestern Avenue), to north of Brooks Road. They have identified the following environmental communities as occurring within this corridors:

1. Wetlands are the dominant natural system occurring within this environmental corridor.
2. Woodlands
3. Open water – The pond is located north-east of the end of Gifford Road.
4. Urban unused land – This narrow area is located immediately east of Gifford Road, north of its intersection with South Lane.

Secondary Environmental Corridors

Secondary environmental corridors generally connect with the primary environmental corridors and are concentrations of significant natural resources.

SEWRPC has classified 20 acres as Secondary Environmental Corridor within this neighborhood. The area extends along Hoods Creek, south of Highway 38 (Northwestern Avenue). It is in effect a continuation of the primary environmental corridor described above. SEWRPC has identified the following environmental corridors as occurring within this area:

1. Woodlands – This community occurs at the corridor's northern portion, extending along County Road K and State Highway 38.
2. Rural unused land – This is the dominant land classification within this corridor. It extends along both sides of Hoods Creek.
3. Urban unused land – A small area, located

southeast of Fence Line Road and north west of the corridors open water area.

4. Wetlands – There are two wetland areas within this corridor. One area extends along the Hoods Creek waterway as it flows southward out of the study area. The second wetland system appears to be located in the area currently supporting an stormwater detention basin, east of Taurus Drive.

5. Open water – This small pond is located west of Walter Raleigh Lane.

Isolated Natural Resource Areas

Isolated natural resource areas are those remaining significant natural resources that consist of smaller concentrations of natural resource base elements. They are at least five acres in area and at least 200 feet in width and are separated physically from the environmental corridors by intensive urban or agricultural land uses.

There are no isolated natural resource areas classified by SEWRPC within this neighborhood.

Visual Character

Historic Franksville

The Franksville commercial district is viewed as a strong community asset. Its historic character should be preserved.

Protection of scenic views

There are several significant scenic views within the neighborhood. These views should be preserved where possible.

Social and Economic

Industrial Land Use

There was some concern among residents regarding the size and location of the Industrial Park. Concern seemed to arise from the potential increase in Industrial traffic as well as aesthetic issues of how the industrial and residential uses could mix. The Industrial Land Use is a highly desirable use for the Village due to its positive impacts on the Village's tax base. According to Racine County Economic Development Corporation, industrial land in Racine County is limited. Hence, it is in the interest of the Village of Caledonia to maintain all of the land designated for industrial purposes. Access to the Industrial park is inadequate at the present time and will continue to be problematic as it develops.

Franksville Commercial District

The commercial district in Franksville has enormous potential for revitalization. Residents expressed concern that if the area was redeveloped, it would lose its 'rural small-town' feeling. The planned expansion of CTH K could have enormous impacts for the businesses. Parking would no longer be permitted on the street and must be planned for to ensure survival of the businesses.

3.3 EXISTING LAND USE PLAN

Figure 3-2 is the Village's Land Use Plan for the W1 Neighborhood Area. The primary land uses include low density residential (0.7 - 2.2 dwelling units per acre), industrial uses, and a small amount of commercial land use around the Franksville area and along CTH K.

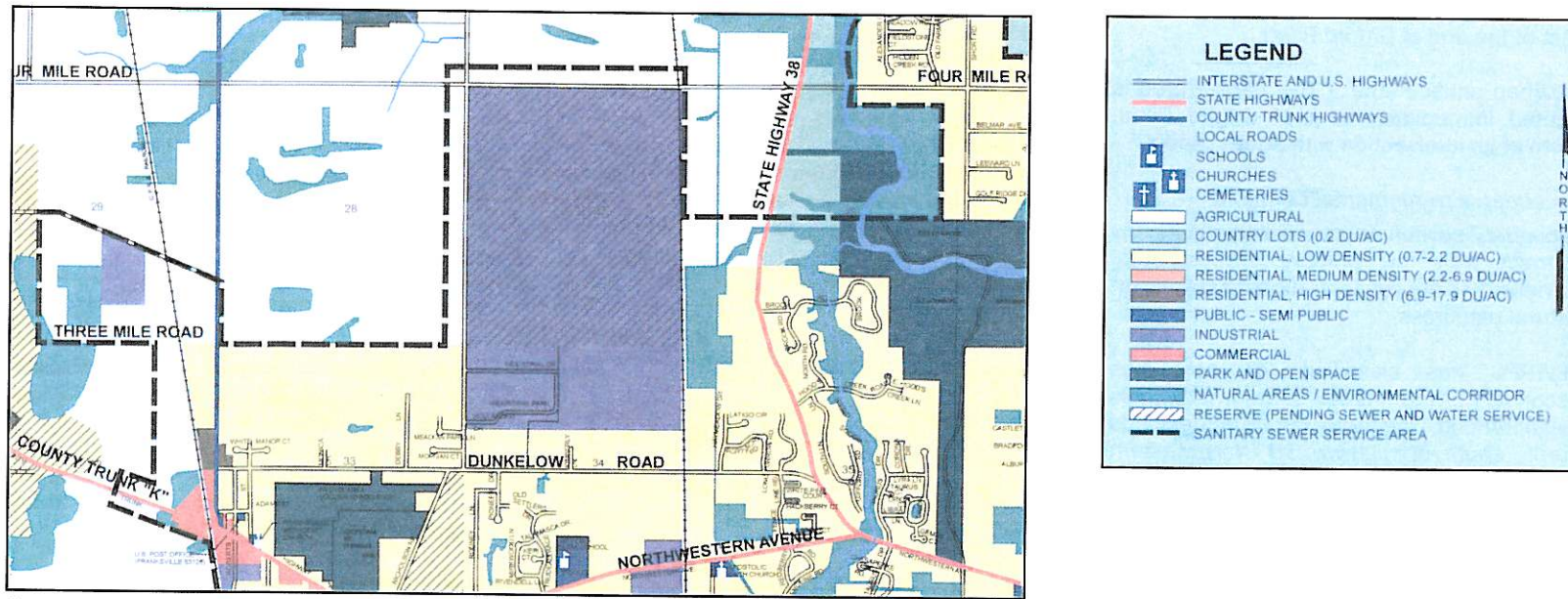


Figure 3-2. Existing Land Use Plan.

3.4 DEVELOPMENT GUIDELINES



Neighborhood Plan Subareas

In order to describe the neighborhood planning issues in detail, the W1 (Franksville) Neighborhood has been subdivided into the following areas (Figure 3-3).

- A. Historic Franksville commercial district
- B. Residential development between Nicholson Road and the railroad to the west and north of Dunkelow Road

- C. Nicholson Road alignment
- D. Industrial park development
- E. West of railroad tracks between Dunkelow Road and the Villageline
- F. East of railroad tracks between Dunkelow Road and CTH K
- G. East of railroad tracks between north of Dunkelow and west of State Hwy. 38

The plan illustration accompanying these subarea descriptions is intended to be used as a guide for future development and to illustrate possible connections within the neighborhood and the surrounding

community. On the plan, public access point connections are indicated with a  symbol. These include critical points that should be protected by the Village of Caledonia as it plans for its future. The proposed public ROW connections are indicated with a  symbol indicating conceptual road alignments. It is essential to note that these alignments are intended to be used as a guide for development, and must undergo several action steps before implementation.

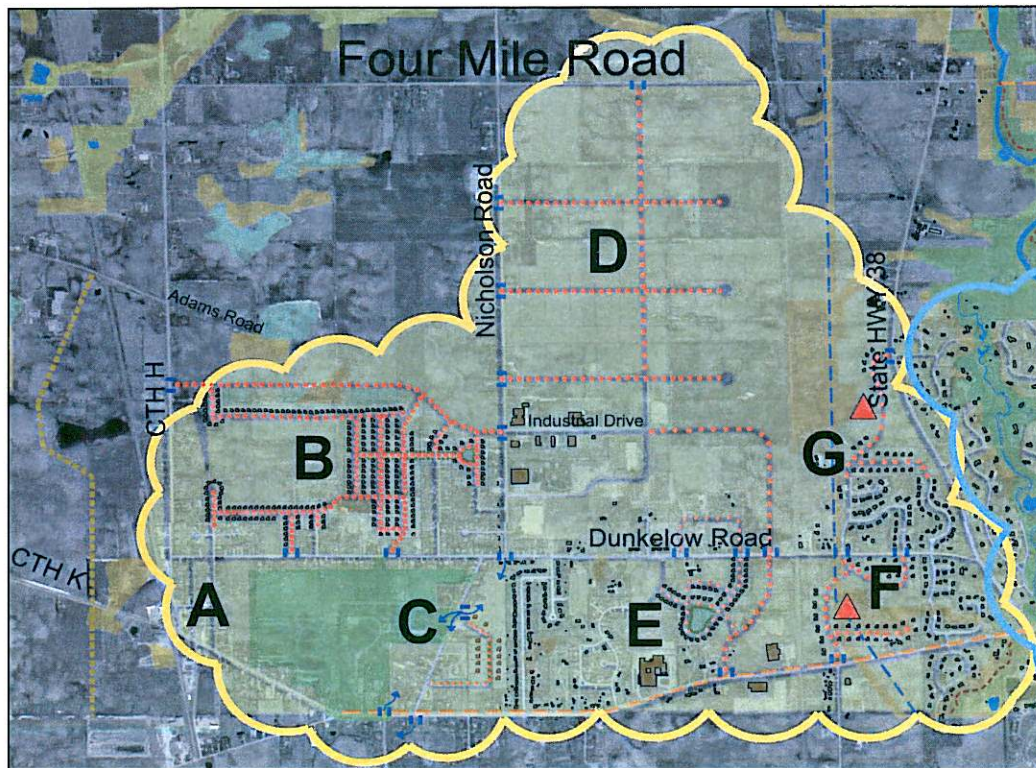
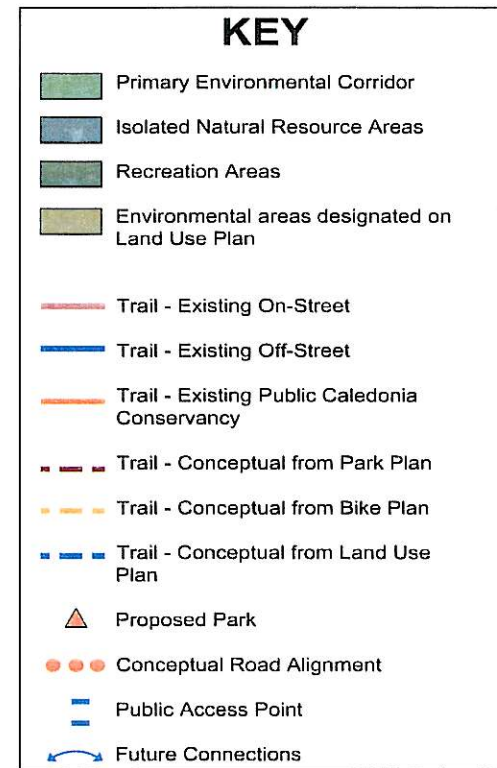


Figure 3-3. Franksville Neighborhood Subareas.



A. Historic Franksville Commercial District

Goals:

Allow for future development while preserving and protecting the historic nature of the Franksville Commercial District.

Issues:

If CTH K is expanded to four lanes, the Village of Caledonia must be involved in the road cross-section design. The highest level of design control would be achieved if the Village petitioned the State for Connecting Highway Status. This would allow full control of road cross-section design, however, the Village would be responsible for maintenance of the roadway. The Village should explore the financial feasibility of this option.

Effort should be made to maintain and preserve any historic structures in the Franksville Commercial District (Figure 3-4). The map and table in Appendix C identify historic structures in the Franksville Commercial District. This inventory of historic sites has been developed as a starting point for the Village's Historical Society to document buildings of historic significance within the Village. The inventory identifies residential buildings constructed prior to 1900. These properties are in the process of being field verified and evaluated for their historic significance by the Village's Historical Society. Other historically significant structures should be researched and added to this inventory. This inventory does not include commercial properties and properties that are tax exempt such as churches and civic buildings. These structures should also be evaluated by the Historic Society. As new development is proposed in the Franksville area, the Village can exercise a high degree of design control by providing design guidelines that are intended

to maintain the historic character (Figures 3-15 and 3-16). The photographs to the right represent a sampling of the existing buildings in the Franksville Commercial District.

The Franksville Commercial District was the focus of a graduate level planning course at the University of Wisconsin-Milwaukee School of Architecture and Urban Planning. The students prepared a report focusing on redevelopment opportunities and market analysis that was presented to the Village in May of 2004 (Appendix II).

Action Steps:

1. *Develop road cross-section design with WISDOT to the greatest extent possible, including the exploration of Connecting Highway designation, which would allow local control of the roadway through the Franksville Neighborhood.*
2. *Identify and verify additional historically significant buildings within Franksville.*
3. *Adopt redevelopment standards and design guidelines to ensure compatible development. The main focus of the guidelines should be to maintain historic character and community culture. The following section provides general guidance for the district. These guidelines should be expanded upon as development pressure increases in this area.*



Figure 3-4. Examples of historic structures in the Franksville Commercial District.

General Guidelines for the Historic Franksville Commercial District

Facades and Architectural Features

Objective: Building facades and architecture shall bring life to the street on all sides of the building. Entries for both customers and service shall be accommodated.

Facades that are clean, neat and well maintained are essential for the success of a commercial district. Properly designed and inviting facades can enliven and activate the street.

Many buildings in the Franksville Business District could benefit from facade improvements and updates. The following building facade guidelines provide a general guide for addressing building facade improvements as well as the construction of new buildings with in the district.

Facade Improvement Guidelines for Existing Buildings

Before any changes are made to an historic building, it is important to thoroughly understand the contribution of the existing conditions to the integrity of the historic structure. To that end, there is a need for the owners of historic and/or more traditional buildings to undertake the necessary research to establish how the building was originally designed and constructed. This should be the starting point for all future changes. Special attention should be paid to building details such as doors and windows, trim and ornamentation, storefronts and awnings, proportion and rhythm of architectural elements, use of color, materials, and facade composition. Signage, another important element of the building facade, is discussed in detail in the next section.

Any changes made to existing building facades should maintain or enhance the visual richness of detail and add interest to the street level of the building (Figure 3-5).

Materials should be high quality and consistent with the architectural style of the building.

Primary entrances should be maintained on the major arterial street.

Rear entrances intended as secondary entrances for customers as well as service entrances, should be maintained with the same care as the primary facade.

Permanent blocking of window openings or any portion of the window opening on the

street facade should not be permitted. This is not intended to prohibit seasonal display signage.

Trash receptacles should be screened from public view.

Consideration should be given to shared trash and refuse collection between business owners.

Facade and Architectural Feature Guidelines for New Buildings

All facades shall be pedestrian friendly with activity facing the street. The treatment shall be predominantly windows along the primary facade(s) and a mix of windows with areas of more solid mass along secondary facades. Solid mass areas also may be utilized for the



Figure 3-5. Individual storefronts created with a pedestrian scale and focus.

service areas located on the rear or side of the building (preferably the least prominent and visible facade). The visual connection to the interior activities contributes to the overall image and character of the street.

Primary and secondary facades are determined by where customers enter. Primary is the "front" entrance, secondary is the side where customers can see into the interior and may have access and/or where service may be accommodated (Figure 3-6).

The majority of the surface on the primary facade should be windows to allow visual access in and out of the space. Storefront windows can establish a distinct visual identity for a business image. Quality display windows should be considered as essential as an attractive sign. Display windows typically frame the entryways and should be designed to attract customers.

The secondary facades should include a large amount of glass for display, but less than on the primary facade in order to accommodate service entrances and necessary storage on the interior.

For buildings which lie along the edge of a major street, primary entrances should be located on the major street.

Service entrances for the buildings should occur along the rear of the building and be incorporated into the overall design of the building, including similar quality of materials and care for aesthetic quality (Figure 3-7).

Mechanical equipment that must be located on the roof of buildings should not be visible from the side of the street opposite the building.

The architectural composition of building

elevations shall express base, middle, and top articulation on all facades, and the base of buildings should include elements that relate to the human scale. These should include doors and windows, material texture, projections, awnings and canopies, ornament, etc.

Side and rear facades shall be compatible with the overall building design concept and treated architecturally to avoid blank walls and monotonous elevations unless otherwise obscured from view.

The architectural character of buildings should be enhanced with natural materials and special features to define entrances, corners and links to other buildings and public places.

Signs, awnings, and facade treatments should be integrated with the architectural character.

The relationship between building footprint and street shall be parallel or perpendicular rather than oblique or diagonal to all streets (except in the case of diagonal streets in which the footprint should be parallel and perpendicular to at least one street front). Front facades shall be parallel to the street with the major roof ridges either parallel or perpendicular to at least one street front.

Where public places are desired, the buildings should be used to form the public place by emphasizing the shape of plazas or square with appropriately scaled design details and windows to enhance pedestrian movement (Figure 3-8).

Signage Design Guidelines

Objective: Exterior signs should be located within the first floor (not on upper floors) of the



Figure 3-6. Both sides of the building have a pedestrian focus and are well-designed.



Figure 3-7. The back of the building should have been designed to focus on the street.



Figure 3-8. Contemporary style and use of details.

building with concern for the appropriateness of location, size, color, and lighting.

Signs are an integral part of the commercial character of any Business District. However, lack of control can lead to visual chaos. The base of the building is the most visible part of the building for both pedestrians and motorists. To be effective, signs should call attention to the business and create an identity while still contributing to the overall image of the street. Signs add variety and liveliness to both building facades and streetscapes. Rules for special exceptions for signs located above the first floor might be created if there is a clear improvement of the aesthetic character and quality of the facade as a result of the sign.

Sign Message

Business signs should only include the formal name of the business, the nature of the business, and the address. There should be no advertising of brand names. Avoid an accumulation of outdated service club affiliations, credit card decals, and other sign clutter. Building signs (as opposed to business signs) should include the name of the building and the street address of the property. Professional office buildings may list the occupants of the building.

Location and Size

Appropriate locations for signs include: (1) on the spandrel panel of the building immediately above the storefront, (2) within the transom of doors or windows, (3) on the glass of doors or windows, (4) on wall areas adjacent to doors, (5) on the valance / skirt of awnings or the edge of canopies, or (6) on projecting signs hung within the base area of the building. (See Figure 3-9).

Spandrel panel signs should be contained within a structural bay of the building in terms of width, generally not exceeding 20 feet. The height of the lettering for the sign should be no more than 75% of the height of the spandrel.

Transom panel signs should not completely obscure the clear glass on the transom of the door or display windows. If the transom is divided into sectioned panels, the sign location should respect and therefore not cross or otherwise obscure those divisions. Signs in the transom should not exceed 65% of the width of the panel or 75% of the height. Letter height should not exceed 18 inches.

Display window signs applied directly to the glass should consist only of lettering and/or a logo without an opaque background. On the display window, signs should not cover more than 20% of the total area of glass. Window signs should not obscure the display area. The color of the letters should be contrasting with the display in the background. Light colored or gold-leaf letters with dark borders are generally most effective.

Banners and projecting signs can be appropriate if they are executed tastefully. Projecting signs should be small (no more than 12 square feet) and mounted onto the structural piers of the building. They should



Figure 3-9. Possible Signage Placements.

be externally lit in such a way to prevent glare from reaching the eyes of people on the street. No internally lit, flashing, or moving signs should be used. No sign can project past the curbline of the street. All projecting signs should maintain a minimum height of nine feet to the bottom of the sign.

Awning and canopy signs can also serve as signs with contrasting letters painted or sewn onto the valance or skirt of the awning or painted onto the edge of the canopy (Figure 3-10). Usually six to eight inch letters are sufficient. Lettering should not be used on any other portion of the awning. Lettering should also not be used that exceeds the height of the canopy edge.

Ground signs can be used at the entry point or gateways to parking lots to provide direction and signage for nearby businesses (Figure 3-11). Signs mounted on single poles are generally discouraged. Ground signs should appear monumental and their design should be carefully coordinated throughout the District (Figure 3-12). They should be supported by a substantial structure that utilizes materials such as stone or brick. This type of sign should not be used within any vision triangle at street intersections. Ground signs may be designed to include seating areas or planting areas (Figure 3-13).

Exceptions for the inclusion of artfully created neon signs or images should be provided, especially for businesses that have significant hours of operation throughout the evening. Such signs should use narrow neon tubes and letters should be no larger than the letters allowed in the above descriptions.

Style and Size of Letters

There are thousands of letter styles available. A letter style should be chosen that is easy

to read and that represents the image of the business it is presenting (Figure 3-14). The maximum height of the letters should not exceed 75% of the height of the background on which they appear.

Color

It is recommended that colors are compatible with the color(s) of the building facade and the nature of the business. No more than three colors should be used, plus white, black or a metallic accent. Fewer than three colors is acceptable and often preferred. Fluorescent colors should not be used.

Illumination

No sign should be illuminated by intermittent, rotating, or flashing lights. Signs can be externally illuminated provided that any external light utilizes a hood to avoid any direct view of the light source by pedestrians or passing motorists. Internally illuminated signs are discouraged.

Off-street Parking Guidelines

Objective: Provide convenient, plentiful, free parking for customers within the Business District.

Parking Courts

It is recommended that all parking areas be developed as parking courts, to include decorative paving and a stronger sense of enclosure via enhanced landscape buffers or new buildings to create stronger edge conditions.

Design of Parking Courts

When considering new parking or improvement of existing parking within the district, or addressing circulation issues, the following guidelines should be followed:



Figure 3-10. Example of signage combined with the use of an awning.



Figure 3-11. Freestanding ground sign for informational purposes.

1. Restrict the size of prime parking courts to periods of reasonable demand rather than peak demand. Provide for peak parking in overflow areas, such as underutilized private parking areas.

2. Encourage and plan for shared parking among adjacent uses.

3. Define parking areas as strong public places with a continuous wall of buildings, fences, and attractive structures along either three of the edges or two opposite edges. This creates a courtyard atmosphere. Include openings at key locations for vehicles and pedestrians.

4. Shape parking areas as simple geometric forms.

5. While landscaped edges (trees, garden walls, or ornamental fences) should be used along the perimeter, interior, fragmented landscape patterns (such as one tree every 5 or 10 parking spaces) should be discouraged. When trees are included in the interior of parking courts they should be grouped together to create significant green spaces.

6. Design parking areas as hard-surfaced, public spaces with shared, visually integrated parking and pedestrian areas as the primary focus and landscape elements or sculptural features located along the edges and within lots.

7. Use paving patterns to reinforce the shape of the parking court as well as the parking and circulation patterns. Create geometries that give the space greater visual order.

8. Use decorative light poles and other visual amenities to reinforce the design of public parking places.

9. Wherever possible, provide sites for temporary structures that can be used for daily, weekly, or seasonal events.

10. Create strong edges using landscape elements on major circulation routes that cross open areas on larger parking courts.

11. Design street entries into parking areas as visually prominent gateways that have adjacent, but distinct vehicular and pedestrian entrances.

12. Bicycle parking may be shared and should be centrally located, easily accessible, and visible from streets or parking lots.

Public Streetscape

Many elements make up the public streetscape, including lighting, street furniture, and landscape, paving and public art. All of these elements in combination contribute to the identity and character of a business district. The current streetscape within the Franksville Business District is minimal and could be improved.

Lighting

Objective: Lighting should enhance the pedestrian character of the Franksville Business District while functioning for both vehicles and pedestrians.

Lighting is very important in retail and commercial districts. It not only creates an identity for the area, but also contributes to the success of the local businesses. Lighting can have a dramatic effect on the overall image of the street.

When considering lighting options for the Business District, the following guidelines should be followed:



Figure 3-12. Example of a basic ground sign using brick and other natural materials.

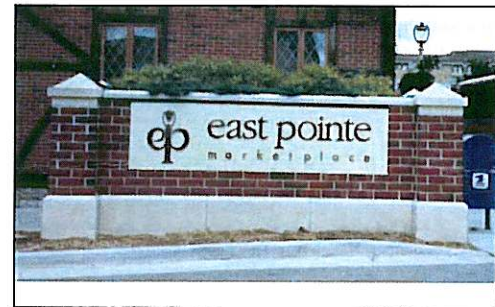


Figure 3-13. Example of a ground sign signifying an entry.



Figure 3-14. Hanging sign appropriate to size and style of building.

1. Street lights should be simple rather than overly ornate and their placement shall not obstruct storefronts.

2. Lights should be spaced and located according to the function of the public space. For example, lights should be used to emphasize entrances, intersections, and special features. They should follow a consistent rhythm along the streets and create a feeling of place within the business district. Alternating heights may be used for pedestrian lighting and overall street lighting.

3. The lights should be scaled to the pedestrian between 10 and 14 feet high. Lighting standards should maintain visibility at intersections, but residential areas should not be over lighted.

4. The use of cobra head and highway style lighting should be avoided.

5. Banners may be attached to the lights at selected areas to advertise Village events, seasons, or retailers. Banners could be used on lights at entrances, at the ends of the Street, and surrounding special areas such as a market plaza, or parking court.

Street Furniture

Objective: The use of furniture should be functional and add to the overall character of the Franksville Business District.

Street furniture can provide visual interest and a human scale to the Franksville Business District. It should be used to attract customers to stores and provide a place to visit with other residents. Designated areas should be established that add to the character of the business district without conflicting with the buildings and walkways.

For example, benches should be oriented to provide clear views of storefronts.

Furniture items that may be selected include: benches, flower containers, trash receptacles, bike racks, and kiosks. The style and character of furniture should compliment the building architecture, and be consistent throughout the district.

Types of Street Furniture

1. Benches will provide pedestrian activity along the street and shall be located along the street edge to allow a walking path between the bench and the building front. They may also be located in the green areas and open spaces. Seating may be included in the design of a ground sign or may include planting containers. Benches should also be considered along portions of facades that do not have windows and along fences, especially when such benches can add diversity to the architectural character of the facade and can be located such that persons sitting on the bench will view particularly active areas of movement and pedestrian activity.

2. Flower containers should be used along building fronts and within furniture groupings to add variety and color.

3. Trash receptacles should be strategically placed at corners and within furniture groupings in the middle and ends of blocks.

4. Bike racks may be located in several areas throughout the business district. The style should compliment the other street furniture.

5. Kiosks may not block any building fronts and may be placed with in public open spaces or adjacent to furniture groupings.

Landscape

Objective: The use of carefully selected landscaping and paving shall enhance the space surrounding the buildings.

Landscaping of the pedestrian environment around the building and parking areas will increase the visual impact of the business district and improve the transition from parking areas to the buildings. Existing and proposed parking areas should be appropriately screen with a green landscaped edge.

The landscape treatment should be of quality materials but should not be overly designed as to compete with the attraction of the storefronts. Attention should also be paid to the height of landscaped buffers to ensure that they provide adequate screening, but also do not completely impair vision for safety concerns.

Trees should not be located so as to block the year-round visibility of business signs. Trees are more effectively used along street edges that do not include buildings (such as parking areas or other gaps between buildings).

Alternatives to tree plantings include garden walls and fences, especially those which integrate multiple materials, such as an ornamental iron fence with masonry posts and a hedge located behind the fence. While such elements are more costly they are effective in creating a strong, pleasant street edge, screening parking areas, and yet and still allowing visibility of businesses and traffic movements.

Paving Patterns

Objective: The use of varied paving materials shall enhance the street and parking courts.

Incorporation of varied paving materials with in the right of way can act as a traffic-calming device. Recently in this area a variety of stamped concrete treatments have proved successful (especially for heavily trafficked areas). A variety of paving can also be used in less trafficked areas that do not require snow removal (these may occur near fence lines, building edges, service areas, along the side of entries, and similar places). Brick and natural paver materials are the preferred paving treatment over stamped concrete.

Paving patterns can help provide way finding for vehicular and pedestrian circulation systems.

Paving should be of a quality material but kept fairly simple. Overly detailed designs may distract or disorient shoppers.

Attractive paving should not be limited to crosswalks and intersections. Parking areas should also be carefully detailed and include paving patterns. Too often parking areas are considered unworthy of appropriate aesthetic treatment, yet they are active, occupied areas, frequented by almost all customers, employees, and the general public. Special paving in parking areas also signals drivers that the area is intended for pedestrian use and therefore slower driving and vehicular movements are appropriate.

Fences

Objective: Selective use of fencing will be used to enhance the pedestrian experience within the Business District.

Fences shall be used for 1) visual screening of parking lots or service areas which can not be incorporated into the design of the building, 2) security, and 3) safety for pedestrians. Recommended materials:

1. Hedges — formal, well-maintained shrubs which are opaque
2. Decorative metal or ironwork
3. Masonry walls

A combination of two fence materials may be used. For example, an ironwork fence may include masonry columns. As noted previously, carefully crafted fences and garden walls are effective in creating a strong, pleasant street edge, screening parking areas, and yet and still allowing visibility of businesses and traffic movements.

Public Art

Objective: Use public art to create a strong sense of place and community.

Public art can be incorporated into the streetscape design of the Franksville Business District in several ways including:

1. Signage systems
2. Painted Murals on blank or secondary facades
3. Banner design
4. Street furniture design
5. Formal or interactive sculptures in key public places within the Franksville Business District

Public art should be considered seriously and respectfully. Many communities often consider public art as a decorative feature. There are many serious public artists in Wisconsin who can bring substantial meaning and beauty to public places.

Procedures for engaging artists, reviewing their credentials, conducting modest competitions among artists, and establishing a peer-review process for selecting art should be given strong consideration.

The use of public art should also be considered as a basis for reflecting the history of Franksville, enhancing major public places and other cultural events.

Maintenance and Management

Objective: Maintain clean and neat streetscape to enhance and promote healthy business climate and community pride.

Cleanliness and maintenance are essential for the successes of any business district. The Franksville Business District should consider the following policies regarding maintenance and management of the public streetscape elements:

1. Follow customary procedures for maintenance and management (where property owners maintain the pedestrian areas in the right-of-way and public agencies maintain and manage the infrastructure)
2. Assign maintenance and management of special features such as banners or seating to local property owners, businesses or the business association. Alternatively, establish a financing mechanism that provides additional funds to public agencies for maintenance and management of these features.
3. Encourage the formation of a Business Improvement District (BID) as an organization that can ensure effective maintenance and management of the area.
4. Establish clear procedures for maintenance and management of service areas, including trash and rubbish collection and screening of dumpsters.

Use of Public ROW

Objective: Allow uses within the public right

of way that will enhance the pedestrian experience.

Uses within the public right of way can enhance the level of activity on the street. Uses may include outdoor dining or decorative sandwich board signs.

Circulation

Objective: Create an efficient, multi-modal circulation system within the Business District that does not negatively impact the surrounding residential neighborhoods.

Gateways

Objective: Gateways shall signal the entrance into the neighborhood business district. They should serve as a feature and be designed to emphasize the transition into significant streets or developments.

Major gateway elements are recommended at the main entry points into the Business District. Smaller gateway elements should be considered at the entry into all parking courts, and the movement into residential areas.

When considering the design of gateways within the Franksville Business District, the following guidelines should be followed:

1. Create strong vertical elements located symmetrically on each side of the street. These elements should be sufficiently large so they are perceived as a unified visual composition on both sides of the street.
2. Use building forms, landscaping, topography, or environmental features to form the gateway.
3. Reinforce the shape of the gateway with trees, plantings, and streetlights.

4. When appropriate for local activities, use banners, flags, or other colorful elements that make the gateway a special place.

5. Coordinate other features, such as traffic signs or landscaping, to emphasize the gateway.

6. Use gateways as symbolic and psychological entries but not as securable fences. Public gateways should not limit public access.

7. Slow traffic while creating a higher quality, pleasant driving experience, and attractive pedestrian experience.

8. Use gateways to increase the pride of local residents in the street and the likelihood that they will be more watchful of issues related to public safety and security on the street.

Pedestrian Activity and Traffic Calming

Objective: Employ a variety of techniques to encourage street level pedestrian activity and calm traffic

Various traffic calming devices should be employed to slow traffic and promote pedestrian activity. Care must be taken to avoid over calming of traffic such that traffic moves off of the major arterials serving the Franksville Business District, as a certain amount of traffic is critical to support a healthy business district. Traffic calming devices can include:

1. Traffic signals could be added at key intersections. While installation and maintenance of such signals can be expensive, they may be especially effective to increase pedestrian movement. Precise location of additional signals should be considered as part of an overall redevelopment plan.

2. Raised or varied road surface should be created at pedestrian crossings. This could include tinted concrete, which resembles cobblestones. Stamped, painted asphalt is also an option. While cost effective initially, the asphalt treatment requires annual maintenance and its smooth nature does not provide as great of a traffic calming effect.

3. The perception of a narrower roadway also has been shown to slow traffic. This can be accomplished via a strong street edge created by streetscape elements such a frequently spaced light poles.

4. Curb bump outs should be created at key intersections; especially where pedestrians are likely to be crossing should be used to slow traffic.

Other methods to encourage pedestrian activity include:

1. Design the parking paving with strong visual distinctions to illustrate the flow of pedestrians and vehicles through the parking areas.

2. Create continuous linkages designed for pedestrian movement and bike paths

3. Bump out curbs to reduce the distance of street crossings at key intersections

4. Provide a smooth paved surface for pedestrian movement across streets.

5. Create enforceable policies that require traffic to yield to pedestrians

It is recommended that a combination of the above design techniques be employed when a detailed streetscape plan for the Franksville Business District is completed.

B. Residential development between Nicholson and CTH H and North of Dunkelow Road

Goals:

Create guidelines that allow for compatible residential development in accordance with the Village's Conservation Subdivision Ordinance.

Issues and action steps in this area have been broken down into the following four categories.

Circulation

Issues:

Access to this land is limited. Efforts should be made to provide as many access points as possible into the area.

Action Steps

1. Maintain several public access points within this area to ensure that there are multiple circulation paths.
2. Develop pedestrian and bicycle paths within the neighborhood to link residents with the surrounding community.
3. Extend Industrial Drive west to CTH H to provide a strong east/west connection. This road extension should be viewed as a local connector street to move traffic from CTH H to Nicholson Road. It is not intended to carry industrial traffic.



Figure 3-15. Commercial buildings with high quality architecture and pedestrian friendly amenities were among the highest rated commercial images in the design preference survey.



Figure 3-16. Buildings that lacked landscaping or quality architectural design were among the lowest rated commercial images in the design preference survey.

Drainage

Issues:

Due to the extent of classified hydric soils and other possible environmental conditions such as wetlands (Figure 3-17), which effect development on this site, it may not be possible to meet the development densities permitted by the current zoning. Additional studies must be conducted to determine the extent to which this land can be developed.

The Village has identified and maintains a parcel of land for a storm water detention on the south side of Dunkelow Road, adjacent to the Racine Area Soccer Association Fields.

Action Steps:

1. Assess associated storm water runoff and drainage for all development, and conduct a thorough evaluation of existing drainage patterns, soil conditions and presence of wetlands. Per state regulations, all development must meet the requirements of Comm 83.
2. Encourage creative and multiple use design plans for site storm water management in accordance with conservation subdivision regulations. Aesthetic regulations in this residential area should be required.
3. Field map all wetlands and drainage ways within development area. Limit disturbances to natural systems to the greatest degree possible. Explore the possibility of incorporating poor wetland systems or existing drainage pathways into storm water management plan.
4. Explore the possibility of relocating the storm water detention area to this location.

Parks and Open Space

Issues:

Under the Conservation Subdivision Ordinance, at least forty percent of the land must be preserved as common open space.

Action Steps:

1. Connect green space within the development to parkland to provide a corridor and link to other existing neighborhood pedestrian and bicycle paths.
2. Use open space within this area to buffer between the residential uses and the agricultural uses. This buffer zone could be used for additional Village park land and include several recreational play fields.
3. Consider land swaps to be used for parks in the hydric soil areas.



Figure 3-17. Diagrammatic illustration of soil conditions. Before any development occurs in this area, a detailed soils analysis must be completed.

Residential Development

Issues:

Drainage, limited site access and lack of existing significant natural features to preserve are all challenges to a successful conservation subdivision development.

Action Steps:

1. Monitor conformity of residential development in this area to the conservation subdivision ordinance.
2. Create a network of streets to allow multiple connections through the development in order to disperse traffic as much as possible.
3. Create a significant public boulevard to provide an amenity to those residential lots surrounding it. This boulevard should be part of a larger storm water drainage system. The boulevard can run east/west as illustrated in the design diagram (Figure 3-18.) or north/south depending on the ultimate street layout for this area.
4. Terminate the boulevard at each end with significant green spaces. The illustration (Figure 3-18) depicts a formal green space at the west end and a more informal greenbelt at the east end. The greenbelt is intended to tie into an interconnected series of green ways throughout the Village.
5. Monitor drainage to ensure that any new development does not adversely affect drainage in the area.

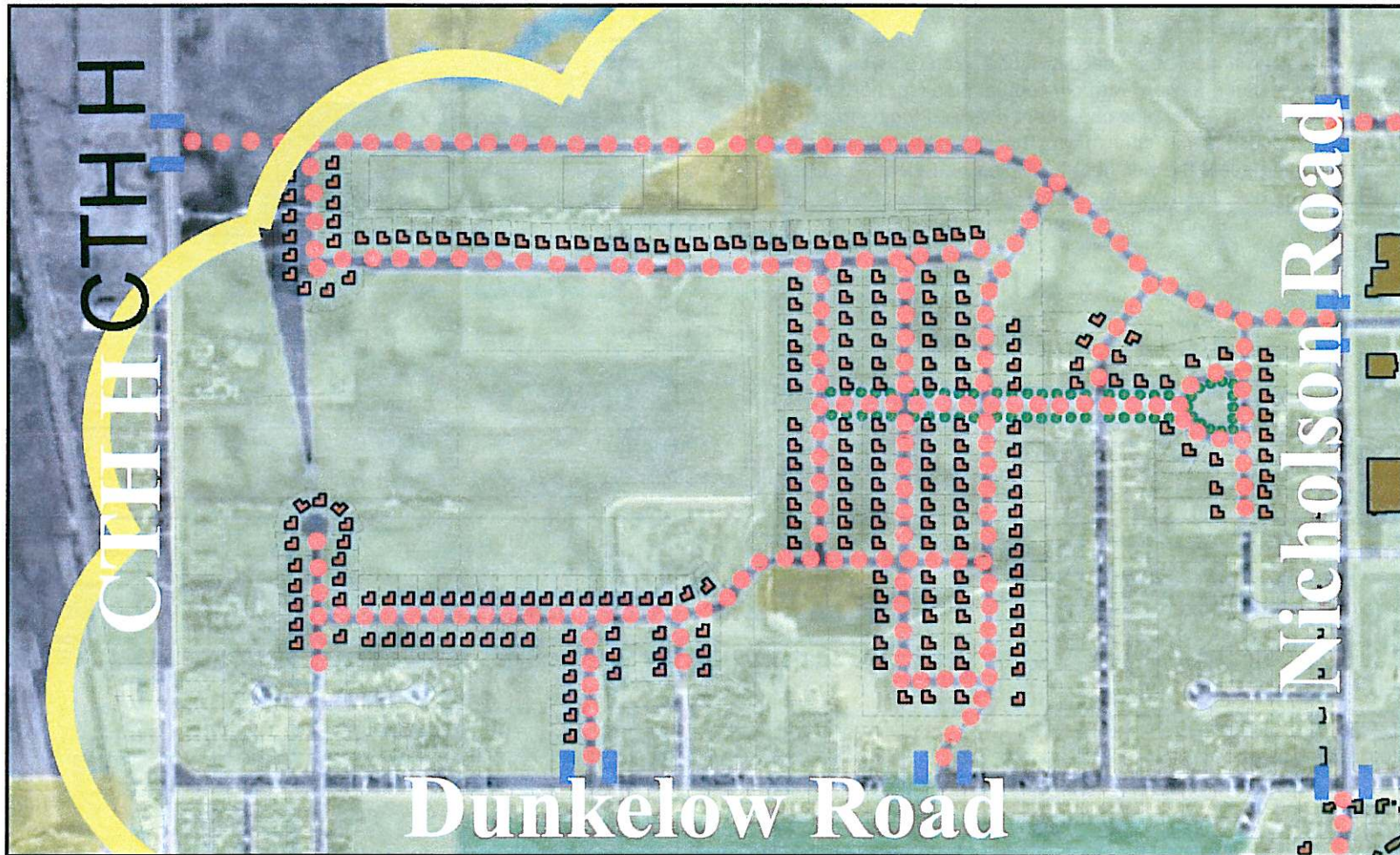
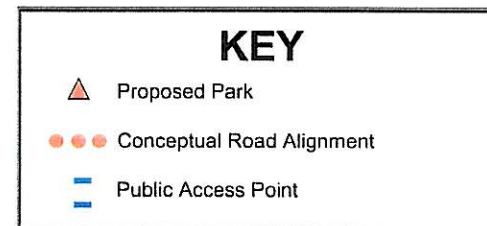
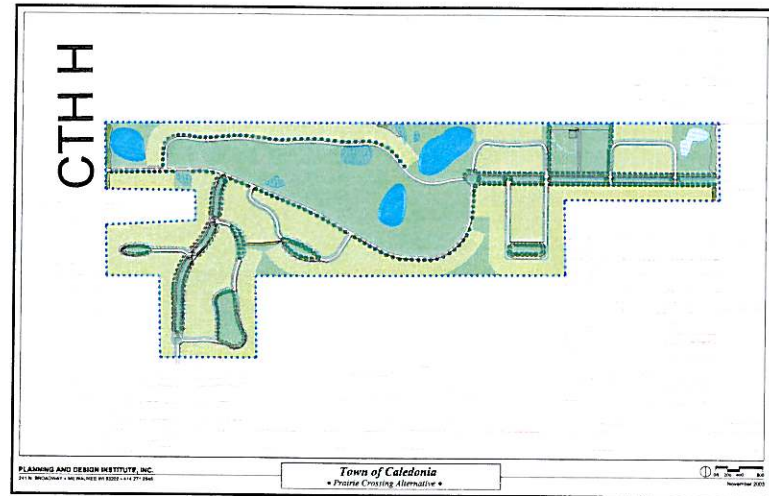


Figure 3-18. This diagram represents one conceptual site plan for Subarea B. This plan maintains critical access points and preserves a substantial amount of green space, including several sports fields to serve as a buffer between the rural area and the new development.

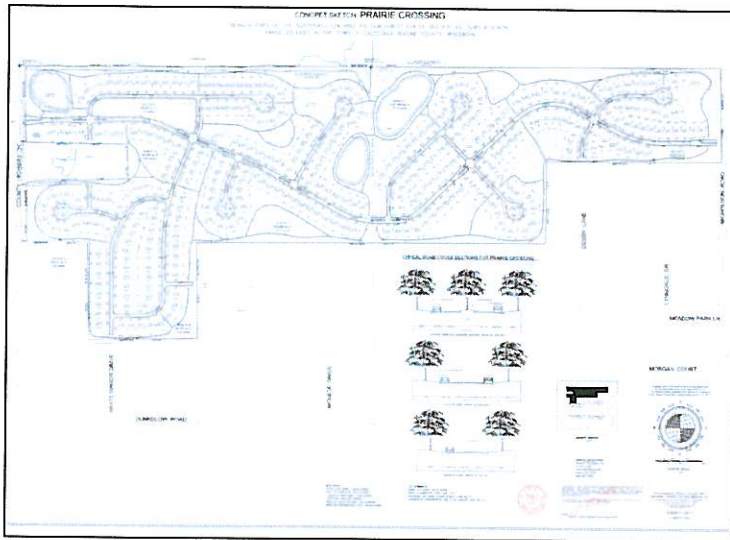


The Development Process

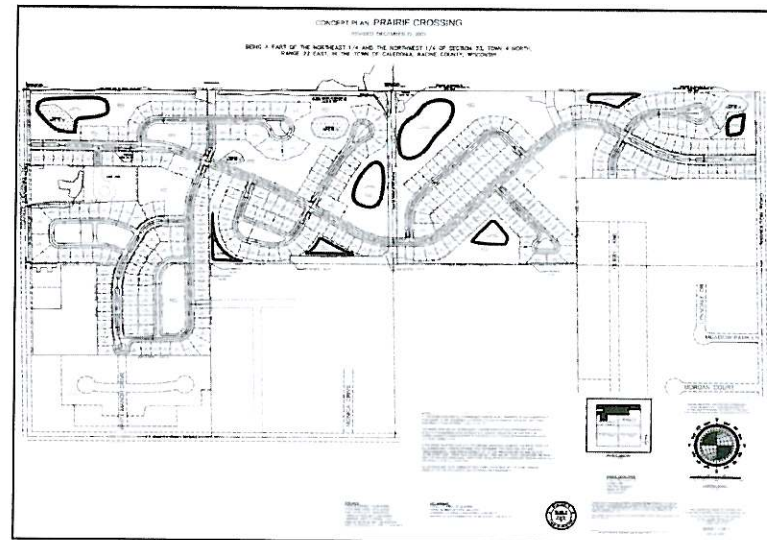
As the development of this neighborhood plan progressed, a property owner came forward with conceptual plans for portions of this area (Plan A). The planning consultant reviewed the conceptual plan and proposed some changes to the site plan to meet the overall planning goals the neighborhood plan had identified (Plan B). Finally, the developer submitted Plan C for consideration by the Planning Commission and Village Board.



Plan B



Plan A



Plan C

C. Nicholson Road Alignment

Goals:

Provide a safe and efficient alignment of Nicholson Road, balancing public good and property rights.

Issues:

The realignment of Nicholson Road is critical as this area grows. Both the intersection of Nicholson Road and Dunkelow Road and Nicholson Road and CTH K pose potential problems as traffic counts increase in this area.

This issue was given considerable thought and evaluation in the workgroup meetings. A clear solution was not achieved during this planning process; however, several alternatives were discussed.

After evaluating several potential realignments, two options have been preliminarily identified as feasible. Figures 3-19 and 3-20 represent these options. The blue arrows represent a desire to connect the critical public access points (blue hatch marks). There are several possible ways to connect these points. There could be other solutions that arise from a reevaluation of the park facilities including access points to the park and more detailed engineering study.

Figure 3-19 indicates proposed public access connections to CTH H at CTH K to the south and at the intersection of Nicholson and Dunkelow Road to the north. CTH H is a controlled intersection and this option would provide a safe access to CTH K. This option does require some disruption of the Caledonia Mount Pleasant Joint Park land, specifically a large stand of approximately 45 mature white and burr oak trees. Depending on the right of way design, approximately 12 trees could

be lost. Recognizing that there is a deed restriction on the park parcel indicating its use for park purposes only, State law provides a mechanism for review of this restriction for the betterment of the community.

Disruption of parkland was met with great community resistance. Therefore other options should be given greater consideration due to the high value the residents place on the parkland.

After discussion of this first option with workgroup members and park commissioners, a second option was developed. Figure 3-20 makes the connection to CTH K at the existing Nicholson Road intersection. This option proposed that the road would be continued south, curving west to intersect with CTH H. Much of this road realignment is within the Village of Mt. Pleasant and would require a great deal of intergovernmental cooperation between the Villages. In addition, this option requires the acquisition of several dwelling units and possibly the reconfiguration of the grounds of Fire Station #3.

In order to serve the public demand for parkland (if parkland is required for the realignment of Nicholson Road), it should be replaced in other suitable areas at a greater than one to one exchange.

It is essential to note that these proposed solutions for the alignment of Nicholson Road should only be considered if public safety becomes an issue.

In order to assess the need for a new alignment and minimize potential impacts, several steps need to be undertaken.



Figure 3-19. Conceptual road alignment for Nicholson Road represented by the larger red dots. For additional key symbols, see Page 39.



Figure 3-20. Conceptual road alignment for Nicholson Road represented by the larger red dots. For additional key symbols, see Page 39.

Action Steps:

- 1. Carefully monitor area traffic counts to provide accurate data regarding the need for safer intersections at Nicholson and Dunkelow Roads and Nicholson Road and CTH K.*
- 2. Hold discussions with Caledonia and Mount Pleasant Parks Departments, RASA, and all impacted property owners.*
- 3. Perform exploration and cost estimation of acquiring other parkland/playfields in the area in order to replace the disturbed parkland at a ratio of 2:1.*
- 4. Survey of all existing mature trees and landscape in the area to assure minimal impact.*
- 5. Provide detailed engineering of the road to identify additional alignment options, minimize impact on surrounding properties, and mature the landscape.*
- 6. Create a detailed park plan for the future development of the park, including redesign of entry and gateways into park.*
- 7. Schedule discussions with Mt. Pleasant regarding the feasibility, cost sharing and acquisition costs of Figure 3-19 and Figure 3-20.*

D. Industrial Park Development

Goals:

1. Create safer and more efficient means of access to the Industrial Park to allow for the development of the Industrial Park without harm to the residential neighborhood.
2. Facilitate the residential and industrial mixed use within this area.

Issues:

As the Industrial Park develops, it will need alternative means of access (Figure 3-21). The proposed realignment of STH 38 will provide effective access that will minimize truck traffic through surrounding residential areas. In addition the proposals in the W2 Neighborhood Plan for the west end of Four Mile Road would also accommodate significant amounts of truck traffic to I-94.

As a means of providing a better transition between residential and industrial uses along Nicholson Road, it is recommended that the Land Use of the Industrial Park be slightly modified to allow the following types of uses:

1. Higher architectural quality business and light industrial uses with strict landscaping requirements along Nicholson Road and Four Mile Road in areas where current businesses are located (Figure 3-22).
2. Medium industrial uses in the central area of the Industrial Park. Light industrial uses are compatible with the existing buildings in the Industrial Park (Figure 3-22).
3. Outdoor storage uses along the railroad tracks, with appropriate visual buffering (Figure 3-22).

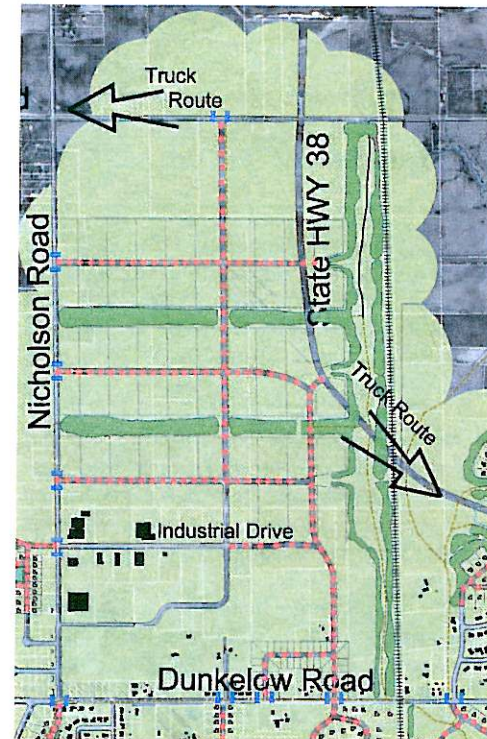


Figure 3-21. This diagram represents one conceptual site plan for Subarea D. This plan maintains critical access points. In order to deter industrial traffic from the residential areas, an access point is identified to the north and east, allowing a direct access to STH 38 and CTH K. An access point to Four Mile Road at the north is intended as a possible long range solution for moving industrial traffic to the interstate. This long term solution must be further investigated when additional areas of the industrial park are developed. For additional key symbols, see Page 39.

4. Adjust the Land Use of the Industrial Park as STH 38 finalizes (Figures 3-21 & 3-22).

5. Allow vehicular circulation from Hwy K to Dunkelow Road and north to the Industrial Park minimizing turning movements (Figure 3-21).

It is also recommended that the northwestern portion of the Industrial Park, especially along Nicholson Road, be considered as a transitional area for either industrial development or compatible residential development (with buffers to the industrial area). This will encourage more compact industrial development and provide an alternative if the market does not prove strong enough to support the given amount of industrial development.

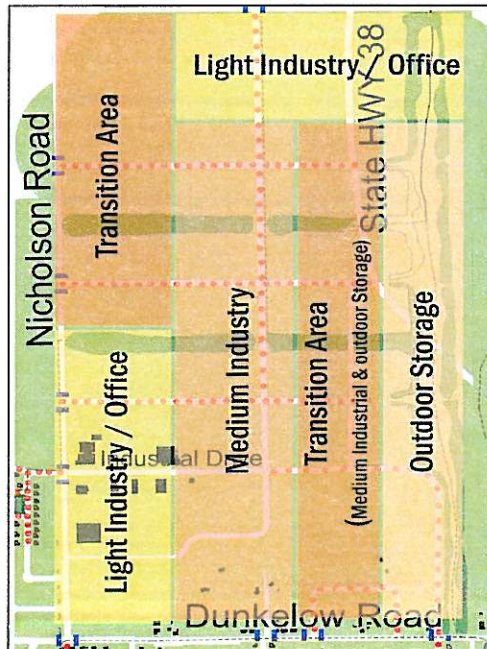


Figure 3-22. Diagrammatic illustration of industrial 'land uses' to be considered.

As the northern portion of the Industrial Park is developed, it is critical to provide access to Four Mile Road. This would allow a more direct connection to I-94. This connection, in combination with the newly proposed alignment for STH 38 will provide effective options for truck traffic to and from the Industrial Park. Four Mile Road is not currently built to handle truck traffic and should be added to the Jurisdictional Highway Study to be completed by SEWRPC and Racine County.

It is also important to create significant green spaces within the Industrial Park (Figure 3-23) to connect to the larger Village wide green trail system, creating circulation and wildlife corridors.



Figure 3-23. The images above are among the highest rated in the Design Preference Survey. High ranking images exhibited a high degree of architectural and landscape quality, and appropriate screening of parking areas. The top image was taken in the existing Caledonia Industrial Park.

Action Steps:

1. Meet with property owners to discuss land use changes.
2. Create significant green spaces and trail connections within the Industrial Park
3. Request the Four Mile Road be placed on the Jurisdictional Highway Study.
4. Create a comprehensive stormwater management design for site development. Correlate storm water control measures with the open space plan.



The images above were among the lowest rated images in the Design Preference Survey. Lack of screened parking and service areas were a dominant trait of all the lowest ranked images.

5. Field map wetlands and drainageways within the industrial park area. Limit any disturbance to existing systems to the greatest degree possible. The Regional Planning Commission, upon request by the municipality, can conduct field mapping.

E. West of Railroad tracks between Dunkelow and CTH K

Goals:

1. Create safer and more efficient means of access to the Industrial Park to allow for the development of the Industrial Park without harm to the residential neighborhood.
2. Create residential development that follows the Village's Conservation Subdivision Ordinance.

Issues:

This area should be developed as a residential neighborhood comparable to the surrounding residential development. Currently truck traffic through this area, due to the nearby Industrial Park, is a major problem that diminishes the likelihood of effective residential development. This problem should be resolved by the realignment of STH 38 as well as the proposed realignment of Four Mile Road near I-94 which was identified in the W2 Neighborhood Plan.

A new residential subdivision can be created by connecting the existing ROW with new proposed north/south roadway between Dunkelow Road and CTH K. The open space in this area should be visible from surrounding roadways and act as a significant neighborhood amenity.

Action Steps:

1. Meet with property owners to discuss land use changes.
2. Protect the access points on Dunkelow Road and CTH K illustrated in the plan diagram (Figure 3-24).
3. Create a road reservation for a through

road from Dunkelow Road to CTH K (Figure 3-24).

4. Manage the creation of new open space as an effective neighborhood amenity (Figure 3-24).

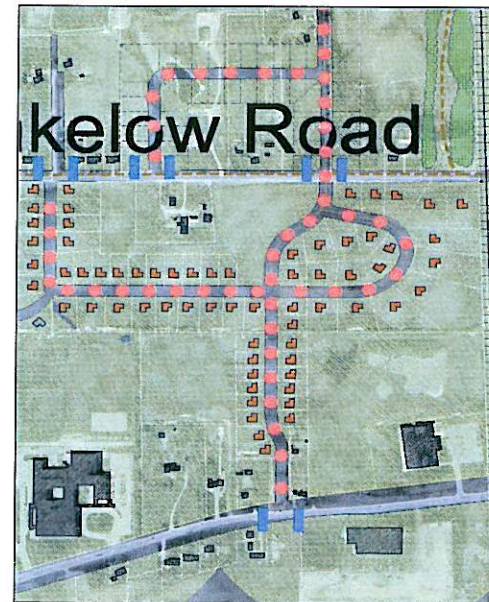


Figure 3-24. This diagram represents one conceptual site plan for Subarea E. This plan maintains critical access points and preserves a substantial amount of greenspace. For additional key symbols, see Page 39.

F. East of Railroad tracks between Dunkelow and CTH K

Goals:

1. Create residential development that follows the Village's Conservation Subdivision Ordinance.
2. Provide park space within this residential neighborhood

Issues:

Providing a connection to Airline Road at CTH K is the critical public access point to protect in this area. In the plan illustration (Figure 3-25) this connection is made. However, the connection is not a direct link between CTH K and Dunkelow Rd. to deter cut through traffic. Attention should be paid to ensure the road and parcel layout is compatible with the existing power lines in this area that run between CTH K and Dunkelow Road. Duplex or other small-scale multi-family units may serve as a suitable buffer between the tracks and single family homes in this area.

Critical connections along Dunkelow should be protected at the existing intersections on Dunkelow Rd.

A substantial open space is preserved along the creek and Dunkelow Road in the plan diagram as well as in the northwestern section of this Area F adjacent to the rail lines. This is proposed to be park space as indicated by SEWRPC in the Village of Caledonia Park and Open Space Plan. The plan calls for a 10-acre park. Facilities proposed for this site include basketball courts, a playfield/soccer practice field, a playground, a sandlot softball diamond and appropriate support facilities. The plan suggests that this site should be a high priority for acquisition due to development pressures.



Figure 3-25. This diagram represents one conceptual site plan for Subarea F. This plan maintains critical access points and preserves a substantial amount of greenspace including land for a proposed park. For additional key symbols, see Page 39.

Due to drainageways and open waterways on this site, the development densities as indicated on the Village's Land Use Plan may not be feasible.

Action Steps:

1. *Conduct a feasibility study to determine if the Village can acquire the park space illustrated.*
2. *Maintain or enhance existing drainageways through this area and protect open water/ waterways by incorporating them into the shared open space.*
3. *Work with the Parks Commission regarding the placement, ownership and program for the recommended neighborhood park.*
4. *Plan for connections to surrounding area parks via trails, pathways, bike lanes, etc..*
5. *Develop alternative methods of obtaining funding for parkland should be explored including:*
 - *Developer agreements associated with conservation subdivisions*
 - *Land Trusts*
 - *Increasing Park Impact Fees*
 - *Grant funds*

G. East of Railroad tracks between North of Dunkelow and west of State Hwy. 38

Goals:

1. Create residential development that follows the Village's Conservation Subdivision Ordinance.
2. Provide park space within this residential neighborhood.

Issues:

Providing connections to existing Gifford Farms subdivision ROW points.

Connections to State Hwy. 38 should be minimal and create X intersections rather than T intersections.

Residential lots that abut State Hwy. 38 should have a high quality green buffer along the roadway.

A substantial open space is preserved in the plan diagram (Figure 3-26). This is proposed to be park space as indicated in the Village of Caledonia Park and Open Space Plan. The plan calls for a 20-acre park. Facilities proposed for this site include a playfield, a playground, league softball diamonds and a sandlot softball diamond, an area for picnicking and other passive recreation use, and appropriate support facilities, including rest rooms. The plan suggests that this site should be a medium priority for acquisition.

Action Steps:

1. *Conduct a feasibility study to determine if the Village can acquire the park space illustrated.*

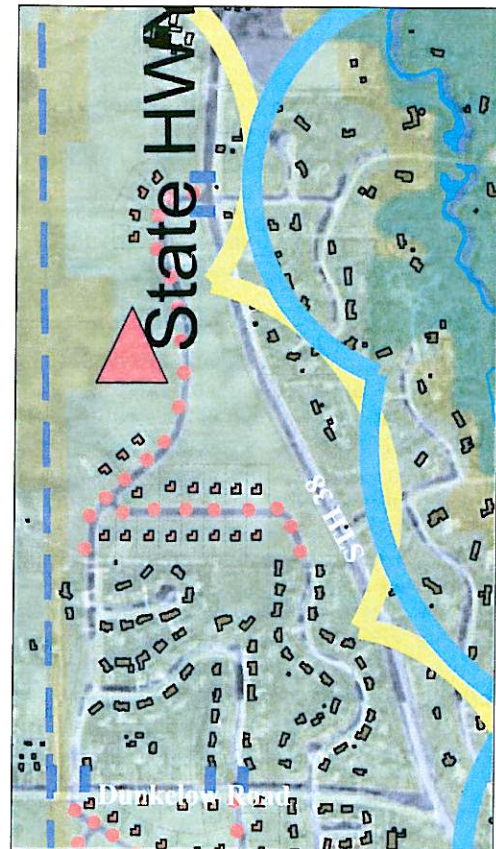


Figure 3-26. This diagram represents one conceptual site plan for Subarea G. This plan maintains critical access points and preserves a substantial amount of greenspace including land for a proposed park. For additional key symbols, see Page 39.

2. *Plan for park connections: trails to and through environmental corridors, to the industrial park area and south to parks accessible from Dunkelow Road.*

3. *Work with the Parks Commission regarding the placement, ownership and program for the recommended neighborhood park.*

4. *Explore alternative methods of obtaining funding for parkland including:*

- *Developer agreements associated with conservation subdivisions*
- *Land Trusts*
- *Increasing Park Impact Fees*
- *Grant funds*

3.5 W1 NEIGHBORHOOD PLAN NOTES

Possible realignment of County Trunk Highway H

Goals:

1. Provide a road alignment consistent with the Mt. Pleasant proposed highway plan.
2. Create another north/south roadway to provide alternative routes.

Issues:

If CTH H were realigned, major through traffic would be diverted from downtown Franksville. Care must be taken to ensure that the amount of traffic diverted from the existing CTH H does not harm the existing businesses.

The major challenge to the realignment of CTH H north of CTH K is a suitable option of crossing the rail lines providing connection back to the existing CTH H north of Franksville.

The proposed alignment (Figure 3-27) is located in study area (W2) to the west of the Franksville Neighborhood, thus this connection and realignment will be studied in much greater detail as the W2 plan is developed. The Franksville plan may need minor adjustment with regard to the possible realignment of CTH H as the W2 area is developed.

The realignment of CTH H should be a subject for the Jurisdictional Highway Study that will be completed by SEWRPC.

Action Steps:

1. Study detailed possibilities for realignment

of CTH north of CTH K as part of the W2 Neighborhood Planning Process.

2. Request that this road be placed on the Jurisdictional Highway System Plan.
3. Engage the commercial district business association in discussions about the effect of road realignment on commercial activity.
4. Work cooperatively with Mt. Pleasant to ensure an appropriate regional alignment of the roadway.
5. Explore possibilities for alternative railroad crossings in collaboration with the County.
6. Develop clear access rules limiting private drive access to the new CTH H between CTH K and Adams Road.

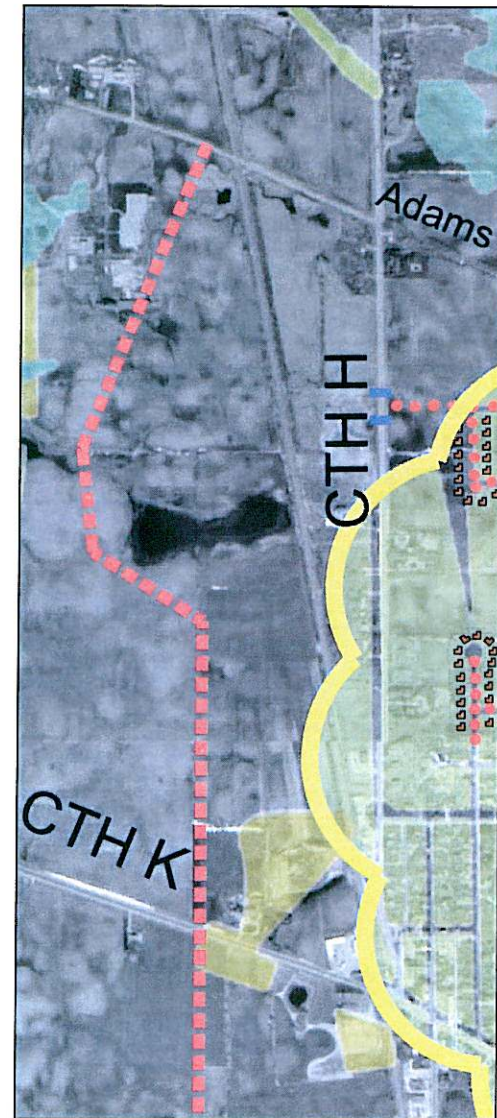


Figure 3-27. Proposed Realignment of County Trunk Highway H.

4. RURAL AREA (R1)

ADOPTED MARCH 2004

4.1 INTRODUCTION

Introduction and Background

In 1996, the Caledonia Village Board adopted a land use plan for the Village.¹ The land use plan was amended in 1999 and sets forth a conceptual framework for future development in the Village. The plan designates areas for future urban development within the two sanitary sewer service areas within the Village, which include an area of about 19.1 square miles tributary to the City of Racine sewage treatment plant and an area of about 0.7 square-mile tributary to the Milwaukee Metropolitan Sewerage District (MMSD). The plan adopted in 1999 also designates two "urban reserve" areas outside the adopted sanitary sewer service areas for future urban development, pending the provision of public sewer and water services to those areas. Urban uses include a variety of residential, commercial, industrial, utility, and civic uses, with most residential development occurring on average lot sizes of one acre or less. The

Village land use plan calls for lands outside the sewer service and urban reserve areas to be maintained in rural uses. The plan also recommends the preservation of wetlands, woodlands, and other natural resources throughout the Village. The land use plan map, as amended in 1999, is shown in Appendix A.

In late 2001, the Caledonia Village Board requested that the Southeastern Wisconsin Regional Planning Commission (SEWRPC) assist the Village in detailing the 1999 land use plan and in developing plan implementation strategies for the rural area of the Village. The rural area, also referred to as the R1 area, is the area designated as "Agricultural" on the 1999 plan, and is located generally west of State Trunk Highway (STH) 38 and north of Four Mile Road. The rural area encompasses about 15 square miles.

The rural area plan is part of a Village-wide effort to detail the land use plan adopted in 1996 and amended in 1999. The Village has contracted with the firm Planning and Design Institute (PDI) of Milwaukee to prepare detailed neighborhood plans within the urban and urban reserve areas. PDI, with assistance from SEWRPC, will also prepare a neighborhood plan for the "C5" area. The C5 area includes the area designated for "Country Lots" on the plan map and the sewer service area tributary to the MMSD, which includes the Caddy Vista subdivision and adjacent lands. The neighborhood planning areas within the Village are shown in Appendix B.

The Village land use plan should be viewed as providing the conceptual basis for all of the neighborhood plans and for this rural area plan. Specific details to be determined through preparation of the rural area plan include:

1. Identification of a permanent rural area within the Village;
2. Development densities to be permitted in the "Agricultural" area shown on the land use plan map;
3. Lands to be maintained in permanent open space; and
4. Future rural residential, commercial, and industrial areas.

The adopted Village land use plan is very clear on development policies within the "Country Lots" area shown on the plan. Those development policies include:

1. An overall development density of one home per five acres;
2. Conservation subdivisions that "cluster" home sites and preserve open space within the subdivision;
3. Agricultural uses are permitted; and
4. Horses and other large animals are permitted.

The adopted plan is not as specific on the type and density of development that should be permitted in the area designated as "Agricultural" on the land use plan map. The Village currently applies the same policies to development in the area designated as "Agricultural" as it does to the area designated as "Country Lots." One of the purposes of this plan is to determine if different policies should be applied within the two areas, and, if so, what development policies should be applied in the "Agricultural" area.

Planning Process and Report Format

The first step in the planning process was a review of the sanitary sewer service areas and the urban reserve areas shown on the adopted land use plan. Minor adjustments to the present planned sanitary sewer service area are recommended, based on the April 2003 sewer service agreement with the City of Racine, existing infrastructure, existing parcel boundaries, and the location of existing sanitary and utility district boundaries. This plan also recommends that the Village conduct more detailed studies to determine if additional urban development, with sanitary sewer and public water services, should be accommodated along Interstate Highway (IH) 94. Those recommendations are presented in Section 4.3.

The planning effort for the R1 area was also structured to include an inventory and analysis of existing land uses, environmental corridors, zoning, parcel sizes, and agricultural uses in the rural area. The development potential of existing parcels, based on current zoning and environmental features, was also analyzed. These inventories and analyses are presented in Section 4.2. Recommendations for future land uses in the rural area were then formulated, and various means of implementing the plan identified. Land use and implementation recommendations are presented in Section 4.3.

R1 Neighborhood Workgroup Members

Village Officials

Linda Mielke - Plan Commission Chairperson
 William Sasse - Plan Commission Member
 Jim Morrill - Plan Commission Member
 Raymond Olley - Plan Commission Member
 Susan Greenfield - Former Town Chairperson
 Howard Stacey - Village Trustee
 Mark Luberda - Former Town Administrator

Neighborhood Residents

Walter Beach - Neighborhood Resident
 Jay Benkowski - Neighborhood Resident
 Carla Beyerl - Neighborhood Resident
 Robert Grove - Neighborhood Resident
 Bruce Eckert - Neighborhood Resident
 Scott Fosbinder - Neighborhood Resident
 Paul Ginther - Neighborhood Resident
 John Koke - Neighborhood Resident
 Mark Lewis - Neighborhood Resident
 Kathy Miller - Neighborhood Resident
 Eric Woelbring - Neighborhood Resident

Village & County Staff

Fred Haerter - Village of Caledonia Engineer
 Julie Anderson - Racine County Planning
 Beth Paul-Soch - Village Parks Director

Resource People

Nancy Anderson, SEWRPC

4.2 INVENTORY AND ANALYSIS

An inventory and analysis of the factors and conditions affecting development in the rural (R1) area was conducted to assist in the identification of appropriate plan implementation strategies. The results of the inventory and analysis are presented in this section. The section is divided into five parts: existing plans affecting the rural area; inventories of the natural and built environments; an inventory of existing land use regulations in effect within the rural area; existing population, household, and employment data; and an analysis of the inventory findings. A summary is also provided.

While focusing on the R1 area, this section also provides data on the C5 area. Both the R1 and C5 areas were recommended to remain in rural uses by the Village land use plan adopted in 1996. A neighborhood plan will be prepared for the C5 area following the completion of this plan implementation strategy for the R1 area.

Part 1 — Existing Plans

Sound planning practice requires that adopted local, county, and regional plans form the basis for developing implementation programs, policies, and regulations. Areawide and local plans affecting the rural area include land use plans, transportation plans, park and open space plans, economic development plans, and water quality management plans.

Land Use Plans

Regional Land Use Plan

The regional land use plan sets forth the fundamental concepts that are recommended to guide the development of the seven-county Southeastern Wisconsin Region. The most recent version of the plan² was adopted by the Regional Planning Commission in 1997. The regional land use plan map, as it pertains to the Village of Caledonia, is shown in Appendix D. Recommendations in the regional plan for the protection of primary environmental corridors and prime agricultural lands are particularly applicable to the Caledonia rural area. The key recommendations of the plan include:

Environmental Corridors

The regional land use plan recommends the preservation in essentially natural, open uses of the remaining primary environmental corridors. The plan further recommends the preservation, to the extent feasible, of the remaining secondary environmental corridors and isolated natural resource areas, as determined through county and local planning efforts.

Urban Development

The regional land use plan encourages urban development only in those areas which are covered by soils suitable for such development, which are not subject to special hazards such as flooding or erosion, and which can be readily provided with basic urban services including, most importantly, public sanitary sewer service. Under the regional plan, urban development includes “urban-density” residential development along with commercial, industrial, institutional, intensive recreational, transportation, and utility uses. Urban-density residential development is

defined as development at a density of more than one dwelling unit per five acres.

The regional land use plan map shows planned urban service areas, as well as existing urban development that has occurred outside an urban service area. The planned urban service areas shown in Appendix D include a generalized representation of existing urban development in those portions of the Village of Caledonia within the Racine and Milwaukee Metropolitan Sewerage District (MMSD) sanitary sewer service areas, which are described in more detail later in this section. The regional land use plan map also includes three areas along IH 94 in the planned urban service area. This designation was based in part on recommendations made in the Greater Racine Area Utility Plan³ completed in 1992; however, those recommendations were never formally adopted by the Regional Planning Commission as an amendment to the regional water quality management plan. The implementation strategy recommended in the following section of this report identifies a potential revised sanitary sewer service area for the Village, which will be considered by the Village Board. Any changes to the existing sewer service area, which is shown in Appendix L, will require a formal amendment to the regional water quality management plan.

Prime Agricultural Land

The regional land use plan recommends that prime agricultural land be preserved for long-term agricultural use and not be converted to either urban development or to other forms of rural development. Prime agricultural land is identified by the Racine County farmland protection plan, which is described in the following section.

Other Agricultural and Rural-Density Residential Lands

In addition to preserving prime agricultural lands and environmental corridors, the regional land use plan seeks to maintain the rural character of other lands located outside planned urban service areas. The plan encourages continued agricultural and other open space uses in such areas. The plan seeks to limit development in such areas primarily to rural-density residential development, with an overall density of no more than one dwelling unit per five acres. Where rural residential development is accommodated, the regional plan encourages the use of residential cluster designs, with homes developed in clusters surrounded by agriculture or other open space sufficient to maintain the maximum recommended density of no more than one home per five acres.

Racine County Farmland Protection Plan

Prime agricultural lands are those lands which, in terms of farm size, the aggregate area being farmed, and soil characteristics, are best suited for the production of food and fiber. A number of important public purposes are served by the preservation of prime agricultural lands. Such public purposes include maintenance of agricultural reserves; maintenance of open space; control of public costs by avoiding the need to provide such urban services as sanitary sewer, public water, and full-time police and fire protection; and preservation of the local economic base.

Prime agricultural lands within Racine County were identified under the Racine County farmland preservation plan,⁴ which was adopted by the Racine County Board in 1982. That plan defines prime agricultural land as follows: an individual farm must be at least 35 acres in size; at least one-half of the farm

must be covered by soils meeting U.S. Natural Resources Conservation Service criteria for national prime farmland or farmland of statewide significance (generally Class I, II, or III soils); and the farm must occur in a contiguous farming area at least 100 acres in size. Farmlands of local significance, which were identified by the Advisory Committee that guided preparation of the plan, were also included in the farmland preservation areas delineated on the farmland preservation plan map.

Appendix E depicts the County farmland preservation plan as it applies to the Village of Caledonia. The map identifies those lands located within the designated farmland preservation areas where individual farms are now less than 35 acres, or where less than 100 contiguous acres are being farmed. Designated farmland preservation areas that are located within an approved sanitary sewer service area are also shown on Appendix E.

About 8,570 acres within the Village were identified as farmland preservation areas by the County plan adopted in 1982. Of that total, about 775 acres are now located within an adopted sanitary sewer service area. Another 875 acres no longer meet the criteria for designation based on farm sizes or contiguous areas being farmed. About 6,920 acres of land identified in the 1982 plan continue to meet the designation as farmland preservation areas.

Additional information regarding prime agricultural soils and areas within the Village that are currently farmed is provided in the inventory portion of this section.

Village Land Use Plan

The Village Land Use Plan was adopted in 1996, and amended in 1999. As described in Section 4.1, the land use plan provides the conceptual framework for this land use plan implementation strategy. The land use plan calls for the western portion of the Village north of Four Mile Road to remain in rural uses, including continued agricultural uses and residential development at an overall density of no more than one home per five acres. The Village conservation subdivision ordinance requires cluster, or conservation, subdivisions for all new subdivisions of parcels of three acres or more that create five or more lots in a five-year period. The preservation of wetlands, woodlands, and other natural resources throughout the Village is also recommended by the plan. The southern and eastern portions of the Village are generally designated for urban uses. The adopted Village land use plan map is shown in Appendix A.

Transportation System Plans

Regional Transportation System Plan

The adopted regional transportation system plan⁵ provides recommendations on how the regional land use plan can best be served by arterial street, highway, and transit facilities. It recommends a functional and jurisdictional system of arterial streets and highways to serve the region through the design year 2020, together with a functional network of various types of transit lines. The regional transportation system plan was developed on the basis of careful quantitative analyses of existing and probable future traffic movements within the region, and existing highway and transit system capacity and use. The adopted 2020 regional transportation system plan as it pertains to the Village of Caledonia is shown in Appendix F. Functional improvements recommended by the plan include the extension of Five Mile Road from its current terminus at Middle Road east to Erie Street, and expansion from two to four lanes of the following highways: CTH K between IH 94 and CTH H and from CTH H to STH 38; STH 38 between CTH K and the north Village line; STH 31 along its entire length within the Village; STH 32 along its entire length within the Village; and Three Mile Road between STH 32 and CTH G. It is also recommended that CTH V south of Seven Mile Road be removed from the arterial street system. Recommended jurisdictional changes are listed in Table 4-1.

Freeway Reconstruction Plan

A Regional Freeway Reconstruction Plan⁶ was adopted in May 2003 by the Regional Planning Commission. The plan is based on a freeway reconstruction study requested by the Secretary of the Wisconsin Department of Transportation (WISDOT), with the knowledge that the State of Wisconsin is about to

embark upon an anticipated three-decade long process of reconstructing the 270 mile freeway system in Southeastern Wisconsin, for the express purpose of identifying a "regional consensus" on the desirable scope of a freeway system reconstruction plan and program. One of the plan recommendations calls for IH 94 from IH 894 (the Mitchell Interchange) in Milwaukee County south to the Wisconsin-Illinois State line to be widened from six to eight lanes, with the braided interchanges to be reconstructed to modern standards. It is anticipated that reconstruction of this freeway segment with the additional lanes will be completed by 2015.

IH 94 South Freeway Corridor Plan

The IH 94 South freeway corridor plan⁷ sets forth a land use and transportation system development plan for an approximately six-mile wide corridor on either side of IH 94 extending from the Wisconsin-Illinois State line north into the Cities of Franklin and Oak Creek in southern Milwaukee County. The plan includes recommendations to modernize freeway interchanges; particularly the unbraiding, or separation, of all freeway

on- and off-ramps in Racine County from the network of frontage roads. WISDOT has completed an environmental assessment and preliminary engineering for the IH 94 freeway segment in Kenosha and Racine Counties, including modernization of the interchanges. Plans for the new interchanges, including the interchanges with Seven Mile Road, CTH G, and CTH K in the Village of Caledonia, were incorporated into the freeway reconstruction study. The interchanges will be improved prior to or coincident with freeway reconstruction.

In accordance with Section 84.295(10) of the Wisconsin Statutes, deed restrictions have been placed on all properties affected by the new interchange designs. Property owners must notify WISDOT by registered mail at least 60 days prior to selling an affected parcel or constructing or altering a building on an affected parcel. A property owner is not prohibited from selling or developing an affected parcel, but no damages are paid for any construction or alterations made without the 60-day notice to WISDOT. WISDOT also has the option of acquiring the parcel following the required notification.

CHANGES IN JURISDICTIONAL RESPONSIBILITY FOR ARTERIAL STREETS AND HIGHWAYS IN THE TOWN OF CALEDONIA UNDER THE RECOMMENDED 2020 REGIONAL TRANSPORTATION SYSTEM PLAN				
Facility	From	To	Jurisdictional Responsibility	
			Existing	Planned
CTH K	IH 94	STH 38	County trunk highway	State trunk highway
Seven Mile Road	West town line	STH 32	Local trunk highway	County trunk highway
Four Mile Road	STH 32	STH 31	Local trunk highway	County trunk highway
Three Mile Road	STH 32	CTH G	Local trunk highway	County trunk highway
Five Mile Road extension	Middle Road	Erie Street	New facility	Local trunk highway
CTH G	STH 32	Three Mile Road	County trunk highway	Local trunk highway
CTH V	North town line	Seven Mile Road	County trunk highway	Local trunk highway
CTH V	Seven Mile Road	Town of Mt. Pleasant	County trunk highway	Local nonarterial

Source: SEWRPC

Table 4-1. Changes in Jurisdictional Responsibility.

The freeway corridor plan also called for the extension of Four Mile Road from CTH V to CTH K. The recommended extension was to have been a two-lane arterial highway under County jurisdiction. The recommendation was not carried forward into either the 2010 or 2020 regional transportation system plans. The proposed extension is, however, reflected in the adopted Village land use plan as part of a conceptual street layout for the business area proposed to be developed around the IH 94 - CTH K interchange. The proposed street extension will be addressed during the neighborhood planning process for the W-2 neighborhood.

STH 38 Corridor Study

WISDOT has been continually working on an improvement plan for the STH 38 corridor. On October 20, 2004, the study team at WISDOT identified the Railroad Corridor Alternative as its preferred alternative among four options. This alternative would follow CTH H from Six Mile Road to Five Mile Road, then follow Five Mile Road to a point just west of the Union Pacific Railroad. The road would run parallel to the railroad between Five Mile Road and the Caledonia Business Park before reconnecting with the existing STH 38 near Hoods Creek Road.

At this time, construction of the project is not in WISDOT's construction program. The study team's estimate is that the STH 38 improvement plan would not be implemented for at least ten years. The study is being done at this time to preserve the future highway corridor from further development.

Regional Bicycle and Pedestrian Plan

The Regional Planning Commission adopted a regional bicycle and pedestrian facilities system plan⁸ in 1995. The plan was amended

in 2001, and the design year extended to 2020.⁹ The plan provides recommendations to encourage increased bicycle and pedestrian travel in a safe and efficient manner as alternatives to travel by automobile. The plan includes a recommended regional bikeway system designed to provide connections between urbanized areas and incorporated areas with a population of 5,000 or more located outside of urbanized areas, and connections to major parks and other major activity centers. Appendix G depicts the bikeways recommended under the regional plan in the Village of Caledonia.

Appendix H depicts existing public trails and bikeways within the Village in 2003. The map also shows a conceptual location of trails proposed by the Village land use plan, the Village and County park and open space plans, and the regional bicycle and pedestrian plan.

Park and Open Space Plans

Racine County Park and Open Space Plan

An updated County park and open space plan was adopted by the Racine County Board in 2001.¹⁰ That plan consists of both an open space preservation element and an areawide outdoor recreation element, intended to, respectively, protect areas containing important natural resources and to provide major parks, trails, and resource oriented recreational facilities.

The park and open space plan for Racine County recommends that the State and County levels of government assume responsibility for the provision of major parks. Major parks are defined as publicly owned parks at least 100 acres in size which provide opportunities for such resource-oriented activities as camping, golfing, picnicking, and swimming. As shown in Appendix I, the County plan recommends that a total of 10 major parks be provided in the County. Two of the major parks, Cliffside and Johnson, would continue to be provided and maintained by the County and the City of Racine, respectively, in the Village of Caledonia and environs. The plan further recommends that Racine County acquire an additional 305 acres at Cliffside Park and develop additional recreational facilities, including picnicking facilities, a nature center focusing on lakeshore resources, and facilities for users of the Racine County MRK trail, which is located just west of the park.

Two portions of the regional trail system are recommended to be developed by Racine County within the Village: the Lake Michigan trail and the Root River trail. A four-mile portion of the Lake Michigan trail, known as the Racine County MRK trail, has been developed within the Village on a former interurban railroad right-of-way, extending

from the southern Village line north to Seven Mile Road. The plan calls for the trail to be extended north to the County line to connect with a trail proposed to be developed by Milwaukee County.

The County park plan also recommends that the County acquire land and develop a trail along the Root River. The Root River Trail would encompass about 14 linear miles within Racine County, including about eight miles within Caledonia. The trail has not yet been developed within the Village. The City of Racine is developing a three-mile portion of the trail from Lake Michigan to Cedar Bend Park. The City proposes to extend the trail north along the Root River to Colonial Park.

Village of Caledonia Park and Open Space Plan

The Village adopted a park and open space plan in April 2000.¹¹ The plan is intended to provide an integrated system of park and open space sites within the Village that would both preserve important natural resources and provide sites and facilities for a wide range of outdoor recreational activities for Village residents.

The open space preservation element of the plan, shown in Appendix J, recommends that all planned environmental corridors and isolated natural resource areas in the Village be held in a combination of public and private ownership or protected through proper zoning for natural resource preservation, flood control, and outdoor recreation purposes. The plan recommends that 184 acres of environmentally significant lands be acquired by the Village for preservation purposes. Primary environmental corridor lands along the Root River are recommended to be acquired by the County and to serve

as the basis for a Root River parkway and trail system. The plan also incorporates the recommendations of the regional natural areas plan, which is described in the following section.

The County park plan sets forth recommendations for major parks and associated recreational facilities. The outdoor recreation element of the Village park plan, shown on Appendix K, focuses on the provision of smaller community and neighborhood parks. The plan recommends the acquisition and development by the Village of 16 new community and neighborhood parks, all to be located within the planned sewer service area, as well as the continued maintenance of existing Village-owned parks. The plan also recommends the development of community park facilities at Crawford Park and neighborhood park facilities at 5½ Mile Park. The plan further recommends a local system of bicycle and pedestrian routes and paths throughout the Village to interconnect existing and proposed parks.

Regional Natural Areas Plan

Both the Racine County and the Village of Caledonia park and open space plans incorporate the recommendations of the regional natural areas plan.¹² The natural areas plan identifies the most significant remaining natural areas, critical species habitats, geological sites, and archaeological sites in the Region, and recommends means for their protection and management. The plan identifies potential sites to be placed in public or private protective ownership, and other sites to be protected, insofar as it is possible, through zoning and other regulatory means without protective ownership. It also recommends that a detailed management plan be prepared and implemented for each site placed under protective ownership.

Recommendations for the acquisition and management of natural areas, critical species habitat sites, and geological areas within the Village are presented in the inventory portion of this section.

Economic Development Plans

Racine County Industrial Park Land Absorption Study

In March 1998, the Racine County Economic Development Corporation (RCEDC) requested assistance from the Regional Planning Commission in conducting a study to determine the availability of vacant industrial park land in the County. The request resulted from a concern of the RCEDC members that existing industrial parks within the County would soon be filled. An adequate supply of vacant industrial park lands is important to the future economic vitality of an area.

The study results¹³ indicated that, if 1990 to 1998 development trends were to continue, industrial park lands within eastern Racine County would be fully developed within six years. The RCEDC recommended that communities interested in attracting new industrial development begin the process of identifying such lands immediately, due to the length of time needed to develop such parks.

Racine County Strategic Economic Development Plan

In April 2002, the Racine County Economic Development Corporation (RCEDC) completed a Strategic Economic Development Plan for the County.¹⁴ The report sets forth seven "challenges" to improve the economic climate in the County, and recommends several strategies to meet each challenge. One of the strategies calls for providing high-value industrial and commercial development opportunities to link Racine County with the Milwaukee metropolitan area, primarily along IH 94 and STH 36. Another calls for cooperative comprehensive planning that links industrial/commercial development to transportation and housing needs, while protecting the environment. These strategies,

and others in the report, must be considered with regard to development within the rural area, particularly within the IH 94 corridor.

Water Quality Management Plans

In 1979, the Regional Planning Commission adopted an areawide water quality management plan¹⁵ for Southeastern Wisconsin as a guide to achieving clean and wholesome surface waters within the seven-county Region. The plan has five elements: a land use element; a point source pollution abatement element; a nonpoint source pollution abatement element; a sludge management element; and a water quality monitoring element.

The point source pollution abatement element of the regional water quality management plan is of particular importance to land use planning. That plan element recommends major sewage conveyance and treatment facilities and identifies planned sewer service areas for each of the sewerage systems in Southeastern Wisconsin. Under Wisconsin law, major sewerage system improvements and all sewer service extensions must be in conformance with the plan.

Portions of the Village of Caledonia are located within two sanitary sewer service areas, one which is served by the City of Racine Wastewater Utility and one which is served by the Milwaukee Metropolitan Sewerage District (MMSD). The sanitary sewer service areas within the Village are documented in SEWRPC Community Assistance Planning Report No. 147, 2nd Edition, Sanitary Sewer Service Area for the City of Racine and Environs, June 2003. The adopted sanitary sewer service area is shown in Appendix L.

The majority of the area served by the Racine sewage treatment plant, which is operated by the Racine Wastewater Utility, is located in a contiguous area that includes the City of Racine and portions of the Village of Caledonia, the Village of Mt. Pleasant, and the Town of Somers. There are also several "islands" that are not directly connected to the main part of the sewer service area. These "islands," which include the Pilot Travel Center in the Village of Caledonia, are included in the sewer service area to enable the Racine Wastewater Utility to accept holding tank wastes from the businesses and elementary school located in the identified areas. Chapter NR 113 of the Wisconsin Administrative Code requires that holding tank systems designed to accept 3,000 gallons or more of waste per day be located within the sewer service area of the public sewage treatment facility that treats the waste pumped from the tanks.

Racine Area Sewer Agreement

In April 2002, the City of Racine reached agreement¹⁶ with nearby communities regarding future sewer service to those communities. Under the agreement, the Racine sewage treatment plant will be upgraded and expanded to provide additional sewage treatment capacity for the Village of Sturtevant and portions of the Villages of Caledonia and Mt. Pleasant, and the Towns of Somers, Raymond, and Yorkville. The additional capacity is planned to accommodate future growth in those six communities to the year 2020. The agreement provides for a reevaluation prior to 2020 to determine the need for an additional expansion of the plant to accommodate growth expected to occur after 2020.

As part of the agreement, the City of Racine has agreed not to annex lands from the

Villages of Caledonia or Mt. Pleasant, and has also agreed not to contest the incorporation of either Village, should either or both decide to pursue incorporation as a city or village.¹⁷ In return, the Villages of Caledonia and Mt. Pleasant have agreed to share some of the benefits of anticipated tax base growth with the City of Racine through annual revenue sharing for a 30-year period.

The Crestview and North Park sanitary districts and the Cal 1 utility district each purchased a specific wastewater treatment capacity from the Racine sewage treatment plant. The districts have purchased the capacity needed to serve existing and planned urban development as shown on the Village land use plan. Under the agreement, each district is free to use, sell, or lease its capacity to any other district or municipality that is party to the agreement. Parties to the agreement include the City of Racine and the Racine Wastewater Utility; the Villages of Sturtevant, Wind Point, Caledonia, and Mt. Pleasant; the Town of Somers; the Caledonia and Mt. Pleasant utility districts; and the Crestview and North Park sanitary districts. "Anticipated parties," for whom treatment capacity has been planned but have not yet signed the agreement, include the Villages of Elmwood Park and North Bay and the Towns of Raymond and Yorkville.

With the exception of Caledonia, parties to the agreement are required to obtain sewage treatment service from Racine. The Village of Caledonia has the option of obtaining sewage treatment service from another municipality or sewerage district for portions of the Village specifically identified in the agreement, which include the area north of Six Mile Road between Lake Michigan and CTH H, and north of Five Mile Road extended between CTH H and IH 94.

Areas Served by Sanitary Sewer

Sewer service in the Village of Caledonia is currently provided by three sanitary districts and one Village utility district. The three sanitary districts are Caddy Vista, which is tributary to the Milwaukee Metropolitan Sewerage District; and the Crestview and North Park districts, which are tributary to the Racine sewage treatment plant, operated by the City of Racine Wastewater Utility. The Crestview district discharges its wastewater to the North Park district, which then discharges to the Racine sewage treatment plant. The Village of Caledonia Utility District No. 1, commonly known as "Cal 1," is also tributary to the Racine sewage treatment plant. The location of the four districts and the relationship between the district boundaries and the sanitary sewer service area adopted in June 2003 are shown in Appendix M. All of the territory in the Caddy Vista, Crestview, and Cal 1 districts are within the Village of Caledonia. The North Park district serves a portion of the Village and the entire Village of Wind Point.

Generally, the district boundaries are located within, or are coincident with, the sanitary sewer service area boundary. Notable exceptions include the Caddy Vista Sanitary District, where 80 acres of land on the north side of Seven Mile Road are located within the sanitary district but outside the sewer service area; and the Northwest quarter of Section 26, portions of the Southwest quarter of Section 28, and the Southeast quarter of Section 29, all in Township 4 North, Range 22 East, where significant portions of the Cal 1 district boundaries extend outside the sewer service area. Under State law, sewer service cannot be extended to lands lying outside an adopted sewer service area boundary.

The purpose of a sanitary district is to allow landowners in unincorporated areas an opportunity to form a special-purpose unit of government to provide certain urban services. A town sanitary district has authority to plan, construct, and maintain systems for garbage removal, water supply, sewage disposal, and stormwater drainage. Sanitary districts may be formed by a town board, upon a request from affected landowners, under Section 60.71 of the Wisconsin Statutes. Each district is governed by a commission. At the time a district is established, the town board determines whether commissioners will be appointed by the town board or elected. The town board may choose to appoint itself as the commission. An elected commission governs each of the three sanitary districts in the Village.

A town board may also establish utility districts under Sections 60.23 and 66.0827 of the Statutes to provide public services within the district. The town board governs utility districts. The Village of Caledonia Utility District No. 1 provides sanitary sewer service in the south-central portion of the Village.

Appendix N shows the areas served by sanitary sewer in 2002. In most cases, areas served by sanitary sewer are located well within the sanitary sewer service area boundary. One area of concern is Section 24, in Township 4 North, Range 22 East, where sanitary sewer lines extend to the edge of the sanitary sewer service area. There are also areas along STH 32 in the northern part of the Village that are provided with public water by the Crestview sanitary district, and hence are located within the district, but are located outside the sewer service area. These areas are not served by sanitary sewers.

Areas Served with Public Water

Public water is generally provided in the areas served by public sanitary sewer. The Caddy Vista and Crestview sanitary districts purchase water from the City of Oak Creek on a wholesale basis. The North Park sanitary district and the Village of Caledonia Water District No. 1 purchase water from the City of Racine Water Utility, both on a wholesale basis. The North Park district then sells a portion of the water it purchases from Racine to the Wind Point Water Utility. Water from Lake Michigan is the source used by both Racine and Oak Creek.

Part 2 — Inventory of the Natural and Built Environments

This section presents information on existing conditions within the Village, including existing land uses, agricultural lands, parks, wetlands, floodplains, environmental corridors, natural areas, and historic sites.

Existing Land Uses

The Regional Planning Commission periodically conducts a detailed inventory of existing land uses in the Southeastern Wisconsin Region, providing information on the type, amount, and spatial location of the major categories of land uses within the Region. The first such inventory was conducted in 1963; the most recent in 2000. The existing land use pattern in the R1 area and the entire Village of Caledonia, based on the 2000 land use inventory, is summarized in the map and table in Appendix O.

Urban Land Uses

Urban land uses consist of the buildings, parking, and sites associated with residential, commercial, industrial, transportation, utilities, governmental and institutional, and intensive recreational land uses. Urban development is concentrated in the eastern and south-central portions of the Village, around the unincorporated community of Franksville, and in the northwestern part of the Village in the Caddy Vista subdivision and along Seven and One-Half and Seven Mile Roads near IH 94. Urban land uses in the Village comprised 7,718 acres, or about 26 percent of the total area of the Village in 2000. Urban uses encompassed 1,250 acres, or about 13 percent of the R1 area in 2000.

Residential

Residential lands comprised the largest urban land use category in 2000, encompassing 4,526 acres, or about 16 percent of the total area of the Village. Residential uses encompassed 678 acres, or about 7 percent of the R1 area. Farm residences, together with a 20,000 square foot dwelling site, were classified as single-family residential land uses and are shown as "low-density single-family residential" on Appendix O. Residential development in the Village has occurred both in concentrated urban enclaves and as scattered subdivision and individual home sites.

Commercial

In 2000, commercial lands encompassed 164 acres, or less than 1 percent of the total area of the Village. Commercial uses encompassed 43 acres, or less than 1 percent, of the R1 area.

Commercial development in the Village includes stores and service establishments located primarily along STH 32, in the unincorporated community of Franksville, and near the interchanges of IH 94 with CTH K and with Seven Mile Road.

Industrial

In 2000, industrial lands encompassed 179 acres, or less than 1 percent of the total area of the Village. Industrial uses encompassed 13 acres, or less than 1 percent, of the R1 area. The largest concentration of industrial uses in the Village is located in the Caledonia Business Park, located north of Dunkelow Road and east of Nicholson Road.

Transportation, Communication, and Utilities

Transportation, communication, and utility land uses, which include streets and

highways and other transportation uses, communications facilities, and utility facilities, occupied approximately 1,983 acres, or about 7 percent of the total area of the Village, in 2000. Such uses encompassed 442 acres, or about 5 percent of the R1 area.

Streets and highways encompassed 344 acres in the R1 area and 1,671 acres in the Village as a whole. Important arterial streets and highways serving the Village include IH 94, STH 31, STH 32, STH 38, CTH G, and CTH K. These highways are integral parts of the regional street and highway system intended to facilitate the movement of traffic within and through the Village.

A Canadian Pacific Railway and two Union Pacific Railroad rights-of-way traverse the Village from north to south, and together occupy 241 acres within the Village. There is a major Wisconsin Energy Corporation power plant located in the City of Oak Creek, just north of the Village along Lake Michigan. The utility's ownership extends into the northeastern corner of the Village. The utility owns about 475 acres within the Village. About 40 acres have been developed in the Village for a fly-ash landfill and a railroad switching yard associated with the power plant. A major expansion of the plant, along with development of a wall board plant, has been proposed and is currently under review.

Governmental and Institutional

Governmental and institutional lands accommodating schools, churches, cemeteries, the Village Hall, and similar uses encompassed about 330 acres in the Village in 2000. Such uses encompassed 37 acres, or less than 1 percent, of the R1 area.

Recreational Lands

In 2000, intensively used recreational land accounted for 536 acres, or about 2 percent of the total area of the Village. Recreational lands shown in Appendix O include only those areas that have been developed with facilities such as playgrounds, major trails, tennis courts, baseball diamonds, soccer fields, and other playfields. Such uses encompassed 37 acres, or less than 1 percent, of the R1 area in 2000.

A complete inventory of existing park and open space sites and outdoor recreation facilities in the Village was conducted in 1999, and updated in 2003. The inventory also includes cemeteries within the Village. As shown on the map and table in Appendix P, there were 56 park and open space sites in 2003, encompassing about 2,290 acres, or about 8 percent of the Village, plus a five-mile off-street bicycle trail.

Twenty-six of the park and open space sites within the Village, encompassing 1,390 acres, or about 61 percent of the total park and open space site acreage, are publicly owned, including the trail facility. The Village of Caledonia owns 14 park and open space sites, encompassing about 366 acres, including the 52-acre joint Caledonia-Mt. Pleasant Park and the eight-acre Caledonia Memorial Park Cemetery. Racine County owns 785 acres within park and open space sites in the Village, including 561 acres along the Root River and 223 acres at Cliff-side Park. There are also 30 privately owned sites in the Village, encompassing 900 acres, which includes six privately-owned cemeteries and four sites owned by the Caledonia Conservancy. All of the lands owned by the Caledonia Conservancy are open to the public.

Rural Land Uses

Rural land uses in the Village consist primarily of agricultural lands, woodlands, wetlands, surface water, quarries, landfills, and open or vacant lands. In 2000, such rural land uses comprised 21,422 acres, or about 33 square miles, encompassing about 74 percent of the total area of the Village. Rural uses encompassed 8,474 acres, or about 87 percent of the R1 area.

Natural Resource Areas

Natural resource areas include wetlands, woodlands, and surface waters. In 2000, such areas comprised 3,233 acres, or about 11 percent of the total area of the Village. Natural resource areas occupied 826 acres, or about 9 percent, of the R1 area. More detailed information on the natural resources within the Village is provided in the following sections.

Extractive and Landfill

There are three quarries located in the Village. Two of which are operated by Vulcan Materials Company and are located on either side of STH 32 just north of the City of Racine. There is a former quarry located on the west side of the Root River between Johnson Avenue West and Valley Drives. There is a fly-ash landfill site located on the Wisconsin Energy Corporation site in the northeastern corner of the Village. Together, these uses encompass 234 acres, or less than 1 percent of the Village. None of the quarries or landfills are located in the R1 area.

Open Lands

Open lands include lands in rural areas that are not being farmed, and other lands that

have not been developed. Examples of lands in this latter category include undeveloped portions of park sites, excess transportation rights-of-way, lots that have been platted but not yet developed, subdivision outlots, and undeveloped portions of commercial and industrial lots. Lands within this category accounted for 2,222 acres, or about 8 percent of the Village, in 2000. There were 292 acres of open lands in the R1 area, encompassing about 3 percent of the area.

Agricultural Lands

Agricultural lands include all croplands, pasture lands, orchards, nurseries, and nonresidential farm buildings. As noted previously, farm residences, together with a 20,000 square foot dwelling site, are classified as single-family residential land uses. In 2000, agricultural lands occupied 15,733 acres, or about 25 square miles, in the Village, representing 54 percent of the total area within the Village. Agricultural uses were the predominant land use in the R1 area, encompassing 7,356 acres, or about 76 percent, of the area.

Appendix Q shows the area devoted to agricultural use in 2000, categorized as follows:

Cultivated Lands, which includes lands used for the cultivation of crops including row crops, grain crops, vegetable crops, and hay.

Pasture Land and Unused Agricultural Lands, which includes lands used as pasture, or lands which were formerly cultivated or used for pasture which have not yet succeeded to a wetland or woodland plant community.

Orchards and Nurseries. This category does not include greenhouses, which are shown as commercial on the land use map.

Other Agricultural, which includes lands used for sod farms and specialized crops such as mint, ginseng, and berry fields.

Note: All lands owned by the Caledonia Conservancy are open to the public.

As shown on the map and table in Appendix Q, cultivated lands are the predominant type of agricultural use in the Village, accounting for about 90 percent of lands in the R1 area and about 89 percent of all agricultural lands in the Village. About 57 percent of the C5 area was also in agricultural use in 2000.

Appendix Q also indicates parcels less than 20 acres that are entirely or partially farmed. Such parcels are indicated with a black hatch. There are cases where lots as small as five acres include some type of farming activity. Some of these lots, such as the lots along Four Mile Road and Seven and One-Half Mile Road, are developed with a home near the street, with agricultural uses taking place on the rear of the lot. This practice occurs only where the smaller parcels are adjacent to a larger agricultural parcel.

Soils Well Suited for Agricultural Use

The U.S. Natural Resources Conservation Service classifies the agricultural capability of soils based upon their general suitability for most kinds of farming. These groupings are based on the limitations of the soils, the risk of damage when used, and the way in which the soils respond to treatment. Appendix R sets forth a qualitative description of each soil capability class. Class I soils have few limitations, the widest range of use, and the least risk of damage when used. The soils in the other classes have progressively greater natural limitations. Class VIII soils are so rough, shallow, or otherwise limited that

they do not produce economically worthwhile yields of crops, forage, or wood products. Generally, Class I and II soils are considered Prime Agricultural Soils, and Class III soils are considered Farmlands of Statewide Significance.

Appendix R depicts agricultural soil capability in the Village of Caledonia. About 79 percent of the Village is covered by prime agricultural soils (Class I and II soils). About 83 percent of the R1 area, or 8,060 acres, are covered by Class I and II soils. Appendix Q lists the amount of acreage within each soil class in the R1 and C5 areas, and the Village as a whole.

Natural Resource Features

The natural resources of an area are important determinants of the ability of an area to provide a pleasant and habitable environment for all forms of life. Any land use planning effort should seek to preserve the most significant remaining aspects of the natural resource base to help retain the ecological balance and natural beauty of an area. A description of important natural resources in the Village of Caledonia, including surface water resources, wetlands, woodlands, natural areas, and environmental corridors, is presented in this section.

Surface Water Resources

Surface water resources are a particularly important element of the natural resource base of the Village of Caledonia. The most prominent surface water features in the Village are Lake Michigan and the Root River. Other perennial streams include Husher Creek and Hoods Creek. Lakes and streams provide for water-related recreational activities, an attractive setting for residential development, and an aesthetic quality to the Village.

The floodplains of a river or stream are the wide, generally sloping areas contiguous to, and usually lying on both sides of, the river or stream channel. Rivers and streams occupy their channels most of the time. However, during even minor flood events, stream discharges increase markedly, and the channel may not be able to contain and convey all of the flow. As a result, stages increase and the river or stream spreads laterally over the floodplain. The periodic flow of a river onto its floodplains is a normal phenomenon and, in the absence of costly structural flood control works, will occur regardless of whether urban development exists on the floodplain or not.

For planning and regulatory purposes, floodplains are normally defined as the areas, excluding the channel, subject to inundation by the 100-year recurrence interval flood event. This is the event that would be reached or exceeded in severity once every 100 years on average or, stated another way, there is a 1 percent chance of this event being reached or exceeded in severity in any given year. Floodplain areas are generally not well-suited to urban development, not only because of the flood hazard, but also because of the presence of high water tables and of soils poorly suited to urban use. The floodplain areas, however, generally contain such important elements of the natural resource base as woodlands, wetlands, and wildlife habitat and, therefore, constitute prime locations for needed open space areas. Every effort should be made to discourage indiscriminate and incompatible urban development on floodplains, while encouraging compatible recreational and open space use.

Many of the floodplain areas within the Village have been delineated and refined under the Federal Flood Insurance Study for Racine County, published in October 1981, and SEWRPC Community Assistance Planning Report No. 152, A Stormwater Drainage and Flood Control System for the Milwaukee Metropolitan Sewerage District, published in December 1990. Where precise floodplain elevations were determined through these studies, the 100-year floodplain has been mapped by the Regional Planning Commission on detailed large-scale topographic maps. With the exception of the approximate floodplains along the stream reaches noted below, the floodplains within the Village have been delineated on large-scale topographic maps. In cases where precise floodplain elevations have not been determined, the

floodplains shown on Appendix S were based on less precise floodplain maps published by the Federal Emergency Management Agency (FEMA). These "approximate" floodplains are located in the north one-half of Section 17, Township 4 North, Range 23 East, along a stream discharging into Lake Michigan; and in the southwest one-quarter of Section 16 and much of Section 21 in Township 4 North, Range 22 East, along Husher Creek and within the Nicholson Wildlife Refuge.

Floodplain areas in the Village are shown on Appendix S. Floodplains cover 1,734 acres, or about 6 percent of the Village; and 547 acres, or about 6 percent, of the R1 area.

Wetlands

For planning and regulatory purposes, wetlands are commonly defined as areas in which the water table is at, near, or above the land surface and which is characterized by both hydric soils and the growth of sedges, cattails, and other wetland vegetation. Wetlands generally occur in depressions and near the bottom of slopes, particularly along lakeshores and stream banks, and on large land areas that are poorly drained.

Wetlands perform an important set of natural functions which include supporting a wide variety of desirable, and sometimes unique, forms of plant and animal life; stabilization of lake levels and stream flows; entrapment and storage of plant nutrients in runoff, thus reducing the rate of enrichment of surface waters and noxious weed and algae growth; contribution to the atmospheric oxygen and water supplies; reduction in stormwater runoff by providing areas for floodwater impoundment and storage; protection of shorelines from erosion; entrapment of soil particles suspended in runoff and reduction of stream sedimentation; provision of

groundwater recharge and discharge areas; and provision of opportunities for certain scientific, educational, and recreational pursuits.

Wetlands identified by the Regional Planning Commission within the Village are shown on Appendix S. Wetlands are identified primarily through the use of one-inch equals 400-foot scale aerial photographs. Where more precise field delineations of wetland boundaries have been conducted, such delineations are reflected on the aerial photographs. Wetlands covered about 1,738 acres, or about 6 percent of the Village, and 540 acres, or about 6 percent, of the R1 area in 2000.

In some cases, wetland areas have been converted to cropland by clearing, draining, and/or filling. Such areas are not shown as wetlands on Appendices 1-14 or 1-18 if they were being farmed in 2000, or are no longer being farmed, but have not yet reverted to wetland vegetation. Such areas may be re-classified as wetlands in a future inventory, if the land is no longer farmed and the land reverts to wetland conditions.

Woodlands

Woodlands are defined by the Regional Planning Commission as those upland areas one acre or more in size with 17 or more deciduous trees per acres, each measuring at least four inches in diameter at breast height and having 50 percent or more tree canopy coverage. Coniferous tree plantations and reforestation projects are also identified as woodlands. Woodlands are also identified primarily through the use of one-inch equals 400-foot scale aerial photographs.

Woodlands provide an attractive natural resource of immeasurable value. Under good management, woodlands can serve

a variety of beneficial functions. In addition to contributing to clean air and water and regulating surface water runoff, woodlands can contribute to the maintenance of a diversity of plant and animal life. Woodlands, which may require a century or more to develop, can be destroyed through mismanagement within a comparatively short time. The deforestation of hillsides contributes to rapid stormwater runoff, the siltation of lakes and streams, and the destruction of wildlife habitat.

Woodlands can and should be maintained for their scenic, wildlife habitat, educational, and recreational value and for air and water quality protection. As shown in Appendix S, woodlands occur in scattered locations throughout the Village. Woodlands covered 1,222 acres, or about 4 percent of the Village, and 254 acres, or about 3 percent, of the R1 area in 2000.

Steep Slopes

Topography is an important determinant of the practical uses of land. Lands with steep slopes, defined by the Regional Planning Commission as slopes greater than 12 percent, are generally poorly suited for urban development and for most agricultural purposes. With the exception of the Lake Michigan bluff areas and areas along the Root River in the southern portion of the Village, the Village consists of generally flat or rolling topography. Therefore, steep slopes do not represent a major constraint to development within the Village.

Environmental Corridors

Ecological balance and natural beauty are important determinants of the ability of an area to provide a pleasant and habitable environment for all forms of life and to maintain its social and economic well being. One of the most important tasks completed under the regional planning program for Southeastern Wisconsin has been the identification and delineation of those areas in the Region in which concentrations of the best remaining elements of the natural resource base occur. The protection and preservation of such areas in essentially natural, open uses is crucial in maintaining both the ecological balance and natural beauty of the Region and the Village of Caledonia.

Identification of environmental corridors is based upon the presence of one or more of the following important elements of the natural resource base: 1) rivers, streams, lakes, and associated shorelands and floodplains; 2) wetlands; 3) woodlands; 4) prairies; 5) wildlife habitat areas; 6) wet, poorly drained, and organic soils; and 7) rugged terrain and high relief topography. The presence of elements that are closely related to the natural resource base, including park and open space sites, natural areas, historic sites, and scenic viewpoints, are also considered in the delineation of environmental corridors.¹⁸

The delineation of these natural resource and natural resource-related elements on maps results in a concentration of such elements in an essentially linear pattern of relatively narrow, elongated areas which have been termed "environmental corridors" by the Regional Planning Commission. "Primary" and "secondary" environmental corridors have been identified. Primary environmental

corridors include a wide variety of the most important natural resource and resource-related elements and are, by definition, at least 400 acres in size, two miles long, and 200 feet wide. Secondary environmental corridors serve to link primary environmental corridors, or encompass areas containing concentrations of natural resources between 100 and 400 acres in size. Where secondary corridors serve to link primary environmental corridors, no minimum area or length criteria apply; secondary corridors that do not connect to primary corridors are at least 100 acres in size and one mile long. Isolated concentrations of natural resource features, encompassing at least five acres but not large enough to meet the size or length criteria for primary or secondary environmental corridors, are referred to as isolated natural resource areas. The location of the environmental corridors and isolated natural resource areas in the Village of Caledonia in 2000 is shown in Appendix T.

In any consideration of environmental corridors and isolated natural resource areas, it is important to note that the preservation of such resources can assist in flood flow attenuation, water pollution abatement, and favorable climate modification. In addition, because of the many interacting relationships between living organisms and their environment, the destruction or deterioration of any one element of the natural resource base may lead to a chain reaction of deterioration and destruction of other elements. The draining and filling of wetlands, for example, may destroy fish spawning grounds, wildlife habitat, groundwater recharge areas, and the natural filtration action and floodwater storage functions of interconnecting stream systems. The resulting deterioration of surface water quality may, in turn, lead to deterioration of

the quality of groundwater, which serves as a source of domestic, municipal, and industrial water supply and on which low flows in rivers and streams may depend. Similarly, the destruction of woodland cover may result in soil erosion and stream siltation, more rapid stormwater runoff and attendant increased flood flows and stages, and destruction of wildlife habitat.

Although the effects of any one of these environmental changes may not in and of itself be overwhelming, the combined effects will eventually create serious environmental and developmental problems. These problems include flooding, water pollution, deterioration and destruction of wildlife habitat, loss of groundwater recharge areas, and destruction of the unique natural beauty of the area. The need to maintain the integrity of the remaining environmental corridors and isolated natural resource areas thus becomes apparent.

Primary Environmental Corridors

Appendix T shows the location of primary environmental corridors in 2000. Primary corridors were located along the Root River, the upper reaches of Hoods Creek and Husher Creek, and much of the Lake Michigan shore-line. Primary environmental corridors encompassed a total area of about 1,728 acres, or about 6 percent of the Village, in 2000.

The primary environmental corridors include the best remaining woodlands, wetlands, and wildlife habitat areas, and are, in effect, composites of the best remaining residual elements of the natural resource base of the Village. These corridors have truly immeasurable environmental and recreational value. Their preservation in an essentially open, natural state, including park

and open space uses and very low density residential uses, will serve to maintain a high level of environmental quality in the Village, protect its natural beauty, and provide valuable recreational opportunities.

Secondary Environmental Corridors and Isolated Natural Resource Areas

In addition to the primary environmental corridors, other concentrations of natural resource base elements exist within the Village. Secondary environmental corridors and isolated natural resource areas may provide surface water drainage, maintain pockets of natural resource features, provide wildlife habitat and corridors for the movement of wildlife, and provide good locations for local parks and the development of local trails. Although not as important as primary environmental corridors, secondary environmental corridors and isolated natural resource areas should also be preserved in essentially open, natural uses to the extent practicable.

As shown in Appendix T, secondary environmental corridors were located along an intermittent stream in the eastern portion of the Village and along Hoods Creek south of CTH K, and also included a large portion of the Nicholson Wildlife Refuge. Secondary environmental corridors encompassed a total of 243 acres, or less than 1 percent of the Village, in 2000. There were 1,295 acres of isolated natural resource areas scattered throughout the Village.

Planned Environmental Corridors

The regional natural areas plan and the Racine County park and open space plan propose modifications to the existing environmental corridors and isolated natural resource areas in some areas. Under the County park plan,

275 acres of floodplain along the Root River presently in agricultural use and adjacent to existing primary environmental corridor would be restored to a natural condition and become part of the environmental corridor. Such restoration would occur following acquisition of the floodplain areas by Racine County as part of the Root River parkway recommended in the County park plan.

As recommended by the regional natural areas plan, the primary environmental corridor encompassing a portion of the Renak-Polak Maple Beech Woods State Natural Area and the secondary environmental corridor encompassing a portion of the Nicholson Wildlife Refuge would be expanded by 35 acres and 73 acres, respectively. The planned environmental corridors and isolated natural resource areas include those portions of natural areas within the Village that are publicly owned, in addition to portions of the natural areas consisting of woodlands, wetlands, floodplains, and other natural resources.

Planned environmental corridors and isolated natural resource areas within the Village are shown on Appendix Y. Table 4-2 compares the number of acres within environmental corridors and isolated natural resource areas under both existing and planned conditions. Under planned conditions, about 13 percent of the Village would be included within planned environmental corridors or isolated natural resource areas.

Planned primary environmental corridors encompass 142 acres, or about 2 percent of the R1 area. Planned secondary environmental corridors encompass 223 acres, also about 2 percent of the R1 area; and planned isolated natural resource areas encompass 439 acres, or about 5 percent

of the R1. Together, planned environmental corridors and isolated natural resource areas encompass 804 acres, or about 8 percent of the R1 area.

Natural Areas and Critical Species Habitat Sites

Natural areas are defined as tracts of land or water so little modified by human activity, or sufficiently recovered from the affects of such activity, that they contain intact native plant and animal communities believed to be representative of the landscape before European settlement. Natural areas are classified into one of the following three categories: natural areas of statewide or greater significance (NA-1); natural areas of countywide or regional significance (NA-2); or natural areas of local significance (NA-3). Classification of an area into one of these three categories is based upon consideration of the diversity of plant and animal species and community types present; the structure and integrity of the native plant or animal community; the extent of disturbance by human activity, such as logging, grazing, water level changes, and pollution; the commonness of the plant and animal communities present; any unique natural features within the area; the size of the area; and the educational value.

A comprehensive inventory of natural area sites and critical species habitat sites in Southeastern Wisconsin was completed in 1994 by the Regional Planning Commission. As shown on the map and table in Appendix V, 13 natural area sites, 14 critical species habitat sites, three aquatic habitat areas, and two geological areas were identified within the Village as part of the natural areas study. The 13 identified natural areas, 13 of the 14 identified critical species habitat sites, and the two geological areas within the Village are recommended to be protected through public interest ownership and be preserved in essentially natural, open space uses. Appendix EE lists each site to be acquired and the proposed acquisition agency; these recommendations are also reflected on the open space preservation element of the Village park and open space plan shown in Appendix J.

Specific aquatic habitat area plan recommendations were not formulated under the natural areas planning effort, since such habitats are under the direct management authority of the Wisconsin Department of Natural Resources. The natural areas plan, as well as the Village park plan, recommend that the Department of Natural Resources implement management and regulatory

Corridor Type	Existing (2000)		Planned (2020)		Change (acres)
	Acres	Percent of Town ^a	Acres	Percent of Town ^a	
Primary Environmental Corridor	1,728	5.9	2,038	7.0	310
Secondary Environmental Corridor	243	0.8	316	1.1	73
Isolated Natural Resource Area	1,295	4.5	1,295	4.5	--
Total	3,266	11.2	3,649	12.5	383

^aPercent of total Town area (29,140 acres).
Source: SEWRPC.

Table 4-2. Existing and Planned Environmental Corridors and Isolated Natural Resource Areas in the Village of Caledonia

efforts necessary to ensure the long term viability of the aquatic habitats and their critical species.

Historic Resources

The preservation of historic places is intended to ensure that the historic heritage of a community is protected and enhanced over time. Historic preservation programs are based on an assumption that the historic resources of a community are valuable and should be carefully considered in planning for community development and redevelopment. Historic preservation can help to maintain the unique identity of a community. Other benefits of historic preservation include promoting tourism, arresting decay, creating community pride, and conserving cultural resources. Measures to protect historic resources include those undertaken by individual property owners, local governments, and State or Federal agencies.

Owners of historic properties can nominate their properties for listing on the National Register of Historic Places, the Wisconsin Register of Historic Places, and, if a local landmarks or historic preservation ordinance has been adopted by the local governing body, the list of local landmarks or historic places. Listing on the National or State

Register requires government agencies to consider the impact of an activity which they carry out, such as constructing or reconstructing a highway, or a permit which they issue, on the designated property. If the property will be adversely affected, the agency must work with the State Historic Preservation Officer to attempt to avoid or reduce adverse effects. Properties identified as local landmarks must be protected in accordance with the requirements of the local historic preservation ordinance. Generally, such ordinances require review by the local landmarks commission before a historic property can be altered or demolished.

In order to protect significant historic resources, they must first be identified. Identification is typically done through a systematic survey of a community, which identifies the location and characteristics of historic properties. Following the initial identification, historic properties are evaluated to determine those that are significant and worthy of official designation or protection. Historic properties include buildings, such as homes, barns, and depots; sites, such as battlefields; structures other than buildings, such as bridges, boats, and locomotives; and objects, such as monuments or fountains.

Historic properties identified in the Village are shown on the map and table in Appendix C. To date, 301 buildings within the Village have been identified in surveys conducted by the Wisconsin Historical Society and the Caledonia Historical Society.

One of the properties in the R1 area, the John Collins Residence on Nicholson Road, is the only property in the Village listed on the National Register of Historic Places. The National Register of Historic Places is a semi-annually updated list of historic places that meet federal standards. The National Register standards require the most rigorous documentation of historic significance. In order to be included on the National Register, a potential historic property must meet one or more of the following criteria: 1) be associated with events that have made a significant contribution to the broad patterns of our history, 2) be associated with the lives of persons significant in our past, 3) embody the characteristics of a type, period, or method of construction, 4) represent the work of a master, 5) possess high artistic value, 6) be located in an historic district, or 7) have, or be likely to yield, information important in history or prehistory. Religious properties, relocated

structures, birthplaces or graves, cemeteries, reconstructed buildings, and buildings less than 50 years old require special approval to be included on the National Register.

Buildings on the National Register are automatically placed on the Wisconsin State Register of Historic Places. Resources listed on the State Register of Historic Places must meet criteria similar to those required for listing on the National Register. In addition to the State Register of Historic Places, the Wisconsin Historical Society of Wisconsin maintains an Architecture and Historic Inventory. The inventory is a collection of information on existing and potential historic sites, which is updated on an on-going basis. The State inventory includes 82 buildings in the Village, which are included in Appendix C. Four of the buildings included in the inventory have been demolished, and are so noted.

A Caledonia Historical Society was incorporated as a nonprofit organization in August 2002. The Society is a private association dedicated to protecting historic resources in the Village, rather than a regulatory body created by the Village Board. The Caledonia Historical Society has identified all buildings constructed before 1900 as a preliminary step in identifying historic buildings in the Village. A total of 255 buildings were identified in the Village survey. Thirty-seven of the potentially historic buildings identified by the Caledonia Historical Society are also included on the Wisconsin Historical Society's Architecture and Historic Inventory.

Part 3 — Existing Land Use Regulations

Good community development depends not only on sound planning and design practices at all levels of government, but on practical implementation measures as well. Land use and development regulations affect the type of uses allowed, as well as the detailed design and site layout of proposed developments. The following presents a summary of land use regulations in effect in the Village, including zoning, land division control, and pertinent State and Federal regulations.

Zoning

A zoning ordinance is a public law that regulates and restricts the use of private property in the public interest. The primary function of zoning should be to implement the adopted land use or comprehensive plan. Indeed, Section 66.1001(3) of the Wisconsin Statutes requires that zoning and other land use decisions made by local and County governments be consistent with local and County comprehensive plans as of January 1, 2010.

A zoning ordinance divides a community into districts for the purpose of regulating the use of land and structures; the height, size, shape, and placement of structures; and the density of housing. A zoning ordinance typically consists of two parts: a text setting forth regulations that apply to each of the various zoning districts, together with related procedural and administrative requirements; and a map delineating the boundaries of zoning districts.

The Village of Caledonia is under the jurisdiction of the Racine County general zoning and shoreland/floodplain zoning ordinance. The ordinance currently in effect was adopted by Racine County in December

1969 and approved by the Village of Caledonia in September 1970. A number of amendments have been made to both the zoning ordinance text and zoning district map since the ordinance was first adopted.

The general zoning provisions of the County zoning ordinance are jointly administered by Racine County and the Village. As stipulated in Chapter 59 of the Wisconsin Statutes, towns that are under the jurisdiction of a county zoning ordinance must be given the opportunity to review and comment on all proposed zoning amendments. If a town board formally disapproves a proposed zoning district change within the town, or if a majority of towns disapprove a change in zoning ordinance regulations, the county may not approve the proposed changes. Conversely, zoning changes proposed by a town must also be approved by the county.

Under the Wisconsin Statutes, counties are responsible for the zoning of shoreland areas within towns. Shoreland areas are defined in the Statutes as lands within the following distance from the ordinary high-water mark of navigable waters: one thousand feet from a lake, pond, or flowage; and three hundred feet from a river or stream or to the landward side of the floodplain, whichever distance is greater. Zoning amendments within shoreland areas do not require approval and are not subject to disapproval by town boards. In practice, however, Racine County and the Village of Caledonia act together to cooperatively implement zoning in the shoreland areas of the Village.

In addition to the shoreland-wetland and floodplain overlay zoning districts described later in this section, County shoreland regulations include restrictions on the removal of vegetation and other activities

in the shoreland area, and require that most structures be set back a minimum of 75 feet from navigable waters.

Basic Zoning Districts

Zoning districts within the Village as of March 2002 are shown in Appendix W. The principal and conditional uses permitted in each district and the lot size, width, and setback requirements for the various districts are summarized in Appendix X. A summary of the areal extent of the various districts is presented in Appendix Y. As indicated in Appendix Y, agricultural zoning is in place on about 15,326 acres, or about 53 percent, of the Village, and about 9,121 acres, or about 94 percent, of the R1 area. The General Farming I (A-1) district is an exclusive agricultural district, which permits only agricultural and agriculturally-related uses, and requires a minimum parcel size of 35 acres. The A-1 district has been applied to one farm within the Village, and encompasses 63 acres, or less than 1 percent of the Village. All of the land zoned A-1 is located in the C5 area. The A-2 General Farming and Residential II district has been applied to 14,676 acres, or just over 50 percent, of the Village. Almost 89 percent of the R1 area, or 8,607 acres, has been placed in the A-2 district. The A-2 district allows single-family homes and farming as principal permitted uses, with a minimum parcel size of 40,000 square feet. The A-2 district is not an exclusive agricultural zoning district, because it allows residential development on relatively small lots in addition to agricultural uses. The A-3 General Farming III district, which is considered a "holding" district for lands that are anticipated to be converted to urban uses, has been applied to 587 acres, or about 2 percent, of the Village and to 514 acres, or about 2 percent, of the R1 area. The areas zoned A-3 are located in and around

the Nicholson Wildlife Refuge and within the Caledonia Business Park.

The remainder of the R1 area has been placed in the following residential, business, industrial, institutional, recreational, and conservancy districts:

79 acres, representing about 1 percent of the R1 area, have been placed in residential zoning districts which allow only single-family dwellings as principal permitted uses;

269 acres, or about 3 percent of the R1 area, have been placed in business districts. Most of the land along IH 94 has been placed in the Planned Business (B-4) district;

44 acres, or less than 1 percent of the R1 area, have been placed in industrial districts;

66 acres, or about 1 percent of the R1 area, have been placed in institutional or recreational districts; and

145 acres, or about 1 percent of the R1 area, have been placed in the upland resource conservation (C-2) district. The C-2 district has been applied to two areas in the western portion of the Village to accommodate the development of conservation subdivisions.

Overlay Zoning Districts

The County zoning ordinance includes eight overlay districts, which are summarized in Appendix AA. An overlay district is a zoning designation that modifies the underlying basic use zoning district requirements in a specific manner. Often, overlay districts include additional restrictions that do not apply in the underlying basic use district; but overlay districts may also allow a relaxation of the regulations in the underlying district in specific situations, such as the Planned Unit

Development Overlay District, which allows some flexibility in site layout. Six of the overlay districts, the General Floodplain Overlay District, the Shoreland-Wetland Overlay District, the Planned Unit Development Overlay District, the Airport Overlay District, the Structural Setback Overlay District, and the Nonstructural Setback Overlay District, are currently applied within the Village of Caledonia, as shown on Appendix Z. Two of the overlay districts, the General Floodplain Overlay District and the Shoreland-Wetland Overlay District, are applied in the R1 area.

The General Floodplain Overlay District is intended to prevent development in flood hazard areas, as well as to protect the floodwater conveyance and storage capacity of floodplains. County floodplain regulations apply to all lands within the 100-year recurrence interval flood hazard area. Such areas encompass 1,734 acres, or about 6 percent of the Village and about 547 acres, or 6 percent, of the R1 area. The existing floodplain regulations prohibit virtually all new structures within the floodplain, in accordance with sound floodplain management practice.

The Shoreland-Wetland Overlay District is intended to protect wetlands of five acres or larger located completely or partially within the regulatory shoreland jurisdictional area. Where a wetland is located partially within the shoreland and partially in an adjacent non-shoreland area, only that portion of the wetland within the shoreland area is subject to shoreland-wetland zoning restrictions. As noted earlier, the shoreland area is defined as lands within the following distance from the ordinary high-water mark of navigable waters: one thousand feet from a lake, pond, or flowage; and three hundred feet from a river or stream, or to the landward side of the floodplain where the floodplain extends more

that 300 feet from the river or stream. For the purpose of the County zoning ordinance, rivers and streams are presumed to be navigable if they are designated as either perennial or intermittent streams on the United States Geological Survey quadrangle maps until such time that the Wisconsin Department of Natural Resources (DNR) has made a determination that the waterway is not, in fact, navigable. The DNR is responsible for determining if a lake, pond, river, or stream is navigable, and generally makes such determinations on a case-by-case basis as development projects are proposed.

The establishment of a shoreland-wetland zoning district in County zoning ordinances is required under Chapter NR 115 of the Wisconsin Administrative Code. Racine County, under NR 115, has the authority to regulate activities in shoreland-wetland zoning districts in unincorporated areas. Uses permitted in the overlay district are limited and generally must be carried out without filling, flooding, draining, dredging, or other disturbance of the wetland resources.

Shoreland-wetlands are shown on Appendix Z. Shoreland-wetlands encompass 1.011 acres, or about 3 percent of the Village and 410 acres, or about 4 percent, of the R1 area.

Land Division Regulations

A land division ordinance is a public law that regulates the division of land into smaller parcels. Land division ordinances provide for appropriate public oversight of the creation of new parcels and help ensure that new development is appropriately located; lot size minimums specified in zoning ordinances are observed; arterial street rights-of-way are appropriately dedicated or reserved; access to arterial streets and highways is limited in order to preserve the traffic-carrying capacity and safety of such facilities; adequate land for parks, drainageways, and other open spaces is appropriately located and preserved; street, block, and lot layouts are appropriate; and adequate public improvements are provided. Land division ordinances can be enacted by cities, villages, towns, and counties, with the latter applying only to unincorporated areas. Thus, within unincorporated areas, it is possible for both counties and towns to have concurrent jurisdiction over land divisions. Cities and villages also have "extraterritorial" plat approval jurisdiction over subdivisions proposed near their corporate boundaries. Neither the City of Racine nor the City of Oak Creek has chosen to exercise extraterritorial plat approval jurisdiction in the Village of Caledonia.

Ideally, land division regulations are a means of implementing or carrying out a community comprehensive plan. As such, land division regulations should coordinate and integrate development with the comprehensive plan, and should therefore be prepared within the context of such a plan. Since land division is not merely a means of marketing land, but rather the first step in the process of building a community, substantial benefits are derived from sound subdivision regulations. Much of the form and character of a community is

determined by the quality of its land divisions and the standards which are built into them. Once land has been divided into blocks and lots, streets established, and utilities installed, the development pattern is permanently established and unlikely to be changed. For generations, the entire community, as well as the individuals who occupy these subdivisions, will be influenced by the quality and character of the subdivision design.

Chapter 236 of the Wisconsin Statutes sets forth general requirements governing the subdivision of land, including, among others, surveying and monumenting requirements, necessary approvals, recording procedures, and requirements for amending or changing subdivision maps. The Statutes also grant authority to county and local governments to review subdivision maps, commonly referred to as plats, with respect to local plans and ordinances. Chapter 236 also authorizes county and local governments to adopt their own land division ordinances, which may be more restrictive than State requirements.

Racine County Land Division Regulations

The Racine County Land Division Control Ordinance further details the State subdivision requirements. It also defines a land subdivision as the division of land for the purpose of transfer of ownership or building development where the act of division creates five or more parcels or building sites of three acres each or less in area; or where the act of division creates five or more parcels or building sites of three acres each or less in area by successive division within a period of five years. This definition is more restrictive than the State Statutes, which require a subdivision plat if more than five parcels of 1.5 acres or smaller are to be created.

The Racine County land division ordinance sets forth procedures to be followed in the submittal and review of preliminary and final subdivision plats by the County and establishes basic design standards. Under the County ordinance, certain improvement requirements, including those pertaining to road surfacing and to the installation of curbs and gutters, sidewalks, and street lamps, are left to the determination of the town board of the town in which the subdivision is to be located.

Importantly, however, the County land division control ordinance does not apply to divisions of land resulting in the creation of parcels larger than three acres, nor does the ordinance apply to land divisions which result in the creation of four or fewer parcels or building sites of any size. Such minor land divisions are, however, regulated by the Village of Caledonia, as described in the following section.

Village of Caledonia Land Division Regulations

The Caledonia Village Board adopted a revised subdivision ordinance in September 2002. The ordinance includes the following three chapters: regulations for "land splits," or minor land divisions; drainage and construction standards; and conservation subdivision regulations.

Chapter 1 of the Village subdivision ordinance regulates land divisions that create four or fewer parcels, where any one of the parcels to be created will be 35 acres or less in size. Minor land divisions must comply with the drainage and construction standards set forth in Chapter 2 of the subdivision ordinance, and must undergo a pre-application conference with officials from the applicable water and sanitary districts and

with Village and County officials to assist in the proper layout and planning of the minor land division.

Chapter 2 of the ordinance sets forth requirements for drainage plans, street widths and construction specifications, and requirements for private driveways and street intersections. A procedure for review of proposed improvements by the Village Engineer is also included.

Chapter 3 of the ordinance is the Village's Conservation Subdivision Ordinance. The ordinance applies to a division of a parent parcel of three acres or larger where the division creates five or more new parcels or building sites by successive division within a five-year period. The number of new parcels that may be created by the land division must be consistent with the Village's land use plan and applicable County and State requirements.

It was the goal of the Village in adopting the conservation subdivision ordinance that development within the Village would occur using conservation design principles. Conservation subdivisions maintain a significant portion of a development site in common open space by minimizing individual lot sizes while maintaining the required overall density of development specified in the Village land use plan, as illustrated in Figure 4-1. The conservation subdivision, whether located in an urban or rural area, can effectively protect environmentally sensitive areas by maintaining such areas in open space, while concentrating lots into small groups or "clusters," as shown in Figure 4-2. Although not commonly done in Southeastern Wisconsin to date, conservation subdivisions can also reserve areas for farming within the subdivision, as shown in Figure 4-3. The Village

ordinance requires the use of conservation subdivision design throughout the Village, for both residential and nonresidential development.

The Village's conservation subdivision ordinance includes residential siting standards; standards for the location and design of open space; requirements for sewer, water, and stormwater management facilities; and regulations governing the ownership and maintenance of open space. The ordinance also authorizes the Village to approve density bonuses, which allow additional homes to be located within a conservation subdivision if the subdivider meets specified criteria, such as providing public trails or affordable housing within the subdivision.

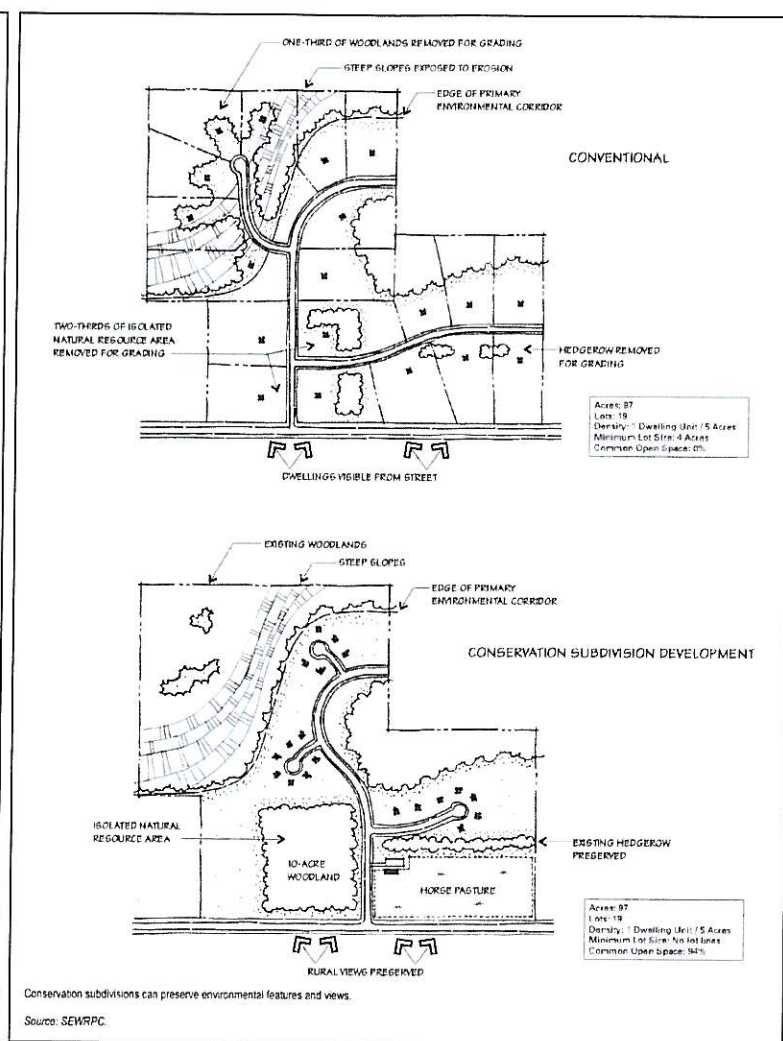
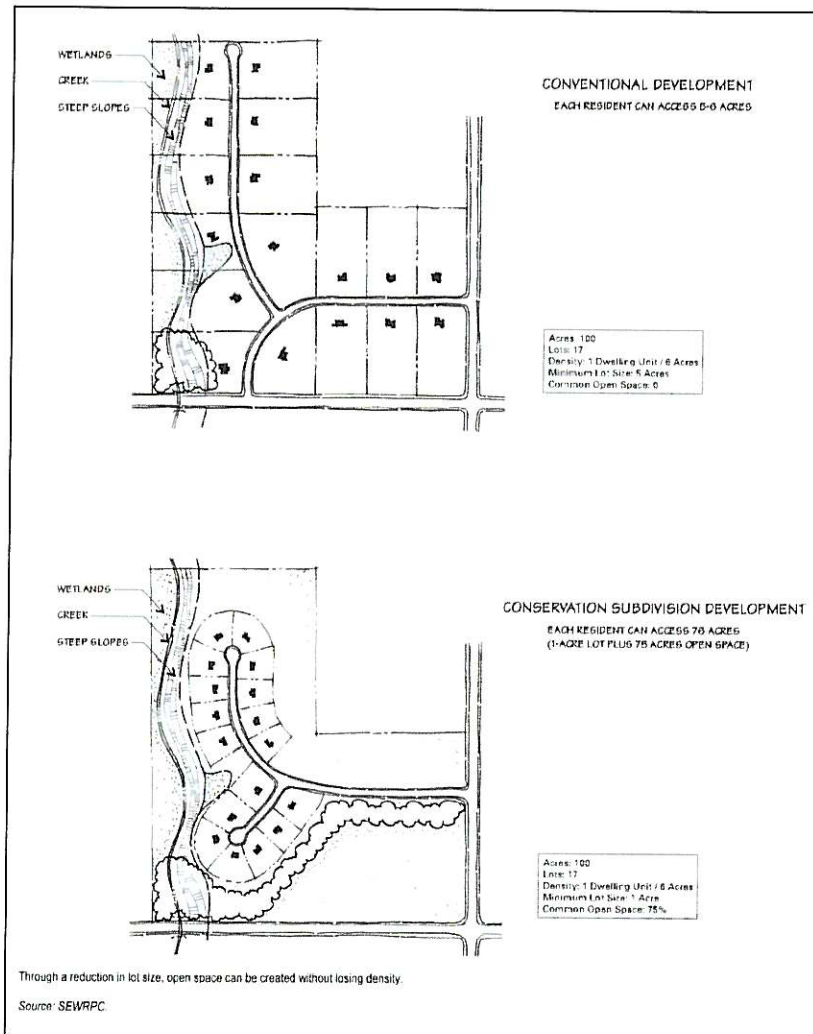


Figure 4-1. Through a reduction in lot size, open space can be created without losing density. Source: SEWRPC

Figure 4-2. Conservation subdivisions can preserve environmental features and views. Source: SEWRPC

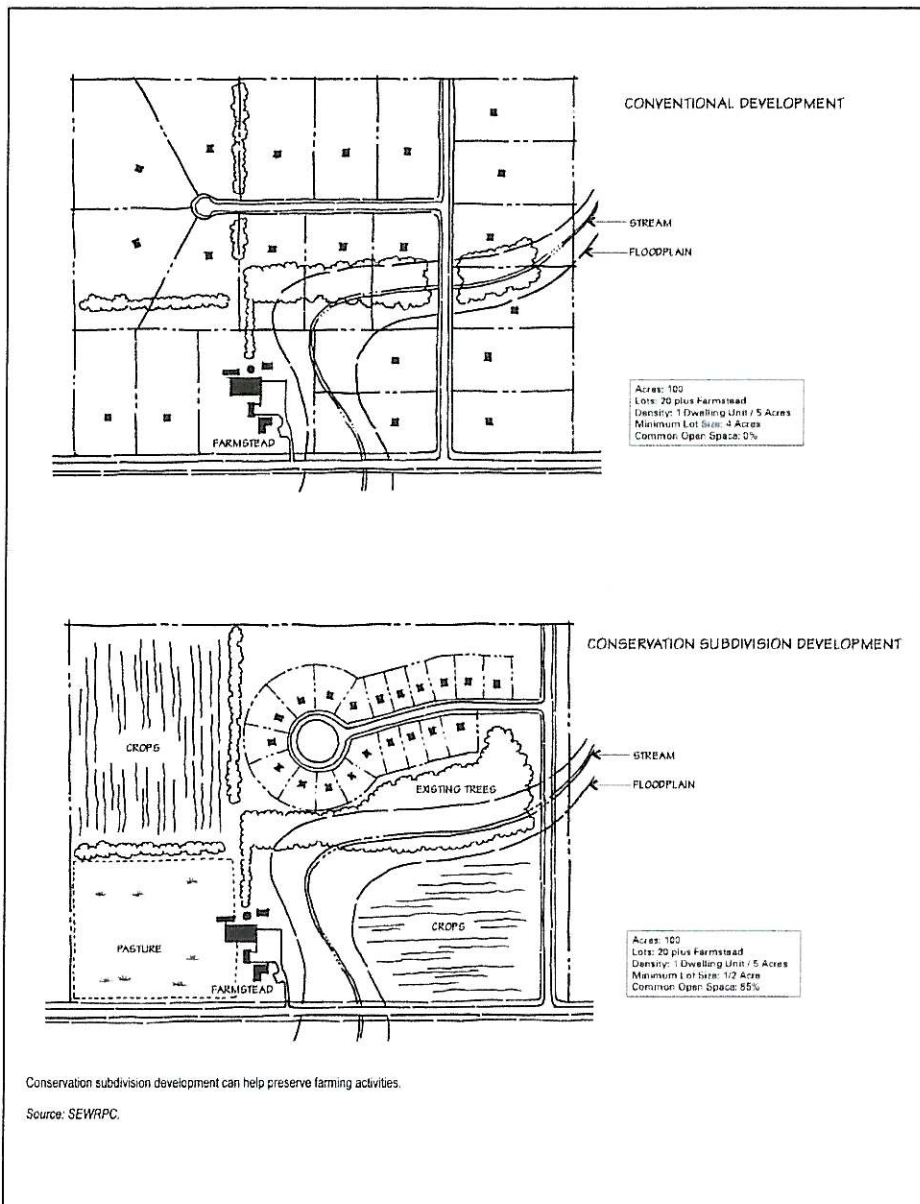


Figure 4-3. Conservation subdivision development can help preserve farming activities. Source: SEWRPC.

State and Federal Environmental Regulations

Comm 83 Regulations

Chapter Comm 83 of the Wisconsin Administrative Code provides regulations for the protection of environmental health and safety through the proper siting, design, installation, inspection, and maintenance of private onsite wastewater treatment systems (POWTS). "Comm 83" refers to regulations promulgated by the Wisconsin Department of Commerce and set forth in Chapter 83 of the Wisconsin Administrative Code. In July 2000, several changes to the Comm 83 regulations took effect. Counties, which typically administer the regulations, were given the option of delaying implementation of the new regulations for new construction sites for up to 18 months. Racine County opted to delay implementation of the new regulations for new sites until January 1, 2003.

The new Comm 83 regulations include the recognition of new technologies, which provide more options for the type of private onsite wastewater treatment systems available for use. Use of the new systems is expected to open land to development which, in the past, did not meet the criteria for the installation of septic or mound sewage treatment systems due to poor soils, high groundwater, or other limitations. Racine County regulates the location, design, construction, alteration, and maintenance of all private onsite wastewater treatment systems throughout the County in accordance with Chapter Comm 83 and the Racine County sanitary code and private sewage system ordinance.

Wetland Regulations

Chapter NR 103 of the Wisconsin Administrative Code establishes water quality

standards for wetlands. The standards are applied by the Wisconsin Department of Natural Resources in all its decisions under existing State authority. The water quality standards for wetlands are intended to provide protection to all waters of the State, including wetlands, for all present and potential future uses, such as for public and private water supply; for use by fish and other aquatic life and by wild and domestic animals; for preservation of natural flora and fauna; for domestic and recreational uses; and for agricultural, commercial, industrial, and other uses.

Under Section 404 of the Federal Clean Water Act, the U.S. Congress has provided for the regulation of most wetlands in the country, with the exception of isolated nonnavigable wetlands. The U.S. Army Corps of Engineers, working in cooperation with the U.S. Environmental Protection Agency, regulates the discharge of dredged and fill materials into waters of the United States, including lakes, rivers, and wetlands. In carrying out this responsibility, the Corps of Engineers identifies waters of the United States, including wetlands, and determines when permits are required for the discharge of dredged and fill materials. Some silviculture, mining, and agricultural activities in water and wetland areas may be exempt from the individual permit requirement; certain minor activities, such as boat ramp construction and shore stabilization, may be undertaken under a pre-approved general, or nationwide, permit. Section 401 of the Act requires that the issuance of Section 404 permits be consistent with State water quality policies and standards. The Wisconsin Department of Natural Resources protects both wetlands under the jurisdiction of the Corps of Engineers and isolated wetlands outside Corps jurisdiction.

Part 4 — Historical and Forecast Population Levels

Historical Population Levels

Data on the historical and existing resident population of the Village of Caledonia are presented in Table 4-3. As shown by the table, the resident population of the Village increased steadily from the 1900 population of 2,805 persons to 1920, when the population totaled 3,479 persons. Between 1920 and 1930 the Village experienced a 13 percent decrease in population, from 3,479 persons to 3,031 persons. From 1930 to 1970 the population increased considerably to 16,748 persons. Between 1970 and 1980, the population continued to increase, albeit at a slower rate than the previous four decade period, to 20,940 persons. Between 1980 and 1990 the population change was negligible, as it increased slightly to 20,999 persons. The Village's population increased substantially, to 23,614 persons or by almost 13 percent, between 1990 and 2000.

Future Population and Household Levels

The population and household projections presented in this section were developed by the Regional Planning Commission for use in preparing the 2020 regional land use plan. Because of the uncertainty surrounding future population and household levels, the Commission has developed several alternative growth scenarios for the Region. These scenarios differ in terms of the magnitude and distribution of future population and attendant urban development in the Region. Population and household levels anticipated under two such scenarios are presented. One of these is the recommended 2020 regional land use plan, which reflects "intermediate" level population and household projections for the Region, emphasizing a centralized development pattern. The centralized

distribution assumes that a significant proportion of the population will prefer to reside in the older urban centers of the Region and adjacent suburbs, with a full range of urban facilities and services, such as public water supply, sanitary sewers, and mass transit, with proportionately fewer people in outlying areas. The other scenario—the "high-growth decentralized" scenario—reflects significantly faster growth in population and households, and a continued decentralization of development away from the major urban centers. The intermediate-growth centralized projections are considered most likely to occur in the Region as a whole through the year 2020. The high-growth decentralized projections represent reasonable upper extremes that could potentially be reached in portions of the Region, and conceivably in the Region as a whole, during the planning period.

Table 4-4 provides historical and forecast population data for Southeastern Wisconsin,

Year	Population	Change from Preceding U.S. Census	
		Number	Percent
1900	2,805	--	--
1910	3,073	268	9.6
1920	3,479	406	13.2
1930	3,031	-448	-12.9
1940	4,019	988	32.6
1950	5,713	1,694	42.1
1960	9,696	3,983	69.7
1970	16,748	7,052	72.7
1980	20,940	4,192	25.0
1990	20,999	59	0.3
2000	23,614	2,615	12.5

Source: U.S. Census Bureau and SEWRPC.

Table 4-3. Resident Population in the Village of Caledonia: 1900-2000.

Racine County, and the Village of Caledonia. Under the intermediate-growth centralized scenario, the 2020 population of the Village of Caledonia would be 26,730 persons, for an increase of 3,116 persons, or about 13 percent, from 2000. Under the high growth-decentralized scenario, the population of the Village would be 39,754 persons, for an increase of 13,024 persons, or about 55 percent, from 2000.

Table 4-5 provides historical and forecast information regarding the number of households in Southeastern Wisconsin, Racine County, and the Village of Caledonia. A household consists of an occupied housing unit, along with the persons who reside in it. The composition of a household varies

considerably, and may include a traditional family (a married couple with children), a single parent with children, single adults, or two or more unrelated persons sharing a house or apartment. Persons not living in households are classified as living in group quarters, such as hospitals for the chronically ill, homes for the aged, correctional institutions, and college dormitories. According to the U.S. Census, there were 456 persons in the Village of Caledonia living in group quarters in 2000.

There were 8,549 households in the Village in 2000, representing an increase of 1,781 households, or 26.3 percent, between 1990 and 2000. The rate of increase in the number of households was more than twice the rate

of the increase in population. This translates into a reduction in the average number of persons per household. This is a trend that has occurred not only throughout the Southeastern Wisconsin Region, but across the State and the nation as well. The decline in household size relates to the increased incidence of divorce, the decline in birth rate, the desire of many elderly persons to remain alone in their own households, and the desire of many young unmarried persons to form their own households.

Year	Region			Racine County			Town of Caledonia		
	Population	Change from Preceding Period		Population	Change from Preceding Period		Population	Change from Preceding Period	
		Number	Percent		Number	Percent		Number	Percent
1970	1,756,083	--	--	170,838	--	--	16,748	--	--
1980	1,764,795	8,713	0.5	173,132	2,294	1.3	20,940	4,192	25.0
1990	1,810,364	45,568	2.6	175,034	1,902	1.1	20,999	59	0.3
2000	1,932,908	122,544	6.8	188,831	13,797	7.9	23,614	2,615	12.5
2020 Forecasts^a									
Intermediate-Growth Centralized ^b	2,077,940	145,032	7.5	195,610	6,779	3.6	26,730	3,116	13.2
High-Growth Decentralized	2,367,030	434,122	22.5	248,220	59,389	31.5	39,754	13,024	55.2

^aThe 2020 forecasts were developed as part of the 2020 regional land use plan for Southeastern Wisconsin.

^bThe intermediate-growth centralized scenario was used to prepare the adopted regional land use plan.

Source: U.S. Bureau of the Census and SEWRPC.

Table 4-4. Historical and Forecast Population in the Region, Racine County, and the Village of Caledonia: 1970-2020.

Year	Region			Racine County			Town of Caledonia		
	Households	Change from Preceding Period		Households	Change from Preceding Period		Households	Change from Preceding Period	
		Number	Percent		Number	Percent		Number	Percent
1970	536,486	--	--	49,796	--	--	4,203	--	--
1980	627,955	91,469	17.0	59,418	9,622	19.3	6,328	2,125	50.6
1990	676,107	48,152	7.7	63,736	4,318	7.3	7,058	730	11.5
2000	739,055	62,948	9.3	70,819	7,083	11.1	8,549	1,491	21.1
2020 Forecasts									
Intermediate-Growth Centralized	827,100	88,045	11.9	78,200	7,381	10.4	10,010	1,461	13.2
High-Growth Decentralized	905,100	166,045	22.5	95,800	24,981	35.3	15,240	6,691	55.2

Source: U.S. Census Bureau and SEWRPC.

Table 4-5. Historical and Forecast Households in the Region, Racine County, and the Village of Caledonia: 1970-2020.

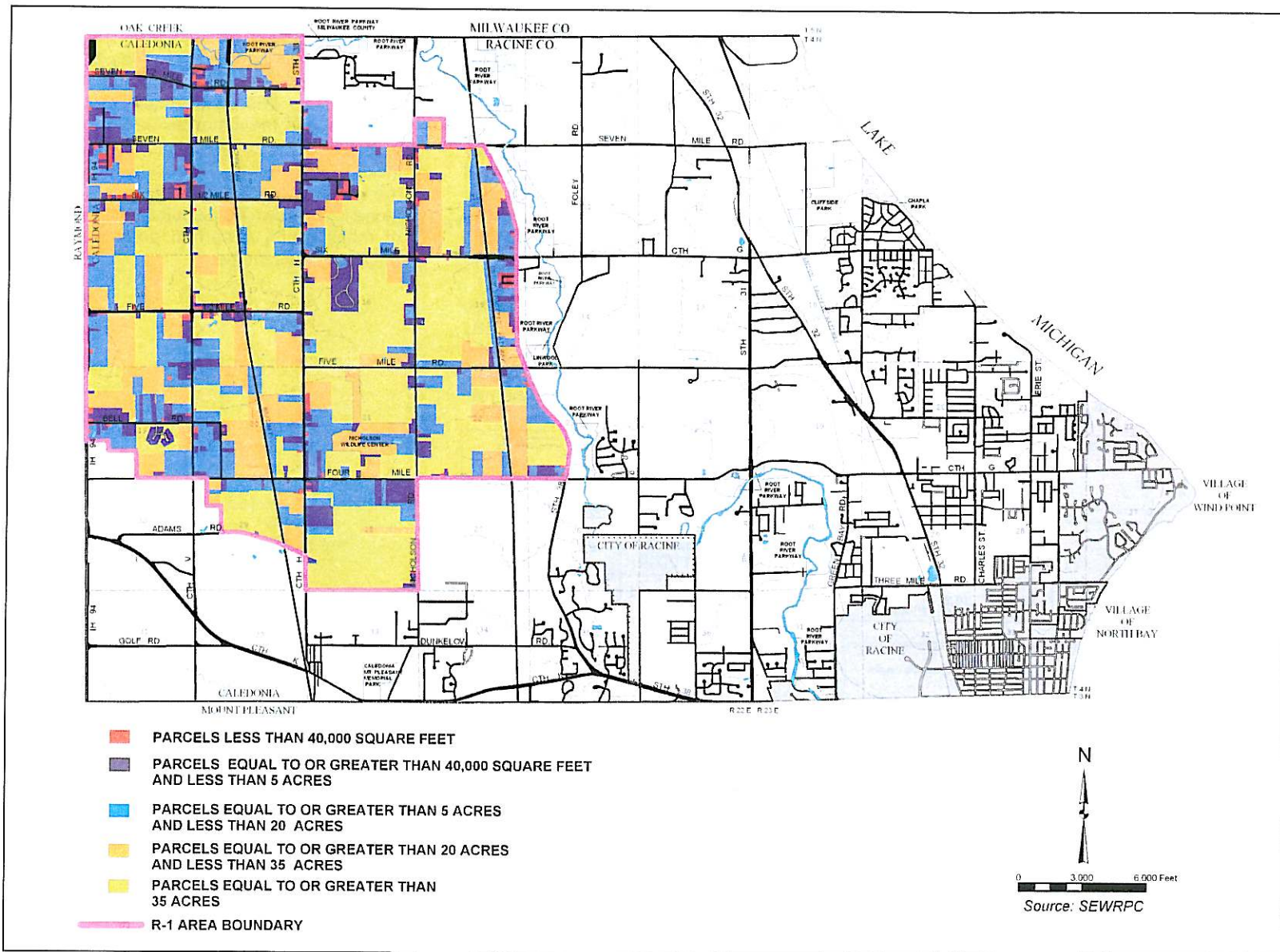


Figure 4-4. Parcel Sizes in the R1 and C5 Neighborhoods.

Part 5 — Analysis of Development Potential in the R1 Area

Existing parcels in the R1 area, grouped into categories based on parcel size, are shown on Figure 4-4. A summary of existing parcels by size categories is presented on Table 4-6. In early 2002, there were 1,040 parcels within the R1 area. Of that total, 690 parcels, or about 66 percent, were less than five acres in size. Parcels smaller than five acres occupied 1,121 acres, or about 12 percent, of the R1 area.

Although a fair percentage of the R1 area has been divided into parcels smaller than five acres, a significant number of parcels larger than 20 acres still exist. About 6,200 acres, or about 65 percent, of the R1 area are encompassed in parcels larger than 20 acres. Under existing zoning, these areas could be divided to create lots as small as 40,000 square feet, or about one acre in size. Parcels created by certified survey map under Chapter 1 of the Village’s subdivision ordinance could be as small as the 40,000 square-foot minimum required by existing zoning. New lots created through a subdivision plat would need to comply with the Village’s conservation

Parcel Size	Number of Parcels	Number of Acres
Parcels less than 40,000 square feet	236	149
Parcels equal to or greater than 40,000 square feet and less than five acres	452	972
Parcels equal to or greater than five acres and less than 20 acres	204	2,204
Parcels equal to or greater than 20 acres and less than 35 acres	73	1,960
Parcels equal to or greater than 35 acres	73	4,237
Total	1,040	9,522

^aExcludes street rights-of-way.
Source: SEWRPC.

Table 4-6. Parcel Sizes in the R1 Area of the Village of Caledonia: 2002.

subdivision ordinance, which limits density in subdivisions in the R1 area to one home per five acres, unless a higher density is approved by the Village in accordance with the bonus provisions of the subdivision ordinance.

An analysis was conducted to determine the potential number of additional single-family homes that could be accommodated in the R1 area under various development densities. The identification of vacant land available for residential development was the first step in the analysis. The following lands were mapped and subtracted from the total R1 area: lands located within planned primary and secondary environmental corridors and isolated natural resource areas; natural areas, parks, wetlands, woodlands, and floodplains located outside the planned environmental corridors; lands designated for nonresidential uses by the Village land use plan; approved conservation subdivisions; existing residential development; existing parcels less than five acres; and lands within existing street and railroad rights-of-way. A total of 6,670 acres were determined to be available for residential development. An additional 10 percent was subtracted from this amount for future street rights-of-way to serve new development. It was assumed that all existing vacant parcels less than five acres (approximately 125 parcels) would be developed with one home, and that these parcels would not be further subdivided.

It was determined that approximately 6,000 additional lots could be created in the R1 area if the entire area was developed at the one-acre density permitted under existing zoning. If a maximum development density of one home per five acres were to be required, approximately 1,200 additional lots could be created.

As previously noted, the General Farming and Residential II (A-2) zoning district has been applied to 14,676 acres, or just over 50 percent, of the Village. Over 88 percent of the R1 area, or 8,607 acres, is zoned A-2. The A-2 district allows the development of single-family homes that are not associated with farming on parcels of 40,000 square feet.¹⁹ Such zoning often leads to scattered urban-density development, without benefit of public water and sewer service, in rural areas. As illustrated by Figure 4-4, many parcels smaller than five acres in size have been created and developed throughout the R1 portion of the Village. Such development is not consistent with the land use plan recommendation for continued agricultural use in the western portion of the Village.

In addition to the extensive areas zoned for relatively small-lot residential use, existing zoning would also allow commercial development along the entire western edge of the Village. Such “strip” commercial development, that is, the development of contiguous individual parcels of shallow depth with direct street access, limits the ability to develop retail and service centers or business parks due to fragmented ownership and small lot sizes. The development of retail, service, and office uses in planned retail or business centers allows for more flexible and coordinated site planning, which can provide for diverse building types, a mix of compatible uses, a safe and efficient system for pedestrian and vehicle traffic, centralized stormwater management facilities, and attractive landscaping and public areas. The development of coordinated retail and service centers or business parks also allows vehicular access points to be properly located and controlled to help alleviate traffic congestion on adjacent streets and to reduce

safety problems, particularly those related to turning movements.

The adopted Village land use plan calls for new commercial development to occur at specified "commercial nodes," and designates areas around selected arterial street intersections for commercial development. The strip commercial zoning along IH 94 is not consistent with the land uses recommended in the Village plan.

Summary

An inventory and analysis of the factors and conditions affecting development in the rural (R1) area was conducted to assist in the identification of appropriate plan implementation strategies. The results of the inventory and analysis are presented in this section. The section is divided into five parts: existing plans affecting the rural area; inventories of the natural and built environments; an inventory of existing land use regulations in effect within the rural area; population and household data; and an analysis of the inventory findings. Of relevance to the preparation of plan implementation strategies for the rural area are the following findings:

Pertinent recommendations of existing local, county, and regional plans, as they relate to the Village and the rural area, define and help guide plan implementation policies, programs, and ordinances. Existing plans that should be taken into account when developing new or revised plan implementation measures include the Village and regional land use plans; the Racine County farmland protection plan; the regional transportation system, bicycle-way system, and IH 94 South corridor plans; the freeway reconstruction study; the Village and County park and open space plans and the regional natural areas plan; and the Racine/MMSD sanitary sewer service area plans.

The adopted Village land use plan provides the conceptual framework for this land use plan implementation strategy. The land use plan calls for the western portion of the Village located generally north of Four Mile Road to remain in rural uses, including continued agricultural uses and residential development at an overall density of no

more than one home per five acres. The preservation of wetlands, woodlands, and other natural resources throughout the Village is also recommended by the plan. The southern and eastern portions of the Village are generally designated for urban uses.

Key recommendations of the regional land use plan include the preservation in essentially natural, open uses of the remaining primary environmental corridors. Secondary environmental corridors and isolated natural resource areas should be preserved to the extent practicable, as determined through county and local planning efforts. The regional land use plan encourages compact urban development in areas that can be readily provided with basic urban services including, most importantly, public sanitary sewer service. The regional land use plan seeks to maintain the rural character of lands located outside planned urban service areas. Continued agricultural and other open space uses are encouraged in such areas. Where residential development is to be accommodated, an overall density of no more than one dwelling unit per five acres should be maintained. The use of residential cluster designs, including conservation subdivisions, is encouraged.

Portions of the Village of Caledonia are located within two sanitary sewer service areas. The Racine sanitary sewer service area encompasses 12,235 acres, or about 42 percent of the Village, and the Milwaukee Metropolitan Sewerage District (MMSD) sanitary sewer service area encompasses 450 acres, or about 1.5 percent of the Village. Under State law, sewer service cannot be extended to lands lying outside an adopted sanitary sewer service area boundary unless the sanitary sewer service area plan is amended to include the additional land.

Sanitary sewer service in the Village of Caledonia is provided by the Caddy Vista, Crestview, and North Park sanitary districts and the Village of Caledonia Utility District No. 1. The sanitary and utility districts provide public water to generally the same areas that are served by sanitary sewers.

In April 2002, the City of Racine reached agreement with nearby communities regarding future sanitary sewer service to those communities. Under the agreement, the existing Racine sewage treatment plant will be upgraded and expanded to provide additional sewer service capacity to the Village of Sturtevant and the Villages of Caledonia and Mt. Pleasant, and the Towns of Raymond and Yorkville. As part of the agreement, the City of Racine has agreed not to annex lands from the Villages of Caledonia or Mt. Pleasant, and has also agreed not to contest the incorporation of either Village, should either or both decide to pursue incorporation as a city or village.²⁰ In return, the Villages of Caledonia and Mt. Pleasant have agreed to share some of the benefits of anticipated tax base growth with the City of Racine through annual revenue sharing.

Existing urban development is concentrated in the eastern and south-central portions of the Village, around the unincorporated community of Franksville, and in the northwestern part of the Village in the Caddy Vista subdivision and along Seven and One-Half and Seven Mile Roads near IH 94. Urban land uses in the Village comprised 7,718 acres, or about 26 percent of the total area of the Village, and 1,250 acres, or about 13 percent of the R1 area in 2000.

Nonurban land uses in the Village consist primarily of agricultural lands, woodlands, wetlands, surface water, quarries, landfills,

and open or vacant lands. In 2000, such nonurban land uses comprised 21,422 acres, or about 33 square miles, encompassing about 74 percent of the total area of the Village. Nonurban uses encompassed 8,474 acres, or about 87 percent, of the R1 area. Significant surface water features in the R1 area include the Root River, Hoods Creek, and Husher Creek.

Prime agricultural soils, as defined by the U.S. Natural Resources Conservation Service, cover over 93 percent of the R1 area. Agricultural uses are the predominant land use in the R1 area, and encompassed 7,356 acres, or about 76 percent, of the area in 2000. Agricultural lands occupied 54 percent of the total area of the Village in 2000. Agricultural lands include all croplands, pasture lands, orchards, nurseries, and nonresidential farm buildings.

In 1994, 13 natural area sites, 14 critical species habitat sites, three aquatic habitat areas, and two geological areas were identified within the Village as part of the regional natural areas study. The 13 natural areas, 13 of the 14 critical species habitat sites, and the two geological areas are recommended to be protected through public interest ownership and preserved in essentially natural, open space uses. The R1 area includes all or portions of five natural area sites and two aquatic habitat areas.

In 2003, there were 56 park and open space sites in the Village, encompassing about 2,290 acres, or about 8 percent of the Village, plus a five-mile off-street bicycle trail. The R1 area includes two public and three private park and open space sites, and four cemeteries.

A total of 301 buildings in the Village have been identified as potentially historic by either the State of Wisconsin or the Caledonia Historical Societies, including 132 buildings in the R1 area. Additional work must be done to determine the historical significance of the buildings. The John Collins residence, located on Nicholson Road, is listed on both the National and State Registers of Historic Places.

Primary environmental corridors include the best remaining woodlands, wetlands, wildlife habitat areas, and other natural resources. Primary environmental corridors have truly immeasurable environmental and recreational value. Their preservation in an essentially open, natural state will serve to maintain a high level of environmental quality in the Village, protect its natural beauty, and provide valuable recreational opportunities. Primary environmental corridors within the Village are located along the Root River, the upper reaches of Hoods Creek and Husher Creek, and much of the Lake Michigan shoreline. Planned primary environmental corridors encompass about 2,038 acres, or about 7 percent, of the Village, and 142 acres, or about 2 percent, of the R1 area.

Planned secondary environmental corridors encompass 223 acres, or about 2 percent of the R1 area. Planned isolated natural resource areas encompass 439 acres, or about 5 percent, of the R1 area.

Zoning in the Village is under the jurisdiction of the Racine County Zoning Ordinance. The County general zoning provisions are administered jointly by Racine County and the Village. The County zoning ordinance also regulates shoreland areas within the Village, including shoreland-wetlands that are five acres or larger in size.

Over 88 percent of the R1 area, or 8,607 acres, has been placed in the A-2 General Farming and Residential II zoning district. The A-2 district allows single-family homes and farming as principal permitted uses, with a minimum parcel size of 40,000 square feet. The A-2 district is not an exclusive agricultural zoning district, because it allows residential development on relatively small lots in addition to agricultural uses. The A-2 zoning conflicts with the Village land use plan, which calls for residential development at an overall density of no more than one home per five acres in the rural area of the Village.

The A-1 General Farming I district, which is an exclusive agricultural district, has been applied to one farm, and encompasses 63 acres, or less than 1 percent of the Village. The farm is located in the C5 neighborhood. The A-3 General Farming III district, which is considered a "holding" district for lands that are anticipated to be converted to urban uses, has been applied to 587 acres, or about 2 percent, of the Village and to 514 acres, or just over 5 percent, of the R1 area. The areas zoned A-3 are located in and around the Nicholson Wildlife Refuge and within the Caledonia Business Park.

The remainder of the R1 area has been placed in the following zoning districts: 79 acres, representing about 1 percent of the R1 area, have been placed in residential zoning districts; 269 acres, or about 3 percent of the R1 area, have been placed in business districts; 44 acres, or less than 1 percent of the R1 area, have been placed in industrial districts; 66 acres, or about 1 percent of the R1 area, have been placed in institutional or recreational districts; and 145 acres, or about 1 percent of the R1 area, have been placed in the upland resource conservation district. The Racine County land division ordinance

applies to land divisions within the Village. Under the County ordinance, land divisions are defined as the division of land for the purpose of transfer of ownership or building development where the act of division creates five or more parcels or building sites of three acres each or less in area; or where the act of division creates five or more parcels or building sites of three acres each or less in area by successive division within a period of five years. Both the County and the Village land division ordinances apply to land divisions within the Village.

The Village of Caledonia adopted a revised subdivision ordinance in September 2002. Chapter 1 of the ordinance regulates land divisions that create four or fewer parcels, where any one of the parcels to be created will be 35 acres or less in size. Chapter 2 sets forth requirements for drainage plans, street widths and construction specifications, requirements for private driveways and street intersections, and review procedures. Chapter 3 sets forth the Village's conservation subdivision ordinance. It was the goal of the Village in adopting the conservation subdivision ordinance that development within the Village would occur using conservation design principles. Conservation subdivisions maintain a significant portion of a development site in common open space by minimizing individual lot sizes while maintaining the required overall density of development specified in the Village land use plan.

A series of State and Federal environmental regulatory programs control the use of waters and wetlands and the potential water quality impacts of development in the Village. These include Chapters Comm 83 and NR 103 of the Wisconsin Administrative Code, and

Sections 401 and 404 of the Federal Clean Water Act.

Under the intermediate-growth centralized scenario, the 2020 population of the Village of Caledonia would be 26,730 persons, for an increase of 3,116 persons, or about 13 percent, from 2000. Under the high growth-decentralized scenario, the population of the Village would be 39,754 persons, for an increase of 13,024 persons, or about 55 percent, from 2000. The intermediate-growth centralized scenario was used to prepare the 2020 regional land use plan.

The number of households in the Village, which stood at 8,549 households in 2000, is envisioned to increase by about 1,461 households, or about 17 percent, by 2020, under the intermediate-growth centralized scenario, and by 6,691 households, or about 78 percent, under the high-growth decentralized scenario. Under these two scenarios, the total number of households in the Village would range from 10,010 to 15,240 by the year 2020.

There are approximately 6,670 acres in the R1 area, not including wetland and floodplain areas, which are currently undeveloped or are being used for agriculture. If all of this area were to be divided into one-acre lots, as permitted under existing zoning, approximately 6,000 additional lots could be created. If a development density of no more than one home per five acres were to be required, approximately 1,200 additional lots could be created.

4.3

RECOMMENDED LAND USE PLAN AND IMPLEMENTATION STRATEGIES

This section sets forth a land use plan for the rural, or R1, area of the Village of Caledonia, and identifies measures recommended to implement the plan. The plan presented herein is an update and refinement of the land use plan adopted by the Village in 1996, and amended in 1999.

The plan for the R1 area is based on the premise that some additional urban development will occur along Interstate Highway (IH) 94. Additional studies must be conducted to determine the geographic extent and type of urban development to be accommodated. It is recommended that lands within the R1 area located beyond the IH 94 corridor remain in rural uses. Rural uses include agriculture, residential development at a density of one home per five acres, and open space.

Recommended Land Use Plan

The recommended plan is presented graphically on Figure 4-5. Related quantitative data are presented in Table 4-7. The plan for the R1 area recommends the following:

That primary and secondary environmental corridors, isolated natural resource areas, floodplains, stream buffers, and wetlands and woodlands located outside environmental corridors and isolated natural resource areas be preserved.

That the remainder of the R1 area, with the exception of areas to be identified through further study for urban development along IH 94, be retained in rural uses. Rural uses includes new or continued agricultural uses; residential development at a density of one home per five acres, unless a greater density is permitted by the Village in accordance with the Village subdivision ordinance; and natural open space. Residential development at densities less than one home per five acres would also be accommodated.

That residential development be accommodated on vacant lots less than five acres that were in existence as of January 1, 2003, provided sanitary codes and other requirements can be met.

That additional studies be conducted to determine the feasibility of providing sewer service to areas along IH 94. The area designated on Figure 4-5 as "potential urban reserve" represents the maximum extent of urban development. The extent of urban development may be less than that shown on the map. Lands designated as "potential urban reserve" that are not identified through additional study for future urban development

should be added to the "agricultural and rural residential" category.

That the existing sewer service area associated with the Caddy Vista Sanitary District be expanded to include additional lands north of Seven Mile Road, and that lands on the west side of State Trunk Highway (STH) 38 be removed from the sewer service area.

That the existing sewer service area associated with the Caledonia Utility District No. 1 (Cal 1) be reduced to remove lands on the west side of Nicholson Road and the north side of Four Mile Road. Lands in the northwest quarter of Section 26 along STH 38 are proposed to be added to the sewer service area.

Additional information related to each land use category depicted on the plan map is provided in the following sections.

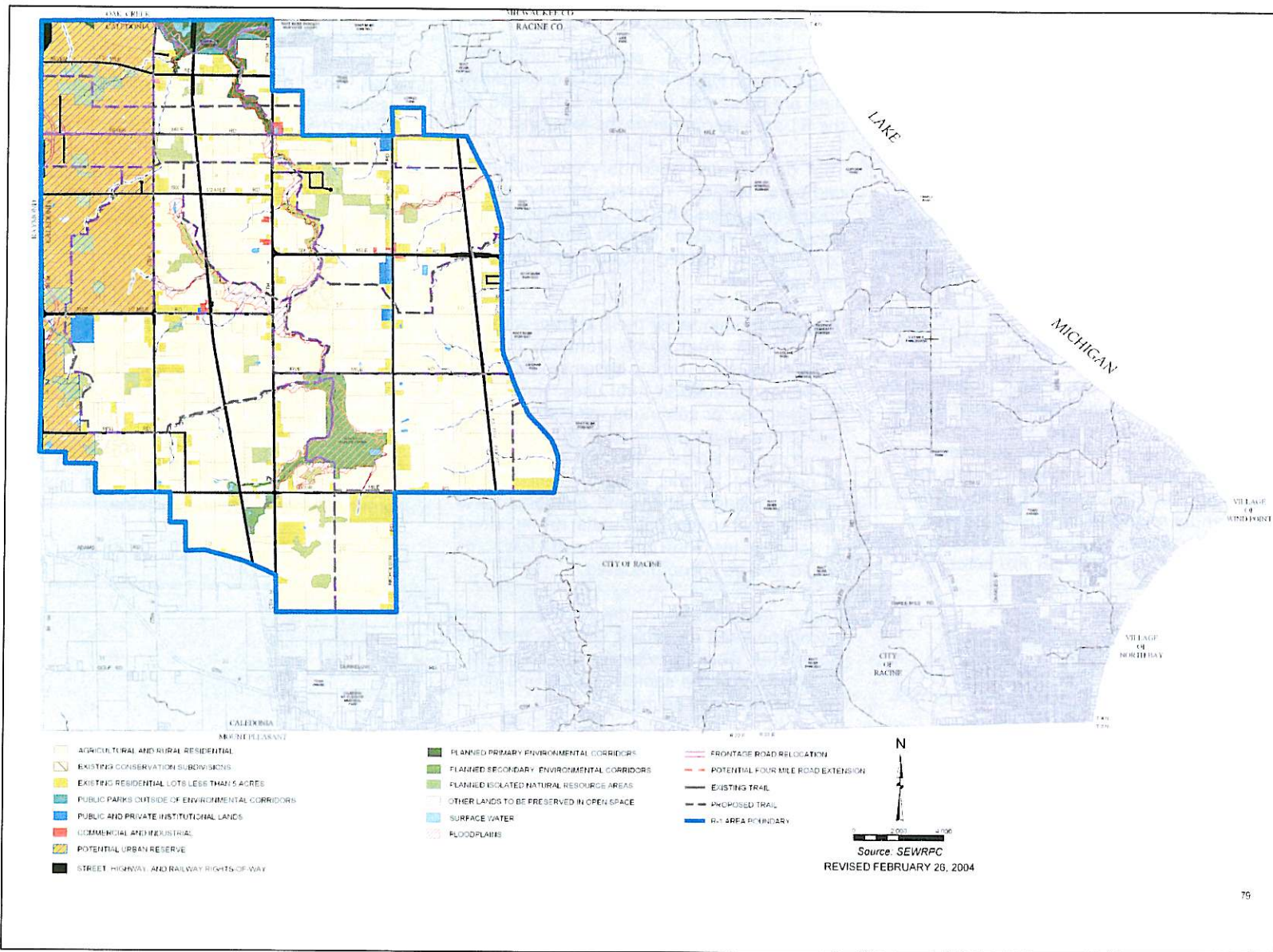


Figure 4-5. Land Use Plan for the R1 Neighborhood.

Land Use Category	Acres	Percent
Agricultural and Rural Residential ^a	5,720	58.8
Existing Residential Lots Less Than Five Acres.....	640	6.6
Environmentally Sensitive Lands		
Primary Environmental Corridor.....	142	1.5
Secondary Environmental Corridor.....	223	2.3
Isolated Natural Resource Area.....	439	4.5
Other Lands to Be Preserved in Open Space.....	565	5.8
Surface Water.....	32	0.3
Public Parks ^b	33	0.3
Subtotal of Environmentally Sensitive Lands	1,434	14.7
Potential Urban Reserve.....	1,395	14.3
Commercial and Industrial.....	25	0.3
Street, Highway, and Railroad Rights-of-Way.....	452	4.7
Public and Private Institutional.....	58	0.6
Total	9,724	100.0

NOTE: There are 594 acres of floodplains located within the rural area. Floodplain areas are located within the primary and secondary environmental corridors, isolated natural resource areas, and other lands to be preserved.

^aIncludes 288 acres located within existing conservation subdivisions.

^bIncludes public park lands located outside primary and secondary environmental corridors.

Source: SEWRPC.

Table 4-7. Planned Land Use in the R1 Area of the Village of Caledonia.

Agricultural and Rural Residential

Lands recommended to be retained in agricultural, rural residential, or open space uses are shown in light tan on the plan map, and account for 5,720 acres, or about 59 percent of the R1 area. Rural residential development may be accommodated anywhere within the area designated as agricultural and rural residential, provided a density of no more than one home per five acres is maintained, unless a greater density is permitted by the Village in accordance with the Village subdivision ordinance. All zoning and other applicable requirements must also be met. Residential development at densities less than one home per five acres—for example, one home per 10 acres or one home per 20 acres—would also be accommodated.

A development density of one home per five acres or less in the rural area is recommended to help accomplish the following:

Minimize traffic volumes on rural streets and highways.

Preserve natural drainage systems insofar as possible and minimize drainage problems and the need for stormwater management facilities.

Preserve open space and rural character, especially through the use of conservation design, to accommodate residential development while avoiding “wall-to-wall” residential subdivisions.

Sustain development served by onsite sewage treatment systems and wells.

Minimize the risks to groundwater quality and quantity.

Preserve, through careful design, the overall integrity of the rural landscape, including environmental corridors and wildlife habitat areas.

Lands designated for agricultural and rural residential use would also accommodate continued, or new, agricultural uses, including crop and dairy farms, greenhouses, orchards, horse farms and stables, and livestock raising. The Village is conducting a study to determine the feasibility of establishing a Purchase of Development Rights (PDR) program to compensate farmland owners for relinquishing the rights to develop their land for rural residential or other uses that would be permitted under the plan. In return for a cash payment, based on an appropriate market value, a conservation easement is used to ensure that farmlands will remain in agricultural use or in open space.

Existing Residential Lots Less Than Five Acres

While the plan recommends that any new residential development occur at a density of no more than one home per five acres, existing lots less than five acres may be developed in accordance with applicable sanitary, zoning, and other regulations. For purposes of this plan, “existing lots” refers to legal lots of record in the office of the Racine County register of deeds as of January 1, 2003, which is the date a temporary moratorium on land divisions in the R1 and C5 areas took effect. The moratorium was enacted to stop land divisions in portions of the Village outside the sewer service area until plans for the R1 and C5 areas were in place.

Existing lots in the R1 area that are less than five acres in size are shown in yellow on the plan map, and encompass about 640 acres, or about 7 percent of the R1 area. Areas shown in yellow include lots less than five acres that have been developed with a home and vacant lots less than five acres.

Environmentally Significant Areas

Environmentally significant areas include primary and secondary environmental corridors, isolated natural resource areas, other lands to be preserved in open space, floodplains, surface waters, and public parks. Such areas together encompass 1,434 acres, or about 15 percent of the R1 area.

Primary Environmental Corridors

Primary environmental corridors, which are described in Section 4.2 of this report, are areas at least 400 acres in size that contain concentrations of high value elements of the natural resource base. Primary environmental corridors contain almost all of the best remaining woodlands, wetlands, and plant and wildlife habitat areas; as well as floodplains and areas of wet soils where intensive development would be ill advised. Primary environmental corridors are located along the Root River and that portion of Husher Creek located north of Seven Mile Road, and occupy 142 acres, or about 2 percent, of the R1 area.

Primary environmental corridors should be preserved in essentially natural, open uses to preserve natural resources. Development within such corridors should be limited to essential transportation and utility facilities and compatible outdoor recreational facilities, such as trails. Much of the primary environmental corridor along the Root River in the R1 area is located in the Root River Riverine Forest, a natural area of local significance (see Appendix V), and has been recommended for acquisition by Racine County as part of the Root River Parkway. All but about 15 acres of that portion of the natural area within the R1 area has been acquired by the County. A small portion of a natural area of countywide or regional significance, the Root River Wet-

Mesic Woods East, is also located within the primary environmental corridor along the Root River, and is owned by the County.

Secondary Environmental Corridors

Secondary environmental corridors also contain concentrations of high value elements of the natural resource base, but are smaller in area than primary environmental corridors. Secondary environmental corridors serve to link primary environmental corridors, or encompass areas containing concentrations of natural resources between 100 and 400 acres in size.

Secondary environmental corridors in the R1 area include woodland, wetland, and floodplain areas in and around the Caledonia Wildlife Refuge, and also extend westward from the Wildlife Refuge along an intermittent stream. Secondary corridors occupy 223 acres, or about 2 percent, of the R1 area. The Caledonia Wildlife Refuge has been identified as a natural area of countywide or regional significance. Much of the natural area is owned by the Village and managed for open space and limited recreational uses. Under the regional natural areas plan and the Village park and open space plan, it is recommended that the Village acquire an additional 33 acres surrounding the Wildlife Refuge so that the entire natural area is under public ownership and managed to protect its natural resources. All areas within secondary environmental corridors should be preserved in natural, open uses.

Isolated Natural Resource Areas

Isolated natural resource areas consist of woodland and wetland areas between five and 100 acres in size that are separated geographically from primary and secondary environmental corridors. Isolated natural

resource areas are distributed throughout the R1 area, and occupy 439 acres, or about 5 percent, of the R1 area. It is recommended that such areas be preserved in essentially natural, open uses whenever possible, since these areas sometimes serve as the only available habitat for wildlife and critical plant species, lend natural diversity to the landscape, and can serve as stormwater detention and retention areas. Development within such areas should be limited to essential transportation and utility facilities and compatible outdoor recreation facilities. Carefully planned rural-density residential development may also be permitted in upland portions of isolated natural resource areas. Any development in upland portions of such areas should avoid disturbing areas of steep slopes and areas that provide high-value plant and wildlife habitat.

Two isolated natural resource areas in the R1 area have been identified as natural areas of local significance, the Seven Mile Road Woods natural area located south of Seven Mile Road between County Trunk Highway (CTH) V and the Canadian Pacific Railroad tracks, and Zirbes Woods natural area, located south of Brookside Drive. The regional natural areas plan and the Village park plan recommend that both natural areas be acquired and protected by a nonprofit conservation organization. It is recommended that a landowner contemplating the sale or development of land within an identified natural area contact the Village as soon as possible. The Village should work with the landowner, the Caledonia Conservancy, and other appropriate organizations and government agencies to identify a source of funds or other means of acquiring or protecting lands within the natural area.

Other Lands to Be Preserved in Open Space

In addition to the delineated environmental

corridors and isolated natural resource areas, approximately 565 acres are designated as other lands to be preserved in open space. These areas consist of small wetlands and woodlands, less than five acres in size; lands within 75 feet of navigable streams, which are regulated under State and county shoreland regulations; and areas within the 100-year recurrence interval floodplain that are not part of an environmental corridor or isolated natural resource area. Agricultural and recreational uses, except those that would involve structures in the floodplain or have adverse impacts on water quality, should be permitted in floodplain areas. Floodplains should not be developed for residential or other intensive uses. Areas currently in agricultural use that are converted to residential use should preserve floodplain areas in open space. As natural vegetation develops on floodplain areas, they may eventually be reclassified as environmental corridors or isolated natural resource areas. Floodplains are indicated on the plan map with a red hatch, and encompass 594 acres.

Surface Water

Surface water in the R1 area includes a portion of the Root River and Husher Creek, which are both classified as perennial streams; several intermittent streams; and a number of small ponds. Surface water areas together encompass 32 acres, or less than 1 percent of the R1 area.

Public Parks

Public parks in the R1 area include the Caledonia Wildlife Refuge, with 127 acres owned by the Village; and the Root River Parkway, with 120 acres owned by Racine County. All but 33 acres of existing publicly owned park land in the R1 area are located within primary or secondary environmental

corridors. These 33 acres are located in the Root River Parkway north of Seven and One-Half Mile Road. As previously noted, portions of both the Caledonia Wildlife Refuge and the Root River Parkway have been identified as natural areas. The Village park plan recommends that the Village acquire an additional 33 acres surrounding the Wildlife Refuge so that the entire natural area is under public ownership and protective management. Similarly, the County park plan recommends that the County acquire 15 additional acres adjacent to the Root River Parkway so that the entire Root River Riverine Forest natural area is owned by the County. It is recommended that a landowner contemplating the sale or development of land within an identified natural area contact the Village or County as soon as possible to allow the Village or County an opportunity to identify a source of funds or other means of acquiring/protecting natural lands.

No new parks are recommended to be developed within the R1 area. Residents in R1 are served by several nearby parks that provide recreational facilities and areas for picnicking, golfing, fishing, walking, dog exercising, basketball, tennis, soccer, baseball, and softball games. Nearby parks include Gorney Park, Linwood Park, the Caledonia-Mt. Pleasant Joint Park, Johnson Park, and the Johnson Park Dog Run. Neighborhood parks, which are intended to be "walk-to" parks for residents in urban areas, are generally not provided in rural areas. There may be a need to provide neighborhood parks if urban-density residential development occurs within the IH 94 corridor; however, additional study is needed to determine if residential development will be accommodated along IH 94.

Public and Private Institutional Lands

Public and private institutional land uses encompass about 58 acres, or less than 1 percent, of the R1 area, and include two churches, two parochial schools, four cemeteries, the Serbian soccer fields, and the Village Hall. Expansions of the aforementioned uses are not anticipated, however, should residential growth in the R1 area stimulate the need for additional institutional uses, they should be reviewed and considered by Village officials on a case-by-case basis.

Commercial and Industrial Uses

Under the R1 plan, commercial and industrial land uses outside the IH 94 corridor would be limited to those uses which existed prior to the adoption of the plan and new uses that complement and support the agricultural base of the R1 area. Existing commercial and industrial lands encompass approximately 25 acres, or less than 1 percent of in the R1 area.

No specific areas on the plan map were identified for new commercial or industrial uses. Commercial and industrial uses needed to support agricultural uses in the Village, such as farm equipment dealers and repair shops, feed and fertilizer distributors, and veterinary services should be reviewed and considered by Village officials on a case-by-case basis.

Potential Urban Reserve

The plan recommends that consideration be given to accommodating urban development along IH 94. Additional studies must be conducted to determine the geographic extent and type of urban development to be accommodated. The potential urban reserve area shown on the plan map encompasses 1,395 acres, or about 14 percent of the R1 area. The area designated as "potential urban reserve" represents the maximum extent of potential urban development. The extent of urban development may be less than that shown on the map.

Urban development along the freeway should not extend beyond CTH V, and any urban development allowed to take place within the "potential urban reserve" should be that which has the least deleterious effect on surrounding rural uses. The area between CTH V and approximately one-half mile west of CTH V should serve as a transition area from urban development to rural uses. Rural views should be preserved along both sides of CTH V.

An engineering study is currently being conducted to determine the sewage conveyance facilities that would be needed to serve planned urban development in Mt. Pleasant and at the IH 94/CTH K interchange in Caledonia. The study will also determine the conveyance facilities that would be needed to potentially serve urban growth along the entire IH 94 corridor within Caledonia, if sewage were to be conveyed to the Racine Wastewater Utility for treatment. Under the terms of the intergovernmental agreement with the City of Racine, the Village of Caledonia must accept sewer service from the Racine Wastewater Utility for portions of the Village in the sewer service area south of

Five Mile Road (or Five Mile Road extended) between IH 94 and CTH H, and south of Six Mile Road (or Six Mile Road extended) between CTH H and Lake Michigan. The Village may accept sewer service from the Milwaukee Metropolitan Sewerage District (MMSD) or another provider for areas north of that boundary. Additional study will be needed to determine whether sewer service to development along IH 94 north of Five Mile Road extended should be provided by the Racine Wastewater Utility or the MMSD.

Development of business parks or of residential, retail and service, recreational, and governmental and institutional uses could be accommodated in the potential urban reserve area if Village officials determine that such uses are appropriate to provide an overall benefit to the Village. Regardless of what specific types of urban development might be accommodated in the potential urban reserve area, urban development should occur only when public sanitary sewer and water services have been extended to serve the area.

Street, Highway, and Railroad Rights-of-Way

Existing street, highway, and railroad rights-of-way are reflected on the plan map. Together, these rights-of-way encompass 452 acres, or about 5 percent of the R1 area; and include 175 acres within arterial street rights-of-way, 180 acres within collector and minor street rights-of-way, and 97 acres within railroad rights-of-way.

The arterial highway system recommendations of the 2020 Regional Transportation System Plan as they pertain to the Village are shown on Appendix F. Functional improvements recommended by the plan within the R1 area include the expansion from two to four lanes of STH 38 between CTH K and the north Village line. The current alignment of STH 38 may change as a result of corridor studies that will be conducted by the Wisconsin Department of Transportation prior to any widening of the highway. The 2020 regional plan also recommends that CTH V south of Seven Mile Road be removed from the arterial street system. Recommended jurisdictional changes within the R1 area include a transfer of Seven Mile Road from the west Village line to STH 32 from Village to County jurisdiction, and a transfer of CTH V from the north Village line to Seven Mile Road from County to Village jurisdiction. These recommendations are subject to change as a result of the pending update of the regional transportation system plan in 2004 and 2005.

Freeway Reconstruction Plan

A Regional Freeway Reconstruction Plan²¹ was adopted by the Regional Planning Commission in May 2003. The plan is based on a freeway reconstruction study requested by the Secretary of the Wisconsin Department of Transportation (WISDOT),

with the knowledge that the State of Wisconsin is about to embark upon an anticipated three-decade long process of reconstructing the 270 mile freeway system in Southeastern Wisconsin for the express purpose of identifying a "regional consensus" on the desirable scope of a freeway system reconstruction plan and program. One of the plan recommendations calls for IH 94 from IH 894 (the Mitchell Interchange) in Milwaukee County south to the Wisconsin-Illinois state line to be widened from six to eight lanes, with the braided interchanges to be reconstructed to modern standards. It is anticipated that reconstruction of this freeway segment with additional lanes will be completed by 2015.

IH 94 South Freeway Corridor Plan

The IH 94 South freeway corridor plan²² sets forth a land use and transportation system development plan for an approximately six-mile wide corridor on either side of IH 94 extending from the Wisconsin-Illinois state line north into the Cities of Franklin and Oak Creek in southern Milwaukee County. The plan includes recommendations to modernize freeway interchanges; particularly the unbraiding, or separation, of all freeway on- and off-ramps in Racine County from the network of frontage roads. WISDOT has completed an environmental assessment and preliminary engineering for the IH 94 freeway segment in Kenosha and Racine Counties, including modernization of the interchanges. Additional lanes and new on- and off-ramps will be provided within the existing IH 94 right-of-way. Frontage roads are proposed to be relocated as shown on Figure 4-5. The interchanges, including the new frontage roads, will be improved prior to or coincident with freeway reconstruction.

In accordance with Section 84.295(10) of the Wisconsin Statutes, deed restrictions have

been placed on all properties affected by the new interchange designs. Property owners must notify WISDOT by registered mail at least 60 days prior to selling an affected parcel or constructing or altering a building on an affected parcel. A property owner is not prohibited from selling or developing an affected parcel, but no damages are paid for any construction or alterations made without the 60-day notice to WISDOT. WISDOT also has the option of acquiring the parcel following the required notification.

Recommended Trail Facilities

Public Trail System

The land use plan for the R1 area recommends a system of public walking and bicycling trails that would be part of a proposed Village-wide trail system, and which would connect to a regional trail network. When fully developed, the trail system would provide Village residents with opportunities for recreation and exercise, as well as an alternative means of travel to local parks, schools, and other activity centers.

The proposed trails shown on the R1 plan map include those adopted as part of the 1996 Village land use plan (trails within the east-west Wisconsin Electric Company transmission line easements and the north-south easement west of STH 38 and south of Five Mile Road), and the Village park plan (the Root River trail and bikeways in the rights-of-way of Five Mile Road from the Root River to CTH H; CTH H from Five Mile Road to CTH G; CTH G from CTH H to CTH V; and CTH V from CTH G to the north Village line). The plan also reflects the existing Racine County Bicycle Route, which is signed on Seven Mile Road. Additional trails are proposed by the R1 area plan along Husher Creek and other intermittent streams, and along streets or property lines to provide trail connections and loops. It is recommended that the Village acquire trail rights-of-way and develop trail sections as land divisions occur within the R1 area.

Specific trail locations, widths, and surfacing will be determined as land divisions take place. Any walking and bicycling trails to be dedicated for public use should comply with the standards developed by the American Association of State Highway and Transportation Officials (AASHTO).²³ AASHTO

standards call for off-street trails to be a minimum of eight feet wide, with 10 feet preferred; with a right-of-way width of 20 feet. Trails located within a street right-of-way, but separate from the roadway pavement area, must be a minimum of five feet wide if provided on both sides of the street, and a minimum of eight feet wide if provided on one side. Paved shoulders signed for bicycle travel must be a minimum of four feet wide, with five feet preferred.

Paved shoulders or separate bike paths within the street right-of-way should be provided along arterial streets identified as trails at the time the street is constructed or reconstructed. Due to lower traffic volumes and traffic speeds on nonarterial streets, it may not be necessary to provide trail facilities, other than signs, on non-arterial streets. The need for paved shoulders or separate paths along nonarterial streets to link off-street portions of the trail system should be determined as land divisions occur and the trail system begins to take shape.

Private Trail Systems

Although not shown on the recommended plan map, a network of snowmobile trails is also provided in the R1 area during the winter months. The location of snowmobile trails during the 2002-2003 winter season is shown on Appendix H. Snowmobile trails are generally located on private property, with the permission of the landowner. Because they are located on private lands and do not rely on improved trails to the extent of other trail uses, the location of snowmobile trails is subject to change each year. The Racine County Division of Public Works maintains updated annual maps of snowmobile routes within the Village.

The Caledonia Conservancy, a nonprofit conservation organization active in the Village, has sponsored the development of a system of trails for horseback riding and hiking. Trails developed under the sponsorship of the conservancy are located primarily within the C5 neighborhood, although the Conservancy and the Racine County Pony Club are currently working with the Village to develop a trail loop that would extend from the Root River to the Caledonia Wildlife Refuge. Trail segments located on land owned by the Caledonia Conservancy are open to the public (lands owned by the Conservancy are shown on Appendix P). The Conservancy's trail network also includes trails on private property not owned by the Conservancy. Permission to use these trails is at the discretion of each landowner. The Caledonia Conservancy can provide information about the location and use of trails within the Conservancy's network.

The Village views the existing network of horse-riding trails, and the efforts to extend the trail system into the R1 area, as an asset that contributes to the rural character and the quality of life for residents of the C5 and R1 areas. Where a land division or other development is proposed on lands that are being used for private trails, the Village will encourage, but not require, the landowner concerned to incorporate the trail as part of the land division or development, or to relocate the trail in a way that maintains the continuity of the trail network. The Village will also consider providing a public system of horse-riding trails parallel to the recommended system of public walking and bicycling trails as land divisions are proposed.

Recommended Changes to the Sanitary Sewer Service Area

Changes to the planned sanitary sewer service area recommended by the R1 and C5 workgroups are shown on Appendix BB. The plan for the R1 area recommends the following changes to the planned sanitary sewer service area:

That the existing sewer service area associated with the Caddy Vista Sanitary District be expanded to include additional lands north of Seven Mile Road on both sides of Nicholson Road, and that lands on the west side of STH 38 be removed from the sewer service area. This recommendation was reviewed by the C5 workgroup, which concurred with the recommendation. Following approval of the plans for the R1 and C5 neighborhoods by the Village Plan Commission and the Village Board, the Caddy Vista Sanitary District should request that SEWRPC amend the planned sanitary sewer service area to reflect the recommended changes.

That the existing sewer service area associated with the Caledonia Utility District No. 1 (Cal 1) be reduced to remove lands on the west side of Nicholson Road and the north side of Four Mile Road. Lands in the northwest quarter of Section 26 along STH 38 are proposed to be added to the sewer service area. Following approval of the plans for the R1 and W1 neighborhoods by the Village Plan Commission and the Village Board, the Village Board should request that SEWRPC amend the planned sanitary sewer service area to reflect the recommended changes.

That additional studies be conducted to determine the feasibility of providing sewer service to areas along IH 94. The area designated on Figure 4-5 as "potential urban

reserve" represents the maximum extent of urban development. The extent of urban development may be less than that shown on the map. Lands designated as "potential urban reserve" that are not identified through additional study for future urban development should be added to the "agricultural and rural residential" category. The extent of urban development along IH 94 will be determined as part of the planning process for the W-2 neighborhood. Following approval of the plan for the W-2 neighborhood by the Village Plan Commission and the Village Board, the Village Board should request that SEWRPC amend the planned sanitary sewer service area to reflect the changes recommended by the W-2 plan.

Plan Implementation Strategies

The recommended land use plan described in the preceding sections is not complete until the steps to implement the plan are specified. After formal adoption of the plan by the Plan Commission and Village Board, achieving the plan will require faithful, long-term dedication by Village and County officials. Adoption of the plan is only the beginning of a series of actions needed to achieve plan recommendations. The following sections identify the major steps to be followed to properly implement the plan, which include new or revised County and Village ordinances and plan implementation policies and programs. Any new ordinances or ordinance amendments considered by the Village Board will require a public hearing before the Board prior to their adoption.

Recommended Ordinances and Ordinance Changes

Racine County Zoning Ordinance

A zoning ordinance is a public law that regulates and restricts the use of private property in the public interest. The primary function of zoning should be to implement the adopted land use or comprehensive plan. Indeed, Section 66.1001(3) of the Wisconsin Statutes requires that zoning and other land use decisions made by local and County governments be consistent with local and County comprehensive plans as of January 1, 2010.

As described in Section 4.2, the Village of Caledonia is under the jurisdiction of the Racine County general zoning and shoreland/floodplain zoning ordinance. The general zoning provisions of the County zoning ordinance are jointly administered by Racine County and the Village. As stipulated in Chapter 59 of the Wisconsin Statutes, towns that are under the jurisdiction of a county zoning ordinance must be given the opportunity to review and comment on all proposed zoning amendments. If a town board formally disapproves a proposed zoning district change within the town, or if a majority of towns in a county disapprove a change in zoning ordinance regulations, the county may not approve the proposed changes.

Zoning districts in effect in the Village of Caledonia as of March 2002 are shown in Appendices 23 (basic-use districts) and 24 (overlay districts). The principal and conditional uses permitted in each basic-use district and the lot size, width, and setback requirements for the various districts are summarized in Appendix X. A summary of the areal extent of the various districts is provided in Appendix Y.

As shown by Appendices W and Y, about 87 percent of the R1 area is presently zoned A-2, General Farming and Residential District II. The A-2 district allows agricultural uses, roadside stands and greenhouses, and one- and two-family homes. The A-2 district also allows the creation of parcels as small as 40,000 square feet, which is slightly less than one acre. The Village's conservation subdivision ordinance requires that lands not served by sanitary sewers, which includes the R1 area, which are proposed to be subdivided first be rezoned to the C-2, Upland Resource Conservation District. The C-2 district requires an average density of one home per five acres for "cluster," or conservation, subdivisions. Land divisions that create four or fewer lots in a five-year period, however, are not subject to the conservation subdivision ordinance. Such land divisions, often referred to as "minor land divisions" or "lot splits," are created using a Certified Survey Map (CSM). New lots created by a CSM may be as small as 40,000 square feet, if the land being divided is zoned A-2.

As the population in the Village has increased and the random development of 40,000 square foot lots has proliferated, the results of this type of development have become better understood. While many good home sites have been provided, the negative impacts of this type of development include increased costs of services, such as fire and police protection; the loss of rural views due to small home sites that are often "stripped out" along arterial streets; and closely spaced driveways with direct access to arterial streets, which often interfere with traffic on the arterial.

If a significant portion of the land zoned A-2 is developed at the one-acre density permitted by existing zoning, the rural character of the R1 area will be lost. The A-2 zoning district will

not be an effective tool in achieving the goals of the land use plan for the R1 area.

The Racine County zoning ordinance does currently include a residential zoning district, the R1, Country Estates District, which allows one-family homes on parcels having a minimum size of five acres. The R1 zoning district would not be appropriate in the R1 area, because it does not allow subdivisions using conservation design. While the R1 zoning district would allow stables, nurseries, orchards, and riding trails as conditional uses, it would not allow other types of agricultural uses that would be appropriate in the rural area, such as row crops and dairy farms.

The C-2, Upland Resource Conservation District, allows agricultural uses and one-family homes, among other uses. Conservation subdivisions may be permitted as a conditional use in the C-2 district, and must maintain an average density of one home per five acres. Due to an inconsistency in the Racine County Zoning Ordinance, a minimum parcel size of three acres, rather than five, is required for parcels in the C-2 district created through a SM or a conventional subdivision.

This plan for the R1 area places an emphasis on a future development density of no more than one home per five acres, with a conservation design to be used for all proposed subdivisions and lot averaging techniques to be an option for minor land divisions. The current Racine County zoning ordinance does not include a zoning district which would directly accommodate these types of development. It is therefore recommended that the Village of Caledonia request that Racine County initiate action to create an A-5 Agricultural/Rural Residential District, and that the minimum parcel size

in the C-2, Upland Resource Conservation District, be changed from three to five acres. The A-5, Agricultural/Rural Residential District, would be intended to provide for the continued use of lands historically used for agricultural purposes, and for the establishment of new agricultural uses. The district would also permit residential development at a density of no greater than one home per five acres to accommodate the market demand for rural single-family residential development. The A-5 district should permit conservation subdivisions and lot averaging in minor land divisions as a conditional use.

The C-2, Upland Resource Conservation District, is intended to preserve and protect all significant woodlands, related scenic areas, and areas of hilly topography within Racine County. The current C-2 District provides for limited residential development not to exceed one dwelling unit per three acres. The text of this district should be modified to establish a density of one dwelling unit per five acres. This change would make the density required by the district for both conventional and conservation subdivisions the same and would be consistent with the density recommendations of the R1 plan and the regional land use plan with regard to development within upland portions of environmental corridors and isolated natural resource areas.

Any changes to the zoning ordinance regulations should be cooperatively formulated by Racine County and the eight towns in the County. All eight towns are under County zoning. As noted earlier, the Wisconsin Statutes provide that changes to the County zoning ordinance become effective only if a majority of the towns regulated under the County ordinance do not disapprove them.

Any changes to the Racine County zoning ordinance regulations must therefore have broad support from the other towns within the County. Changes to the County zoning ordinance must also be approved by the County Board.

Following approval of the A-5 zoning district, the Village should work with Racine County to rezone to A-5 those portions of the R1 area designated on the land use plan map as "agricultural and rural residential." The A-1, General Farming District I, which requires a minimum parcel size of 35 acres, and the A-4, Truck Farming District, which requires a minimum parcel size of 10 acres, would also be consistent with the "agricultural and rural residential" land use plan designation. Landowners who wish to maintain their land in long-term agricultural use may request that their land be rezoned to the A-1 or A-4 district rather than the A-5 district.

Although changing the zoning of land now in the A-2 zoning district to a new district that requires a density of one home per five acres is desirable to implement the recommended land use plan, the rezoning process is likely to be a relatively long one. The rezoning process will first require an amendment to the Racine County zoning ordinance, in cooperation with the County and the other seven towns under County zoning. Following the amendment to the ordinance, the Village and County will then need to amend the zoning map. Changes to the zoning map will require notification to each property owner affected, a public hearing, and approval of the change by the Village Board and the County Board.

Village Subdivision Ordinance

The Village of Caledonia subdivision regulations are set forth in Title 14 of the Village code of ordinances. Chapter 1 of Title

14 regulates "land splits," which are land divisions that create four or fewer parcels, where any one of the parcels to be created will be 35 acres or less in size. Chapter 2 sets forth requirements for drain-age plans, street widths and construction specifications, and requirements for driveways and street intersections. Chapter 3 is the Village's Conservation Subdivision Ordinance, which was adopted in September 2002. The ordinance applies to a division of a parent parcel of three acres or larger where the division creates five or more new parcels or building sites by successive division within a five-year period. As noted in the preceding section, zoning in effect in much of the R1 area allows lots as small as 40,000 square feet to be created by CSM, which is not consistent with the recommendations of this plan. The Village subdivision ordinance requires conservation subdivisions in unsewered areas to be placed in the C-2 zoning district. Conservation subdivisions may be permitted as a conditional use in the C-2 district, provided the average density of the subdivision is no greater than one home per five acres. The Village subdivision ordinance and County C-2 zoning regulations together accommodate subdivisions that are consistent with the five-acre density recommended by the R1 area plan.

The following changes are recommended to Chapter 1 of the Village subdivision ordinance, which regulates lots created by CSMs, to help implement the plan for the R1 area:

Require a density of no greater than one home per five acres in minor land divisions created by CSM in areas outside the planned sewer service area;

Require a sketch plan to be submitted for all contiguous parcels under the same ownership when a CSM is filed;

Provide an option to allow minor land divisions to use lot-averaging techniques; and

Require site inventory information to be provided on CSMs.

Density Requirements for Minor Land Divisions

It is recommended that the Village Board amend Chapter 1 of the Village subdivision ordinance to require that any minor land division created through a CSM maintain a density of no greater than one home per five acres in that portion of the Village outside the planned sewer service area. Such a requirement will help the Village prevent the creation of land divisions at the higher density allowed under the existing A-2 zoning during the time needed to amend the County zoning ordinance and zoning map.

Although the regulation of minimum lot sizes/development density is typically regarded as a function of zoning, the Wisconsin Supreme Court concluded in its decision in *Lake City Development v. Mequon* (1997) that local governments have the authority under Chapter 236 of the Wisconsin Statutes to regulate minimum lot sizes/density through a local subdivision ordinance. Although the Village has the authority to use its subdivision ordinance to require a density that is more restrictive than the density required under County zoning, it would be preferable if the land use plan, zoning map, and subdivision ordinance were all consistent with each other. The zoning in the R1 area should be changed as expeditiously as possible to bring it into conformance with the land use plan recommendations.

Sketch Plan Approval for Minor Land Divisions

Chapter 1 of the Village subdivision ordinance should also be amended to require that sketch plans for all contiguous parcels under common ownership be provided to the Plan Commission for review when a CSM is submitted for approval. The sketch plan should identify the future development of the parcel being divided and contiguous areas, including general street, parcel, driveway, and building locations. The Village Plan Commission could then review the sketch plan to ensure that the eventual layout and development of parcels under common ownership will protect natural resources, provide for appropriate circulation and access, and be consistent with the land use plan. The Village should require that the approved sketch plan be recorded to help ensure that future development will conform to the plan. The Village should also establish an internal system for tracking sketch plans to ensure that future land divisions are consistent with the sketch plan.

Lot Averaging for Minor Land Divisions

Under conventional zoning and land division ordinances, the allowable density by a community or County land use plan is typically converted to a minimum required lot size. For example, a development density of one home per five acres would require that each home be sited on a five-acre parcel. There are other, more flexible zoning and land division techniques that allow variation in individual lot sizes while maintaining the overall density specified in the land use plan. The Village's conservation subdivision ordinance is an example of an ordinance that provides flexibility in subdivision layouts. It is recommended that the Village provide similar flexibility for minor land divisions by allowing for lot averaging techniques.

"Lot averaging" allows parcel sizes to vary so long as the area that is taken from one parcel is transferred to one or more other parcels within the land division, so that the average density called for by the land use plan is maintained within the land division as a whole. Advantages of lot averaging include flexibility in site design and preservation of farmland and/or environmentally sensitive areas. This technique is useful in cases where a landowner may wish to create a few residential parcels for sale or for family members through a CSM, while retaining a large parcel for continued agricultural use. It is important that parcels created through lot averaging be prohibited from further division through a deed restriction placed on the parcels being created. Figure 4-6 compares a minor land division using a conventional design and a lot-averaging design.

Site Inventory Requirements for Minor Land Divisions

The Village currently requires proposed conservation subdivision plats to identify significant natural resource features on the site being subdivided, including wetlands; floodplains; watercourses and drainageways; wooded areas; slopes of 12 percent or greater; rare, threatened, and endangered species; environmental corridors; and views and other prominent visual features. The Village should amend the ordinance regulating minor land divisions to require the same information to be provided when CSMs are submitted for review.

Vegetated Buffer Strips and Rain Gardens

In addition to the changes described in the preceding paragraphs, the Village should consider revising the requirements for both minor land divisions and subdivisions to require vegetated buffer strips adjacent to

ponds, streams, wetlands, the Root River, Lake Michigan, environmental corridors, and isolated natural resource areas. The Village should also encourage subdividers to include rain gardens in the design of new conservation subdivisions.

Driveway (Highway Access) Ordinance

The term “bowling alley lots” is sometimes used to describe a series of long, narrow lots striped out along a public street. “Piano key” lots is another common term, which refers to the pattern created when a series of flag lots (lots shaped like flags with long access “poles” stretching to a public street) are created behind lots with frontage on the street. These forms of development, illustrated in Figure 4-7, are used by subdividers to avoid the expense of constructing an internal street or street system that would serve lots in the subdivision with only a single access point to the abutting street. The number and density of driveways resulting from the development of bowling alley and piano key lots may interfere with the safe and efficient operation of the abutting street. In addition to traffic impacts, bowling alley and piano key lots can have a negative impact on drainage, aesthetics, fire protection, and emergency access.

Implementation measures recommended to avoid this undesirable pattern of development in the future include requiring a sketch plan for all contiguous parcels under the same ownership at the time a CSM is submitted, and the adoption of regulations that would restrict the number of driveways intersecting an arterial street. Driveway access to arterial streets is of particular concern, since arterial streets are intended to carry high volumes of traffic at relatively fast speeds. The planned arterial street system within the Village is shown on Appendix F.

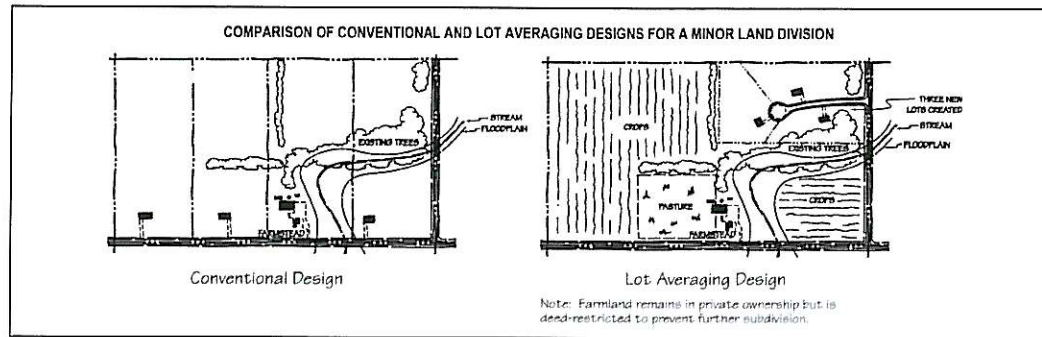


Figure 4-6. Comparison of Conventional and Lot Averaging Designs for a Minor Land Division.

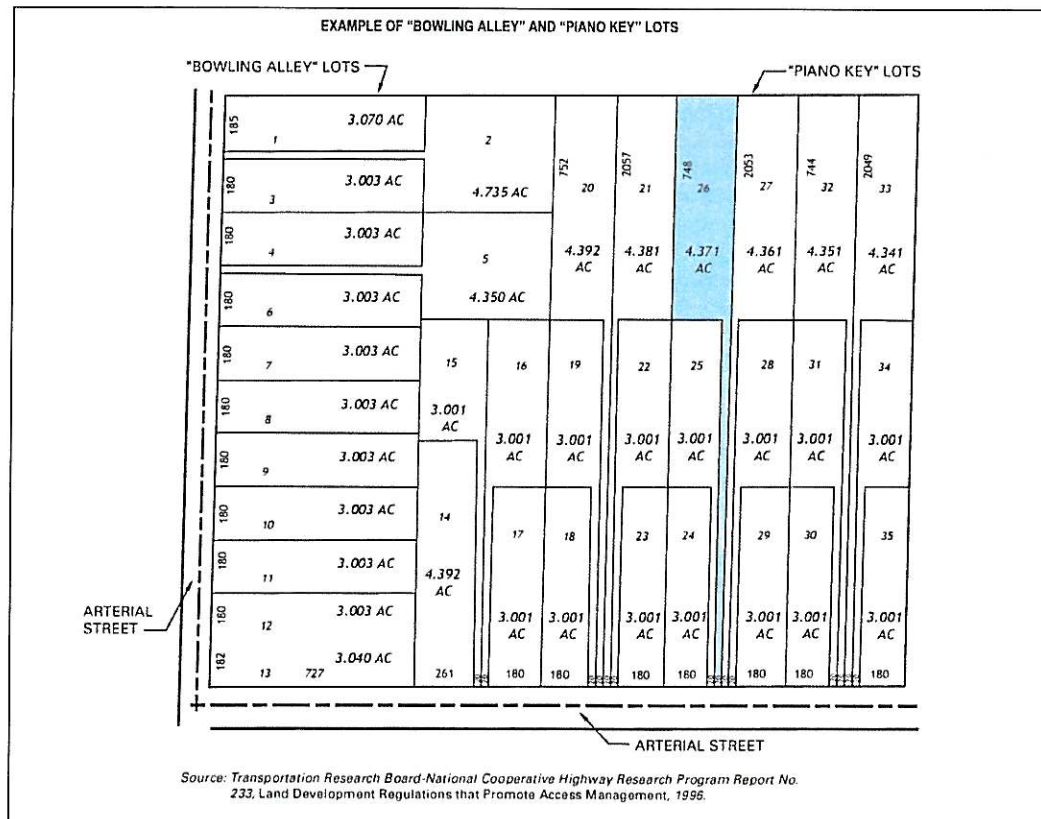


Figure 4-7. Example of “Bowling Alley” and “Piano Key” Lots.

Access to arterial streets under State and County jurisdiction is regulated by the Wisconsin Department of Transportation (WISDOT) and the Racine County Division of Public Works, respectively. WISDOT reviews all subdivision plats and certified survey maps abutting State highways for compliance with the access regulations set forth in Chapter Trans 233 of the Wisconsin Administrative Code. These regulations are intended to provide for the safety of entrance upon and departure from the abutting state highway and are directed at such concerns as traffic safety, protection of arterial capacity, and right-of-way reservation. The Department's review determines how the proposed land division will affect the adjacent highway. Consideration is given to access requirements and agreements, drainage features, setback requirements, vision corners, and the spacing of intersecting streets along the highway. Racine County adopted similar requirements for the review of land divisions adjacent to County highways in 2002.

Driveway regulations are currently set forth in Chapter 2 of the Village subdivision ordinance. The existing regulations address the installation and maintenance of culverts under a driveway, curb cuts, paving within the public right-of-way, and maintenance of existing roadside drainage ditches. Consideration should also be given to regulating driveway access to existing streets. It is recommended that the Village consider including regulations that would limit direct access to arterial streets under Village jurisdiction. Lots to be created as part of a new land division (both minor land divisions and conservation subdivisions) should be required to front on a nonarterial street. A waiver provision could be included, if desired by the Village, for situations where only one additional lot is being created.

Landscaping within Village Rights-of-Way

Currently, the Village prohibits owners of land adjacent to street rights-of-way owned by the Village from planting grass, flowers, or other vegetation in the Village right-of-way. The Village should consider establishing a permit system that would allow vegetation to be planted, provided the Village determines that the landscaping would not interfere with maintenance of the street or right-of-way. Care must be taken to ensure that permits are granted only for landscaping within Village-owned rights-of-way; and not those owned by Racine County or the State of Wisconsin.

Livestock Management

Currently, the number of animals permitted on a specific property is not regulated under the County zoning ordinance unless the keeping of animals is associated with a use that requires a conditional use permit (CUP) from the County. Commercial stables are an example of a use that requires a CUP. The CUP for a specified use usually limits the number of horses or other animals that can be kept, and may also specify how manure should be disposed.

There is no limit on the number of animals that may be kept on a property that is not subject to a CUP. The Village should consider adopting an ordinance that would specify the maximum number of animals permitted per acre of land. The ordinance should apply to uses, such as keeping horses on private land for personal use, that are not regulated under the County zoning ordinance. The new Village ordinance should also establish standards for the management of manure.

Regulation of Prairie Burns

Periodic burning of prairies helps protect prairie grasses from intrusion by woody

plants and competition from "exotic" species that are not normally found in prairies. The Stewardship Plans prepared for the management of prairies reestablished in conservation subdivisions often call for periodic burning to maintain the prairies. The Village should ensure that regulations for open burning explicitly require notification to and approval by the Village Fire Chief prior to conducting prairie burns. Conservation subdivision plats should also be reviewed by the Fire Chief to ensure that areas proposed to be reestablished as prairies will be located a safe distance from proposed homes and that prairie areas will be accessible by fire trucks.

Historic Preservation Ordinances

As noted in Section 4.2, a Caledonia Historical Society was incorporated as a nonprofit organization in 2002. The Historical Society has inventoried potentially historic buildings in the Village (see Appendix C), and is in the process of evaluating each building to determine its historic significance. Currently, one home in the Village, the John Collins Residence on Nicholson Road, is listed on the National Register of Historic Places.

The Village should consider adopting a local historic preservation ordinance to help protect buildings that are identified as historically significant by the Caledonia Historical Society. Normally, such an ordinance would create a historic preservation or landmarks commission, which would be responsible for reviewing building and demolition permits before a historic property could be altered or demolished.

Plan Implementation Programs and Policies

A number of implementation programs and policies should be considered by the Village in addition to the recommendations for new or amended ordinances presented in the preceding section. The following programs and policies include several programs, some of which are already in place, that are intended to help preserve existing farmland within the R1 area. Programs and policies to encourage the use of rain gardens, rain barrels, and phosphorus-free fertilizers should also be considered by the Village Board.

Farmland Preservation Techniques

The following is a list of voluntary farmland preservation techniques that may help to ensure the long-term viability of farming activities in the Village:

Purchase of Development Rights Program

Purchase of development rights programs, or PDR programs, are intended to ensure the long-term preservation of agricultural lands. Under a PDR program, the owner of farmland receives a payment for relinquishing rights to development. Deed restrictions are used to ensure that the lands concerned remain in agricultural or other open use. Such restrictions are attached to the land and remain in effect regardless of future sale or other transfer of the land.

PDR programs can provide assurances that farmland will be permanently retained in open use. Landowners receive a potentially substantial cash payment, based on an appropriate market value, while retaining all other rights to the land, including the right to continue farming. The money paid to the landowner may be used for any purpose, such as debt reduction, capital improvement to the farm, or retirement income. Lands included in a PDR program remain on the tax roll and continue to generate property taxes. Since the land remains in private ownership, the public sector does not incur any land management responsibilities.

The Village is currently working with the American Farmland Trust to evaluate the cost and feasibility of establishing a PDR program within the Village.

Wisconsin Farmland Preservation Program

The Wisconsin Farmland Preservation Program allows farmers who agree to

maintain farmland in agricultural use to receive annual State income tax credits. The farm must be a minimum of 35 acres, and must produce a minimum of \$6,000 in gross farm receipts in the previous year or \$18,000 in the previous three years. Contracts are for a 10-year period. One farm in the Village is currently enrolled in this program.

Use-Value Assessment

In 1995, the Wisconsin Legislature acted to lessen the property tax burden on farmers by mandating the "use-value" assessment of agricultural land. Under this system, agricultural lands are assessed based solely on their value for farming, without regard to development potential or existing zoning. Landowners who sell their land after owning the land for less than five years are required to pay a modest penalty to the Wisconsin Department of Revenue; an amount equal to 5 percent of the difference between the sale price and the use-value during the last year of ownership. While this program provides substantial property tax relief to owners of farmland, it does so without attaching any restrictions to the land, so that there is no guarantee that the land will not be converted to urban use. Nevertheless, use-value assessment provides some financial relief to farmers, which serves to encourage continued farming in the Village.

Wisconsin Managed Forest Law

The Managed Forest Law is an incentive program intended to encourage sustainable forestry on private woodlands in Wisconsin. Owners of at least 10 acres of contiguous wooded land that is used primarily for growing forest products are eligible to apply for the program through the Wisconsin Department of Natural Resources (DNR). Following approval of the application, the DNR prepares

a management plan for the property. The program can provide significant tax savings to participating landowners.

USDA Programs

The U.S. Department of Agriculture (USDA) administers a variety of incentive programs to prevent nonfarm development in agricultural areas. These programs include the Conservation Reserve Program (CRP), the Conservation Reserve Enhancement Program (CREP), and the Wetland Reserve Program (WRP), among others. Under these programs, the landowner enters into an agreement to restore or protect lands for a 10-year or longer period in return for cash payments or assistance in making land conservation improvements.

Stormwater Management and Water Quality Programs and Policies

Rain Gardens and Rain Barrels

The Village should consider establishing an incentive program for homeowners to create rain gardens and use rain barrels. Rain gardens absorb water runoff from roofs, streets, and other impervious surfaces and slowly discharge the collected water into the ground. Rain gardens and barrels decrease the amount of runoff in storm sewers and drainage ditches, which helps reduce the risk of flooding and erosion, and may also reduce the amount of pollutants washing into surface waters.

Phosphorus-Free Fertilizers

The Village Board should consider adopting a policy that would prohibit the use of fertilizers containing phosphorus on Village-owned lands. Use of phosphorus-free fertilizers should also be encouraged in conservation subdivisions through Village review and approval of the Stewardship Plans required for common open space lands within such subdivisions. The Village should also consider establishing an education program to promote the use of phosphorus-free fertilizer to all Village residents, beginning with homeowners that live near ponds, streams, the Root River, and Lake Michigan.

Summary

This section has presented a land use plan and recommended implementation measures for the rural (R1) area in the Village of Caledonia. The plan represents a refinement and update of the Village land use plan adopted in 1996. The most important recommendations of this plan include the following:

That primary and secondary environmental corridors, isolated natural resource areas, floodplains, stream buffers, and wetlands and woodlands located outside environmental corridors and isolated natural resource areas be preserved.

That the remainder of the R1 area, with the exception of areas to be identified through further study for urban development along IH 94, be retained in rural uses. Rural uses includes new or continued agricultural uses; residential development at a density of one home per five acres, unless a higher density is allowed by the Village in accordance with the Village conservation subdivision ordinance; and natural open space. Residential development at densities less than one home per five acres (for example, one home per 20 acres) would also be accommodated.

That residential development be accommodated on vacant lots less than five acres that were in existence as of January 1, 2003, provided sanitary codes and other requirements can be met.

That additional studies be conducted to determine the feasibility of providing sewer service to areas along IH 94. The area designated on Figure 4-5 as "potential urban reserve" represents the maximum extent of urban development. The extent of urban development may be less than that shown

on the map. Lands designated as "potential urban reserve" that are not identified through additional study for future urban development should be added to the "agricultural and rural residential" category.

That the existing sewer service area associated with the Caddy Vista Sanitary District be expanded to include additional lands north of Seven Mile Road, and that lands on the west side of State Trunk Highway (STH) 38 be removed from the sewer service area.

That the existing sewer service area associated with the Caledonia Utility District No. 1 (Cal 1) be reduced to remove lands on the west side of Nicholson Road and the north side of Four Mile Road. Lands in the northwest quarter of Section 26 along STH 38 are proposed to be added to the sewer service area.

The following implementation ordinances, programs, and policies are also recommended:

The Village should work with Racine County and the other towns in the County to amend the Racine County zoning ordinance to add an A-5 agricultural/rural residential district to the ordinance. The A-5 district should require a density of no greater than one home per five acres, and allow land divisions using conservation and lot-averaging designs as conditional uses. Following approval of the new zoning district, the Village and County should work together to rezone to A-5 those portions of the R1 area designated on the land use plan map as "agricultural and rural residential."

The Village Board should consider amending the Village subdivision ordinance to include the following provisions:

Require a density of no greater than one home per five acres in minor land divisions created by CSM in areas outside the planned sewer service area;

Require a sketch plan to be submitted for all contiguous parcels under the same ownership when a CSM is filed;

Provide an option to allow minor land divisions to use lot-averaging techniques;

Require site inventory information to be provided on CSMs; and

Require vegetated buffer strips to be provided along ponds, lakes, rivers, streams, wetlands, environmental corridors, and isolated natural resource areas.

The Village Board should consider adopting an ordinance that limits driveway access to arterial streets when new land divisions are created.

The Village Board should consider adopting an ordinance that specifies the maximum number of animals per acre of land.

The Village Board should consider adopting an ordinance that would protect historically significant buildings within the Village.

The Village should continue to investigate the feasibility of establishing a PDR program for the long-term preservation of farmland in the Village.

The Village should support the continuation of other programs that protect farmland and open space, including the farmland preservation program, managed forest law, and programs established by the USDA.

The Village should consider establishing programs to encourage the use of rain gardens, rain barrels, and phosphorus-free fertilizers.

4.4 REPORT SUMMARY

Introduction and Background

In 1996, the Caledonia Village Board adopted a land use plan for the Village. The adopted Village land use plan provides the conceptual framework for this land use plan implementation strategy for the rural area. The 1996 land use plan designates most of the area west of State Trunk Highway (STH) 38 and north of Four Mile Road as "Agricultural." The plan did not, however, indicate what types of uses should be allowed, or specify a recommended density for residential development that might occur, within the agricultural area.

The Village of Caledonia undertook a Village-wide effort in 2002 to detail the land use plan adopted in 1996. The Village was divided into several neighborhoods, which are shown in Appendix B. The Village Board requested that the Southeastern Wisconsin Regional Planning Commission (SEWRPC) assist the Village in detailing the land use plan and developing plan implementation strategies for the area designated as "Agricultural" on the plan, which is referred to as the rural, or R1, area. The R1 area encompasses 9,724 acres, or about 15 square miles. The Village contracted with the firm Planning and Design Institute (PDI) of Milwaukee to prepare neighborhood plans for the remainder of the Village.

Public Participation and Planning Process

The plan for the R1 area was prepared under the guidance of a neighborhood workgroup, or advisory committee, which includes residents of the R1 area and Village officials. Workgroup members are listed on the inside front cover of this report. The workgroup met monthly from September 2002 through November 2003. All workgroup meetings were open to the public, and the public was provided an opportunity to ask questions and offer comments at each meeting.

Additional guidance during the planning process was provided by the Project Management Team (PMT), which includes Village officials and staff from the Village, Racine County, SEWRPC, and PDI. The members of the PMT are also listed on the inside front cover of this report.

Public meetings for the R1 plan were held on September 24, 2002, March 10, 2003, and September 15, 2003. The first meeting was held to inform residents and landowners about the planning process and to gather public input. Inventory findings and the results of the Village-wide public opinion survey were presented at the second meeting. Preliminary plan recommendations were presented at the third meeting. Opportunities were provided at each meeting for the public to review maps and planning data, and to ask questions and offer comments regarding the plan.

The plan for the R1 area was approved by the workgroup on November 12, 2003. The plan was presented at a public meeting on January 12, 2004, to the Village Board, Planning Commission, Drainage Commission, Park & Recreation Commission, the Caddy Vista Sanitary District Commission, and the

Caledonia Utility District No. 1 Commission. Members of the R1 workgroup and all other neighborhood workgroups were also invited to attend.

A joint public hearing before the Village Board and Village Planning Commission was held on February 25, 2004. The Planning Commission approved the plan on February 25, 2004, and was adopted by the Caledonia Village Board on March 2, 2004.

Inventory

An inventory and analysis of the factors and conditions affecting development in the R1 area was conducted to help determine desirable land uses and identify appropriate plan implementation strategies. The results of the inventory and analysis are presented in Section 4.2 of this report. The section is divided into five parts:

1. Existing plans affecting the Village and the R1 area;
 2. Inventories of the natural and built environments;
 3. An inventory of existing land use regulations;
 4. Existing population, household, and employment data; and
 5. An analysis of the inventory findings.
- Inventory findings include the following:

Sewer Service

Portions of the Village of Caledonia are located within two sanitary sewer service areas. The Racine sanitary sewer service area encompasses 12,235 acres, or about 42 percent of the Village, and the Milwaukee Metropolitan Sewerage District (MMSD) sanitary sewer service area encompasses 450 acres, or about 1.5 percent of the Village. Under State law, sewer service cannot be extended to lands lying outside an adopted sanitary sewer service area boundary unless the sanitary sewer service area plan is amended to include the additional land.

Sanitary sewer service in the Village of Caledonia is provided by the Caddy Vista, Crestview, and North Park sanitary districts and the Village of Caledonia Utility District No. 1. The three sanitary districts and the Village of Caledonia Utility District No. 1 provide

public water to generally the same areas that are served by sanitary sewers.

In April 2002, the City of Racine and nearby communities entered into an intergovernmental agreement regarding future sewer service to those communities. Parties to the agreement include the City of Racine and the Racine Wastewater Utility; the Villages of Sturtevant, Wind Point, Caledonia, and Mt. Pleasant; the Town of Somers; the Caledonia and Mt. Pleasant utility districts; and the Crestview and North Park sanitary districts. "Anticipated parties," for whom sewage treatment capacity has been planned but have not yet signed the agreement, include the Villages of Elmwood Park and North Bay and the Towns of Raymond and Yorkville. Under the agreement, the Racine sewage treatment plant will be upgraded and expanded to provide additional sewage treatment capacity for surrounding communities to the year 2020. The agreement provides for a reevaluation prior to 2020 to determine the need for an additional expansion of the sewage treatment plant to accommodate growth expected to occur after 2020.

As part of the intergovernmental agreement, the City of Racine agreed not to annex lands from the Villages of Caledonia or Mt. Pleasant, and also agreed not to contest the incorporation of either Village.²⁰ In return, the Villages of Caledonia and Mt. Pleasant agreed to share some of the benefits of anticipated tax base growth with the City of Racine through annual revenue sharing for a 30-year period.

Existing Land Uses

Existing urban development is concentrated in the eastern and south-central portions of the Village, around the unincorporated community of Franksville, and in the northwestern part

of the Village in the Caddy Vista subdivision and along Seven and One-Half and Seven Mile Roads near IH 94. Urban land uses in the Village comprised 7,718 acres, or about 26 percent of the total area of the Village, in 2000. Urban uses encompassed 1,250 acres, or about 13 percent, of the R1 area in 2000.

Rural land uses in the Village consist primarily of agricultural lands, woodlands, wetlands, surface water, quarries, landfills, and open or vacant lands. In 2000, such rural land uses comprised about 74 percent of the total area of the Village, and about 87 percent of the R1 area. Agricultural uses encompassed about 76 percent of the R1 area in 2000.

Existing Zoning and Subdivision Regulations

Zoning in the Village is under the jurisdiction of the Racine County Zoning Ordinance. The County general zoning regulations are administered jointly by Racine County and the Village. The County zoning ordinance also regulates shoreland areas within the Village. Shoreland regulations apply in areas adjacent to navigable streams, ponds, and lakes.

Over 88 percent of the R1 area is in the A-2 (General Farming and Residential II) zoning district. The A-2 district allows single-family homes and farming as principal permitted uses, with a mini-mum parcel size of 40,000 square feet (slightly less than one acre). The A-2 district is not an exclusive agricultural zoning district, because it allows residential development on relatively small lots in addition to agricultural uses. The A-2 zoning district will not be an effective tool in implementing the land use plan.

The Village of Caledonia adopted a revised subdivision ordinance in September 2002. Chapter 1 of the ordinance regulates land

divisions that create four or fewer parcels, where any one of the parcels to be created will be 35 acres or less in size. Chapter 2 sets forth requirements for drainage plans, street widths and construction specifications, requirements for private driveways and street intersections, and review procedures. Chapter 3 sets forth the Village's conservation subdivision ordinance. It was the goal of the Village in adopting the conservation subdivision ordinance that development within the Village would occur using conservation design principles. Conservation subdivisions maintain a significant portion of a development site in common open space by minimizing individual lot sizes while maintaining the required overall density of development specified in the Village land use plan. In unsewered areas, 60 percent of the subdivision area must be preserved in open space; in sewerred areas, 40 percent must be preserved in open space.

Recommended Plan

The recommended plan for the R1 area is presented in Chapter III of the plan report. Plan recommendations include the following:

Primary and secondary environmental corridors, isolated natural resource areas, floodplains, stream corridors, and wetlands and woodlands located outside environmental corridors and isolated natural resource areas should be preserved. Natural resource areas together occupy about 15 percent of the R1 area.

With the exception of the area within the "potential urban reserve" shown on Figure 4-5, the R1 area should remain in rural uses. Rural uses include new or continued agricultural uses; residential development at a density of one home per five acres, unless a greater density is permitted under the Village conservation subdivision ordinance; or natural open space. Residential development at lower densities (for example, one home per 20 acres) would also be accommodated. The land use plan for the R1 area designates about 59 percent of the R1 for "agricultural and rural residential" uses.

Residential development should be accommodated on vacant lots less than five acres that were in existence as of January 1, 2003 (the date a temporary moratorium on land divisions took effect), provided sanitary codes and other requirements can be met. Existing lots less than five acres occupy about 7 percent of the R1 area.

The Village should conduct additional studies to determine the feasibility of providing sewer service to accommodate urban development along IH 94, and to determine the extent and type of urban development to

be accommodated. An area between IH 94 and CTH V and north of Five and One-Half Mile Road and areas west of the Ponds and Oldfield Commons subdivisions south of Five and One-Half Mile Road have been designated on the plan map as "potential urban reserve." The "potential urban reserve" area occupies about 1,400 acres, or about 14 percent of the R1 area.

Urban development along IH 94 should not extend beyond CTH V, and any urban development allowed to take place within the "potential urban reserve" should be that which has the least deleterious effect on surrounding rural uses. The area between CTH V and approximately one-half mile west of CTH V should serve as a transition area from urban development to rural uses. Rural views should be preserved along both sides of CTH V.

Lands designated as "potential urban reserve" that are not identified through additional study for future urban development should be placed in the "agricultural and rural residential" category.

Public and private institutional land uses occupy less than 1 percent of the R1 area. Expansions of such uses are not anticipated, however, should residential growth in the R1 area stimulate the need for additional institutional uses, they should be reviewed and considered by Village officials on a case-by-case basis.

Commercial and industrial land uses outside the IH 94 corridor should be limited to those uses which existed prior to the adoption of the plan and new uses that complement and support the agricultural base of the R1 area. Existing commercial and industrial lands occupy less than 1 percent of the R1 area.

The existing sewer service area associated with the Caddy Vista Sanitary District should be expanded to include certain additional lands north of Seven Mile Road and on both sides of Nicholson Road. Lands on the west side of STH 38 are recommended to be removed from the sewer service area.

The existing sewer service area associated with the Caledonia Utility District No. 1 (Cal 1) should be reduced to remove lands on the west side of Nicholson Road and the north side of Four Mile Road.

A system of public walking and bicycling trails should be developed in the R1 area, consisting of a combination of on- and off-street trails. The recommended trails would be part of a proposed Village-wide trail system. When fully developed, the trail system would provide Village residents with opportunities for recreation and exercise, as well as an alternative means of travel to parks, schools, and other activity centers.

Plan Implementation

Adoption of the refined land use plan for the R1 area is only the beginning of a series of actions needed to achieve plan recommendations. The following ordinances, programs, and policies are recommended to help implement the plan:

The Village should work with Racine County and the other towns in the County to amend the Racine County zoning ordinance to add an A-5 agricultural/rural residential district to the ordinance. The A-5 district should limit residential density to one home per five acres, and allow land divisions using conservation and lot-averaging designs as conditional uses. Following approval of the new zoning district, the Village and County should work together to rezone to A-5 those portions of the R1 area designated on the land use plan map as "agricultural and rural residential."

The Village Board should consider amending the Village subdivision ordinance to include the following provisions:

Limit residential density to one home per five acres in minor land divisions created by certified survey map (CSM) in areas outside the planned sewer service area;

Require a sketch plan to be submitted for all contiguous parcels under the same ownership when a CSM is filed;

Provide an option to allow minor land divisions to use lot-averaging techniques;

Require site inventory information to be provided on CSMs; and

Require vegetated buffer strips to be provided along ponds, lakes, rivers, streams, wetlands,

environmental corridors, and isolated natural resource areas.

The Village Board should consider adopting an ordinance that limits driveway access to arterial streets under Village jurisdiction when new land divisions are created. Access to State and County highways are regulated under Chapter Trans 233 of the State Administrative Code and County ordinance, respectively.

The Village Board should consider adopting an ordinance that specifies the maximum number of animals per acre of land.

The Village Board should consider adopting an ordinance that would protect historically significant buildings within the Village.

The Village should continue to investigate the feasibility of establishing a Purchase of Development Rights (PDR) program for the long-term preservation of farmland in the Village.

The Village should support the continuation of other programs that protect farmland and open space, including the State of Wisconsin's farmland preservation program and managed forest law, and programs established by the U.S. Department of Agriculture such as the Conservation Reserve Program (CRP) and the Conservation Reserve Enhancement Program (CREP).

The Village should consider establishing programs to encourage the use of rain gardens, rain barrels, and phosphorus-free fertilizers.

Footnotes

¹The land use plan is documented in a report entitled *Town of Caledonia Land Use Plan Summary Report*. December 1996, prepared by HNTB Corporation, Milwaukee. The accompanying land use plan map, also prepared by HNTB, is dated August 1996 (revised May 1999).

²Documented in *SEWRPC Planning Report No. 45, A Regional Land Use Plan for Southeastern Wisconsin: 2020*, December 1997.

³Documented in a report prepared by the Chicago firm of Alvord, Burdick & Howson, Engineers, entitled *A Coordinated Sanitary Sewer and Water Supply System Plan for the Greater Racine Area*, September 1992.

⁴Documented in *SEWRPC Community Assistance Planning Report No. 46, A Farmland Preservation Plan for Racine County, Wisconsin*, August 1981.

⁵Documented in *SEWRPC Planning Report No. 46, A Regional Transportation System Plan for Southeastern Wisconsin: 2020*, December 1997.

⁶Documented in *SEWRPC Planning Report No. 47, A Regional Freeway System Reconstruction Plan for Southeastern Wisconsin*, May 2003.

⁷Documented in *SEWRPC Community Assistance Planning Report No. 200, A Land Use and Transportation System Plan for the IH 94 South Freeway Corridor*. Kenosha,

Milwaukee, and Racine Counties, Wisconsin. December 1991.

⁸Documented in *SEWRPC Planning Report No. 43, A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010*. December 1994.

⁹Documented in a *SEWRPC report entitled, Amendment to the Regional Bicycle and Pedestrian Facilities System Plan for Southeastern: 2020*. December 2001.

¹⁰Documented in *SEWRPC Community Assistance Planning Report No. 134, 2nd Edition, A Park and Open Space Plan for Racine County, Wisconsin*, July 2001.

¹¹Documented in *SEWRPC Community Assistance Planning Report No. 179, 2nd Edition, A Park and Open Space Plan for the Town of Caledonia, Racine County, Wisconsin*. April 2000.

¹²Documented in *SEWRPC Planning Report No. 42, A Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin*, September 1997.

¹³Documented in *SEWRPC Memorandum Report No. 136, Racine County Industrial Park Land Absorption Study*. July 1999.

¹⁴Documented in a report entitled, *Our Community Plan for Economic Development in Racine County, Playing for Keeps*, prepared for the Racine County Economic Development Corporation with assistance from TIP Development Strategies, Inc. and IC² Institute, April 2002.

¹⁵Documented in the three-volume *SEWRPC Planning Report No. 30, A Regional Water Quality Management Plan for Southeastern Wisconsin: 2000*, as amended.

¹⁶Documented in the *Racine Area Intergovernmental Sanitary Sewer Service, Revenue Sharing, Cooperation and Settlement Agreement*, dated April 25, 2002.

¹⁷The Town of Mt. Pleasant incorporated as a Village in September 2003.

¹⁸A detailed description of the process of refining the delineation of environmental corridors in Southeastern Wisconsin is presented in *SEWRPC Technical Record, Vol. 4, No. 2, pages 1 through 21*.

¹⁹Farming is also permitted in the A-2 zoning district.

²⁰The Town of Mt. Pleasant incorporated as a Village in September 2003.

²¹Documented in *SEWRPC Planning Report No. 47, A Regional Freeway System Reconstruction Plan for Southeastern Wisconsin*, May 2003.

²²Documented in *SEWRPC Community Assistance Planning Report No. 200, A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor*, Kenosha, Milwaukee, and Racine Counties, Wisconsin. December 1991.

²³American Association of State Highway and Transportation Officials, *Guide for the Development of Bicycle Facilities*, 1999.

5. COUNTRY LOTS NEIGHBORHOOD (C5)

ADOPTED APRIL 2004

5.1

PUBLIC PARTICIPATION AND PLANNING PROCESS

Public Meeting #1

Public Input/Kick-off Meeting – On February 24, 2003 a Public Input Session was held at Gifford School to explain the planning process to neighborhood residents and to gather public input regarding issues and opportunities within the neighborhood. The results of the Village-wide household survey were presented as well as preliminary issues that the project management team identified.

Workgroup Meetings

Neighborhood resident volunteers, Village Board members and Village Plan Commission members formed the Neighborhood Workgroup. The workgroup discussed many issues that impact the neighborhood. Issues such as the sewer service boundary, land uses and density and conservation concepts were discussed. All workgroup meetings were

open to the public. Time was allotted at the end of each workgroup meeting for non-workgroup “observers” to voice comments, questions and concerns.

Public Meeting #2

Open House – On June 18, 2003 the first Open House was held at the Caledonia/Mt. Pleasant Joint Park Building. Preliminary neighborhood issues that had been discussed in the workgroup meetings were illustrated on display boards, as well as a variety of other pertinent information such as the Village Land Use Plan and the results of the Household Survey. The primary purpose of the Open House was to conduct a Design Preference Survey where residents were asked to rate various images. After the images were rated, the audience was asked to discuss the pros and cons of each image.

Public Meeting #3

Open House – On December 1, 2003, the second Open House was held at the Caledonia/Mt. Pleasant Joint Park Building. At this open house, the plan concepts were discussed. In addition, the results of the design preference survey were tabulated and presented.

Public Meeting #4

Village Committee Meeting – On March 15, 2004, a meeting was held at the Franksville/Mt. Pleasant Joint Parks Building to update the various Village Committees and Commissions and solicit feedback on the draft plan. The following groups were invited to attend and sent a copy of the draft plan: Planning Commission, Village Board, Park Commission and Director, Caledonia #1 Sanitary District, C5 Workgroup, Police Chief,

Fire Chief, Highway Superintendent, and the Village Administrator.

Public Meeting #5

Public Hearing - On March 31, 2004 a public hearing was held at the Caledonia Eastside Community Center before the Village Board and Plan Commission.

C5 Neighborhood Workgroup Members

Village Officials

Susan Greenfield - Former Town Chairperson
Howard Stacey - Village Trustee
Linda Mielke - Plan Commission Chairperson
William Sasse - Plan Commission Member
Dan Grosse - Plan Commission Member
Jim Morrill - Plan Commission Member
Raymond Olley - Plan Commission Member
Nick Orno - Plan Commission Member
Jennifer Pennings - Plan Commission Member

Neighborhood Residents

Jennifer Berg - Neighborhood Resident
Judy Grove - Neighborhood Resident
Bill Halberstadt - Neighborhood Resident
Frank Haney - Neighborhood Resident
Chuck Johnson - Neighborhood Resident
Charles Kind - Neighborhood Resident
Peter A. Martin - Neighborhood Resident
Rich Orcholski - Neighborhood Resident
Sheron Rohner - Neighborhood Resident
Laura Schmidt - Neighborhood Resident
Jon C. Soderberg - Neighborhood Resident

Village & County Staff

Julie Anderson - Racine County Planning
Fred Haerter - Village of Caledonia Engineer
Beth Paul-Soch - Village Parks Director

Resource People

Nancy Anderson - SEWRPC

5.2 NEIGHBORHOOD ISSUES

The Country Lots (C5) neighborhood is a very unique area of the Village. The area includes the entire "Country Lots" area as designated on the Village's adopted Land Use Plan and the Caddy Vista Subdivision area. This area is a mix of uses including horse farms, other agricultural uses and single-family residential homes. This diversity and rural atmosphere is highly valued within the Village as a whole. The horse farms and associated horse trails throughout this area make it a unique niche in the Village as well as the region. It is believed that the environmental areas and rural feeling in this neighborhood provide a significant amenity and contribute to the value of the Village. The desire to preserve the character of this area and emphasize the "horse-farming community" image was highly valued in the neighborhood (Figure 5-1).

Throughout the neighborhood planning process, several specific issues have been identified that pose opportunities and challenges for the neighborhood's future. These issues have been categorized and are described below.

Traffic and Circulation

Major Arterial Roadways

Four major arterials pass through this neighborhood:

1. Seven Mile Road faces increased development pressure due to its direct connection from Hwy. 32 to Interstate 94. Residents have identified traffic speed and volume on Seven Mile Road as a concern for the area.
2. Six Mile Road also faces significant pressure as it is the main east-west route from the most populated area on the east side of the Village to Interstate 94. Traffic speed and volume on Six Mile Road were the main concerns among residents.
3. Five Mile and Four Mile Roads also face some degree of development pressure, although these arterials provide only partial connection between the east and west sides of the Village.
4. State Highway 38 (STH 38), the western border of the C5 neighborhood, is the major north/south road through the neighborhood. The State of Wisconsin Department of Transportation (WISDOT) has plans to study the alignment and configuration of this Highway. At the time of this neighborhood planning process, WISDOT had not yet begun this study. Several intersections along Hwy 38 have been identified as concerns by residents in this neighborhood and should be studied as part of the State's planning process. The intersections of greatest concern include Six Mile, Five Mile, and Four Mile Roads as they intersect STH 38.



Figure 5-1. In the design preference survey, highly landscaped streets with informal walking paths (above) were preferred over streets with few pedestrian amenities and limited landscaping (below).



Character of Rural Roads

The vistas along major arterial roads and local streets in the C5 neighborhood are generally rural. Residents in this neighborhood expressed strong support for preservation of the vistas and rural character of the road network. Residents expressed concern regarding development abutting the major arterial which would block or detract from the rural vistas. As WISDOT proceeds with planning for State Highway 38, the rural character of the current roadway alignment should be taken into account and preserved. STH 38 was identified as one of the most scenic roads in the W1, C4, and C5 neighborhoods.

Transportation and Environmental Issues

As development occurs in this area, additional local road networks will be necessary for access to new developments. A group of residents in this neighborhood and the adjoining neighborhood to the east (C3) expressed a desire to link the environmental corridors and isolated natural resource area via greenways. The residents felt that penetrating these proposed greenways with roads would detract from the rural character of the area. The residents termed this approach the "environmental linkage policy".

Importance and Value of Path and Trail Systems

This neighborhood has a wealth of equestrian activity and values the existing and proposed trail systems (Appendix H). The trails are publicly and privately held and contribute significantly to the character of this area. The Caledonia Conservancy has purchased land in the Village which is used for public trails. Local landowners have also developed a private trail system which is a valued asset in the community.

Environmental

Root River Corridor

This neighborhood is uniquely significant in its environmental aspects because it is the end of the Root River watershed. The Root River, 11 drainage ways and its surrounding environmental corridors are the major environmental feature within this neighborhood. All actions in this neighborhood will directly and immediately affect the quality and quantity of water in this system. Providing enhanced storm water management plans and construction site erosion control plans will be important considerations as this neighborhood continues to grow. A detailed environmental assessment is included in Appendix EE of this report.

Existing Parkland and Trail System

There are eleven park and open space sites within the C5 neighborhood. The four publicly owned parks include: Gorney Park (40 acres owned by the Village of Caledonia supporting active and passive recreational activities); Linwood Park owned by the Village of Caledonia (18 acres providing frontage and access to the Root River and space for informal group activities) and Renak-Polak Maple-Beech Woods (107 acres owned by the University of Wisconsin), the City of Racine Dog Park off of STH 38, a 38-acre parcel owned by Milwaukee County as part of the Root River Parkway, and several parcels, encompassing 361 acres, within the Root River Parkway owned by Racine County. The five privately owned parks include: the Greater Racine Kennel Club (20 acres off of Six Mile Road) and four sites owned by the Caledonia conservancy that stretch along the abandoned North Shore rail line. The Conservancy sites include the New Marshal Right of Way, the Schumann Right of Way, the Rohner Right of Way and the

Ehrlich Right of Way. A detailed description of these parks can be found in Appendix H. The existing and proposed trail systems in this neighborhood are a valuable part of the neighborhood. These trails can also provide means to connect isolated natural areas in order to protect transportation corridors for a diversity of wildlife.

Proposed Parkland and Trail Systems

The Village Park and Open Space Plan does not specify the need for additional active parks in this neighborhood. The plan does recommend the acquisition of additional open space lands along the Root River by Racine County and that a hiking and biking trail be established within the Root River Parkway. This trail would connect the Root River Recreation area in Milwaukee County and the proposed Pike Creek trail in Mt. Pleasant. Figure 5-2 illustrates the preference of open space to formal parkland.

Environmental Corridors

This neighborhood supports considerable land classified as Primary Environmental Corridor as designated by SEWRPC (Appendix U). These lands primarily follow the Root River. These isolated natural areas are significant and contribute to the quality of the area.

Isolated Natural Resource Areas

SEWRPC has identified sixteen isolated natural resource areas in the C5 neighborhood (Appendix U). SEWRPC recommends these areas be protected through the implementation of proper zoning.

Natural Areas and Critical Species Habitat

SEWRPC has identified seven natural areas and three areas of critical species habitat within the C5 neighborhood study area. A

detailed description of the areas as well as SEWRPC's recommendations is contained in Appendix FF.

The isolated natural resource areas and critical species habitats are significant and contribute to the quality of the area. Due to the fragmented nature of these areas, they are highly susceptible to disturbances and could result in irrevocable loss of vital natural community structures and functions and ultimately leading to the loss of the area's natural resource value. Environmental continuity can be achieved through environmental linkages, trail systems and the "environmental linkage policy" mentioned earlier.



Figure 5-2. In the design preference survey, less formal open spaces (above) were preferred over more formal park areas (below).



Visual Character

Scenic Views and Rural Character

As discussed previously, scenic views and the rural character of this neighborhood were identified as very important to the residents. The photographs in Figure 5-3 represent the character of the rural roadways within the neighborhood.

Historic Resources

Several sites within this neighborhood have been identified as potentially historic structures. Identification of these structures is the result of a preliminary inventory of historic buildings and structures in Caledonia built before 1900. The list is not necessarily inclusive of the historic sites in the Village (Figure 5-4 and Appendix C). The list includes only residential properties. Civic buildings, commercial buildings and other tax exempt properties such as churches and cemeteries are not included on this preliminary list. Buildings that have been identified by the workgroup include the Old Town Hall and Wilson School. Other significant structures should be researched and added to the map in the Appendix. These structures are in the process of being field verified by the Village's Historical Society.

Social and Economic

Sanitary Sewer Service Area Boundary

SEWRPC is the regional water quality management agency for this area. The Sewer Service Area Boundary is established by SEWRPC for a twenty year horizon. The boundary establishes the area in which sewer service can be provided to residents. The existing Sewer Service Boundary was established in 1986. As the twenty year time horizon is approaching, SEWRPC has recommended refinements to the sanitary sewer service area as part of the planning process. The C5, Rural and C3 workgroups discussed these changes. The results of these discussions are detailed in the "Recommendation and Implementation Strategy" Section 3.4 of this report.

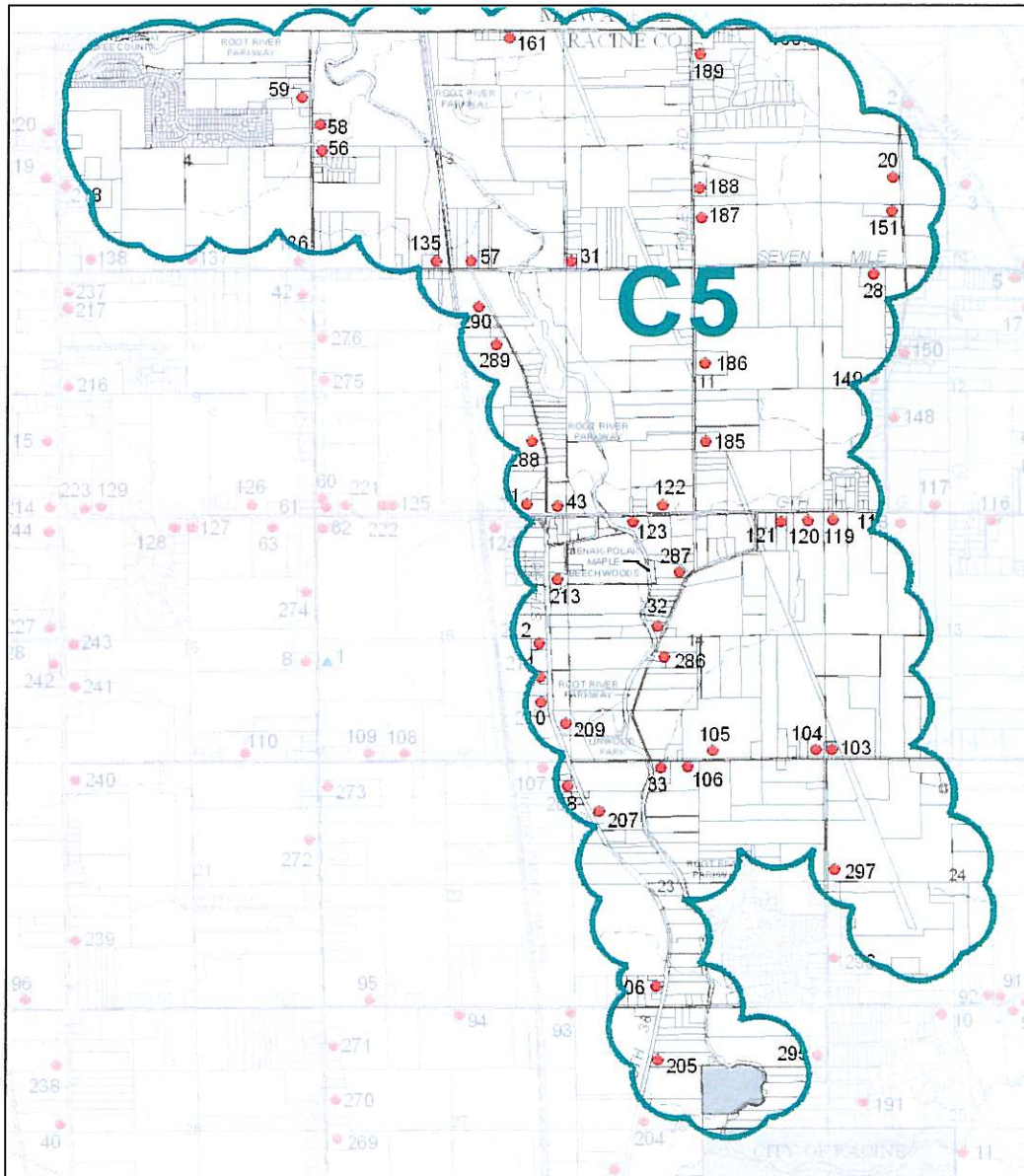
Existing Land Use

Figures 5-5 and 5-6 illustrate the existing land uses in the C5 neighborhood. Forty five percent of the neighborhood remains agricultural.

Figure 5-7 represents an approximation of the number of additional homes that could be accommodated in the C5 area. This analysis indicated that there could be an additional maximum build out of 463 homes in the unsewered area. It is important to note that the maximum build out scenario may be unlikely due to existing land owners who are committed to the preservation of large tracts of land. This neighborhood is home to a number of horse farms, a unique niche in the real estate market of the region. Circumstances may arise which may alter the current movement of private land conservation in this area. Thus, the maximum build out scenario was calculated in order to understand the potential growth in this neighborhood.



Figure 5-3. Character of the rural roads in the Village of Caledonia.



LEGEND

- ▲ NATIONAL HISTORIC SITE
- STATE OR LOCAL HISTORIC SITE
- IDENTIFIED HISTORIC SITE WHICH HAS BEEN DEMOLISHED
- 10 REFERENCE NUMBER (SEE TABLE II-11)

Source: U.S. Department of the Interior, State Historical Society of Wisconsin, Caledonia Historical Society, and SEWRPC.

Figure 5-4. Known and Potential Significant Historic Sites in the C5 Neighborhood, 2002. Note: Significance of all sites should be field verified.

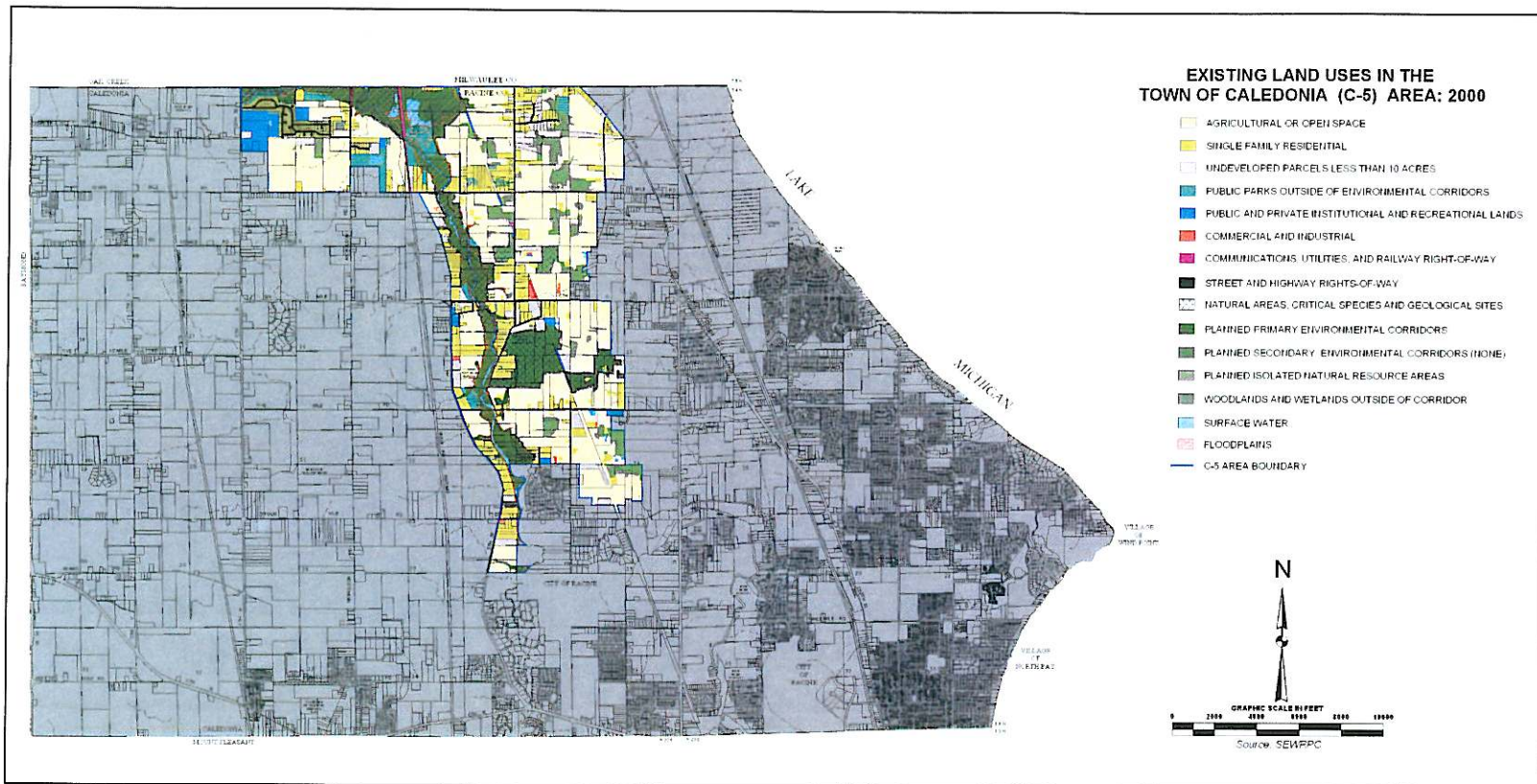


Figure 5-5. Existing Land Uses in the C5 Neighborhood.

Land Use Category	Acres	Percent
Agricultural	2,077	45.0
Single-Family Residential ^a	861	18.6
Environmentally Sensitive Lands:		
Primary Environmental Corridor	865	18.7
Isolated Natural Resource Area	306	6.6
Woodlands and Wetlands Outside Corridors	52	1.2
Surface Water	54	1.2
Public Parks ^b	113	2.4
Subtotal of Environmentally Sensitive Lands	1,390	30.1
Public and Private Institutional	24	0.5
Private Recreational ^c	85	1.8
Commercial and Industrial	15	0.3
Street, Highway, and Railroad Rights-of-Way	165	3.7
Total	4,617	100.0

Note: There are 619 acres of floodplain in the C-5 area; 478 acres within natural areas; and 32 acres within critical species habitat sites.

^aIncludes existing vacant lots less than 10 acres.

^bIncludes public park lands located outside primary environmental corridors.

^cIncludes the trail corridor within the former North Shore railroad right-of-way, which is now owned by the Caledonia Conservancy, and Jellystone Park.

Source: SEWRPC.

Figure 5-6. Existing Land Uses in the C5 Area of the Village of Caledonia.

APPROXIMATE NUMBER OF ADDITIONAL HOMES THAT COULD BE ACCOMMODATED IN THE CALEDONIA C5 AREA ("BUILD-OUT" ANALYSIS)			
Location	Number of Existing Homes (in 2000)	Approximate Number of Additional Homes	Total
Section 4 (Within planned sewer service area)	278 ^a	254 ^b	532
Remainder of C5 Area (Outside planned sewer service area)	238	463 ^c	701
Total	516	717	1,233

^a Includes 267 homes in the Caddy Vista subdivision.

^b Based on a development density of 0.75 homes per acre for new land divisions within the planned sewer service area.

^c Based on a development density of one home per five acres for new land divisions outside the planned sewer service area, plus the development of one home on each of 66 existing vacant parcels less than 10 acres.

Source: SEWRPC.

Figure 5-7. Approximate Number of Additional Homes That Could Be Accommodated in the Caledonia C5 Area ("Build

Existing Zoning

The Village of Caledonia is under the jurisdiction of the Racine County general zoning and shoreland/floodplain zoning ordinance. The general zoning provisions of the County zoning ordinance are jointly administered by Racine County and the Village.

The existing zoning in the Country Lots (C5) neighborhood generally includes A2 zoning in the northern portion and Residential zoning (R2) in the southern portion of the neighborhood.

Design Preference Survey Results and Land Use

Figure 5-8 through 5-11 depict the results of the design preference survey as it related to various land uses. Although there are no existing or proposed significant commercial or industrial land uses in this neighborhood, the design preference survey did include images of such uses. Participants were asked to rate images for other parts of the Village that do have these uses as part of the overall land use plan.



Figure 5-8. Above, among the highest rated single-family home images in the design preference survey. The image below was among the lowest rated images.



Figure 5-9. Above, among the highest rated multi-family home images in the design preference survey. The image below was among the lowest rated images.



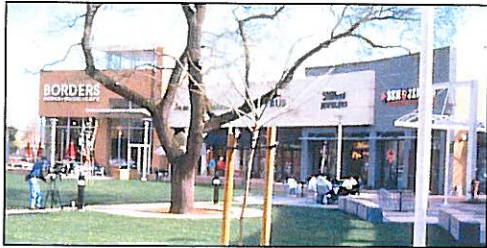
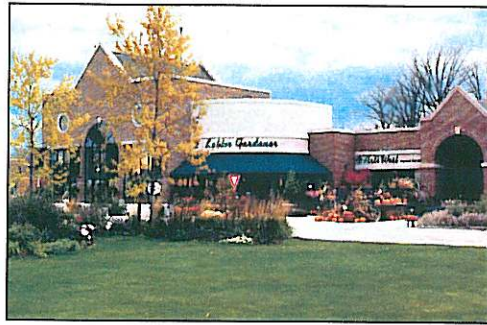


Figure 5-10. Commercial buildings with high quality architecture and pedestrian friendly amenities were among the highest rated commercial images in the design preference survey (above). Buildings with that lacked landscaping or quality architectural design were among the lowest rated images (below).

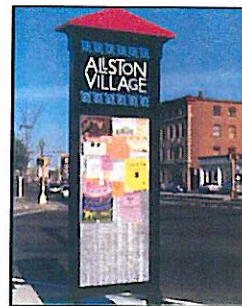


Figure 5-11. The design preference survey results indicated a preference for higher quality, pedestrian friendly signage (above). The images below were the lowest ranked images in the signage category.



Environmental

Protection of the Root River Watershed

The Village should work collaboratively with the Milwaukee Metropolitan Sewage District (MMSD) and other agencies to acquire land within the Root River Watershed for preservation.

Livestock Management

Actions in the C5 Neighborhood can have critical implications on the Root River watershed. Currently, the number of animals permitted on a specific property is not regulated under the County zoning ordinance unless the keeping of animals is associated with a use that requires a conditional use permit (CUP) from the County. Commercial stables are an example of a use that requires a CUP. The CUP for a specified use usually limits the number of horses or other animals that can be kept, and may also specify how manure should be disposed.

There is no limit to the number of animals that may be kept on a property that is not subject to a CUP. Although currently there is no contamination problem, as the horse-farming community grows in this area, the Village should consider adopting an ordinance that would specify the maximum number of animals permitted per acre of land. The ordinance should apply to uses, such as keeping horses on private land for personal use, that are not regulated under the County zoning ordinance. The ordinance should take into account specific issues such as the proximity to the Root River and other environmental concerns. The new Village ordinance should also establish standards for the management of manure. An example of some "best management practices" are located in Appendix CC.

Environmental Corridors

Primary Environmental Corridors

Primary environmental corridors should be preserved in essentially natural, open uses within such corridors should be limited to essential transportation and utility facilities (i.e. transmission lines) and compatible outdoor recreational facilities, such as trails.

Secondary Environmental Corridors

Secondary environmental corridors also contain concentrations of high value elements of the natural resource base, but are smaller in area than primary environmental corridors. Secondary environmental corridors serve to link primary environmental corridors, or encompass areas containing concentrations of natural resources between 100 and 400 acres in size. All areas within secondary environmental corridors should be preserved in natural, open uses. Any development within such corridors should be limited to essential transportation and utility facilities (i.e. transmission lines) and compatible outdoor recreational facilities, such as trails.

Isolated Natural Resource Areas (INRA)

Isolated natural resource areas consist of woodland and wetland areas between five and 100 acres in size that are separated geographically from primary and secondary environmental corridors. Isolated natural resource areas are distributed throughout the C5 area. It is recommended that such areas be preserved in essentially natural, open uses whenever possible, since these areas sometimes serve as the only available habitat for wildlife and critical plant species, and can serve as stormwater detention and retention areas. Development within such areas should be limited to essential transportation

and utility facilities (i.e. transmission lines)

Carefully planned rural-density residential development may also be permitted in upland portions of isolated natural resource areas. Any development in upland portions of such slopes and areas that provide high-value plant and wildlife habitat.

The Village should work with the landowner, the Caledonia Land Conservancy, and other appropriate organizations and government agencies to identify sources of funds or other means of acquiring or protecting lands within the natural area.

5.4

NEIGHBORHOOD PLAN RECOMMENDATIONS AND IMPLEMENTATION STRATEGY

Traffic and Circulation

Streets and Highways

The Village should make every effort to maintain the rural character of the roads in this area. There are several methods to achieve this goal.

Driveway Ordinance

The rural area workgroup has suggested that the Village adopt a Driveway Ordinance or Highway Access Ordinance. The goal of this ordinance would be to prevent several long narrow lots with driveways on to the main arterial highways in the Village often referred to as "bowling alley" or "piano key" lots. This form of development is often used by subdividers to avoid the expense of constructing internal streets that would serve lots within the subdivision.

Driveways

The number and density of driveways resulting from the development of "bowling alley" and "piano key" lots may interfere with the safe and efficient operation of the abutting street. In addition to traffic impacts, "bowling alley" and "piano key" lots can have a negative impact on drainage, aesthetics, fire protection, and emergency access.

Implementation measures recommended to avoid this undesirable pattern of development in the future include requiring a sketch plan for all contiguous parcels under the same ownership at the time a CSM is submitted, and the adoption of regulations that would

restrict the number of driveways intersecting an arterial street and also regulate the spacing of driveways. Driveway access to arterial streets is of particular concern, since arterial streets are intended to carry high volumes of traffic at relatively fast speeds.

Driveway regulations are currently set forth in Chapter 2 of the Village subdivision ordinance. The existing regulations address the installation and maintenance of culverts under a driveway, curb cuts, paving within the public right-of-way, and maintenance of existing roadside drainage ditches. Consideration should also be given to regulating driveway access to existing streets. It is recommended that the Village consider including regulations that would limit direct access to arterial streets under Village jurisdiction. Lots to be created as part of a new land division (both minor land divisions and conservation subdivisions) should be required to front on a non-arterial street. A waiver provision could be included, if desired by the Village, for situations where only one additional lot is being created.

Landscaping within the Village Rights-of-ways

Landscaping within the Village Rights-of-ways is another way to maintain a balance between the rural character and increased development in the area. Currently, the Village prohibits owners of land adjacent to street rights-of-way owned by the Village from planting grass, flowers, or other vegetation in the Village right-of-way. The Village should consider establishing a permit system that would allow vegetation to be planted, provided the Village determines that the landscaping would not interfere with maintenance of the street or right-of-way. Care must be taken to ensure that permits are granted only for landscaping within Village-owned rights-of-way and not those owned by Racine County or the State

of Wisconsin. In the establishment of such a permit system, the staffing ability to enforce proper planting and maintenance in these areas should be a primary consideration.

State Highway 38

A major impact on the C5 Neighborhood is State Highway 38. As stated previously, WISDOT is planning to evaluate this highway in the near future. The Village should work cooperatively with WISDOT on the design and location of State Highway 38. If this roadway is expanded, it should be sensitive to the surrounding rural context. Functional improvements recommended by the plan within the R1 (Rural) area included the expansion from two to four lanes of STH 38 between CTH K and the north Village line. It should be noted that the current alignment of STH 38 may change as a result of corridor studies that will be conducted by the Wisconsin Department of Transportation prior to any widening of the highway. The C5 workgroup believes that if the roadway was expanded to four lanes, the rural character of the area would be compromised.

The intersection of Six Mile Road and STH 38 was identified as the most critical intersection along STH 38. This intersection is actually a combination of two intersections that create complicated and dangerous turning movements. This intersection should be carefully studied during the WISDOT's planning for STH 38. Intersections with Four Mile, Five Mile and Seven Mile Roads should also be carefully evaluated when any changes of STH 38 are planned. These are intersections which have been identified by the residents as dangerous. In addition, parking for the dog park owned by the City of Racine, along STH 38 should be evaluated as part of future reconfiguration.

Public Trail System

The Village should encourage the continuation and connection of both the public and private trail systems in this area. The existing Village park and open space plan recommends several trail and bicycle paths (Appendix H). When fully developed, the trail system would provide Village residents with opportunities for recreation and exercise, as well as an alternative means of travel to local parks, schools, and other activity centers.

The proposed public trails shown in Appendix H include those adopted as part of the 1999 Village Land Use Plan and the Village Park Plan. The plan also reflects the existing Racine County Bicycle Route, which is signed on Seven Mile Road. It is recommended that the Village acquire trail rights-of-way and develop trail sections as land divisions occur within the C5 area.

Specific trail locations, widths, and surfacing will be determined as land divisions take place. Any walking and bicycling trails to be dedicated for public use should comply with the standards developed by the American Association of State Highway and Transportation Officials (AASHTO). AASHTO standards call for off-street trails to be a minimum of eight feet wide, with 10 feet preferred; with a right-of-way width of 20 feet. Trails located within a street right-of-way, but separate from the roadway pavement area, must be a minimum of five feet wide if provided on both sides of the street, and a minimum of eight feet wide if provided on one side. Paved shoulders signed for bicycle travel must be a minimum of four feet wide, with five feet preferred.

Paved shoulders or separate bike paths within the street right-of-way should be provided along arterial streets identified as

trails at the time the street is constructed or reconstructed. Due to lower traffic volumes and traffic speeds on non-arterial streets, it may not be necessary to provide trail facilities, other than signs, on non-arterial streets. The need for paved shoulders or separate paths along non-arterial streets to link off-street portions of the trail system should be determined as land divisions occur and the trail system begins to take shape.

Private Trail Systems

A network of snowmobile trails is also provided in the C5 area during the winter months. The location of snowmobile trails during the 2002-2003 winter season is shown in Appendix H. Snowmobile trails are generally located on private property, with the permission of the landowner. Because they are located on private lands and do not rely on improved trails to the extent of other trail uses, the location of snowmobile trails is subject to change each year. The Racine County Division of Public Works maintains updated annual maps of snowmobile routes within the Village.

The Caledonia Conservancy, a non-profit conservation organization active in the Village, has sponsored the development of a system of trails for horseback riding and hiking. Trails developed under the sponsorship of the Conservancy are located primarily within the C5 neighborhood, although the Conservancy and the Racine County Pony Club are currently working with the Village to develop a trail loop that would extend from the Root River to the Caledonia Wildlife Refuge. With the exception of trail segments open to the public within the former North Shore railroad right-of-way and the Aboagye property, which are shown in Appendix H, trails that are part of the Conservancy's network are located on private property. The trails are maintained by the Conservancy and by many of the

individual landowners. Permission to use the trails is at the discretion of the landowner. The Caledonia Conservancy can provide information about the location and use of trails within the Conservancy's network.

The Village views the existing network of horse-riding trails, and the efforts to extend the trail system into the R1 area, as an asset that contributes to the rural character and the quality of life for residents of the C5, C3 and R1 areas. Where a land division or other development is proposed on lands that are being used for private trails, the Village will encourage, but not require, the landowner concerned to incorporate the trail as part of the land division or development, or to relocate the trail in a way that maintains the continuity of the trail network. The Village will also consider providing a public system of horse-riding trails parallel to the recommended system of public walking and bicycling trails as land divisions are proposed.

Environmental

Protection of the Root River Watershed

The Village should work collaboratively with the Milwaukee Metropolitan Sewage District (MMSD) and other agencies to acquire land within the Root River Watershed for preservation.

Livestock Management

Actions in the C5 Neighborhood can have critical implications on the Root River watershed. Currently, the number of animals permitted on a specific property is not regulated under the County zoning ordinance unless the keeping of animals is associated with a use that requires a conditional use permit (CUP) from the County. Commercial stables are an example of a use that requires a CUP. The CUP for a specified use usually limits the number of horses or other animals that can be kept, and may also specify how manure should be disposed.

There is no limit to the number of animals that may be kept on a property that is not subject to a CUP. Although currently there is no contamination problem, as the horse-farming community grows in this area, the Village should consider adopting an ordinance that would specify the maximum number of animals permitted per acre of land. The ordinance should apply to uses, such as keeping horses on private land for personal use, that are not regulated under the County zoning ordinance. The ordinance should take into account specific issues such as the proximity to the Root River and other environmental concerns. The new Village ordinance should also establish standards for the management of manure. An example of some "best management practices" are located in Appendix CC.

Environmental Corridors

Primary Environmental Corridors

Primary environmental corridors should be preserved in essentially natural, open uses to preserve natural resources. Development within such corridors should be limited to essential transportation and utility facilities (i.e. transmission lines) and compatible outdoor recreational facilities, such as trails.

Secondary Environmental Corridors

Secondary environmental corridors also contain concentrations of high value elements of the natural resource base, but are smaller in area than primary environmental corridors. Secondary environmental corridors serve to link primary environmental corridors, or encompass areas containing concentrations of natural resources between 100 and 400 acres in size. All areas within secondary environmental corridors should be preserved in natural, open uses. Any development within such corridors should be limited to essential transportation and utility facilities (i.e. transmission lines) and compatible outdoor recreational facilities, such as trails.

Isolated Natural Resource Areas (INRA)

Isolated natural resource areas consist of woodland and wetland areas between five and 100 acres in size that are separated geographically from primary and secondary environmental corridors. Isolated natural resource areas are distributed throughout the C5 area. It is recommended that such areas be preserved in essentially natural, open uses whenever possible, since these areas sometimes serve as the only available habitat for wildlife and critical plant species, lend natural diversity to the landscape, and can serve as stormwater detention and retention areas. Development within such areas should be limited to essential transportation

and utility facilities (i.e. transmission lines) and compatible outdoor recreation facilities. Carefully planned rural-density residential development may also be permitted in upland portions of isolated natural resource areas. Any development in upland portions of such areas should avoid disturbing areas of steep slopes and areas that provide high-value plant and wildlife habitat.

The Village should work with the landowner, the Caledonia Land Conservancy, and other appropriate organizations and government agencies to identify sources of funds or other means of acquiring or protecting lands within the natural area.

Regulation of Prairie Burns

Periodic burning of prairies helps protect prairie grasses from intrusion by woody plants and competition from “exotic” species that are not normally found in prairies. The Stewardship Plans prepared for the management of prairies re-established in conservation subdivisions often call for periodic burning to maintain the prairies. The Village should ensure that regulations for open burning explicitly require notification to and approval by the Village Fire Chief prior to conducting prairie burns. Conservation subdivision plats should also be reviewed by the Fire Chief to ensure that areas proposed to be re-established as prairies will be located a safe distance from proposed homes and that prairie areas will be accessible by fire trucks.

“Environmental Linkage” Policy

The Village should encourage the connection of isolated natural resources in this neighborhood. Although many of these areas are on private property, the Village should explore various means to preserve these natural corridors. Figure 5-13 depicts the existing environmental corridors and potential linkages between them. The Planning Commission and Village Board should use this as an overall guide to help preserve these lands of conservation interest as development is proposed in the Village.

This map, prepared by the Caledonia Conservancy, is a gross overall map linking properties which are classified or contain portions of lands classified as environmentally significant natural resource areas. These significant natural resource areas include Primary and Secondary Environmental Corridors and Isolated Natural Areas, as defined by SEWRPC. The map also identifies entire properties which provide a physical link between these natural resource areas. This map is useful as a guide, presenting considerations which should be made concerning land acquisition and even the development patterns of individual parcels.

Taking this map a step further and refining the boundaries would present more site-specific guidance as well as help set priorities in protecting significant natural resources. Currently, this map shows all properties as equal, however all properties do not contain natural resources of equal quality, and not all portions of each property are equal with regards to environmental values. Refinement of this map can begin by setting priorities. To be an effective environmental linkage map, these priorities should reflect the relative ecological value of the natural resources.

Before establishing priorities, a few clarifications should be made:

SEWRPC identifies areas as Primary or Secondary Environmental Corridors or Isolated Natural Resource Areas according to set definitions. A key for defining corridors is their overall and connected size and length. Key to defining Isolated Natural Resource Areas is the quality of the resource.

Lands classified by these definitions are not protected. SEWRPC has no jurisdictional powers regarding the protection of lands. These definitions and classifications are presented to guide the development and land protection patterns of an area.

The rationale behind creating linkages stems from the goal of connecting habitats to create larger systems. Larger systems are often more complex, containing a diversity of micro-habitats. The size and redundancy of available resources increases an area’s ability to sustain itself over time. Linkages therefore aids in creating sustainable systems.

Linkages provide transportation corridors for wildlife, for people, and for the flow of nutrients and energy.

By assessing the values of land parcels according to both the natural resource elements they possess and the linkages they present, a more comprehensive and specific map can be developed to assist the decision making process. Building on these ideas, properties – or portions of properties – can be prioritized as follows:

Parcel Selection Priorities

1. The entire parcel has been classified as Primary Environmental Corridor.

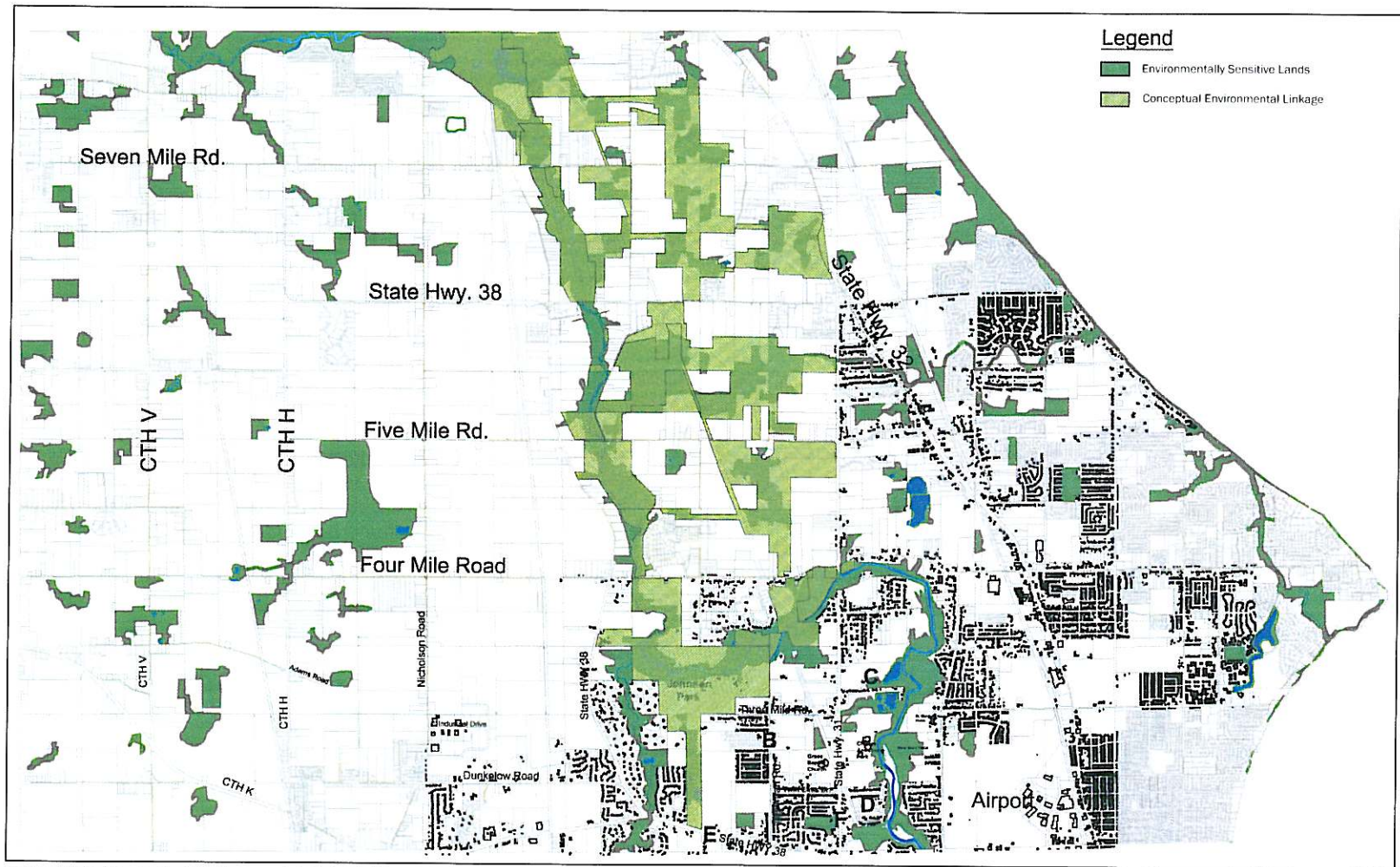


Figure 5-13. Conceptual Environmental Linkage Map.

2. The parcel contains land classified as Primary Environmental Corridor.
3. The entire parcel has been classified as Isolated Natural Resource Area.
4. The parcel contains land classified as Isolated Natural Resource Area.
5. The parcel contains lands valuable for flood storage (floodplain).
6. The property extends the reach of Primary Environmental Corridors.

Linkage Priorities

1. The linkage provides/maintains a hydrologic connection to protected, environmentally significant lands.
2. The linkage connects areas identified as Isolated Natural Resource Areas (linking Primary Environmental Corridor lands to Isolated Natural Resource Areas, and/or Isolated Natural Resource Areas to Isolated Natural Resource Areas).
3. The linkage provides a valuable transportation corridor for wildlife between two differing habitats (i.e., woodlands to wetlands).
4. The linkage connects freshwater wetland systems (currently subject to regulations by Wisconsin Department of Natural Resources).

The size and shape of the linkage will depend on the specific resources involved as well as the size and shape of the land parcel.

Examples of Map Applications

Land acquisition. This map would be valuable in selecting parcels to acquire for open space

protection. It also assesses the relative value of available parcels. Land could be acquired by public or private entities with the overall goal of conserving the land.

Site development. Should a parcel identified on the Environmental Linkage Map be considered for residential development or other type of subdivision, the map would indicate the portion of the parcel which should be protected by easement or used as the conservation subdivision's required shared open space area.

Visual Character

Scenic Views and Rural Character

Preservation of the rural character of this neighborhood was the main concern of the workgroup. All of the recommendations and implementation strategies were formulated with that overall goal in mind.

Historic Structures

The Village of Caledonia Historical Society was incorporated as a nonprofit organization in 2002. The Historical Society has inventoried potentially historic buildings on the map in Appendix C, and is in the process of evaluating each building to determine its historic significance. One home in the Village is currently listed on the National Register of Historic Places: the John Collins Residence on Nicholson Road.

The Village should consider adopting a local historic preservation ordinance to help protect buildings that are identified as historically significant by the Village Historical Society. Normally, such an ordinance would create a historic preservation or landmarks commission, which would be responsible for reviewing building and demolition permits before a historic property could be altered or demolished.

In order to maintain the rural character of the Village, the historic structures should also include valued historic agricultural buildings such as barns, silos and other accessory buildings.

Social and Economic

Refinement of the Sewer Service Area Boundary

Many residents from the C5 and C3 neighborhoods were concerned with the proposed changes to the Sanitary Sewer Service Area Boundary. The main concern of residents focused on how changes to the Sanitary Sewer Service Area Boundary could impact the rural character of the neighborhood. Residents suggested that the Sanitary Sewer Service Area Boundary be moved to match the existing Northpark Sanitary District boundary. This option was discussed in great detail in the C5 workgroup. The conclusion of the workgroup was to recommend the revised line, as indicated in Appendix AA. The proposed revisions to the Sanitary Sewer Service Area Boundary include minor revisions to follow property lines or the center of roadways. Members of both the Northpark and Crestview Sanitary Districts indicated opposition to the proposed changes at the public hearing held on March 31, 2004.

Changes to the planned sanitary sewer service area reviewed by the R1, C5 and C3 workgroups are shown in Appendix AA. The plan for the C5 area recommends the following changes to the planned sanitary sewer service area:

A. That the existing sewer service area associated with the Caddy Vista Sanitary District be expanded to include additional lands north of Seven Mile Road and east of Nicholson Road, and that lands on the west side of STH 38 be removed from the sewer service area. This recommendation has been reviewed by the C5 workgroup, which has concurred with the recommendation. Following approval of the plans for the R1

and C5 neighborhoods by the Village Plan Commission and the Village Board, the Caddy Vista Sanitary District should request that SEWRPC amend the planned sanitary sewer service area to reflect the recommended changes.

B. That minor modifications be made to the eastern edge of the sewer service area to follow either property lines or road center lines. Following approval of the plan for the C5 neighborhood by the Village Plan Commission and the Village Board, the Village Board should ask the City of Racine Wastewater Utility to request that SEWRPC amend the planned sanitary sewer service area to reflect the recommended changes. SEWRPC prefers that modifications to Village Sewer Service Areas within the Village are based upon the neighborhood planning process be consolidated and addressed in one review process.

Additional modifications to the sewer service area have been proposed and will be discussed in detail in the R1, W1 and W2 neighborhood plans.

Procedures for Amending the Sanitary Sewer Service Area Boundary for Areas Tributary to the Racine Sewage Treatment Plant

1. A request to consider a modification to the Sanitary Sewer Service Area Boundary may initiate with the residents, the utility or sanitary district involved, or with the Village Board itself. No matter the initial source of the discussion or request, it is the policy and practice of the Southeastern Regional Planning Commission (SEWRPC) that a modification will only be pursued if the Village Board has approved such a request.

2. The Village of Caledonia would then transmit a letter to the Racine Wastewater Utility, which owns and operates the Racine sewage treatment plant, asking that the Wastewater Utility request the assistance of SEWRPC in amending the sewer service area plan as it pertains to the Village.

3. Upon receipt of such a request from the Racine Wastewater Utility, SEWRPC staff would meet with officials from the Village of Caledonia, the concerned sanitary and utility districts, and the Racine Wastewater Utility to work out the details of the proposed amendment.

4. SEWRPC staff would then prepare a draft report documenting the proposed amendment to the sewer service area. Copies of the draft report would be provided to the Racine Wastewater Utility, Racine County, the Village of Caledonia, other concerned local units of government, the concerned utility and sanitary districts, and the Wisconsin Department of Natural Resources (DNR).

5. A public hearing, sponsored jointly by the Racine Wastewater Utility and SEWRPC, would be held to obtain public comment on the proposed sewer service area plan amendment.

6. The Racine Wastewater Utility and SEWRPC staff would consider the results of the public hearing and revise the draft report as may be needed.

7. The sanitary sewer service area plan amendment would be considered for adoption by the Board of Commissioners of the Racine Wastewater Utility.

8. Following adoption by the Racine Wastewater Utility, the plan amendment

would be considered for adoption by the SEWRPC as an amendment to the regional water quality management plan.

9 - Following adoption by SEWRPC, a final report would be published by SEWRPC and forwarded to the DNR for approval.

Issues Related to Removal of Property from a Sanitary District and/or from the Sewer Service Area

The entire C5 neighborhood (with exception of the Caddy Vista Subdivision) falls outside of the Sanitary Sewer Service Area Boundary and therefore outside of all Sanitary and Utility Districts. Concerns were expressed regarding the implications that changes to the Sewer Service Area and future expansion of the sanitary districts could have on this neighborhood. The chart in Appendix DD was prepared to summarize the issues and potential risks associated with the removal of parcels from the sanitary districts and sewer service area.

Subdivision Plan for the Area North of Seven Mile Road

As part of the R1 area plan, and refinement of the sewer service area boundary, the land south of the Caddy Vista subdivision was recommended to be added to the sewer service area. Figures 5-14 and 5-15 depict Concept Plan B and the Adopted Concept for this area. Each concept makes connections to the Caddy Vista subdivision, creates a strong green edge along Seven Mile and Nicholson Roads and also creates significant greenspace within the development. These illustrations were reviewed by both the R1 and C5 workgroups. Concept B, including smaller lots adjacent to the Caddy Vista subdivision transitioning to larger lots towards Seven Mile Road, was preferred by the workgroups.



Figure 5-14. Concept Plan B.



Figure 5-15. Adopted Concept.

The Racine County Highway Department also reviewed these concept plans and indicated that one access point to Seven Mile Road would be preferable. Residents of the Caddy Vista subdivision expressed concern over a direct road connection between Caddy Vista and Seven Mile Road. This connection should be indirect to avoid cut through traffic.

Development Density and Zoning

The current zoning in the Country Lots (C5) neighborhood is generally A-2 (general farming and residential) in the northern portion of the neighborhood and R-2 (suburban residential) in the southern portion of the neighborhood.

The A-2 district allows agricultural uses, roadside stands and greenhouses, and one- and two-family homes. The A-2 district also allows the creation of parcels as small as 40,000 square feet, which is slightly less than one acre. The R-2 district also allows 40,000 square foot parcels but does not allow the establishment of new agricultural uses. The Village's conservation subdivision ordinance requires that lands not served by sanitary sewers, which includes the C5 area, which are proposed to be subdivided first be rezoned to the C-2, Upland Resource Conservation District. The C-2 district requires an average density of one home per five acres for "cluster," or conservation, subdivisions. Land divisions that create four or fewer lots in a five-year period, however, are not subject to the conservation subdivision ordinance. Such land divisions, often referred to as "minor land divisions" or "lot splits," are created using a Certified Survey Map (CSM). New lots created by a CSM may be as small as 40,000 square feet, if the land being divided is zoned A-2 or R-2.

As the population in the Village has increased and the random development of 40,000

square foot lots has proliferated, the results of this type of development have become better understood. While many good home sites have been provided, the negative impacts of this type of development include increased costs of services, such as fire and police protection; the loss of rural views due to small home sites that are often "stripped out" along major streets; and closely-spaced driveways with direct access to arterial streets, which often interfere with traffic on the arterial.

If a significant portion of the land zoned A-2 and R-2 is developed at the one-acre density permitted by existing zoning, the rural character of the C5 area will be lost. The A-2 and R-2 zoning districts will not be an effective tool in achieving the goals of the land use plan for the C5 area.

The Racine County zoning ordinance does currently include a residential zoning district, the R1, Country Estates District, which allows one-family homes on parcels having a minimum size of five acres. This district may not be appropriate in the C5 area, because it allows agricultural uses only as a conditional use and does not allow subdivisions using conservation design.

The C-2, Upland Resource Conservation District, allows agricultural uses and one-family homes, among other uses. Conservation subdivisions may be permitted as a conditional use in the C-2 district, and must maintain an average density of one home per five acres. Due to an inconsistency in the Racine County Zoning Ordinance, a minimum parcel size of three acres, rather than five, is required for parcels in the C-2 district created through a CSM or a conventional subdivision.

This plan for the C5 area places an emphasis on a future development density of one home

or less per five acres, with a conservation design to be used for all proposed subdivisions and lot averaging techniques to be an option for minor land divisions. The current Racine County zoning ordinance does not include a zoning district which would directly accommodate these types of development. It is therefore recommended that the Village of Caledonia request that Racine County initiate action to create an A-5 Agricultural/Rural Residential District, and that the minimum parcel size in the C-2, Upland Resource Conservation District, be changed from three to five acres.

The A-5, Agricultural/Rural Residential District, would be intended to provide for the continued use of lands historically used for agricultural purposes, and for the establishment of new agricultural uses. The district would also permit residential development at a density of no greater than one home per five acres to accommodate the market demand for rural single-family residential development. The A-5 district should permit conservation subdivisions and lot averaging in minor land divisions as a conditional use.

The C-2, Upland Resource Conservation District, is intended to preserve and protect all significant woodlands, related scenic areas, and areas of hilly topography within Racine County. The current C-2 District provides for limited residential development not to exceed one dwelling unit per three acres. The text of this district should be modified to establish a minimum density of one dwelling unit per five acres. This change would make the density required by the district for both conventional and conservation subdivisions the same and would be consistent with the density recommendations of the C5 plan and the regional land use plan with regard

to development within upland portions of environmental corridors and isolated natural resource areas.

Any changes to the zoning ordinance regulations should be cooperatively formulated by Racine County and the eight towns in the County. The Wisconsin Statutes provide that changes to the County zoning ordinance become effective only if a majority of the towns regulated under the County ordinance do not disapprove them. Any changes to the Racine County zoning ordinance regulations must therefore have broad support from the other seven towns within the County, which are all under County zoning. Changes to the County zoning ordinance must also be approved by the County Board.

Following approval of the A-5 zoning district, the Village should work with Racine County to rezone to A-5 those portions of the C5 area designated on the land use plan map as "agricultural and rural residential." The A-1, General Farming District I, which requires a minimum parcel size of 35 acres, and the A-4, Truck Farming District, which requires a minimum parcel size of 10 acres, would also be consistent with the "agricultural and rural residential" land use plan designation. Landowners who wish to maintain their land in long-term agricultural use may request that their land be rezoned to the A-1 or A-4 district rather than the A-5 district.

Although changing the zoning of land now in the A-2 and R-2 zoning districts to a new district that requires a density of one home or less per five acres is desirable to implement the recommended land use plan, the rezoning process is likely to be a relatively long one. The rezoning process will first require an amendment to the Racine County zoning

ordinance, in cooperation with the County and the other seven towns under County zoning. Following the amendment to the ordinance, the Village and County will then need to amend the zoning map. Changes to the zoning map will require notification to each property owner affected, a public hearing, and approval of the change by the Village Board and County Board.

A development density of one home or less per five acres in the country lots area is recommended to help accomplish the following:

Minimize traffic volumes on rural streets and highways.

Preserve natural drainage systems insofar as possible and minimize drainage problems and the need for stormwater management facilities.

Preserve open space and rural character, especially through the use of conservation design, to accommodate residential development while avoiding "wall to wall" residential subdivisions.

Sustain development served by on site sewage treatment systems and wells.

Minimize the risks to groundwater quality and quantity.

Preserve, through careful design, the overall integrity of the rural landscape, including environmental corridors and wildlife habitat areas.

Lands designated for agricultural and rural residential use would also accommodate continued, or new, agricultural uses, including crop and dairy farms, greenhouses, orchards,

horse farms and stables, and livestock raising. The Village is conducting a study to determine the feasibility of establishing a Purchase of Development Rights (PDR) program to compensate farmland owners for relinquishing the rights to develop their land for rural residential or other uses that would be permitted under the plan. In return for a cash payment, a conservation easement is used to ensure that farmlands will remain in agricultural use or in open space.

Village Subdivision Ordinance

The Village of Caledonia subdivision regulations are set forth in Title 14 of the Village code of ordinances. Chapter 1 of Title 14 regulates "land splits," which are land divisions that create four or fewer parcels, where any one of the parcels to be created will be 35 acres or less in size. Chapter 2 sets forth requirements for drainage plans, street widths and construction specifications, and requirements for driveways and street intersections. Chapter 3 is the Village's Conservation Subdivision Ordinance, which was adopted in September 2002. The ordinance applies to a division of a parent parcel of three acres or larger where the division creates five or more new parcels or building sites by successive division within a five-year period. As noted in the preceding section, zoning in effect in much of the C5 area allows lots as small as 40,000 square feet to be created by CSM, which is not consistent with the recommendations of the land use plan. The Village subdivision ordinance requires conservation subdivisions in unsewered areas to be placed in the C-2 zoning district. Conservation subdivisions may be permitted as a conditional use in the C-2 district, provided the average density of the subdivision is no greater than one home per five acres. The Village subdivision ordinance and County C-2 zoning regulations together accommodate subdivisions that are consistent with the five-acre density recommended by the C5 area plan.

The following changes are recommended to Chapter 1 of the Village subdivision ordinance, which regulates lots created by CSMs, to help implement the plan for the C5 area:

1. Require a density of no greater than one home per five acres in minor land divisions

created by CSM in areas outside the planned sewer service area;

2. Require a sketch plan to be submitted for all contiguous parcels under the same ownership when a CSM is filed;

3. Provide an option to allow minor land divisions to use lot-averaging techniques; and

4. Require site inventory information to be provided on CSMs.

Density Requirements for Minor Land Divisions

It is recommended that the Village Board amend Chapter 1 of the Village subdivision ordinance to require that any minor land division created through a CSM maintain a density of no greater than one home per five acres in that portion of the Village outside the planned sewer service area. Such a requirement will help the Village prevent the creation of land divisions at the higher density allowed under the existing A-2 zoning during the time needed to amend the County zoning ordinance and zoning map.

Although the regulation of minimum lot sizes/development density is typically regarded as a function of zoning, the Wisconsin Supreme Court concluded in its decision in *Lake City Development v. Mequon* (1997) that local governments have the authority under Chapter 236 of the Wisconsin Statutes to regulate minimum lot sizes/density through a local subdivision ordinance. Although the Village has the authority to use its subdivision ordinance to require a density that is more restrictive than the density required under County zoning, it would be preferable if the land use plan, zoning map, and subdivision ordinance were all consistent with each

other. The zoning in the C5 area should be changed as expeditiously as possible to bring it into conformance with the land use plan recommendations.

Sketch Plan Approval for Minor Land Divisions

Chapter 1 of the Village subdivision ordinance should also be amended to require that sketch plans for all contiguous parcels under common ownership be provided to the Plan Commission for review when a CSM is submitted for approval. The sketch plan should identify the future development of the parcel being divided and contiguous areas, including general street, parcel, driveway, and building locations. The Village Plan Commission could then review the sketch plan to ensure that the eventual layout and development of parcels under common ownership will protect natural resources, provide for appropriate circulation and access, and be consistent with the land use plan. The Village should require that the approved sketch plan be recorded to help ensure that future development will conform to the plan. The Village should also establish an internal system for tracking sketch plans to ensure that future land divisions are consistent with the sketch plan.

Lot Averaging for Minor Land Divisions

Under conventional zoning and land division ordinances, the allowable density called for by a community or County land use plan is typically converted to a minimum required lot size. For example, a development density of one home per five acres would require that each home be sited on a five-acre parcel. There are other, more flexible, zoning and land division techniques that allow variation in individual lot sizes while maintaining the overall density called for by the land use plan. The Village of Caledonia conservation

subdivision ordinance is an example of an ordinance that provides flexibility in subdivision layouts. It is recommended that the Village provide similar flexibility for minor land divisions by including an option allowing lot averaging techniques to be used.

“Lot averaging” allows parcel sizes to vary so long as the area that is taken from one parcel is transferred to one or more other parcels within the land division, so that the average density called for by the land use plan is maintained within the land division as a whole. Advantages of lot averaging include flexibility in site design and preservation of farmland and/or environmentally sensitive areas. This technique is useful in cases where a landowner may wish to create a few residential parcels for sale or for family members through a CSM, while retaining a large parcel for continued agricultural use. It is important that parcels created through lot averaging be prohibited from further division through a deed restriction placed on the parcels being created.

Site Inventory Requirements for Minor Land Divisions

The Village currently requires proposed conservation subdivision plats to identify significant natural resource features on the site being subdivided, including wetlands; floodplains; watercourses and drainageways; wooded areas; slopes of 12 percent or greater; rare, threatened, and endangered species; environmental corridors; and views and other prominent visual features. The Village should amend the ordinance regulating minor land divisions to require the same information to be provided when CSMs are submitted for review.

Vegetated Buffer Strips

In addition to the changes described in the preceding paragraphs, the Village should consider revising the requirements for both minor land divisions and subdivisions to require vegetated buffer strips adjacent to ponds, streams, wetlands, the Root River, Lake Michigan, environmental corridors, and isolated natural resource areas.

Additional Plan Implementation Programs and Policies

A number of implementation programs and policies should be considered by the Village in addition to the recommendations for new or amended ordinances presented in the preceding section. The following programs and policies include several programs, some of which are already in place, that are intended to help preserve existing farmland within the C5 area. Programs and policies to encourage the use of rain gardens, rain barrels, and phosphorus-free fertilizers should also be considered by the Village Board.

Farmland Preservation Techniques

The following is a list of voluntary farmland preservation techniques that may help to ensure the long-term viability of farming activities in the Village:

Purchase Of Development Rights Program

Purchase of development rights programs, or PDR programs, are intended to ensure the long-term preservation of agricultural lands. Under a PDR program, the owner of farmland receives a payment for relinquishing rights to development. Deed restrictions are used to ensure that the lands concerned remain in agricultural or other open use. Such restrictions are attached to the land and remain in effect regardless of future sale or other transfer of the land.

PDR programs can provide assurances that farmland will be permanently retained in open use. Landowners receive a potentially substantial cash payment, based on the appropriate market value, while retaining all other rights to the land, including the right to continue farming. The money paid to the landowner may be used for any purpose, such as debt reduction, capital improvement to the farm, or retirement income. Lands included in a PDR program remain on the tax roll and continue to generate property taxes. Since the land remains in private ownership, the public sector does not incur any land management responsibilities.

The Village is currently working with the American Farmland Trust to evaluate the cost and feasibility of establishing a PDR program within the Village.

Wisconsin Farmland Preservation Program

The State Farmland Preservation Program allows farmers who agree to maintain

farmland in agricultural use to receive annual State income tax credits. The farm must be a minimum of 35 acres, and must produce a minimum of \$6,000 in gross farm receipts in the previous year or \$18,000 in the previous three years. Contracts are for a ten-year period. Currently, only one farm in the Village is enrolled in this program.

Use-Value Assessment

In 1995, the Wisconsin Legislature acted to lessen the property tax burden on farmers by mandating the "use-value" assessment of agricultural land. Under this system, agricultural lands are assessed based solely on their value for farming, without regard to development potential or existing zoning. Any landowners who sell their land after owning it for less than five years are required to pay a modest penalty to the Wisconsin Department of Revenue: an amount equal to 5 percent of the difference between the sale price and the use-value during the last year of ownership. While this program provides substantial property tax relief to owners of farmland, it does so without attaching any restrictions to the land, so that there is no guarantee that the land will not be converted to urban use. Nevertheless, use-value assessment provides some financial relief to farmers, which serves to encourage continued farming in the Village.

Wisconsin Managed Forest Law

The Managed Forest Law is an incentive program intended to encourage sustainable forestry on private woodlands in Wisconsin. Owners of at least 10 acres of contiguous wooded land that is used primarily for growing forest products are eligible to apply for the program through the Wisconsin Department of Natural Resources (DNR). Following approval of the application, the DNR prepares

a management plan for the property. The program can provide significant tax savings to participating landowners.

USDA Programs

The U. S. Department of Agriculture (USDA) administers a variety of incentive programs to prevent non-farm development in agricultural areas. These programs include the Conservation Reserve Program (CRP), the Conservation Reserve Enhancement Program (CREP), and the Wetland Reserve Program (WRP), among others. Under these programs, the landowner enters into an agreement to restore or protect lands for a 10-year or longer period in return for cash payments or assistance in making land conservation improvements.

Stormwater Management and Water Quality Programs and Policies

Rain Gardens and Rain Barrels

The Village should consider establishing an incentive program for homeowners to create rain gardens and use rain barrels. Rain gardens absorb water runoff from roofs, streets, and other impervious surfaces and slowly discharge the collected water into the ground. Rain gardens and barrels decrease the amount of runoff in storm sewers and drainage ditches, which helps reduce the risk of flooding and erosion, and may also reduce the amount of pollutants washing into surface waters.

Phosphorus-Free Fertilizers

The Village Board should consider adopting a policy that would prohibit the use of fertilizers containing phosphorus on Village-owned lands. Use of phosphorus-free fertilizers should also be encouraged in conservation subdivisions through Village review and approval of the Stewardship Plans required for common open space lands within such subdivisions. The Village should also consider establishing an education program to promote the use of phosphorus-free fertilizer to all Village residents, beginning with homeowners that live near ponds, streams, the Root River, and Lake Michigan.

6. TABOR WOODS NEIGHBORHOOD (C3)

ADOPTED AUGUST 2004

6.1

PUBLIC PARTICIPATION AND PLANNING PROCESS

Public Meeting #1

Public Input/Kick-off Meeting – On August 20, 2003 a Public Input Session was held at Gifford School to explain the planning process to neighborhood residents and to gather public input regarding issues and opportunities within the neighborhood. The results of the Village-wide household survey were presented as well as preliminary issues that the project management team identified.

Workgroup Meetings

Neighborhood resident volunteers, Village Board members and Village Plan Commission members formed the Neighborhood Workgroup. The group discussed many issues that impact the neighborhood, including the sewer service boundary, land uses and density, and conservation concepts. All group meetings were open to the public. Time

was allotted at the end of each workgroup meeting for non-workgroup “observers” to voice comments, questions and concerns.

Public Meeting #2

Open House – On January 26, 2004 the first Open House was held at the Caledonia Eastside Community Center building. Preliminary neighborhood issues that had been discussed in the workgroup meetings were illustrated on display boards, as well as a variety of other pertinent information such as the Village Land Use Plan and the results of the Household Survey. The primary purpose of the Open House was to conduct a Design Preference Survey where residents were asked to rate various images. After the images were rated, the audience was asked to discuss the pros and cons of each image.

Public Meeting #3

Open House – On April 26, 2004 the second Open House was held at the Caledonia/Mt. Pleasant Joint Park Building. At this open house, the plan concepts were discussed. In addition, the results of the design preference survey were tabulated and presented.

Public Meeting #4

Village Committee Meeting – On July 14, 2004 a meeting was held at the Franksville/Mt. Pleasant Joint Parks Building to update the various Village Committees and Commissions and solicit feedback on the draft plan. The following groups were invited to attend and sent a copy of the draft plan: Planning Commission, Village Board, Park Commission and Director, Caledonia #1 Sanitary District, C5 Workgroup, Police Chief, Fire Chief, Highway Superintendent, and the Village Administrator.

Public Meeting #5

Public Hearing – On July 28, 2004 a public hearing was held at the Caledonia Eastside Community Center before the Village Board and Plan Commission.



2000 Aerial Photograph of the Tabor Woods Neighborhood.

C3 Neighborhood Workgroup Members

Village Officials

Susan Greenfield - Former Town Chairperson
Howard Stacey - Village Trustee
Linda Mielke - Plan Commission Chairperson
William Sasse - Plan Commission Member
Dan Grosse - Plan Commission Member
Jim Morrill - Plan Commission Member
Raymond Oiley - Plan Commission Member
Nick Orno - Plan Commission Member
Jennifer Pennings - Plan Commission Member

Neighborhood Residents

Steve Bulik - Neighborhood Resident
Wayne Crawford - Neighborhood Resident
Martha Hutsick - Neighborhood Resident
Diana Lesnjak - Neighborhood Resident
Jack Makovsky - Neighborhood Resident
Wendy McCalvy - Neighborhood Resident
Dale Miller - Neighborhood Resident
Joanne Moore - Neighborhood Resident
Gale Morgan - Neighborhood Resident
Elaine Radwanski - Neighborhood Resident
Jeffrey A. Schultz - Neighborhood Resident
Mardi Timm - Neighborhood Resident
Cliff Vacek - Neighborhood Resident
Marcia Wensing - Neighborhood Resident

Village & County Staff

Julie Anderson - Racine County Planning
Fred Haerter - Village of Caledonia Engineer
Beth Paul-Soch - Village Parks Director

6.2 NEIGHBORHOOD ISSUES

The C3 neighborhood is a unique area of the Village. This area is a mix of uses including horse farms, other agricultural uses, moderate density single-family residential homes and some small-scale commercial uses. This area serves as a transition between the urban and rural areas of the Village. The diversity and rural atmosphere is highly valued within the Village as a whole. The horse farms and associated horse trails in the western portion of this area, and the in the C5 area to the west, make it a unique niche in the Village as well as the region. It is believed that the environmental areas and rural feeling in this neighborhood provide a significant amenity and contribute to the value of the Village. The desire to preserve the character of this area and emphasize the "horse-farming community" image was highly valued in the neighborhood.

Throughout the neighborhood planning process, several specific issues have been identified that pose opportunities and challenges for the neighborhood's future. These issues have been categorized and are described below.

Traffic and Circulation

Major Arterial Roadways

Five major arterials pass through or on the edge of this neighborhood:

1. Six Mile Road faces significant pressure as it is the main east-west route from the most populated area on the east side of the Village to Interstate 94. Traffic speed and volume on Six Mile Road were the main concerns among residents.
2. Five Mile Road also faces some degree of development pressure, although this arterial provide only partial connection between the east and west sides of the Village.
3. Four Mile Road was also a concern among residents. Increased truck traffic and traffic volume are the main concerns of residents. In addition, the lack of walking paths or roadway shoulders to walk along Four Mile Road and other arterials have been identified as a concern.
4. State Highway 31 (STH 31) is the only arterial that provides complete north/south access through the C3 neighborhood. The State of Wisconsin Department of Transportation (WISDOT) has completed plans to reconstruct STH 31 from Four Mile Road to Six Mile Road. STH 31 has been planned as a four lane facility, two of which will be built initially. The remaining lanes will be constructed when traffic volumes increase to an adequate level. This project is scheduled to begin in April 2006.
5. State Highway 32 (STH 32) is the eastern edge of the C3 neighborhood. STH 32 is a very critical transportation corridor in the Village and will be the main focus of the C1/C2 neighborhood plan. The C1/C2 plan will

study this area in greater detail including the appropriate mix of uses (residential and commercial), transitions between land uses, access points, and roadway design.

At the time of this neighborhood planning process, WISDOT was in the preliminary planning phases of a project that includes the two lane section of STH 32 and STH 31 north of Six Mile Road. The two conceptual designs that WISDOT has considered to date both include the widening of STH 32 to a four lane facility with an urban median or a two-way turning lane (TWTL). The two plans differ in the design of the intersections of the intersections of Six Mile Road with STH 31 and STH 32. One conceptual design includes multiple turning lanes to facilitate traffic movement. The second conceptual design includes two roundabouts at these intersections. The details and implications of these designs will be discussed in greater detail in the C1/C2 neighborhood.

Character of Rural Roads

The vistas along both the major arterial roads and the local streets in the C3 neighborhood are generally rural. Residents in this neighborhood expressed strong support for preserving the vistas and rural character of the road network (Figure 6-1). Residents expressed concern regarding development abutting the major arterial which would block or diminish the rural vistas.

Limited North/South Access Through the Neighborhood

State Highway 31 provides the only complete north/south connection through this neighborhood. As this area grows, STH 31 will face increased traffic volumes. Consideration should be given as to how traffic could be dispersed on roads other than STH 31.

Transportation and Environmental Issues

As development occurs in this area, additional local road networks will be necessary for access to new developments. A group of residents in this neighborhood and the adjoining neighborhood to the west (C5) expressed a desire to link the environmental corridors and isolated natural resource area via greenways. The residents felt that penetrating these proposed greenways with roads would detract from the rural character of the area. The residents termed this approach the “environmental linkage policy”. A balanced approach between transportation and environmental continuity should be considered.

Importance and Value of Path and Trail Systems

This neighborhood has a wealth of equestrian activity and values the existing and proposed trail systems. The trails are publicly and privately held and contribute significantly to the character of this area. The Caledonia Conservancy has purchased land in the Village which is used for public trails. Local landowners have also developed a private trail system which is a great value to the community.

Workgroup members expressed concern that there is no safe walking area along the major arterials in the neighborhood. Four Mile Road was used as a particularly good example of where a walking path or some paved area next to the roadway would be valued. Several trails and bikeways have been proposed in previous planning documents, including the Village’s Land Use Plan, the Village and County Park Plans and the Regional Bicycle Plan. The existing and proposed public trail system is illustrated in the map in Appendix H.

Environmental

Root River Corridor

The C3 neighborhood is bordered on the southern edge by the Root River environmental corridor. All actions in the area will directly and immediately affect the quality and quantity of water in this system. In addition, this area also has impacts on the Lake Michigan watershed. Providing enhanced storm water management plans and construction site erosion control plans will be important considerations if additional growth occurs in this neighborhood. The Village is undertaking a Village-wide storm water management plan, which will address this issue. The Stormwater Management plan began in 2004 and is expected to take three to five years to complete.

Existing Parkland and Trail System

There are six park and open space sites within the C3 neighborhood. The three publicly owned parks include: Woodland Park (four acres owned by the Village of Caledonia); Eastside Community Center (one acre owned by the Village, providing public meeting space but no substantial greenspace); and the Second Division Memorial Marker and Wayside (two acres owned by the State of Wisconsin). The three open spaces privately owned by the Caledonia Conservancy include: the Trout Ponds Prairie (28 acres, accessed from Four Mile Rd. or the Root River); the Aboagy Property (six acre site, currently with no public access) and a portion of the Tabor Woods (11.5 acres with access from Mary Drew Dr.). Both the Trout Ponds Prairie and the Aboagy Property can be accessed from the Root River via canoe. The lands owned by the Caledonia Conservancy are all open to the public. The Caledonia Conservancy is also in the process of acquiring additional acreage of the Tabor Woods.



Figure 6-1. In the design preference survey, highly landscaped streets with informal walking paths (above) were preferred over streets with few pedestrian amenities and limited landscaping (below).



The existing and proposed trail systems in this neighborhood are a valuable part of the neighborhood. These trails can also provide means to connect isolated natural areas in order to protect transportation corridors for a diversity of wildlife. The map in Appendix H illustrates the parks and trail system within the neighborhood. Participants in the design preference survey seemed to prefer informal park and trail systems (Figure 6-2).

Parking for the Trout Ponds Prairie on Four Mile Road is an issue that the workgroup identified. Currently there is not enough room to accommodate appropriate parking. The alignment of Four Mile Road is likely to change with WISDOT's State Highway 31 reconstruction project. This new alignment may allow an area for parking for the Trout Ponds Prairie.

Proposed Parkland and Trail Systems

The Village Park and Open Space Plan specifies the need for five additional parks in this neighborhood. The plan does recommend hiking and biking trails along the Root River and through the Primary Environmental Corridor. The Root River trail would connect the Root River Recreation area in Milwaukee County to the proposed Pike Creek trail in Mt. Pleasant. The proposed trails and proposed parks are illustrated in Appendix H.

Environmentally Sensitive Lands

This neighborhood differs from the C-4 and C5 neighborhoods in that the developed areas seem to be merely cut out of the wooded areas. The remaining, undisturbed lands support mature hardwood forests. This feature distinguishes the area from surrounding neighborhoods. Such continuous wooded landscape throughout one neighborhood is rare in urban/suburban areas.

This neighborhood supports considerable land classified as Primary Environmental Corridor as designated by SEWRPC (Appendix U). These lands primarily follow the Root River. These environmental corridors are significant and contribute to the quality of the area.

SEWRPC has also identified several isolated natural resource areas in the C3 neighborhood. SEWRPC recommends these areas be protected through the implementation of proper zoning and adherence to the existing land use plan for the Village of Caledonia.

These environmentally sensitive areas are significant and contribute to the quality of the area. Due to the fragmented nature of these areas, they are highly susceptible to disturbances and could result in irrevocable loss of vital natural community structures and functions and ultimately leading to the loss of the area's natural resource value. Environmental continuity can be achieved through environmental linkages, trail systems and the "environmental linkage policy" mentioned earlier.



Figure 6-2. In the design preference survey, less formal open spaces (above) were preferred over more formal park areas (below).



Visual Character

Scenic Views and Rural Character

As discussed previously, scenic views and the rural character of this neighborhood were identified as very important to the residents. The photographs in Figure 6-3 represent the character of the rural roadways within the neighborhood.

Historic Resources

Several sites within this neighborhood have been identified as potentially historic structures. Identification of these structures is the result of a preliminary inventory of historic buildings and structures in Caledonia built before 1900. The list is not necessarily inclusive of the historic sites in the Village (Figure 6-4 and Appendix C). The list includes only residential properties. Civic buildings, commercial buildings and other tax exempt properties such as churches and cemeteries are not included on this preliminary list. Other buildings that have been identified by the workgroup include the Bohemian Cemetery and Bohemian School. Other significant structures should be researched and added to the map in the Appendix. These structures are in the process of being field verified by the Village's Historical Society.

Social and Economic

Sewer Service Boundary

As part of the planning process, SEWRPC has recommended refinements to the sanitary sewer service area. The changes are not intended to significantly increase the sewer service area, but rather align the boundary with property lines or roadway center lines. The existing Sewer Service Boundary was established in 1986. The C5, R1 and C3 workgroups discussed these changes. The results of these discussions are detailed in the "Recommendation and Implementation Strategy" in Section 6.4 of the C5 Neighborhood.

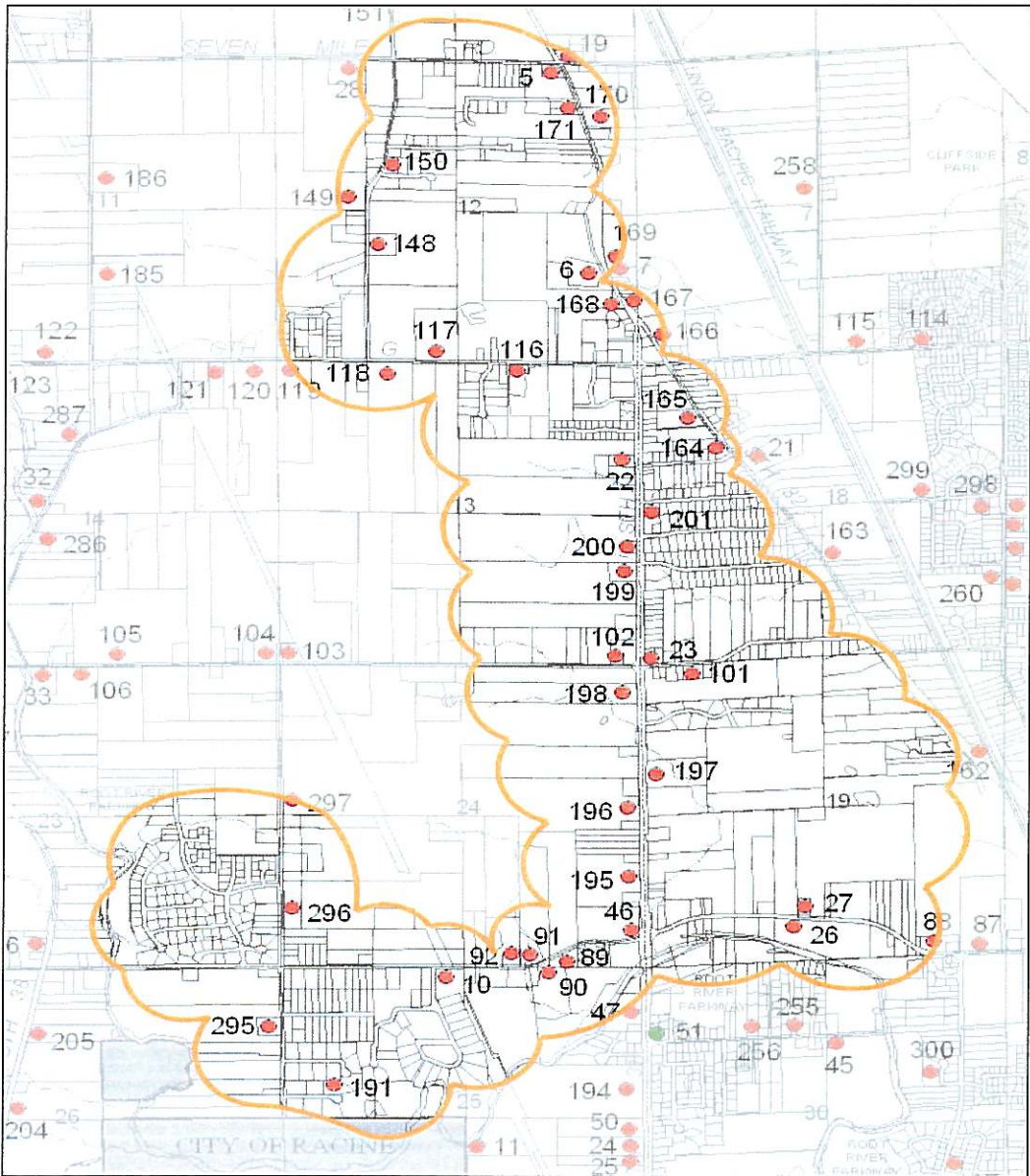
Existing Zoning

The Village of Caledonia is under the jurisdiction of the Racine County general zoning and shoreland/floodplain zoning ordinance (Figure 6-5). The general zoning provisions of the County zoning ordinance are jointly administered by Racine County and the Village.

The existing zoning in the C3 neighborhood generally includes A-2 zoning in the north of Six Mile Road and Residential zoning (R-2) in the southern portion of the neighborhood and higher density residential in the eastern portion. The A-2 district allows agricultural uses, roadside stands and greenhouses, and one- and two-family homes. The A-2 district also allows the creation of parcels as small as 40,000 square feet, which is slightly less than one acre. The R-2 district allows parcel sizes of 40,000 square foot but does not allow the establishment of new agricultural uses.



Figure 6-3. Character of the rural roads in the Village of Caledonia.



LEGEND

- ▲ NATIONAL HISTORIC SITE
- STATE OR LOCAL HISTORIC SITE
- IDENTIFIED HISTORIC SITE WHICH HAS BEEN DEMOLISHED
- 10** REFERENCE NUMBER (SEE TABLE II-11)

Source: U.S. Department of the Interior, State Historical Society of Wisconsin, Caliedonia Historical Society, and SEWRPC.

Figure 6-4. Known and Potential Significant Historic Sites in C3. Note: Significance of all sites should be field verified.

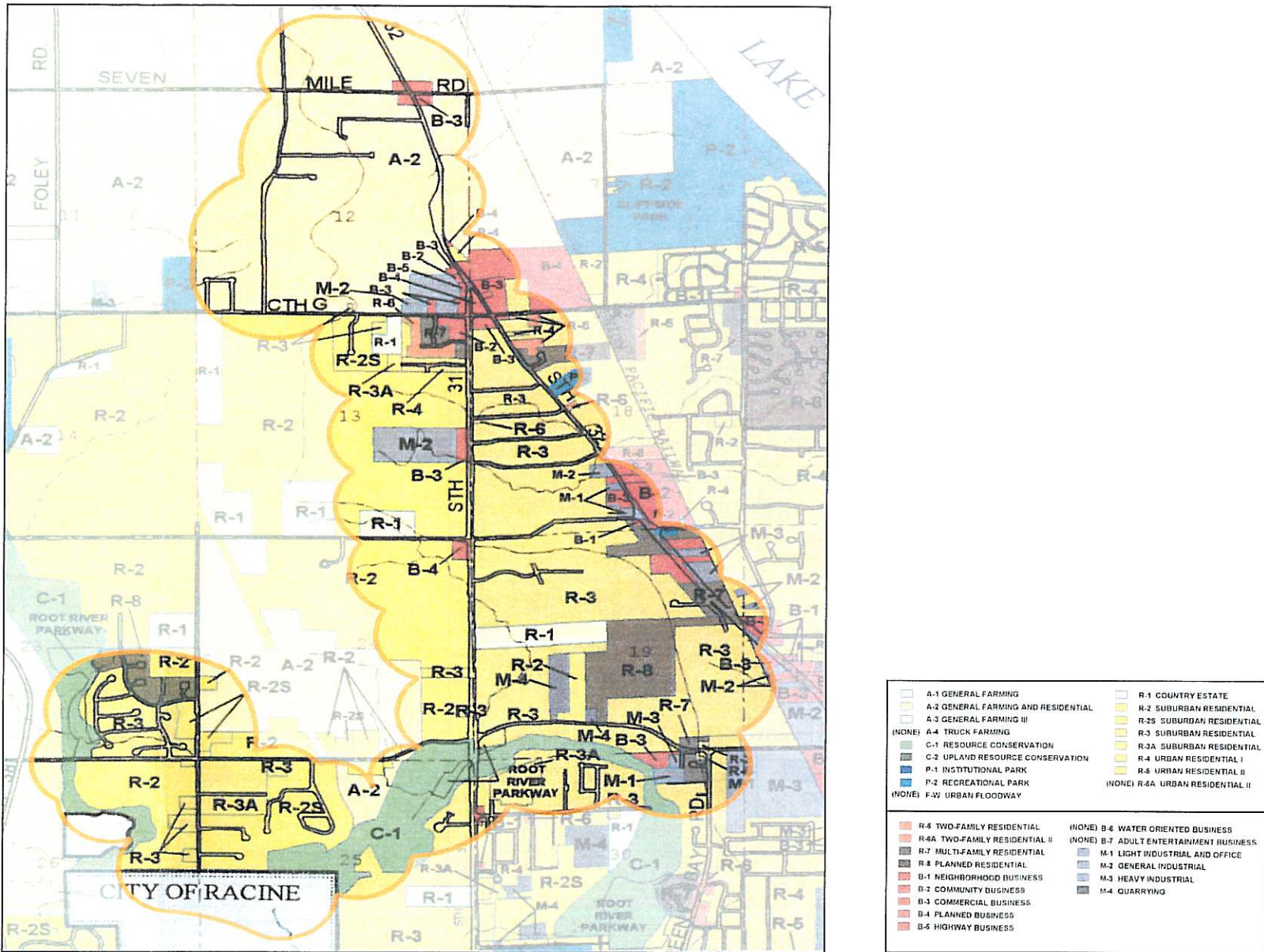


Figure 6-5. Village of Caledonia, C3 Neighborhood Basic Zoning Districts: 2002

Design Preference Survey Results and Land Use

Figures 6-6 through 6-9 depict the results of the design preference survey as it relates to various land uses. Although there are no existing or planned significant industrial land uses in this neighborhood, the design preference survey did include images of such uses. Participants were asked to rate images for other parts of the Village that do have these uses as part of the overall land use plan.



Figure 6-6. Above, among the highest rated single-family home images in the design preference survey. The image below was among the lowest rated images.



Figure 6-7. Above, among the highest rated multi-family home images in the design preference survey. The images below were among the lowest rated images.





Figure 6-8. Commercial buildings with high quality architecture and pedestrian friendly amenities were among the highest rated commercial images in the design preference survey (above). Buildings that lacked landscaping or quality architectural design were among the lowest rated images (below).



Figure 6-9. The design preference survey results indicated a preference for higher quality, pedestrian friendly signage (above).



Figure 6-9. The images above were the lowest ranked images in the signage category.

6.3 EXISTING LAND USE PLAN

Figure 6-10 is the Village's Land Use Plan for the C3 Neighborhood. The primary planned land uses include low density residential (0.7 to 2.2 dwelling units per acre), a small commercial node at Six Mile Road and STH 31, and park and open space.

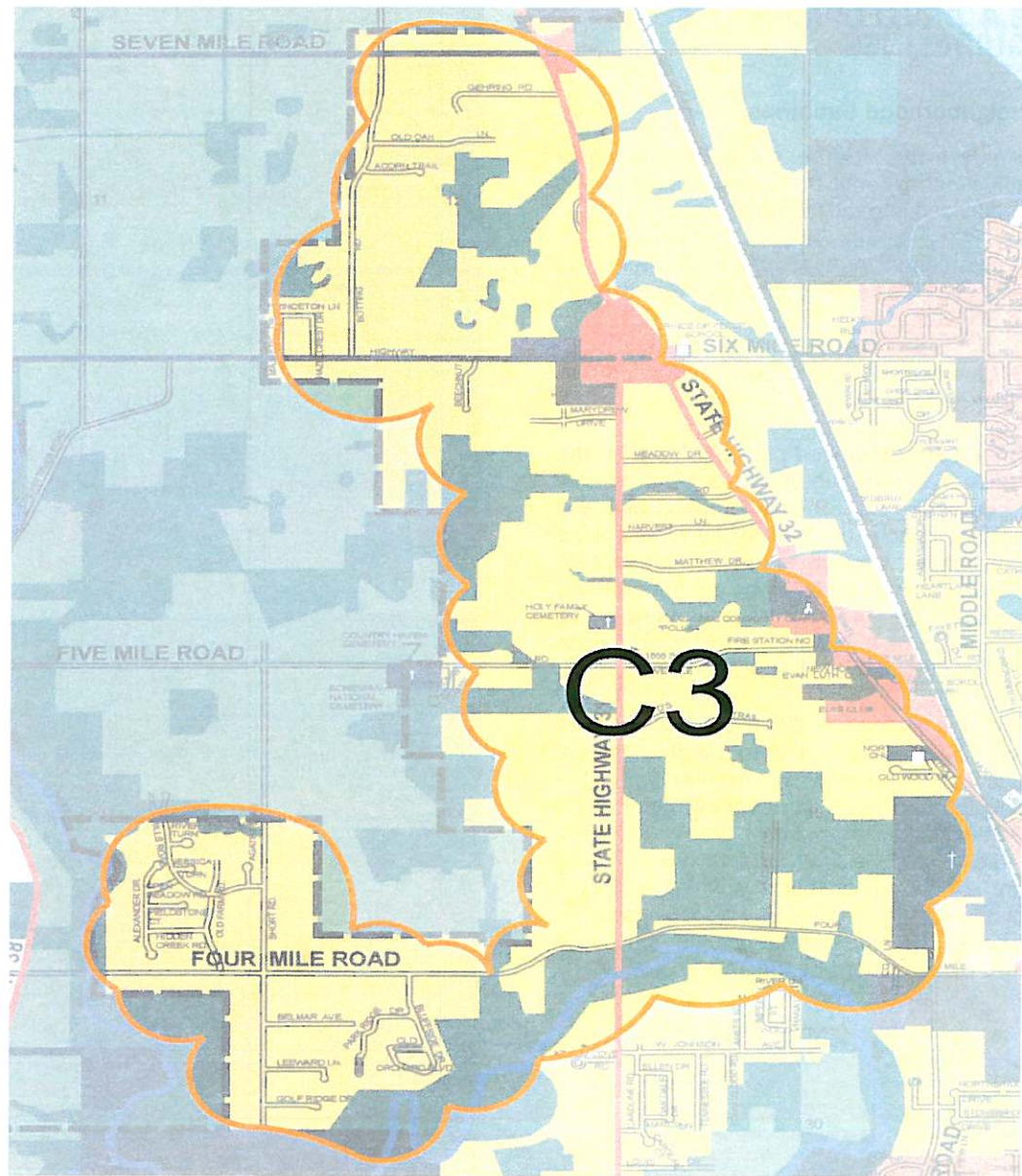
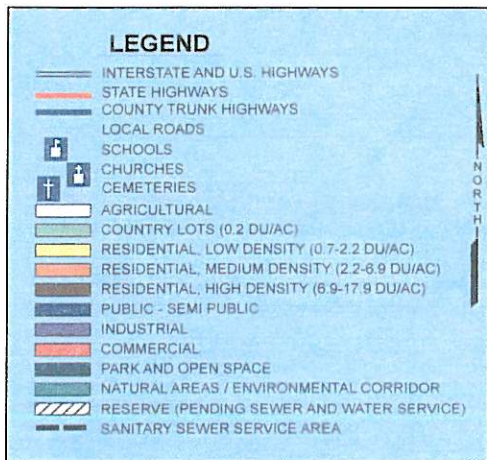


Figure 6-10. Land Use Plan for the C3 Neighborhood.

6.4 DEVELOPMENT GUIDELINES

Neighborhood Subareas

In order to describe the neighborhood planning guidelines in detail, the C3 Neighborhood was subdivided into the following areas.

A. Residential Area (South of Six Mile Rd., west of STH 31 and north of Six Mile Rd., west of STH 32)

B. Commercial node at Six Mile Rd. and STH 31/32 and the STH 32 Corridor

The C3 Neighborhood plan will focus on the residential issues in this area. The primary focus of the C1/C2 Neighborhood plan will be to examine the commercial nodes along Douglas Ave. as well as the node at Six Mile Road. Because these areas are not mutually exclusive, the C3 plan will also address issues and concerns regarding the commercial node at Six Mile Road and Highways 31 and 32.

The plan illustration (Figure 6-11) is intended to be used as a guide for future development and illustrate possible connections within the neighborhood and surrounding community. On the plan diagram, public access points are indicated with a blue hatch symbol. These are critical points that should be protected by the Village of Caledonia as it plans for its future. The blue arrows indicate options for future connections as the area is developed.

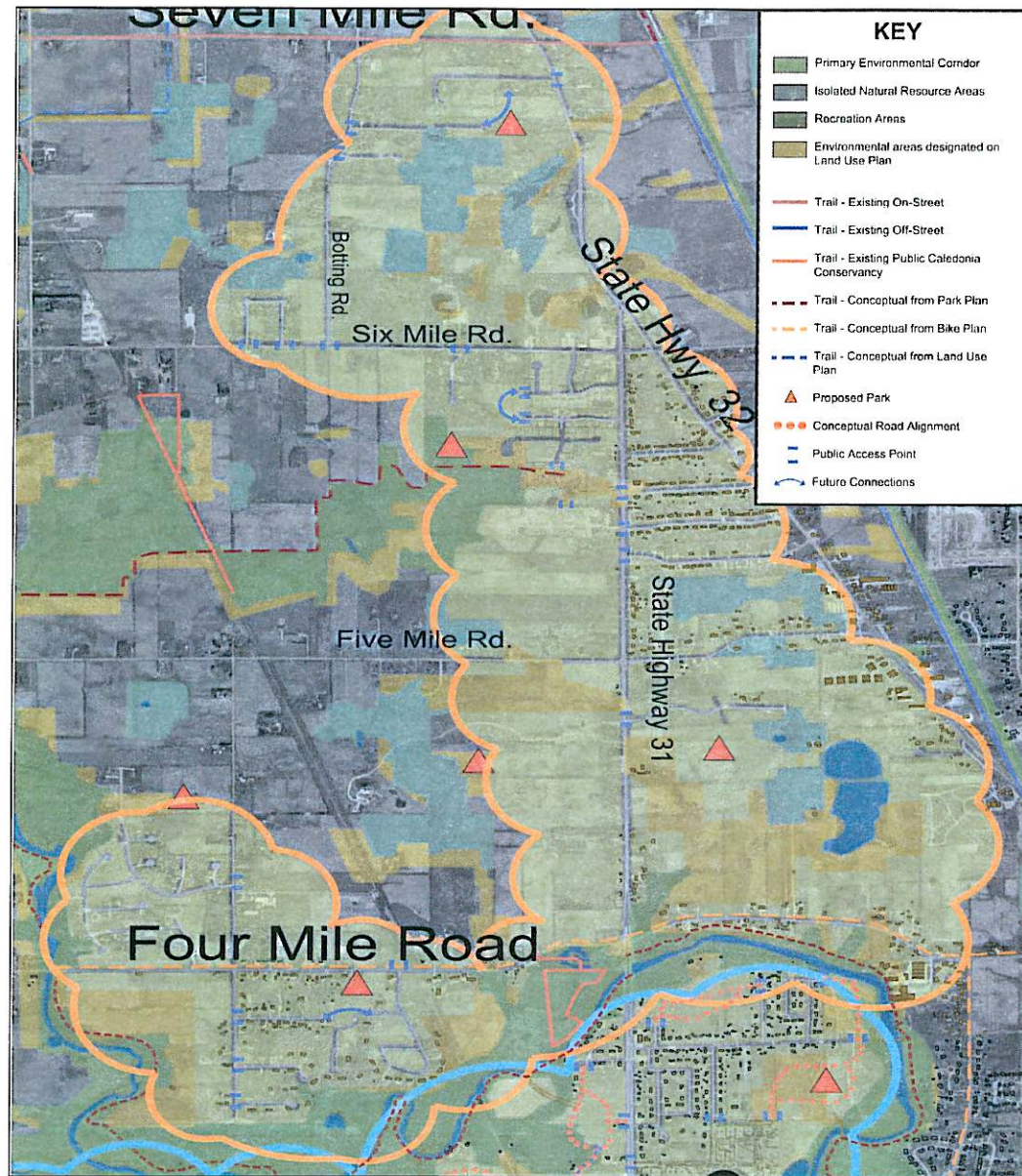


Figure 6-11. C3 Neighborhood Plan Diagram.

A. Residential Area

Goals

1. Maintain the rural character of this area;
2. Create a safe and effective circulation system for automobiles, pedestrians, equestrians and bicycles;
3. Protect the environmental features of this area;
4. Allow for compact development to preserve open space.

Traffic and Circulation

Streets and Highways

The Village should make every effort to maintain the rural character of the roads in this area. There are several methods to achieve this goal.

Road Network and Critical Access/ Connection Points

In order to ensure a logical and well planned road system that allows multiple circulation routes, the road intersections highlighted with blue hatch marks on the plan diagram should be maintained for future potential road connection points.

A connection between Five Mile and Six Mile Road should be investigated as development occurs in this area. This connection is an important mechanism to help minimize traffic impacts on the major arterials. Interconnection of subdivisions will allow residents multiple choices for routes through the neighborhood. This connection should be made in an indirect fashion to allow circulation between conservation developments while deterring cut through traffic.

Given the multiple development scenarios possible for this area, a conceptual layout illustration was prepared as part of this planning effort (Figure 6-12). The plan illustration graphically represents how development could occur in this area and achieve specific goals. The design and development goals of the conceptual conservation subdivision design for this area include:

1. Achieve a connection between Five Mile Road and Six Mile Road.
2. Maintain the scenic views along STH 31.

3. Protect access to the primary environmental corridor and the area known as Tabor Woods and open areas for public view.

4. Design major open spaces in the fronts of lots and along public right of ways.

5. Provide a green linkage between the environmental corridor and STH 31.

6. Make connections between conceptual developments and existing subdivisions.

7. Limit access points on STH 31 to occur across from existing streets.

In addition, three smaller road connections have been proposed for potential increased development. These connections are represented in Figures 6-13 through 6-15 with smaller blue arrows. These road connections are not proposed to be undertaken by the Village, but rather by developers as these areas are developed.

Several "Critical Access Points" have been identified along major arterials. These access points are indicated by blue hatch marks on the plan illustration (Figure 6-11). The probability of all of these roadway connections being completed is minimal. However, due to the uncertainty of the development process, all of these access points should be preserved to ensure that an orderly, rational, and safe circulation system in this area is developed in the future. Many of these arterial streets are State or County facilities and any access will require additional review by these agencies.

Street Access Ordinance

The R1 and C5 workgroups have suggested that the Village adopt a Driveway Ordinance or Highway Access Ordinance. This idea

was supported by the C3 workgroup. Based on the recommendations set forth in the C5 and R1 Neighborhood Plans, the Village has undertaken revisions of the Subdivision Ordinance to address the issue of driveway access. The Village added a section to the Subdivision Ordinance entitled "Street Access Ordinance". The goal of this ordinance is to prevent development of several long narrow lots with driveways off the main arterial highways in the Village often referred to as "bowling alley" or "piano key" lots. This form of development is often used by subdividers to avoid the expense of constructing internal streets that would serve lots within the subdivision.

The number and density of driveways resulting from the development of "bowling alley" and "piano key" lots may interfere with the safe and efficient operation of the abutting street. In addition to traffic impacts, "bowling alley" and "piano key" lots can have a negative impact on drainage, aesthetics, fire protection, and emergency access.

Implementation measures recommended to avoid this undesirable pattern of development in the future include:

1. Require a sketch plan for all contiguous parcels under the same ownership at the time a Certified Survey Map (CSM) is submitted, and
2. Adopt regulations that would restrict the number of driveways intersecting an arterial street and regulate the spacing of driveways. Driveway access to arterial streets is of particular concern, since arterial streets are intended to carry high volumes of traffic at relatively fast speeds.



Figure 6-12. Red circles indicate areas of conceptual development layout for the area between Five Mile and Six Mile Roads.

Driveway regulations are currently set forth in Chapter 2 of the Village subdivision ordinance. The existing regulations address the installation and maintenance of culverts under a driveway, curb cuts, paving within the public right-of-way, and maintenance of existing roadside drainage ditches. Consideration should also be given to regulating driveway access to existing streets. With the recent revisions to the Ordinance, the Village included regulations that would limit direct access to arterial streets under Village jurisdiction. Lots to be created as part of a new land division (both minor land divisions and conservation subdivisions) are required to front only non-arterial streets. A waiver provision could be included, if desired by the Village, for situations where only one additional lot is being created.

Landscaping within the Village Rights-of-way
 Landscaping within the Village Rights-of-way is another way to maintain a balance between the rural character and increased development in the area. Currently, the



Figure 6-13. Connection between Gehring Road and Old Oak Lane.

Village prohibits owners of land adjacent to street rights-of-way owned by the Village from planting grass, trees, flowers, or other vegetation in the Village rights-of-way. The Village should consider establishing a permit system that would allow vegetation to be planted, provided the Village determines that the landscaping would not interfere with maintenance of the street or right-of-way or traffic safety. Care must be taken to ensure that permits are granted only for landscaping within Village-owned rights-of-way; and not those owned by Racine County or the State of Wisconsin. In the establishment of such a permit system, the staffing ability to enforce proper planting and maintenance in these areas should be a primary consideration.

Public Parks and Trail System

The Village should encourage the continuation and connection of both the public and private trail systems in this area. The existing Village park and open space plan recommends several trail and bicycle paths (Appendix H). When fully developed, the trail system would



Figure 6-14. Connection between Marydrew Drive and other subdivisions.

provide Village residents with opportunities for recreation and exercise, as well as an alternative means of travel to local parks, schools, and other activity centers. The C3 workgroup strongly supports the instillation of proper walking or bicycle paths along the major arterials in the Village. In addition to recreational purposes, these walking paths have value as an alternative transportation/circulation system.

The proposed public trails shown on the trail map in Appendix H include those adopted as part of the 1999 Village Land Use Plan and the Village Park Plan. The plan also reflects the existing Racine County Bicycle Route, which has directional signs posted on Seven Mile Road. It is recommended that the Village acquire trail rights-of-way and develop trail sections as land divisions occur within the C3 area.

Specific trail locations, widths, and surfacing will be determined as land divisions take place. Any walking and bicycling trails to be dedicated for public use should comply



Figure 6-15. Connection between Park Ridge Drive and Belmar Avenue.

with the standards developed by the American Association of State Highway and Transportation Officials (AASHTO). AASHTO standards call for off-street trails to be a minimum of eight feet wide, with 10 feet preferred; with a right-of-way width of 20 feet. Trails located within a street right-of-way, but separate from the roadway pavement area, must be a minimum of five feet wide if provided on both sides of the street, and a minimum of eight feet wide if provided on one side. Paved shoulders signed for bicycle travel must be a minimum of four feet wide, with five feet preferred.

Paved shoulders or separate bike paths within the street right-of-way should be provided along arterial streets identified as trails at the time the street is constructed or reconstructed. Due to lower traffic volumes and traffic speeds on non-arterial streets, it may not be necessary to provide trail facilities, other than signs, on non-arterial streets. The need for paved shoulders or separate paths along non-arterial streets to link off-street portions of the trail system should be determined as land divisions occur and the trail system begins to take shape.

The Village's Park and Open Space Plan recommends the five additional parks be developed in this area (Appendix H). A portion of one of the areas identified, the Tabor Woods, has recently been purchased by the Caledonia Conservancy. The Conservancy has purchased 11.5 acres of the total 107 acres and is negotiating the purchase of additional acreage. The Village should conduct a feasibility study to determine if this parkland can be acquired. Alternative methods of obtaining funding for parkland should be explored. These could include developer agreements associated with conservation subdivisions, land trusts,

increasing park impact fees and obtaining grant funds.

As discussed previously, parking for the Trout Ponds Prairie is very limited from Four Mile Road. Figure 6-16 depicts one possible way in which parking could be accommodated when WISDOT redesigns the intersection of Four Mile Road and State Highway 31. This solution does present access problems for the adjacent property to the east. Racine County is currently investigating the acquisition of that parcel as a part of the Root River Corridor Plan. Any parking solution for this area should be coordinated between the Caledonia Conservancy, Racine County and the adjacent property owner. The Village and Caledonia Conservancy should also continue to work with WISDOT to improve parking options for this site. A landscape buffer between the parking area and Four Mile Road should be included in any parking solution for this area.

Private Trail Systems

The Caledonia Conservancy is a non-profit conservation organization active in the Village. The Conservancy has sponsored the development of a system of trails for horseback riding and hiking. Trails developed under the sponsorship of the Conservancy are located primarily within the C5 and C3 neighborhoods, although the Conservancy and the Racine County Pony Club are currently working with the Village to develop a trail loop that would extend from the Root River to the Caledonia Wildlife Refuge R1 Rural area. With the exception of four trail segments open to the public within the former North Shore railroad right-of-way, the Aboagy property, Tabor Woods, and the Trout Ponds Prairie, which are shown in Appendix H, trails that are part of the Conservancy's network are located on private property. The trails are maintained by the Conservancy and by many of the individual landowners. Permission to use the trails is at the discretion of the landowner.

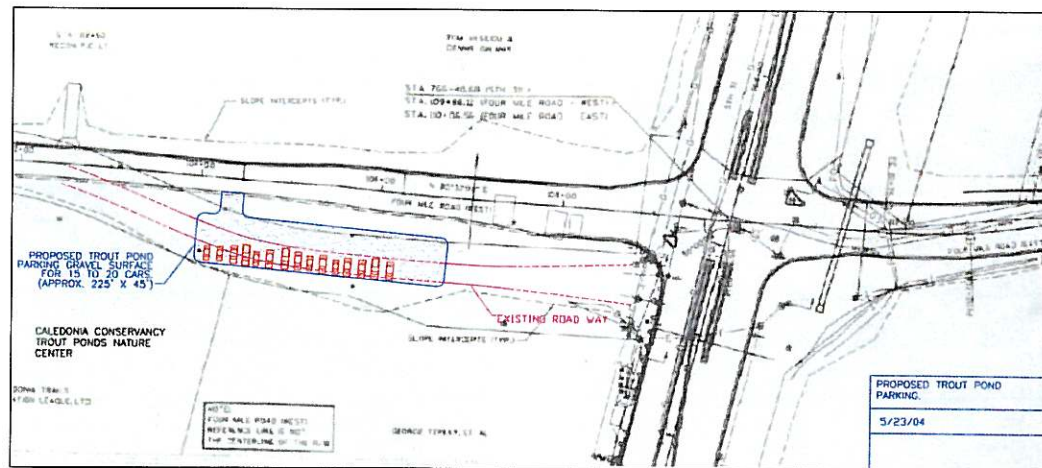


Figure 6-16. Conceptual parking solution for the Trout Ponds Prairie based on the reconfiguration of the intersection of Four Mile Road and State Highway 31 by the Wisconsin Department of Transportation. A landscape buffer is recommended to screen the conceptual parking area from Four Mile Road.

The Caledonia Conservancy can provide information about the location and use of trails within the Conservancy's network.

The Village views the existing network of horse-riding trails, and the efforts to extend the trail system into the R1 area, as an asset that contributes to the rural character and the quality of life for residents of the C5, C3 and R1 areas. Where a land division or other development is proposed on lands that are being used for private trails, the Village will encourage, but not require, the landowner concerned to incorporate the trail as part of the land division or development, or to relocate the trail in a way that maintains the continuity of the trail network. The Village will also consider providing a public system of horse-riding trails parallel to the recommended system of public walking and bicycling trails as land divisions are proposed.

Public Transit

As development continues in this area of the Village, options for public transit should be explored. Workgroup members were very supportive of the Village encouraging and providing a variety of transit options for residents. Support was expressed for the return of the Shared Ride service and also the expansion of intra-city bus service. In addition, a strong pedestrian or bicycle link to the proposed Commuter Rail Station should be explored in order to coordinate commuter rail with other transportation systems.

Environmental

Protection of the Root River and Lake Michigan Watersheds

The Village should work collaboratively with the Milwaukee Metropolitan Sewage District (MMSD), Racine County and other agencies to acquire land within the Root River Watershed for preservation.

Livestock Management

Currently, the number of animals permitted on a specific property is not regulated under the County zoning ordinance unless the keeping of animals is associated with a use that requires a conditional use permit (CUP) from the County. Commercial stables are an example of a use that requires a CUP. The CUP for a specified use usually limits the number of horses or other animals that can be kept, and may also specify how manure should be disposed.

There is no limit on the number of animals that may be kept on a property that is not subject to a CUP. Although there is currently no contamination problem, as the horse-farming community grows in this area, the Village should consider adopting an ordinance that would specify the maximum number of animals permitted per acre of land. The ordinance should apply to uses, such as keeping horses on private land for personal use, that are not regulated under the County zoning ordinance. The ordinance should take into account specific issues such as the proximity to the Root River and other environmental concerns. The new Village ordinance should also establish standards for the management of manure. An example of some "best management practices" are located in Appendix CC.

Based on the recommendations set forth in

the C5 and Rural Neighborhood Plans, the Village has formed a committee to begin to address livestock and manure management issues within the Village.

Regulation of Prairie Burns

Natural prairies are often incorporated into the open space of conservation subdivisions. Periodic burning of prairies helps protect prairie grasses from intrusion by woody plants and competition from "exotic" species that are not normally found in prairies. The Stewardship Plans prepared for the management of prairies re-established in conservation subdivisions often call for periodic burning to maintain the prairies. The Village should ensure that regulations for open burning explicitly require notification to and approval by the Village Fire Chief prior to conducting prairie burns. Conservation subdivision plats should also be reviewed by the Fire Chief to ensure that areas proposed to be re-established as prairies will be located a safe distance from proposed homes and that prairie areas will be accessible by fire trucks.

Based on the recommendations set forth in the C5 and Rural Neighborhood Plans, the Village has revised the Burning Ordinance and Subdivision Ordinance to include procedures for prairie burns. All subdivision plats are also reviewed by the Fire Chief.

“Environmental Linkage” Policy

The Village should encourage the connection of Isolated Natural Resources in this neighborhood. Although many of these areas are on private property, the Village should explore various means to preserve these natural corridors. Figure 6-17 depicts the existing environmental corridors and potential connections that could be made between them. The Planning Commission and Village Board should use this as an overall guide to help preserve these lands of conservation interest as development is proposed in the Village.

The Caledonia Conservancy hired Steven Christy, an environmental consultant to prepare this map independently of the neighborhood planning process. This map is a gross overall map linking properties which are classified or contain portions of lands classified as environmentally significant natural resource areas. These significant natural resource areas include Primary and Secondary Environmental Corridors and Isolated Natural Resource Areas, as defined by SEWRPC. The map also identifies entire properties which provide a physical link between these natural resource areas. This map is useful as a guide, presenting considerations which should be made concerning land acquisition and even the development patterns of individual parcels.

Taking this map a step further and refining the boundaries would present more site-specific guidance as well as help set priorities in protecting significant natural resources. Currently, this map shows all properties as equal, however all properties do not contain natural resources of equal quality, and not all portions of each property are equal with regards to environmental values. Refinement

of this map can begin by setting priorities. To be an effective environmental linkage map, these priorities should reflect the relative ecological value of the natural resources.

Before setting priorities, a few clarifications should be made:

1. SEWRPC identifies areas as Primary or Secondary Environmental Corridors or Isolated Natural Resource Areas according to set definitions. A key for defining corridors is their overall and connected size and length. Key to defining Isolated Natural Resource Areas is the quality of the resource.

2. Lands classified by these definitions are not protected from development. SEWRPC has no jurisdictional powers regarding the protection of lands. These definitions and classifications are presented to guide the development and land protection patterns of an area.

3. The rationale behind creating linkages stems from the goal of connecting habitats to create larger systems. Larger systems are often more complex, containing a diversity of micro-habitats. The size and redundancy of available resources increases an area's ability to sustain itself over time. Linkages therefore aid in creating sustainable systems.

4. Linkages provide transportation corridors for wildlife, people, and the flow of nutrients and energy.

By assessing the values of land parcels by both the natural resource elements they possess as well as by the linkages they present, a more comprehensive and specific map can be developed to assist the decision making process. Building on these ideas,

properties – or portions of properties – can be prioritized as follows:

Parcel Selection Priorities

1. The entire parcel has been classified as Primary Environmental Corridor.
2. The parcel contains land classified as Primary Environmental Corridor.
3. The entire parcel has been classified as Isolated Natural Resource Area.
4. The parcel contains land classified as Isolated Natural Resource Area.
5. The parcel contains lands valuable for flood storage (floodplain).
6. The property extends the reach of Primary Environmental Corridors.

Linkage Priorities

1. The linkage provides/maintains a hydrologic connection to protected, environmentally significant lands.
2. The linkage connects areas identified as Isolated Natural Resource Areas (linking Primary Environmental Corridor lands to Isolated Natural Resource Areas, and/or Isolated Natural Resource Areas to Isolated Natural Resource Areas).
3. The linkage provides a valuable transportation corridor for wildlife between two differing habitats (i.e., woodlands to wetlands).
4. The linkage connects freshwater wetland systems (currently subject to regulations by Wisconsin Department of Natural Resources).

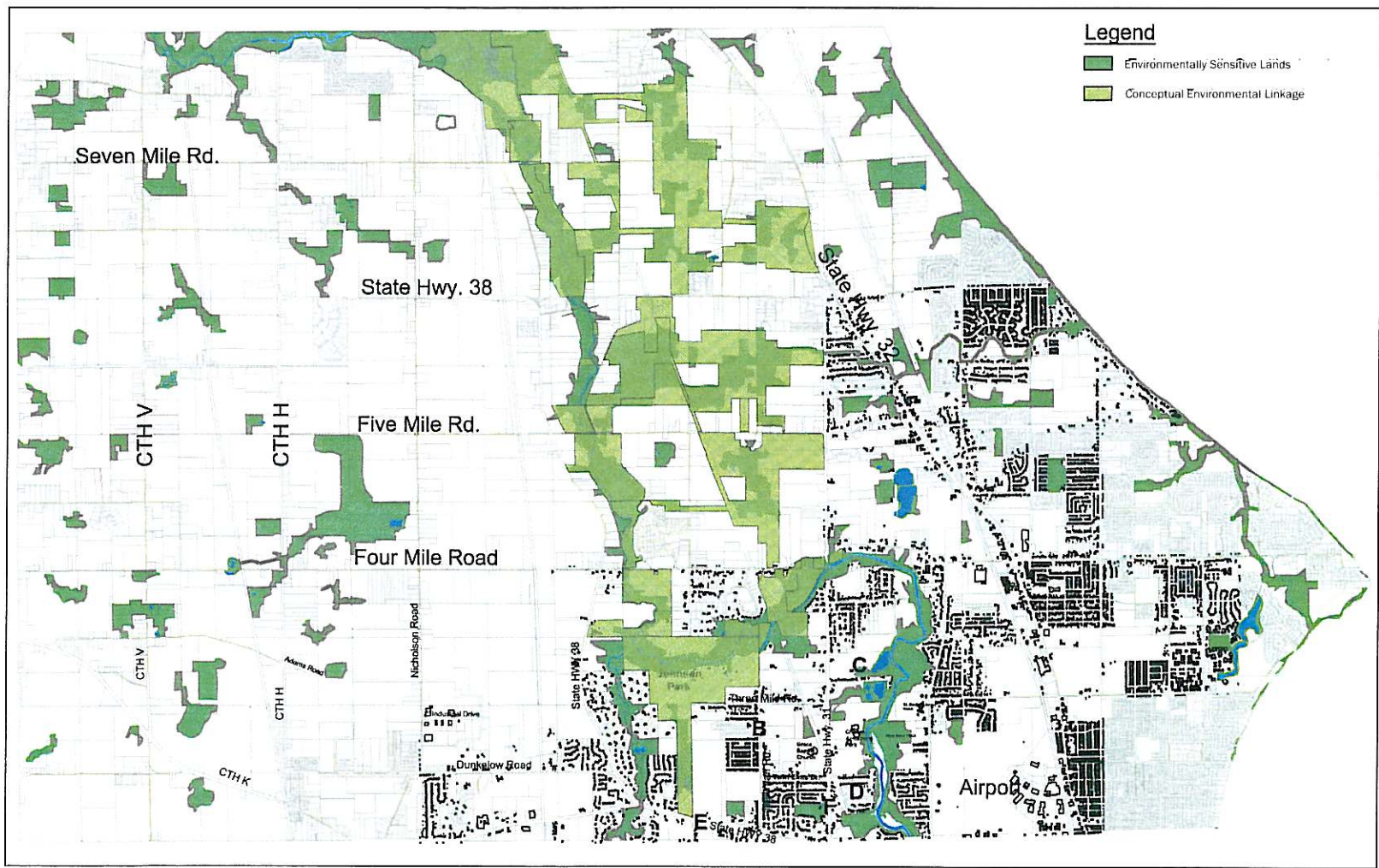


Figure 6-17. Proposed Environmental Linkage Map.

The size and shape of the linkage will depend on the specific resources involved as well as the size and shape of the land parcel.

Examples of Map Applications

1. Land acquisition. This map would be valuable in selecting parcels to acquire for open space protection. It also assesses the relative value of available parcels. Land could be acquired by public or private entities with the overall goal of conserving the land.

2. Site development. Should a parcel identified on the Environmental Linkage Map be considered for residential development or other type of subdivision, the map would indicate the portion of the parcel which should be protected by easement or used as the conservation subdivision's required shared open space area.

The Village should work with the landowner, the Caledonia Land Conservancy, and other appropriate organizations and government agencies to identify sources of funds or other means of acquiring or protecting lands within the natural area.

Visual Character

Scenic Views and Rural Character

Preservation of the rural character of this neighborhood was the main concern of the workgroup. All recommendations and implementation strategies were formulated with this overall goal in mind.

Historic Structures

The Caledonia Historical Society was incorporated as a nonprofit organization in 2002. The Historical Society has inventoried potentially historic buildings in the Village, and is in the process of evaluating each building to determine its historic significance. The buildings identified include residential structures that were built in 1900 or earlier. The Historical Society should also identify other significant structures within the Village including tax exempt properties.

The Village is working with the Historical Society to develop a local historic preservation ordinance to help protect buildings that are identified as historically significant by the Caledonia Historical Society. Normally, such an ordinance would create a historic preservation or landmarks commission, which would be responsible for reviewing building and demolition permits before a historic property could be altered or demolished.

In order to maintain the rural character of the Village, historic structures should also include valued historic agricultural buildings such as barns, silos and other accessory buildings.

In order to assure that buildings of historic significance are not destroyed before the ordinance is finalized, the Village recently adopted a razing ordinance which requires the review by the Village historical society of all buildings proposed to be razed.

Social and Economic

Refinement of the Sewer Service Area Boundary

Changes to the planned sanitary sewer service area reviewed by the R1, C5 and C3 workgroups are shown in Appendix BB. The plan for the C3 area recommends the following changes to the planned sanitary sewer service area:

Make minor modifications to the western edge of the sewer service area to follow either property lines or road center lines. Following approval of the plans for the C5 and C3 neighborhood by the Village Plan Commission and the Village Board, the Board should then ask the City of Racine County Wastewater Utility to request that SEWRPC amend the planned sanitary sewer service area to reflect the recommended changes. SEWRPC prefers that modifications to sewer service areas within the Village be based upon the neighborhood planning process, consolidated and addressed through one review process after all sewer serviced areas have been studied.

Additional modifications to the sewer service area have been proposed and were (or will be) discussed in detail in the R1, C5, W1 and W2 neighborhood plans.

Procedures for Amending the Sanitary Sewer Service Area Boundary for Areas Tributary to the Racine Sewage Treatment Plant

1. A request to consider a modification to the Sanitary Sewer Service Area Boundary may initiate with the residents, the utility or sanitary district involved, or with the Village Board itself. No matter the initial source of the discussion or request, it is the policy and practice of the Southeastern Regional Planning Commission (SEWRPC) that a

modification will only be pursued if the Village Board has approved such a request.

2. The Village of Caledonia would then transmit a letter to the Racine Wastewater Utility, which owns and operates the Racine sewage treatment plant, asking that the Wastewater Utility request the assistance of SEWRPC in amending the sewer service area plan as it pertains to the Village.

3. Upon receipt of such a request from the Racine Wastewater Utility, SEWRPC staff would meet with officials from the Village of Caledonia, the concerned sanitary and utility districts, and the Racine Wastewater Utility to work out the details of the proposed amendment.

4. SEWRPC staff would then prepare a draft report documenting the proposed amendment to the sewer service area. Copies of the draft report would be provided to the Racine Wastewater Utility, Racine County, the Village of Caledonia, other concerned local units of government, the concerned utility and sanitary districts, and the Wisconsin Department of Natural Resources (DNR).

5. A public hearing, sponsored jointly by the Racine Wastewater Utility and SEWRPC, would be held to obtain public comment on the proposed sewer service area plan amendment.

6. The Racine Wastewater Utility and SEWRPC staff would consider the results of the public hearing and revise the draft report as may be needed.

7. The sanitary sewer service area plan amendment would be considered for adoption by the Board of Commissioners of the Racine Wastewater Utility.

8. Following adoption by the Racine Wastewater Utility, the plan amendment would be considered for adoption by the SEWRPC as an amendment to the regional water quality management plan.

9. Following adoption by SEWRPC, a final report would be published by SEWRPC and forwarded to the DNR for approval.

Issues Related to Removal of Property from a Sanitary District and/or from the Sewer Service Area

The entire C3 neighborhood falls within the Sanitary Sewer Service Area Boundary. A small portion of the Neighborhood, however, falls outside of all Sanitary and Utility Districts. Concerns were expressed regarding the implications that changes to the Sewer Service Area and future expansion of the sanitary districts could have on this neighborhood. The chart in Appendix DD was prepared to summarize the issues and potential risks associated with the removal of parcels from the sanitary districts and sewer service area.

Development Density and Zoning

This area serves as the transition between the urban densities on the east side of the Village and the rural densities of the western portion of the Village. Because the desire to maintain the rural character in this area is great, the Village could consider a policy allowing smaller lot sizes in conservation subdivisions if the developer provides more than the required 40% open space in the subdivision design. This would allow the property owners their rights to develop their land at the allowed density and also preserve more land.

Changes to the Village Subdivision Ordinance

Based on the recommendations set forth in the C5 and R1 Rural Neighborhood Plans, the Village has undertaken revisions to the Subdivision Ordinance. The following recommendations have been addressed in the revisions made to the Subdivision Ordinance to achieve the goals of the neighborhood planning process.

Sketch Plan Approval for Minor Land Divisions

Minor land divisions are regulated under Chapter 1 of the Village Subdivision Ordinance. Minor Land Divisions are defined as land divisions where four or fewer lots are created from a parent parcel. Chapter 1 of the Village Subdivision Ordinance has been amended to require that sketch plans for all contiguous parcels under common ownership be provided to the Plan Commission for review when a Certified Survey Map (CSM) is submitted for approval. The sketch plan should identify the future development of the parcel being divided and contiguous areas, including general street, parcel, driveway, and building locations. The Village Plan Commission could then review the sketch plan to ensure that the eventual layout and development of parcels under common ownership will protect natural resources, provide for appropriate circulation and access, and be consistent with the land use plan. The Village should require that the approved sketch plan be recorded to help ensure that future development will conform to the plan. The Village should also establish an internal system for tracking sketch plans to ensure that future land divisions are consistent with the sketch plan.

Lot Averaging for Minor Land Divisions

Under conventional zoning and land division ordinances, the allowable density called for

by a community or County land use plan is typically converted to a minimum required lot size. For example, a development density of one home per five acres would require that each home be sited on a five-acre parcel. There are other, more flexible, zoning and land division techniques that allow variation in individual lot sizes while maintaining the overall density called for by the land use plan. The Village of Caledonia conservation subdivision ordinance is an example of an ordinance that provides flexibility in subdivision layouts. Through the revisions to the ordinance, the Village now provides similar flexibility for minor land divisions by including an option allowing lot averaging techniques to be used.

“Lot averaging” allows parcel sizes to vary so long as the area that is taken from one parcel is transferred to one or more other parcels within the land division, so that the average density called for by the land use plan is maintained within the land division as a whole. Advantages of lot averaging include flexibility in site design and preservation of farmland and/or environmentally sensitive areas. This technique is useful in cases where a landowner may wish to create a few residential parcels for sale or for family members through a CSM, while retaining a large parcel for continued agricultural use. It is important that parcels created through lot averaging be prohibited from further division through acceptable legal restrictions or other agreements placed on the parcels being created.

Site Inventory Requirements for Minor Land Divisions

The Village currently requires proposed conservation subdivision plats to identify significant natural resource features on the site being subdivided, including wetlands;

floodplains; watercourses and drainage ways; wooded areas; slopes of 12 percent or greater; rare, threatened, and endangered species; environmental corridors; and views and other prominent visual features. The Village has amended the ordinance regulating minor land divisions to require the same information to be provided when CSMs are submitted for review.

Stormwater Management and Water Quality Programs and Policies

Rain Gardens and Rain Barrels

In the recent revisions of the Stormwater Management section of the Subdivision Ordinance, the Village requires homeowners to drain roof downspouts to a porous surface. Examples of porous surfaces listed in the ordinance include rain gardens and rain barrels. Rain gardens absorb water runoff from roofs, streets, and other impervious surfaces and slowly discharge the collected water into the ground. Rain gardens and barrels decrease the amount of runoff in storm sewers and drainage ditches, which helps reduce the risk of flooding and erosion, and may also reduce the amount of pollutants washing into surface waters.

Phosphorus-Free Fertilizers

The Subdivision Ordinance was also modified to adopt a policy that prohibits the use of fertilizers containing phosphorus on Village-owned lands. Use of phosphorus-free fertilizers should also be encouraged in conservation subdivisions through Village review and approval of the Stewardship Plans required for common open space lands within such subdivisions. The Village should also consider establishing an education program to promote the use of phosphorus-free fertilizer to all Village residents, beginning with homeowners that live near ponds, streams, the Root River, and Lake Michigan.

B. Commercial Node at Six Mile and STH 31/32 and STH 32 Corridor

Goals

Create a safe and effective circulation system for automobiles, pedestrians, and bicycles

Allow for the development of neighborhood scale retail in this area

Action Steps

1. *Work collaboratively with WISDOT to ensure that the redesign of these intersections is not detrimental to the neighborhood.*

2. *Prepare a detailed concept plan for this area to illustrate the goals of the overall development of this area. As WISDOT is still in the preliminary stages of design development, this area will be further studied as part of the C1/C2 neighborhood plan. A detailed plan should be developed in that workgroup.*

3. *Address issues of access points, size and scale of retail establishments, roadway design, and the appropriate mix of uses in this area.*

4. *Work with the C1/C2 neighborhood on the details and design of this commercial node and State Highway 32. Given the proximity and impact of these areas on the C3 neighborhood, the workgroup formulated the following design goals for this area:*

a. Parking should be placed in the rear or at the side of buildings and should be screened from view from the major arterials.

b. Greenspace should be maintained along the arterials.

c. Buildings should average two stories in height, and possibly contain a mix of uses (retail/housing etc.).

d. Pedestrian and bicycle paths should be incorporated, especially as a connection to the future commuter rail station.

e. Signage should be limited and highly controlled.

f. Architectural standards should be developed to create a consistent feeling to the node.

g. When redesigning the cross section of STH 32, the Village should continue to work with WISDOT to ensure that care is taken to minimize the impact of cut through traffic on the residential streets between STH 31 and STH 32 (Figure 6-18). The C1/C2 workgroup should explore the feasibility of gateway features or traffic calming devices at these intersections.



Figure 6-18. 2000 Aerial Photograph of the Intersection of STH 31, STH 32, and Six Mile Road.

7. DOUGLAS AVENUE NEIGHBORHOOD (C1/C2)

ADOPTED MAY 2005

7.1 PUBLIC PARTICIPATION AND PLANNING PROCESS

Public Meeting #1

Public Input/Kick-off Meeting - On May 10, 2004, a Public Input Session was held at Gifford School to gather public comment regarding issues and opportunities within the neighborhood. A Design Preference Survey was conducted at this meeting. Residents were asked to rate various images. After the images were rated, the audience was asked to discuss the pros and cons of each image. The results of the survey were tabulated and presented to the workgroup.

Workgroup Meetings

Neighborhood resident volunteers, neighborhood business owners, Village Board Members, and Village Plan Commission Members formed the Neighborhood Workgroup and met monthly to develop the neighborhood plan.

Expert Panel Discussion and Bus Tour

Due to the potential redevelopment of this area as a mixed-use, transit oriented neighborhood, two special workgroup sessions were held. The first involved an expert panel to discuss the opportunities and challenges facing development or redevelopment in this area of the Village. The second special session included a bus tour of developments in northern Illinois that could serve as models of development for the Douglas Avenue Neighborhood.

Public Meeting #2

On February 7, 2005, an Open House was held at the East Side Community Center. The primary purpose of the Open House was to gain feedback on the plan concepts for Four Mile Road and STH 32 (TOD Development) and Six Mile Road and STH 32 (Roundabout Development). Revisions to the plan were made in response to public comment.

Public Meeting #3

Village Committee Meeting - On April 6, 2005, a meeting was held at the East Side Community Center to update the Village Committees and Commissions and solicit feedback on the draft plan. The following groups were invited to attend and sent a copy of the draft plan: Planning Commission, Village Board, Park Commission and Director, Caledonia #1 Sanitary District, North Park Sanitary District, C1/C2 Workgroup, Police Chief, and the Highway Superintendent.

Public Meeting #4

Public Hearing - On April 27, 2005, a public hearing was held at the East Side Community Center before the Village Board and Plan Commission. Representatives of Mulligan's requested that PDI add language regarding the building's historic significance and that it be saved during the reconstruction of STH 32 or during any future development.

C1/C2 Neighborhood Workgroup Members

Village Officials

Linda Mielke - Plan Commission Chairperson
William Sasse - Plan Commission Member
Dan Grosse - Plan Commission Member
Jim Morrili - Plan Commission Member
Raymond Olley - Plan Commission Member
Nick Orno - Plan Commission Member
Jennifer Pennings - Plan Commission Member
Susan Greenfield - Former Town Chairperson
Howard Stacey - Village Trustee

Neighborhood Residents

David Barth - Neighborhood Resident
Preston Fawcett - Res./Business Owner (Bluelines, Inc.)
John Haibach - Neighborhood Resident
Gordon Hendrickson - K-Mart, Manager
Jim Ladwig - Business Owner (Mulligans)
Christian Lie - Neighborhood Resident
Don Lindner - Business Rep. (Vulcan Materials)
Clifford N. McDonald III - Neighborhood Resident
Lenny Muchowicz - Res./Business Owner (Brass Rail)
Kris Reisdorf - Business Owner (Milaeger's)
Ted Rieder - Neighborhood Resident
Dale Staehle - Business Owner (Design Interchange)
Tim Todd - Business Rep. (Vulcan Materials)
Jim Woolrage - Neighborhood Resident

Village & County Staff

Fred Haerter - Village of Caledonia Engineer
Julie Anderson - Racine County Planning
Beth Paul-Soch - Village Parks Director

Resource People

Ron Keland - President, Cal #1 Sanitary District
Doug Kroes - Manager, North Park Sanitary District
Jerry Nelson - Manger, Crestview Sanitary District

7.2 NEIGHBORHOOD ISSUES

The Douglas Avenue Neighborhood is a vital component of the Village of Caledonia. The commercial uses along this corridor serve the entire Village and are a valued resource according to the household survey administered at the start of the neighborhood planning process.

Throughout the neighborhood planning process several issues have been identified that pose opportunities and challenges for the neighborhood's future. These issues have been categorized into four major areas (Traffic and Circulation, Environmental, Visual Character, and Social and Economic). The broad categories are discussed below and the subsequent development guidelines describe action steps to address these issues.

Traffic and Circulation

Proposed Commuter Rail Station near Four Mile Road

Regional planning is underway for the extension of commuter rail service from Kenosha/Chicago to Milwaukee. The planning study prepared by the Southeastern Wisconsin Regional Planning Commission indicates Four Mile Road and STH 32 in Caledonia as a proposed station. This station could have a very positive impact on development in the immediate area. Appendix GG offers additional information about development of commuter rail stations, land uses, and implementation strategies.

Implications of Proposed STH 32 Cross-Section Changes North of Five Mile Road

WISDOT is currently planning for the expansion of STH 32 from Five Mile Road to Six Mile Road. The land use and property value implications of the detailed design of this roadway cross-section are critical and need to be studied in detail.

Proposed Roundabouts at Six Mile Road

WISDOT is also planning the reconfiguration of the intersections of Six Mile Road and STH 31 and STH 32. The current proposal is a two roundabout system with STH 32 serving as the main through route. Implications of this configuration on land use and value need to be studied.

Pedestrian Circulation

Pedestrian circulation needs to be incorporated in any future development plans for the Douglas Avenue corridor. This workgroup and workgroups in adjacent neighborhoods have indicated that they would value the ability to walk or bike to various areas within the Village.

Environmental

Root River Corridor

The Root River corridor serves as the western edge of this neighborhood south of Four Mile Road. Several large parcels of land are held by public or semi-public organizations.

The wooded buffer along the River should be maintained to protect the River and floodplain.

Access should be improved to the Root River. Plans should be continued to establish hiking and biking trails along the River connecting it to the Root River Recreational Area in Milwaukee County and the proposed Pike Creek Trail in Mt. Pleasant.

Environmental Corridors

SEWRPC has identified several natural resource areas within the Village (Figure 7-1). Where possible, every effort should be made to link these areas to expand their overall protection.

Existing and Proposed Parks and Trails

The existing parks, proposed parks, and trail systems are a valuable part of the neighborhood. The trails can also provide means to connect isolated natural areas in order to protect transportation corridors for a diversity of wildlife. Appendix H illustrates the parks and trail system within the neighborhood. The Village Park and Open Space Plan recommends hiking and biking trails along the Root River and through the Primary Environmental Corridor. The Root River trail would connect the Root River Recreation area in Milwaukee County and the proposed Pike Creek trail in Mt. Pleasant.

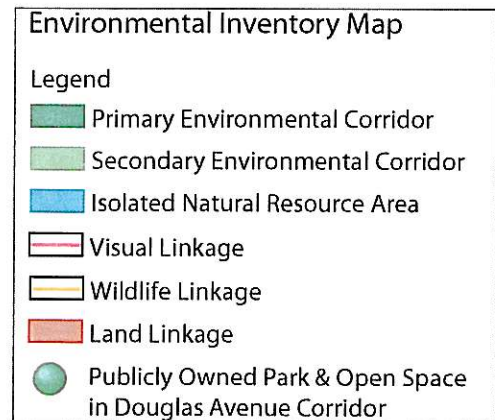
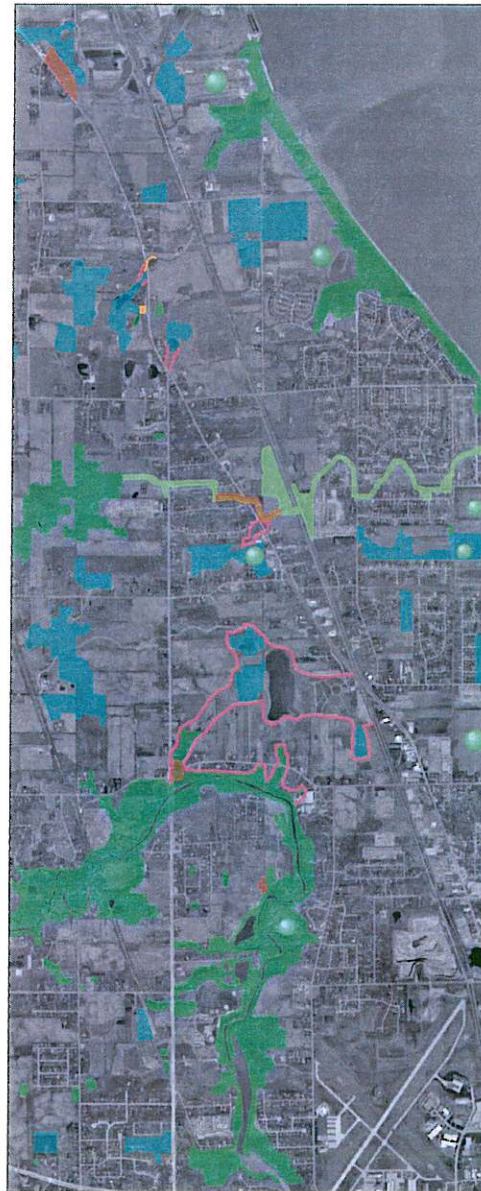


Figure 7-1. Environmental Inventory Map.

Visual Character

Business District Image

The image of the businesses varies greatly within the corridor. There is a lack of consistency or sense of place as one moves along the corridor. Workgroup members expressed the desire to improve the visual character of businesses and the streetscape.

Protection of Residential Character - STH 32

North of Five Mile Road, the character of the roadway needs to (a) maintain an image that discourages high-impact commercial/retail land uses, and (b) promotes the existing and future residential uses.

Gateways Into the Community

There currently is not a significant gateway feature as one enters the Village from the north or south. Improvements to the intersection of Three Mile and Six Mile Roads may serve as potential gateway features for the community.

Historic Structures

Several sites within this neighborhood have been identified as potentially historic structures. Identification of these structures are the results of a preliminary inventory of historic buildings and structures in Caledonia built before 1900. The list is not necessarily inclusive of the historic sites in the Village (Appendix C). The list includes only residential properties. Civic buildings, commercial buildings, and other tax exempt properties such as churches and cemeteries are not included on this list. Other significant structures should be researched and added to the map in the Appendix. These structures are in the process of being field verified by the Village's Historical Society.

Social and Economic

Potential Impacts of WISDOT Proposed Changes to Business Stability and Development

The economic impacts of the proposed reconfiguration of STH 32 that WISDOT suggested must be carefully studied to ensure that these changes do not limit future redevelopment or significantly impact existing businesses negatively.

Low Density Residential Land Use

Currently much of the undeveloped land in this corridor is identified as low density residential on the current land use plan. In order to support vibrant commercial centers along the corridor, medium to high density residential uses in the corridor should be considered.

Village Center

Currently there is not a defined "town center" within the Village. The opportunity to create an area of the Village for community gatherings, social events and civic functions could become a component of redevelopment in the Four Mile Road area (Figure 7-2). The images to the right illustrate examples of regional town center examples. These areas can include residential, retail, office, and civic uses.

Public Transportation

This and adjacent neighborhood workgroups have expressed a desire to improve public transportation options within the Village. This system could be linked to existing systems serving Racine and Milwaukee Counties. This system could also work in tandem with the proposed commuter rail.

Design Preference Survey Results and Land Use

Figure 7-3 and 7-4 depict the results of the design preference survey as it related to various land uses. Although there are no existing or proposed significant commercial or industrial land uses in this neighborhood, the design preference survey did include images of such uses. Participants were asked to rate images for other parts of the Village that do have these uses as part of the overall land use plan.



"The Glen", Glenview, IL



Deerfield Plaza, Deerfield, IL



Lake Forest, IL

Figure 7-2. Examples of regional "Town Center" developments.



Figure 7-3. Commercial buildings with high quality architecture and pedestrian friendly amenities were among the highest rated commercial images in the design preference survey.



Figure 7-4. Buildings that lacked landscaping or quality architectural design were among the lowest rated commercial images in the design preference survey.

7.3 EXISTING LAND USE PLAN

Figure 7-5 is the Village's Land Use Plan for the Douglas Avenue (C1/C2) Neighborhood. The primary land uses include mixed density residential, commercial, and a small amount of industrial and institutional uses.

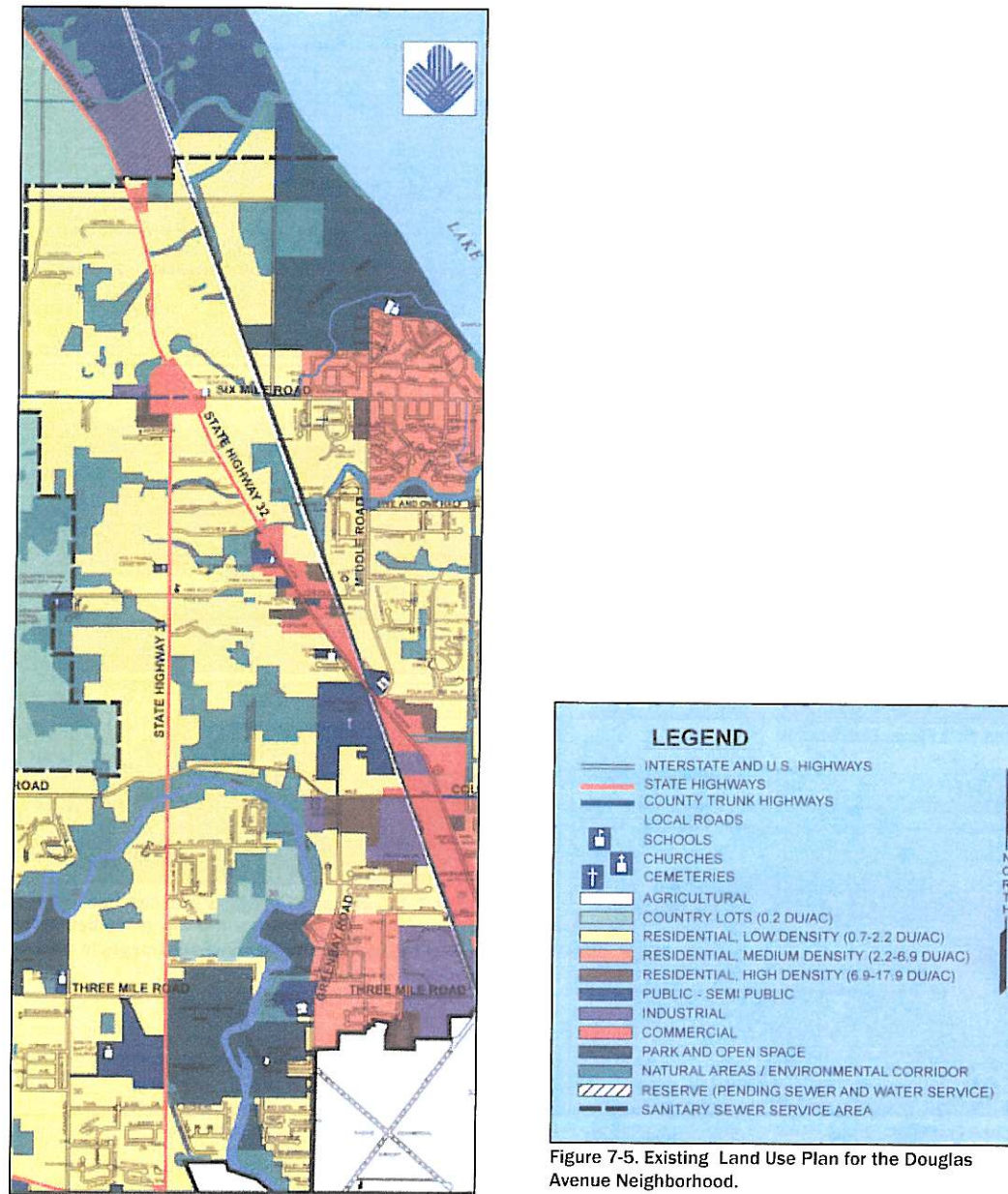


Figure 7-5. Existing Land Use Plan for the Douglas Avenue Neighborhood.

7.4 DEVELOPMENT GUIDELINES





The Big Picture

The overall plan concept can be summarized in the “Big Picture” diagram (Figure 7-6).

Neighborhood Plan Subareas

The character of Douglas Avenue changes from the southern Village line to the northern Village line. In order to describe neighborhood planning issues for the entire length of this corridor in detail, the Douglas Avenue (C1/C2) Neighborhood has been subdivided into the following areas (Figure 7-7).

- A. Western Residential Sub-Area
- B. Three Mile Road Gateway and Roadside Mixed-Use
- C. Four Mile Road Transit Oriented Development
- D. Five Mile Road to Six Mile Road Parkway
- E. Six Mile Road Neighborhood Main Street
- F. North of Six Mile Road Parkway

The plan illustration accompanying these subarea descriptions shows possible connections within the neighborhood and the surrounding community, and is intended as a guide for future development. On the plan, public access point connections are indicated with a  symbol. These include critical points that should be protected by the Village of Caledonia as it plans for its future. The proposed public ROW connections are indicated with a    symbol showing conceptual road alignments. These alignments are intended to be used as a guide for development, and must undergo several action steps before implementation.

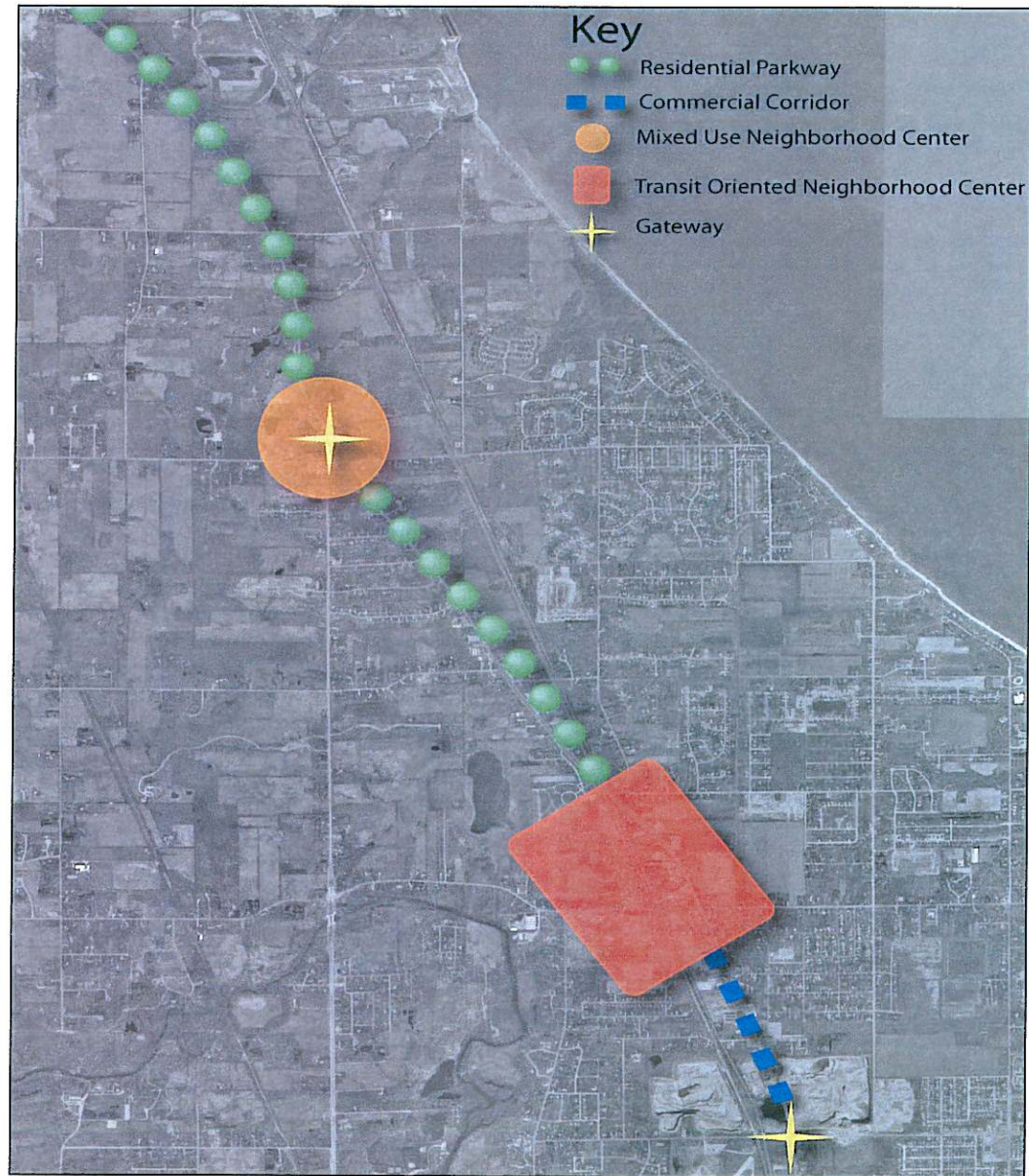


Figure 7-6. Overall Plan Concept.



Figure 7-7. Douglas Avenue Neighborhood Subareas.

A. Western Residential Subarea

Goals:

Maintain the character of this residential neighborhood while protecting the Root River watershed and access to the Root River.

Issues:

This subarea is nearly fully developed with low to medium density residential uses and two major institutional uses along the Root River (St. Monica's Senior Housing and the River Bend Nature Center). A large amount of land along the Root River is owned by the YWCA or Racine County. Access to this amenity could be improved and additional land or easements could create the scenic hiking trails along the River.

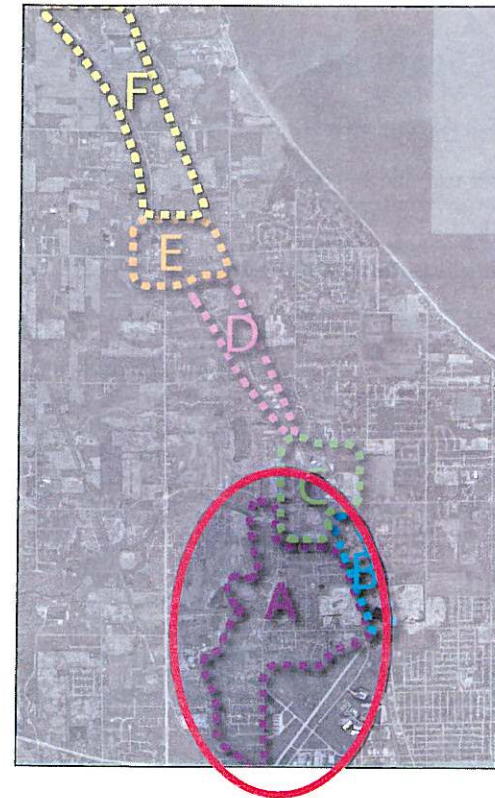
There are opportunities to connect existing public roadways in the residential development north of Three Mile Road and east of Green Bay Road. This is represented in Figure 7-8 by a red dotted line between Bruce Drive and St. Rita's Road. This connection should only be made if the surrounding property owners decide to reconfigure or subdivide their land.

As the area south of Four Mile Road is developed, a connection to this neighborhood should be explored to allow alternative routes to the proposed mixed-use transit oriented neighborhood being proposed.

Although Vulcan Quarry impacts this area, all issues involving the quarry will be addressed in the East Side (E1/E2) Neighborhood Plan.

Action Steps:

1. Work with Racine County or local conservancy groups to acquire additional land or easements along the Root River.



2. Protect access points to publicly or semi-publicly owned land along the Root River. These points are represented by the blue lines at the end of Louise Lane, Buckley Road, and Riverbend Street.

3. Create a pedestrian crossing at St. Rita's Road and the railroad tracks to allow this neighborhood easier access to the trail on the east side of the tracks.

4. Maintain recreational land use for the YWCA if ownership should ever change.

5. Connect existing and proposed rights-of-way. Some of these connections could be as minimal as pedestrian easements to allow residents to walk easily to and from the proposed commuter rail station and business center at Four Mile Road.

6. Work with the airport to minimize impacts on the existing residential development.

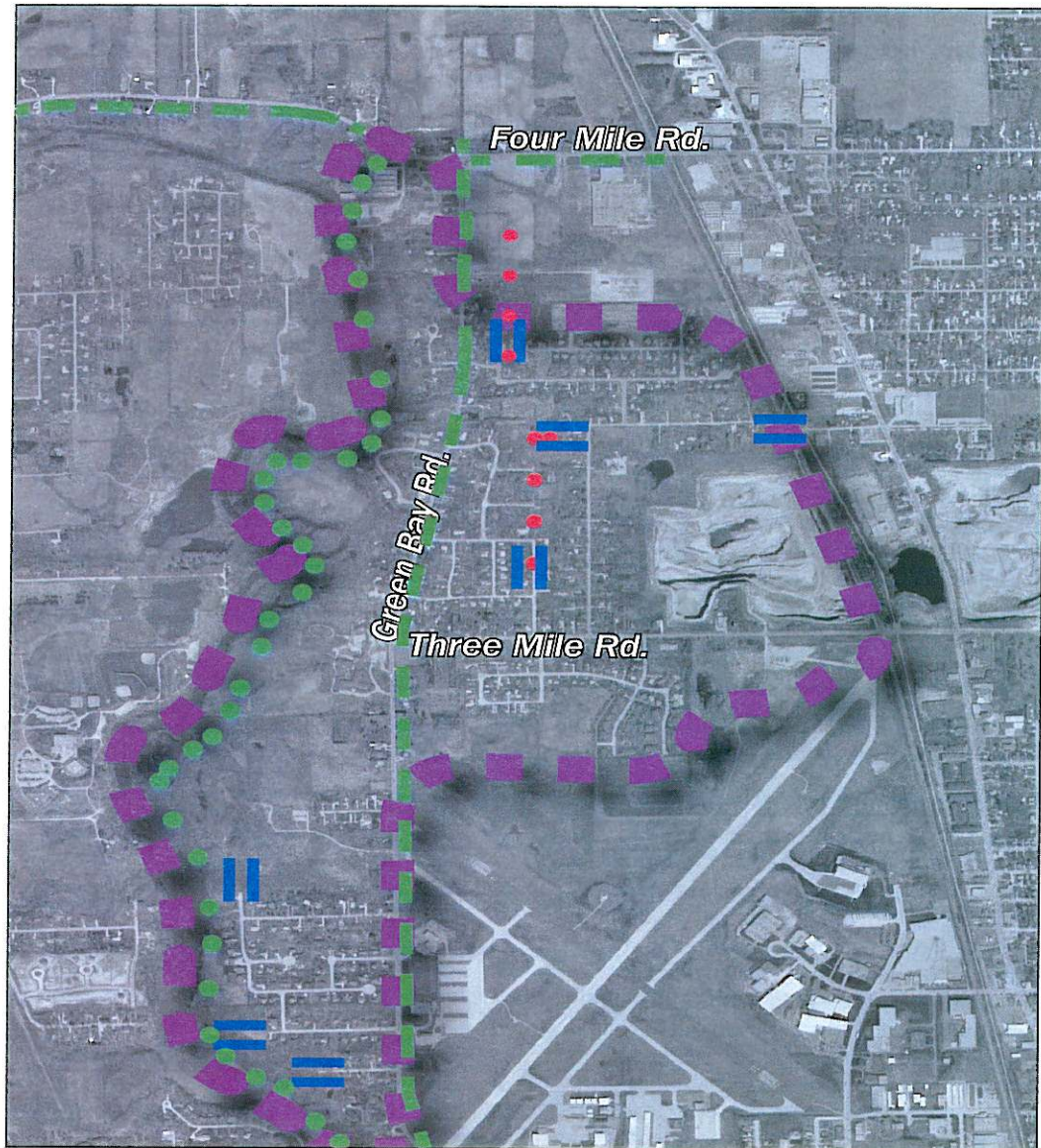


Figure 7-8. Western Residential Subarea.

- ● ● ● - Proposed trail or bike path connection on Town's Park & Open Space Plan
- — — — - Bike path

B. Three Mile Road Gateway and Roadside Mixed-Use

Goals:

Create an attractive entrance into the Village of Caledonia.

Enhance the value and curb appeal of the businesses along Douglas Avenue between Three Mile and Four Mile Roads (Figure 7-9).

Issues:

There is an opportunity to enhance the appearance of the southern “gateway” into the Village at Three Mile Road. Currently the edge of the roadway is comprised of a cement wall topped with metal fencing and barbed wire (Figure 7-9, top). This image is not positive and does not contribute to the visual character of Douglas Avenue. There are safety concerns that must be addressed with regard to the quarry use. In addition, ornamental fencing and pierced concrete walls would greatly improve the appearance of this entrance. Banners signifying entry into Caledonia could be an added element to decorative fencing.

There is also an opportunity to create an improved streetscape appearance between Three Mile Road and Four Mile Road (Figure 7-10). This can be accomplished in several ways. Detailed design guidelines for any redevelopment or new development can significantly influence the placement of buildings and the architectural quality of buildings along this section of Douglas Avenue. Programs such as facade grants can assist business owners in improving the exterior appearance, signage, and lighting of their properties.

Action Steps:

1. Enter into discussions with the Wisconsin Department of Transportation (WISDOT) regarding improving the visual character of the Three Mile Road gateway into the Village.
2. Discuss gateway opportunities at Three Mile Road with the City of Racine.
3. Establish detailed design guidelines to guide development or redevelopment of properties. Design guidelines should address how business and property owners can improve their properties incrementally over time. Guidelines should include, but not be limited to, site design, landscape details, and facade renovation.
4. Explore options for State and Federal assistance grants to improve the visual character of this section of Douglas Avenue.
5. Work with Subarea A to create a pedestrian crossing at St. Rita's Road and the railroad tracks.

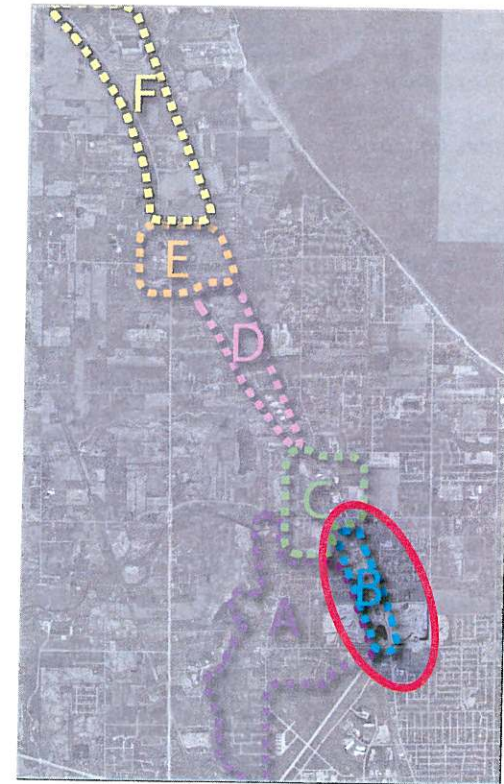




Figure 7-9. Existing conditions in Subarea B.

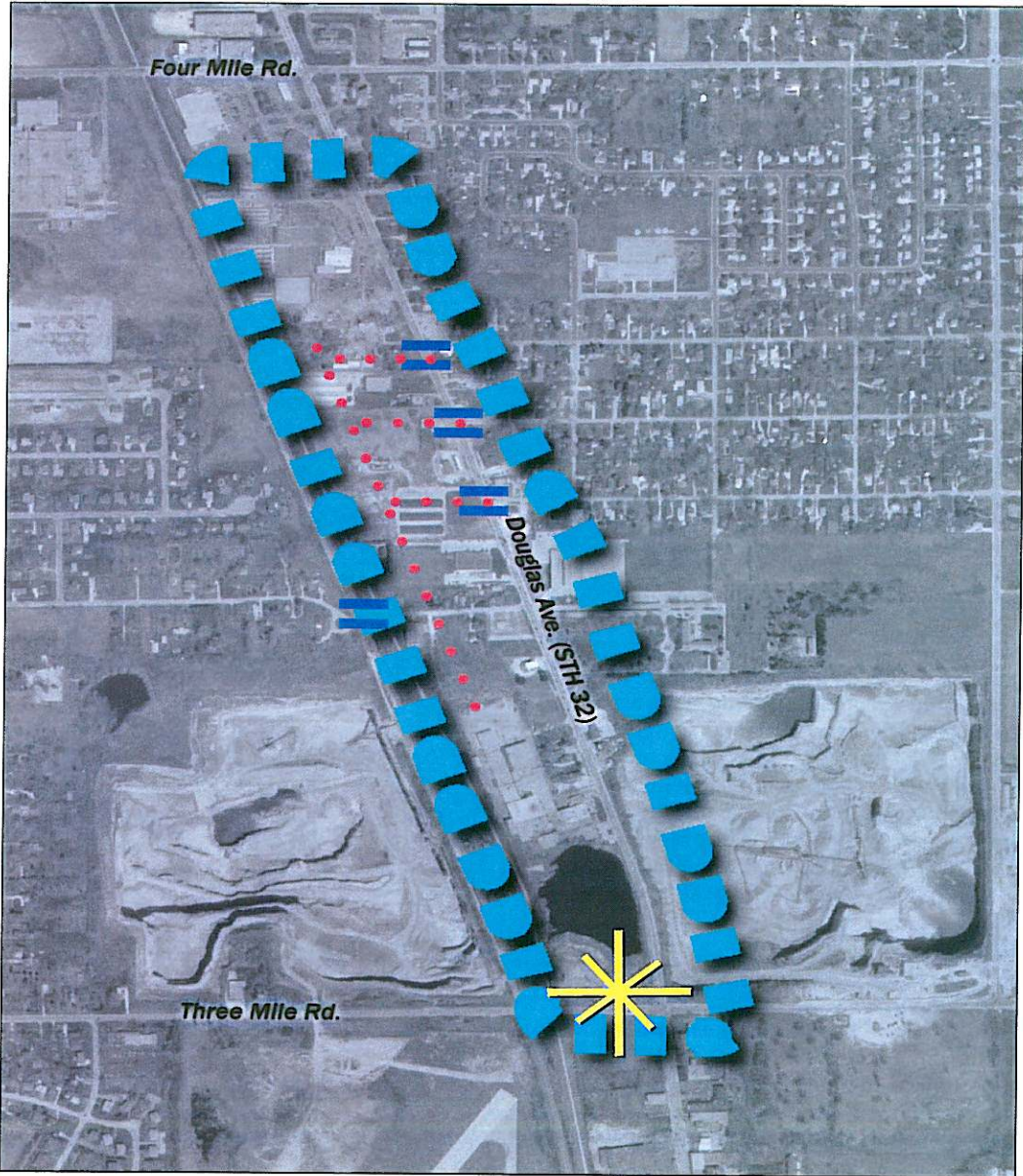


Figure 7-10. Three Mile Road Gateway and Road Side Mixed-use.

C. Four Mile Road Transit Oriented Development

Goals:

Create a mixed-use transit oriented development around the proposed commuter rail station that includes high quality, dense residential development, retail, business and institutional uses.

Issues:

The proposed commuter rail station in the area of Four Mile Road and Douglas Avenue presents an enormous opportunity for redevelopment. Land assembly for redevelopment is a critical factor for the implementation of a unified plan.

In order to maximize economic value of the land area around the commuter rail station, higher density developments should be encouraged. This development should encourage pedestrian activity and include connections to existing developments where possible. The development should include a major residential boulevard with a formal town green. The rail station could be the terminus of a neighborhood scale main street development. Shared parking should be encouraged and spread throughout the development rather than in one large parking lot. Civic functions, such as a Village Hall or community center, may also create a valuable amenity in this area.

At the time of this neighborhood plan preparation, a group of graduate students from the University of Wisconsin- Milwaukee School of Architecture and Urban Planning undertook a market study for this subarea. The market study (Appendix FF) will be critical in determining the mix of uses that the Village should seek for this area.

Action Steps:

1. Meet with property owners to discuss the impacts of the commuter rail station and redevelopment plans. Based on the meetings with land owners and business operators, the plan should be adjusted to accommodate ongoing operations. Where feasible, the plan should show stages of redevelopment that accommodate both the goals of property owners and the Village.

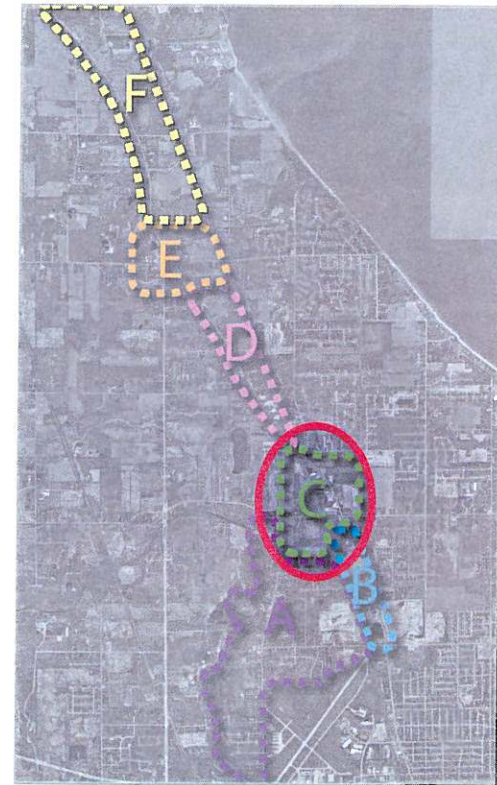
2. Continue an active role with regional planning efforts that are studying the feasibility and implementation strategies for commuter rail in this corridor.

3. Explore methods of transferring greenspace requirements for developments in this area to other parts of the Village where significant natural amenities should be preserved. This would maximize the economic value of the transit oriented development and also preserve critical natural areas within the Village.

4. Explore the development of a regulating plan to guide future development of this area. A regulating plan should include an overall infrastructure plan that is flexible enough to adjust to changing market demands. It should also include detailed descriptions of setback requirements, as well as, building heights and forms.

5. Evaluate the possibility to locate a new Village Hall in the transit oriented development (Figure 7-11).

6. Evaluate the fiscal impacts to ensure positive economic and social benefits (e.g. tax



revenue, tax increment financing, community development authorities and public costs).

7. Develop the area keeping the critical concepts intact (Figures 7-12 and 7-13).



Figure 7-11. Photograph of model depicting design concept for Transit Oriented Development around Four Mile Road and STH 32 N ←

CRITICAL COMPONENTS OF TOD CONCEPT

1. Pedestrian access/connections to rail station
2. Integration of rail station with pedestrian street
3. Preserve future access to park
4. Incorporation of formal "Village Greens"
5. Residential boulevards
6. Cross access point on 4 Mile Rd. between tracks and Green Bay Road
7. Shared rail & retail parking
8. Secondary circulation road

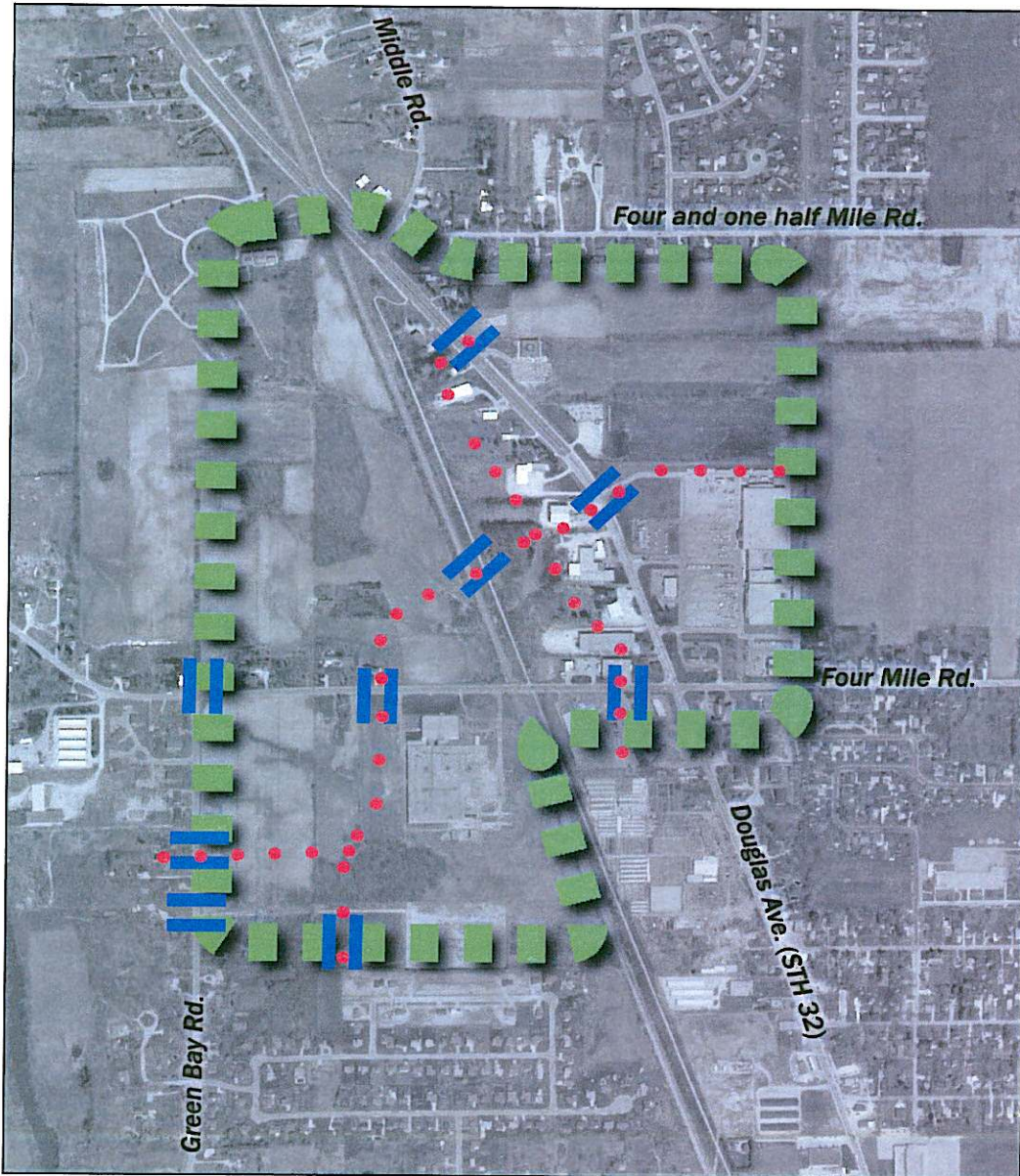


Figure 7-12. Four Mile Road Transit Oriented Development Subarea.

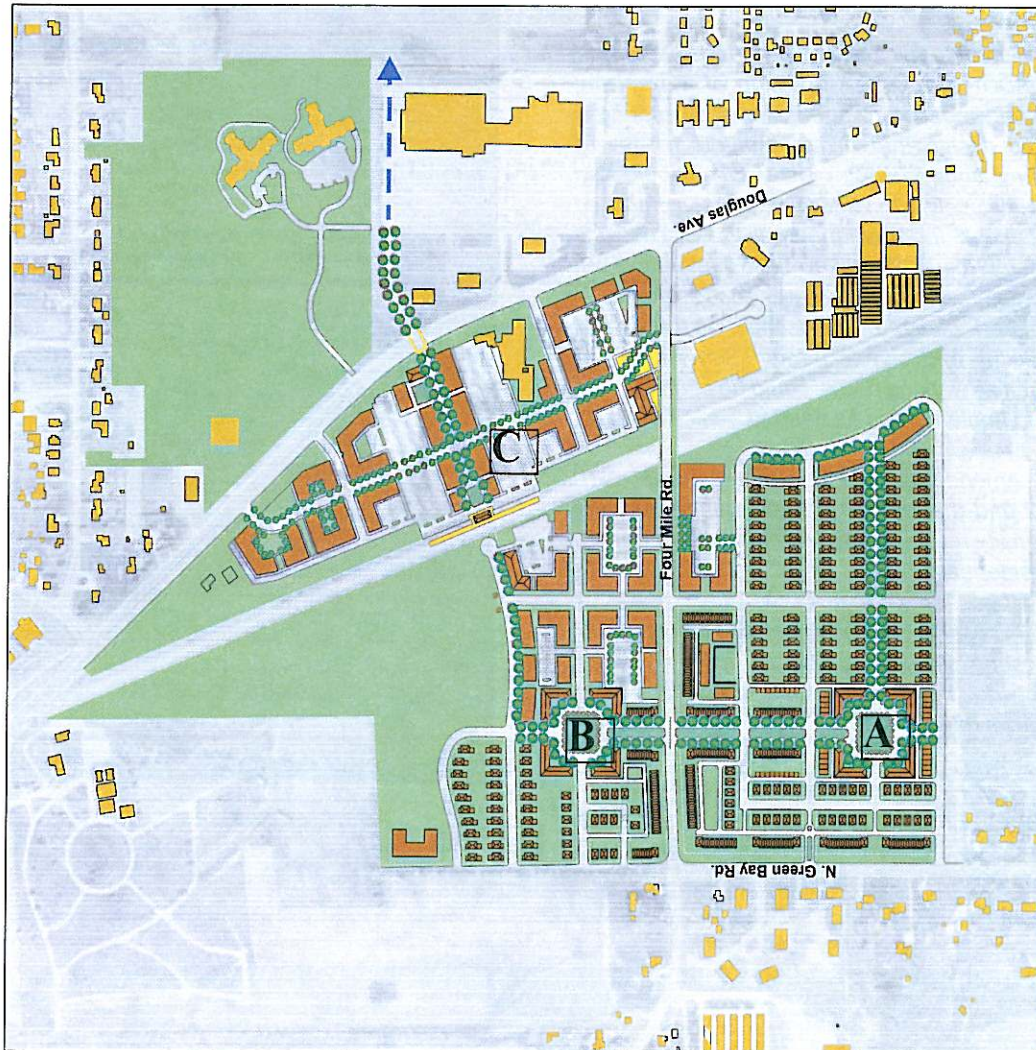


Figure 7-13. Photograph of model depicting design concept for Transit Oriented Development around Four Mile Road and STH 32.

This design concept represents the following:

A - South of Four Mile Rd., west of tracks

Approximately 51 total acres
 Approximately 411 units (8 u./acre density)
 Approximately 6 acres of open space (12%)

B - North of Four Mile Rd., west of tracks

Approximately 43 total acres
 Approximately 361 units (8 u./acre density)
 Approximately 13 acres of open space (30%)

C - East of tracks

Approximately 94 total acres
 Approximately 772 units (8 u./acre density)
 Approximately 19 acres of open space (20%)

D. Five Mile Road to Six Mile Road Parkway

Goals:

Create a parkway type road section between the two commercial districts along Douglas Avenue.

Issues:

In order to concentrate quality retail development at the Four Mile and Six Mile commercial nodes along Douglas Avenue, low impact uses should be encouraged in this area.

Because this neighborhood planning process is concurrent with the WISDOT's planning process for the expansion of STH 32 from Five Mile Road north of Six Mile Road, the workgroup was able to discuss potential alternate roadway cross-sections for this area (Figure 7-14). A raised grass median will provide higher long-term value for properties along Douglas Avenue than with a two-way-left-turn-lane alternative. The median option allows U-turn movements at regular intervals. A walking path is encouraged for this section of STH 32. Currently pedestrians use the gravel shoulder of the existing roadway. With the proposed sections, there will be no gravel shoulder making it difficult or impossible for pedestrians to walk along STH 32.

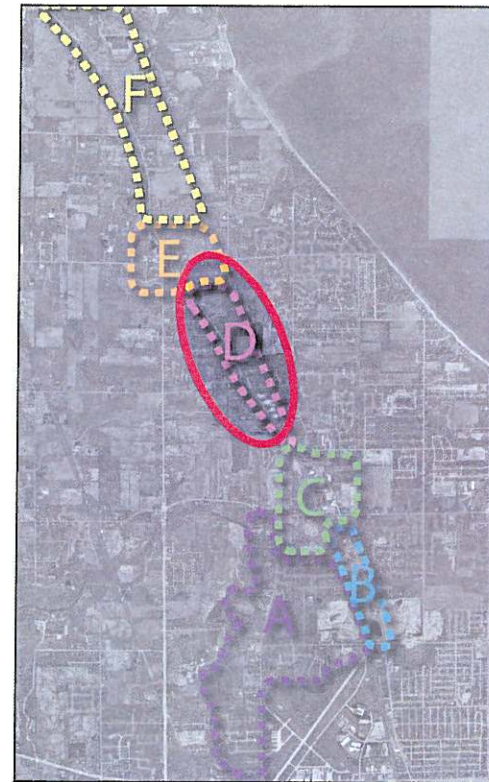
The existing land use plan indicates low-density residential between STH 32 and the railroad tracks. In light of the proximity of this area to the proposed commuter rail station, consideration should be given to increasing the density to medium density.

Action Steps:

1. Continue discussion with landowners and WISDOT to ensure the vision of maximizing value, pedestrian amenities, and creating a road design that allows multiple modes of travel along STH 32. The Village should also work closely with WISDOT to identify preferred locations for median breaks. Discussions should focus on how to best implement and configure aesthetic features such as medians, colored concrete, landscape, lighting, and walking and bicycle paths. Some features, such as walking paths, could be planned now, and implemented as needed.

2. Amend the land use plan between STH 32 and the railroad tracks, change from low density residential to medium to high density residential uses.

3. Preserve access points across from existing streets and create a linked street network between STH 32 and the railroad tracks (Figure 7-15).





Existing cross-section of STH 32.



Photo simulation of alternative cross-section designs for STH 32 - Two-Way Left-Turning Lane.



Photo simulation of alternative cross-section designs for STH 32 - Grass median.

Figure 7-14. Potential Enhancements for STH 32.

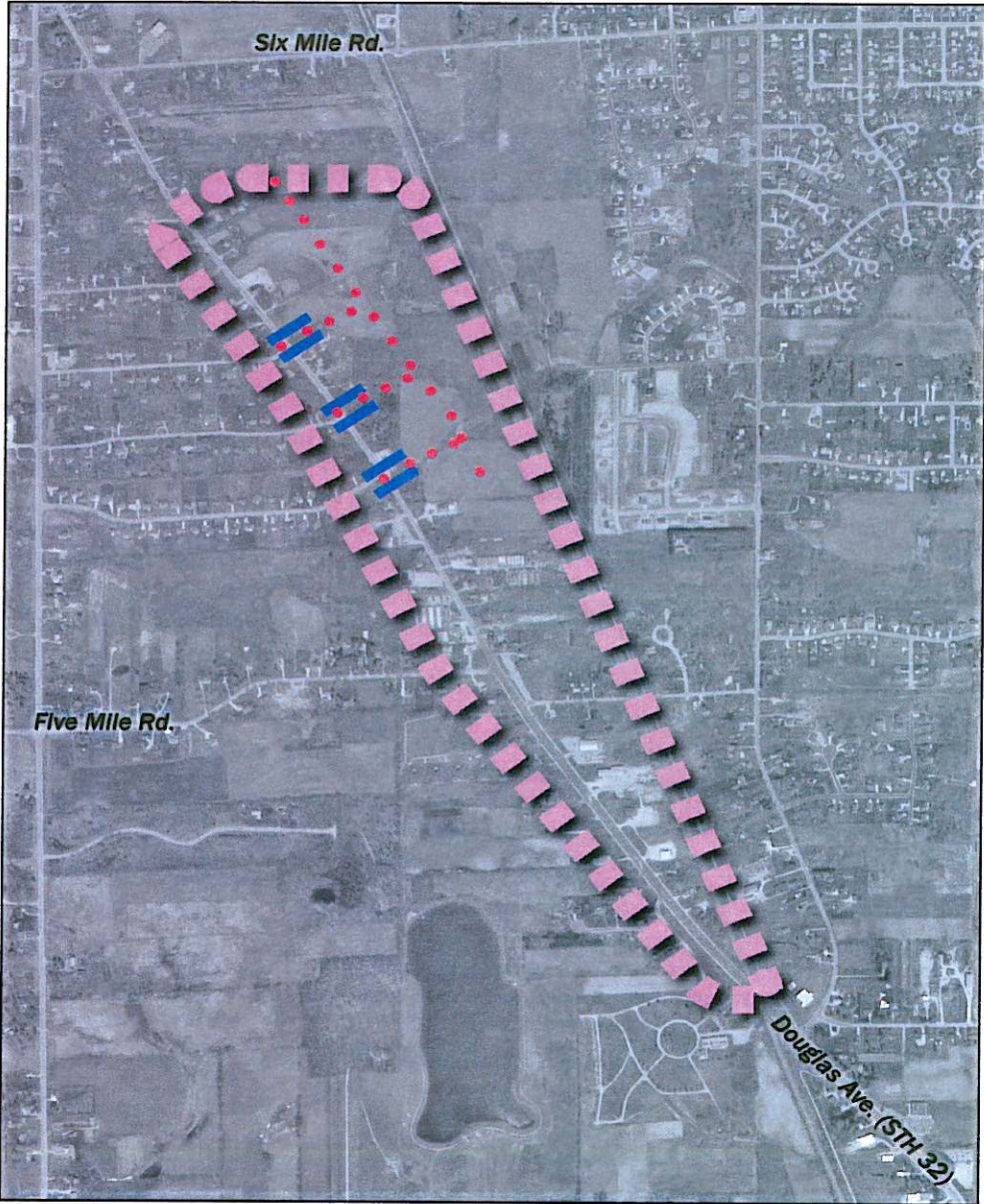


Figure 7-15. Five Mile Road to Six Mile Road Parkway Subarea.

E. Six Mile Road Neighborhood Main Street Commercial Node

Goals:

Create a northern gateway in the Village of Caledonia in conjunction with a pedestrian friendly neighborhood retail node at the intersection of Six Mile Road, STH 32 and STH 31.

Issues:

Because this neighborhood planning process is concurrent with the WISDOT's planning process for the reconfiguration of this intersection, the workgroup was able to discuss potential alternate scenarios for this area (Figure 7-16). WISDOT is proposing two roundabouts for this area. The workgroup studied some proposed alternatives which WISDOT was asked to evaluate. One of the alternatives was a one roundabout system. The other emphasized STH 31 as the through route rather than STH 32.

The neighborhood planning vision for this area is a small pedestrian friendly retail node. Figures 7-17 and 7-18 illustrate how WISDOT's proposed roundabouts could accommodate this type of traditional main street retail node. Critical features of the plan illustration include access points between STH 32 and STH 31 on Six Mile Road. These may be limited to right-in movements, but they are critical for retailers to get customers into the parking areas in the rear. Cross easements are also critical to allow maximum access to all properties. A secondary roadway around the roundabouts is also proposed to allow a variety of means of circulating through this area.

Action Steps:

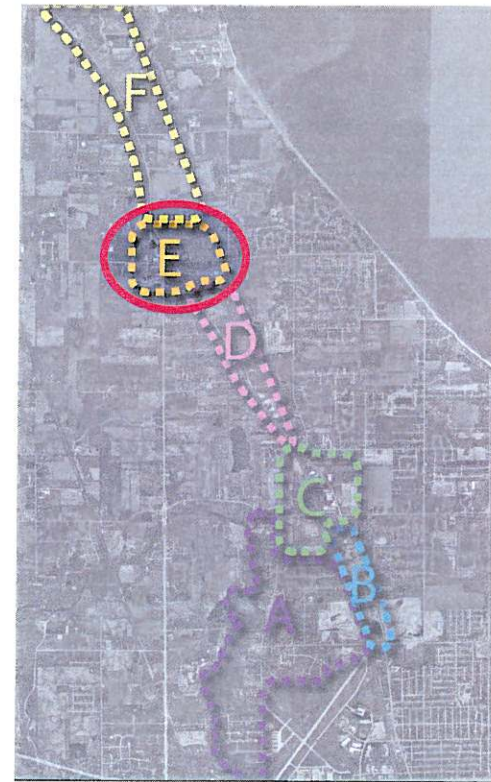
1. Meet with property owners to discuss their long range development plans.

2. Explore the development of a regulating plan to guide future development of this area. A regulating plan should include an overall infrastructure plan that is flexible enough to adjust to changing market demands. It should also include detailed descriptions of setback requirements, cross easements, as well as building heights and forms.

3. Establish detailed design guidelines to guide development or redevelopment of properties in this area. Design guidelines should address how business and property owners can improve their properties incrementally over time. Guidelines should include, but not be limited to, site design, landscape details, use of high quality materials, continuation of visual character, and facade renovation.

4. Continue to work with WISDOT as they plan for this area. The Village should emphasize the importance of critical access points to ensure the vitality of the existing and proposed retail businesses.

5. Evaluate the fiscal impacts to ensure positive economic and social benefits (For example, tax revenue, tax increment financing, community development authorities, and public costs).



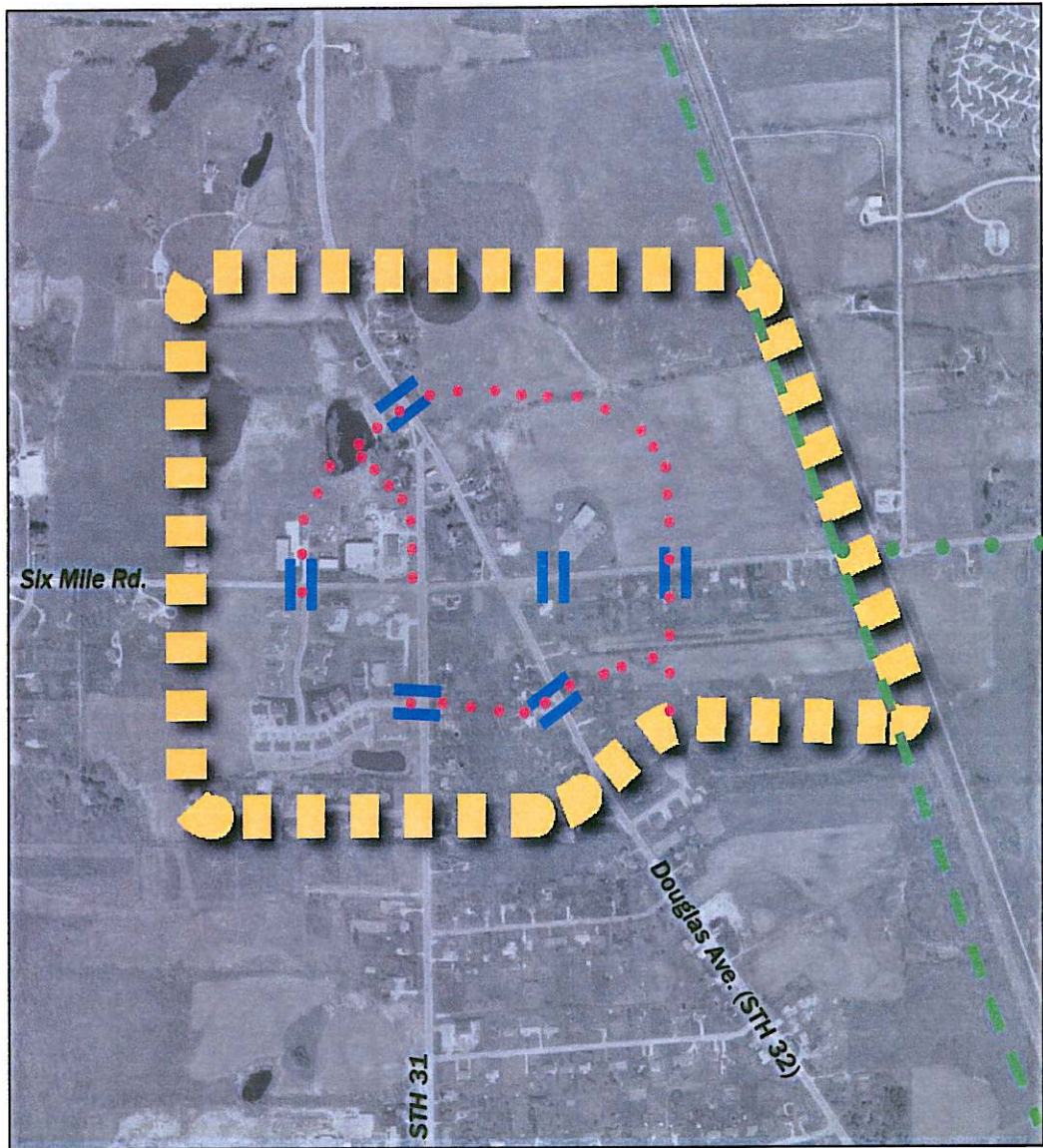


Figure 7-16. Six Mile Road Neighborhood Main Street Commercial Node.

- ● ● ● - Proposed trail or bike path connection on Town's Park & Open Space Plan
- — — — - Bike path

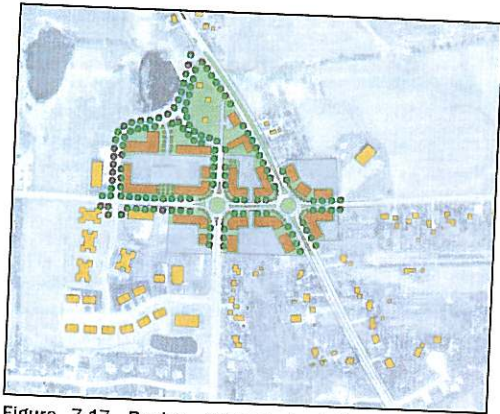


Figure 7-17. Design concept depicting detail node incorporating two roundabouts.

Critical Components of 6 Mile Neighborhood Retail/Gateway District

1. Building facades lining arterial
2. Side or rear parking
3. Vehicular access to sites
4. Pedestrian amenities
5. Secondary loop road
6. Landscape details



Figure 7-18. Design concept depicting detail node incorporating one roundabout.

F. North of Six Mile Road Parkway

Goals:

Create a parkway type road section between the Six Mile Road and the northern Village line.

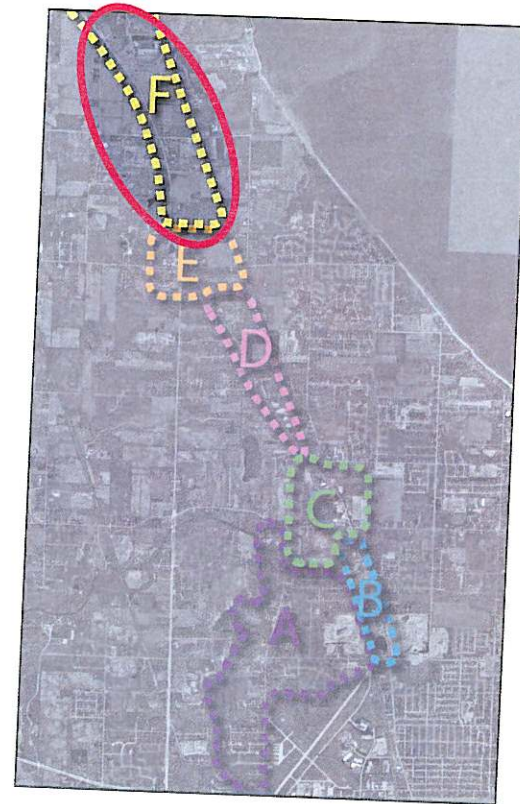
Issues:

In order to concentrate commercial development at the Six Mile Road Main Street Node, the section of STH 32 north to the Village line should not be developed with any commercial uses. A parkway section would emphasize the two retail nodes at Six Mile and Four Mile Roads.

Higher density residential land uses will help support the proposed retail node. The current land use plan indicates low density residential development between STH 32 and the railroad tracks in this area. A change to medium density in this area would be beneficial to neighborhood retail and create greater value for this area.

Action Steps:

1. Promote parkway vistas as development occurs along this section of STH 32.
2. Amend land use plan between STH 32 and the railroad tracks, change from low density residential to medium density residential uses.



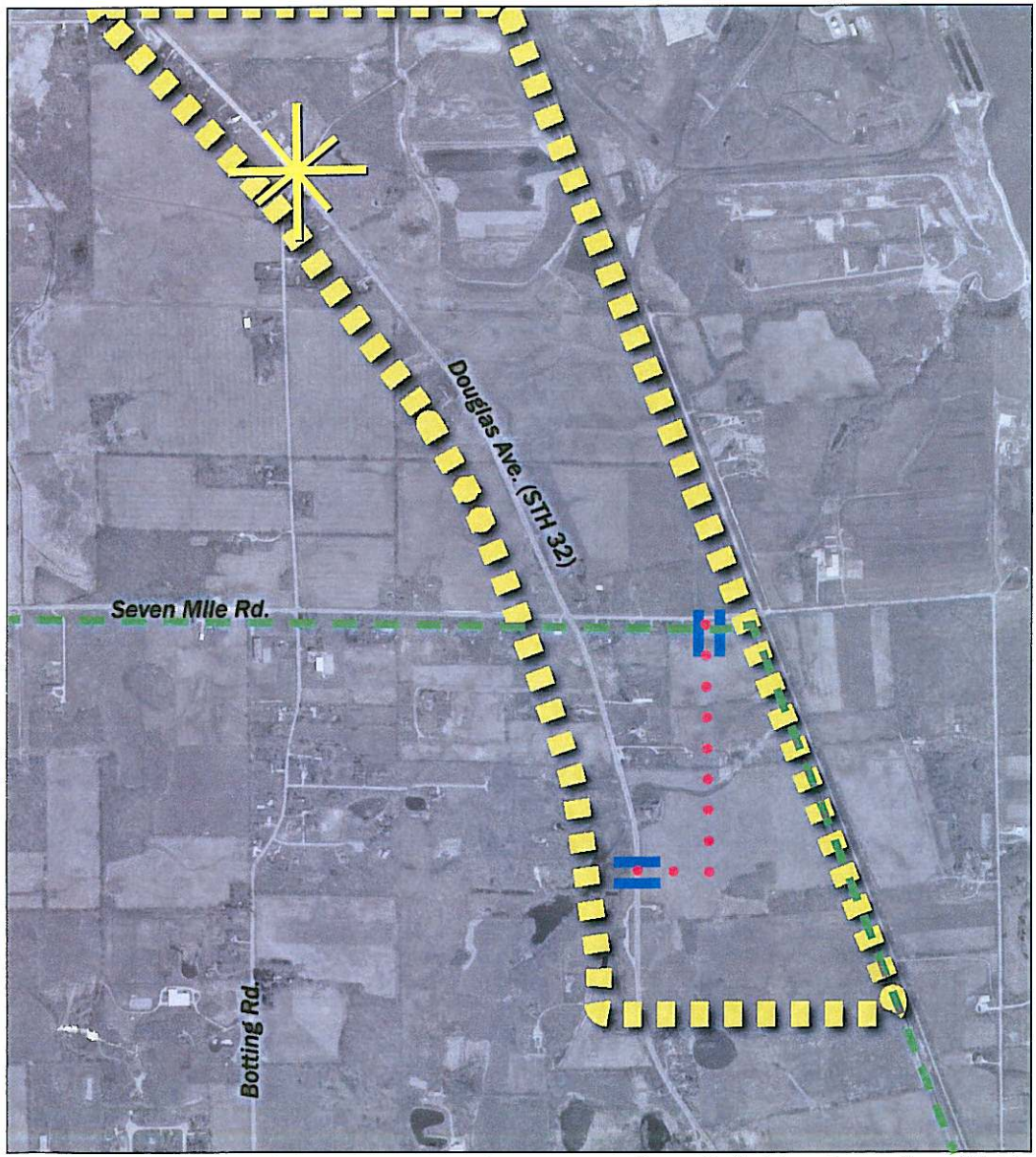


Figure 7-19. North of Six Mile Road Parkway Subarea. ● ● ● ● - Proposed trail or bike path connection on Village's Park & Open Space Plan
 - - - - - Bike path

8. I-94 NEIGHBORHOOD (W2)

ADOPTED AUGUST 2005

8.1

PUBLIC PARTICIPATION AND PLANNING PROCESS

Public Meeting #1

Public Input/Kick-Off Meeting - On June 28, 2004, a Public Input Session was held at the Caledonia/Mt. Pleasant Park Building to gather public input regarding issues and opportunities within the neighborhood.

Workgroup Meetings

Neighborhood resident volunteers, Village Board Members, and Village Plan Commission Members formed the Neighborhood Workgroup and met over a five month period to develop the Neighborhood Plan.

Public Meeting #2

Open House - On May 9, 2005, a Public Open House was held at the Caledonia/Mt. Pleasant Park Building. The primary purpose of the Open House was to gain feedback on the plan concepts for Seven Mile Road and

County Trunk Highway "K", and the proposed Land Use Plan concept. Revisions to the plan were made in response to public comments received at this meeting.

Public Meeting #3

Village Committee Meeting - On July 18, 2005 a meeting was held at the Caledonia/Mt. Pleasant Joint Park Building to update the various Village Committees and Commissions and solicit feedback on the draft plan. The following groups were invited to attend and sent a copy of the draft plan: Planning Commission, Village Board, Park Commission and Director, Caledonia #1 Sanitary District, W2 Workgroup, Police Chief, Fire Chief, and Highway Superintendent.

Public Meeting #4

Public Hearing - On July 27, 2005 a public hearing was held at the Caledonia Eastside Community Center before the Village Board and Plan Commission.

8.2 NEIGHBORHOOD ISSUES

Throughout the neighborhood planning process several issues have been identified that pose opportunities and challenges for the neighborhood's future. These issues have been categorized and are described below.

Traffic and Circulation

Reconstruction of the I-94 Intersections

The State of Wisconsin Department of Transportation (WISDOT) has been working on the reconstruction of the I-94 and Seven Mile Road, County Trunk Highway "G", and County Trunk Highway "K" intersections. These intersection will serve as "gateways" into the Village, as well as, bring development pressures and increased traffic counts. These issues will need to be further studied.

Future Traffic Counts and Road Design of CTH "K"

WISDOT indicated that CTH "K" would likely be re-designated as State Highway 164. This is consistent with Southeastern Wisconsin Regional Planning Commission's (SEWRPC) 2020 Plan. The time frame for this change was not specified. This will be a jurisdictional change, but functionally the road will remain unchanged, with the primary purpose of the roadway to carry through traffic. The traffic volume will determine the necessity for expansion of the number of lanes. It is predicted that traffic volumes will increase in the future. When the traffic volume increases, the roadway will likely be expanded to four lanes from Interstate 94 to Highway 38. WISDOT also indicated that future intersections should be spaced at 1/4 to 1/2 mile intervals and a "X" configuration

(two streets intersecting perpendicular to one another) was preferred over a "T" configuration (one street terminating at a cross street) for safety reasons. The Village can have some influence over the roadway cross-section design, which was explored in the neighborhood planning process.

Industrial Traffic along Four Mile Road

Four Mile Road has been identified as a potential major east-west traffic route for Village residents, as well as, a route to get trunk traffic from the Village's industrial park to the interstate. This would require a realigning of Four Mile Road connecting to CTH "K" and then the interstate. The implications of this configuration on traffic counts, land use, and value need to be studied.

Pedestrian Circulation

Pedestrian circulation needs to be incorporated in any future development plans for the W2 (I-94) Neighborhood Plan. This workgroup and workgroups that have completed plans in adjacent neighborhoods have indicated that they would value the ability to walk or bike to various areas within the Village.

W2 Neighborhood Workgroup Members

Village Officials

Linda Mielke - Plan Commission Chairperson
William Sasse - Plan Commission Member
Dan Grosse - Plan Commission Member
Jim Morrill - Plan Commission Member
Raymond Olley - Plan Commission Member
Bill Folk - Plan Commission Member
Elaine Radwanski - Plan Commission Member
Susan Greenfield - Former Town Chairperson
Jonathan Delagrave - Village President
Howard Stacey - Village Trustee

Citizen Members

Jay Benkowski - Resident & Property Owner
David Blank - Racine County CVB
Joyce Brainard - Neighborhood Resident
Dick Cuccio - Property Owner
Darlene Daines - Neighborhood Resident
Harold DeBack - Property Owner
Steve Fox - Neighborhood Resident
Gordy Kacala - Racine County EDC & Village Resident
Warren Levin - Neighborhood Resident
Ken Peterson - Neighborhood Resident
Cheryl Rognsvoog-Thornton - Neighborhood Resident
Ron Schultz - Property Owner
William Schultz - Resident & Property Owner
Susan Vincer - Neighborhood Resident

Village & County Staff

Beth Paul-Soch - Village Parks Director
Julie Anderson - Racine County Planning
Fred Haerter - Village of Caledonia Engineer
Ron Keland - Cal #1 Sanitary District President

Environmental

Environmental Corridors

SEWRPC has identified environmental corridors and natural areas that surround and pass through the neighborhood. These areas lend to the character and quality of this neighborhood. These areas should be protected as future plans develop.

Lack of Neighborhood Parks

The Caledonia/Mt. Pleasant Joint Park and RASA soccer fields are currently the only park amenities within proximity to the W2 neighborhood. Additional neighborhood parks need to be incorporated in any future development plans for the area. The additional park spaces should meet the requirements of the Village's future park and open space plan.

Existing and Proposed Parks and Trails

The existing and proposed park and trail systems in this neighborhood are a valuable part of the neighborhood. The trails can also provide means to connect isolated natural areas in order to protect transportation corridors for a diversity of wildlife. Appendix H illustrates the park and trail systems within the Village of Caledonia.

Additional Environmental Features

In addition to the environmental corridors that have been identified by SEWRPC, additional environmental features have been identified for the W2 (I-94) Neighborhood (Figures 8-1 and 8-2). These areas add to the aesthetics of the neighborhood and should be protected as future plans develop.

Visual Character

Protection of Scenic Views

There are several significant scenic views within the neighborhood. These views should be preserved where possible.

Protection of Residential Character along CTH "V" and CTH "K"

Some subareas along the edge of CTH "V" and CTH "K" have residential development. Future development should be compatible with this character and/or be buffered from existing development.

Gateways into the Community

There currently is not a significant gateway feature as one enters the Village from the west. Improvements to the intersections of Seven Mile Road, CTH "G", and CTH "K" may serve as potential gateway features for the community.

Business/Industrial Park Image

Future development should include business and industrial uses. In order to achieve high economic values, these subareas should be developed with a high quality business/industrial campus image.

Historic Structures

Several sites within this neighborhood have been identified as potentially historic structures. Identification of these structures are the result of a preliminary inventory of historic buildings and structures in Caledonia built before 1900. The list is not necessarily all inclusive of the historic sites in the Village (Appendix C). The list includes only residential properties. Civic buildings, commercial buildings, and other tax exempt properties such as churches and cemeteries are not included on this preliminary list. Other

significant structures should be researched and added to the map in the Appendix. These structures are in the process of being field verified by the Village's Historical Society.

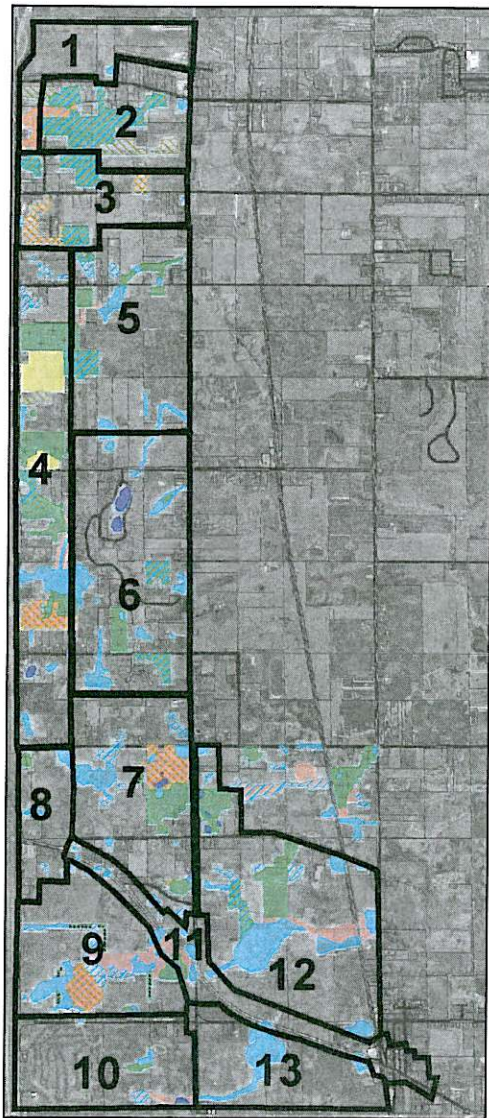


Figure 8-1. Environmental Inventory as Identified by Cedarburg Science Inc.

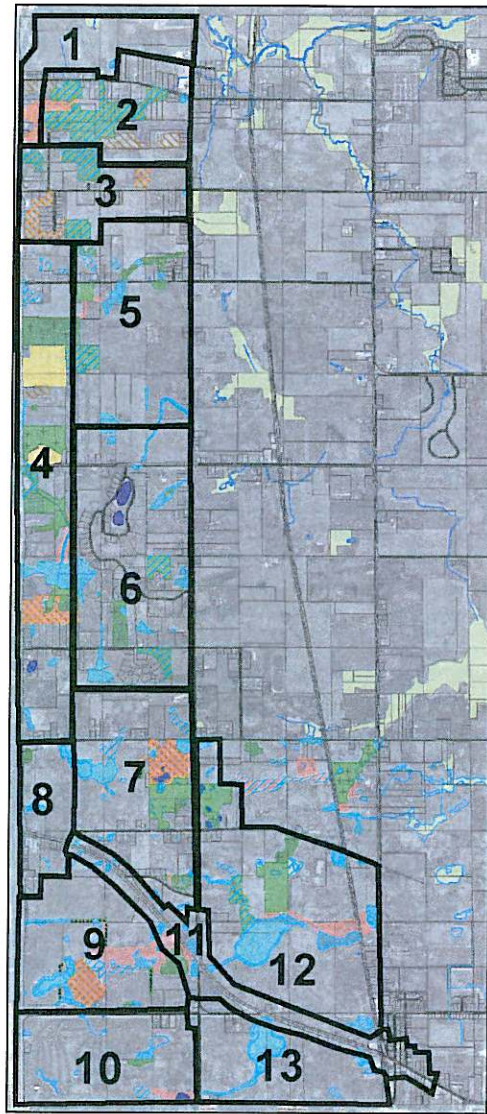


Figure 8-2. Environmental Inventory as identified by Cedarburg Science Inc. with SEWRPC designations.



Figure 8-1 and 8-2 identify additional environmental features separate from the environmental corridors identified by SEWRPC. These areas were field verified in March 2005 and should be re-verified at the time specific development takes place within the W2 Neighborhood.

Social and Economic

Creating a Strong Tax Base

Areas along I-94 should be developed with a high value tax base. With the reconstruction of the I-94 and Seven Mile, CTH "G", and CTH "K" intersections, development pressures will follow. Major intersections attract big box retail that does not bring a high value tax base to communities. The Village of Caledonia needs to be prepared for this and study the impacts of development along I-94.

Creating Attractive Neighborhood Areas for Residential and Commercial Activity

As these areas are developed, residential and commercial activity should be combined in a traditional mixed-use neighborhood. Developments of this type add to the character and quality of a community, as well as, contribute to a high value tax base.

Creating a High-Quality, High-Value Business Park

New business/industrial uses should be developed in the form of a high quality campus.

4. Opportunities that Fit the Market

The overall development pattern should be sufficiently flexible to accommodate market changes.

Land Use

Major Change in the Land Use Plan

The Existing Land Use Plan should be changed due to the impact of freeway activity (reconstruction of I-94 and Seven Mile, CTH "G" and CTH "K" intersections) and future expansion of sewer and water services.

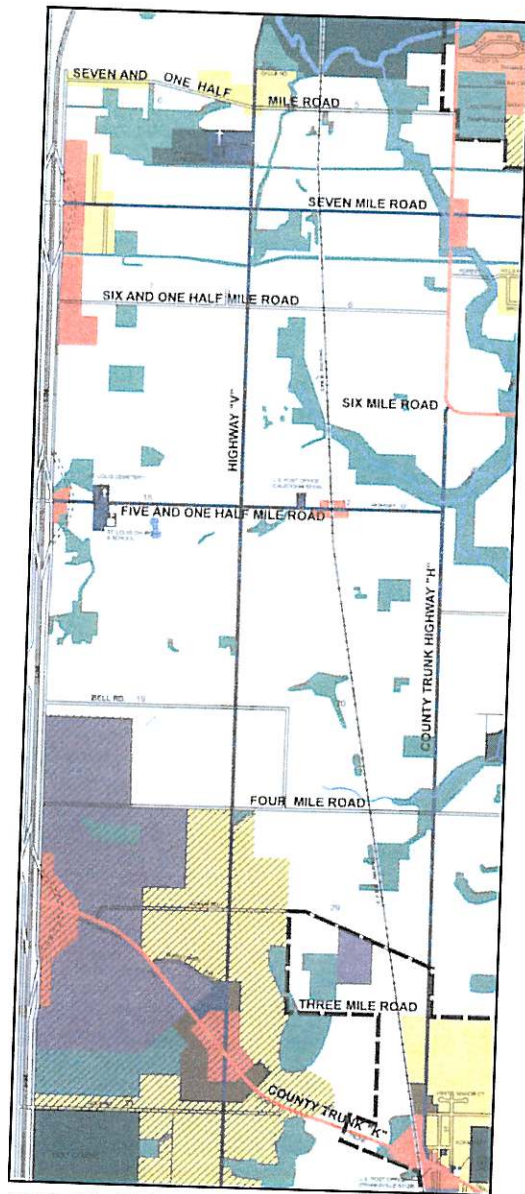


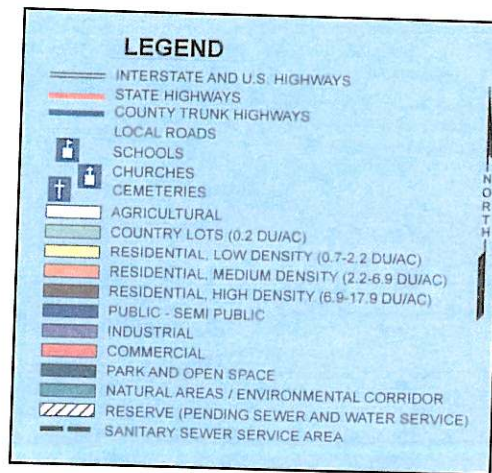
Figure 8-3. Existing Land Use Plan for the W2 (I-94) Neighborhood

8.3 EXISTING LAND USE PLAN

Figure 8-3 is the Village's existing Land Use Plan for the W2 (I-94) Neighborhood area. The primary land uses include agricultural, mixed density residential, industrial, and a small amount of commercial.

8.4 DEVELOPMENT GUIDELINES

The proposed Land Use Plan concept for the W2 Neighborhood can be summarized in the following diagrams (Figures 8-4 and 8-5).



Neighborhood Plan Subareas

In order to describe the neighborhood planning issues in detail, the W2 (I-94) Neighborhood has been subdivided into the following areas (Figure 8-6).

Subarea 1&2

Seven and One Half Mile Road Neighborhood

Subarea 3

Seven Mile Road Corridor

Subarea 4

I-94 Corridor

Subarea 5

Six and One Half Mile Road Neighborhood

Subarea 6

Five and One Half Mile Road Neighborhood

Subarea 7

Four Mile Road Neighborhood

Subarea 8

County Trunk Highway "K" District

Subarea 9&10

Golf Road Neighborhood

Subarea 11

County Trunk Highway "K" Corridor

Subarea 12

Franksville Neighborhood

Subarea 13

Franksville Neighborhood

The Plan illustration that accompanies these subarea descriptions is intended to be used as a guide for future development and illustrate possible connections within the neighborhood and the surrounding community. On the plan, public access point connections are indicated with a "X" symbol. These include critical points that should be protected by the Village of Caledonia as it plans for its future. The proposed public ROW (Right-of-Way) connections are indicated with a "Y" symbol indicating conceptual road alignments. It is essential to note that these alignments are intended to be used as a guide for development, and must undergo several action steps before implementation.

Action Steps for All W2 Subareas

1. Establish densities that guide development or redevelopment of properties in this area. For sewerred areas, create minimum residential densities consistent with traditional neighborhood design, the conservation subdivision ordinance, and existing environmental features.

Minimum densities should be established for residential development in this area. At this time no specific density has been determined. It should be noted that comparable policies for traditional neighborhood developments can be found in guidelines from the Wisconsin Office of Land Information Services, the Congress for the New Urbanism, and the American Planning Association. Such guidelines often recommend densities at a minimum of 4 units per acre for sewerred areas.

2. Amend the Existing Land Use Plan between I-94 and CTH "V".

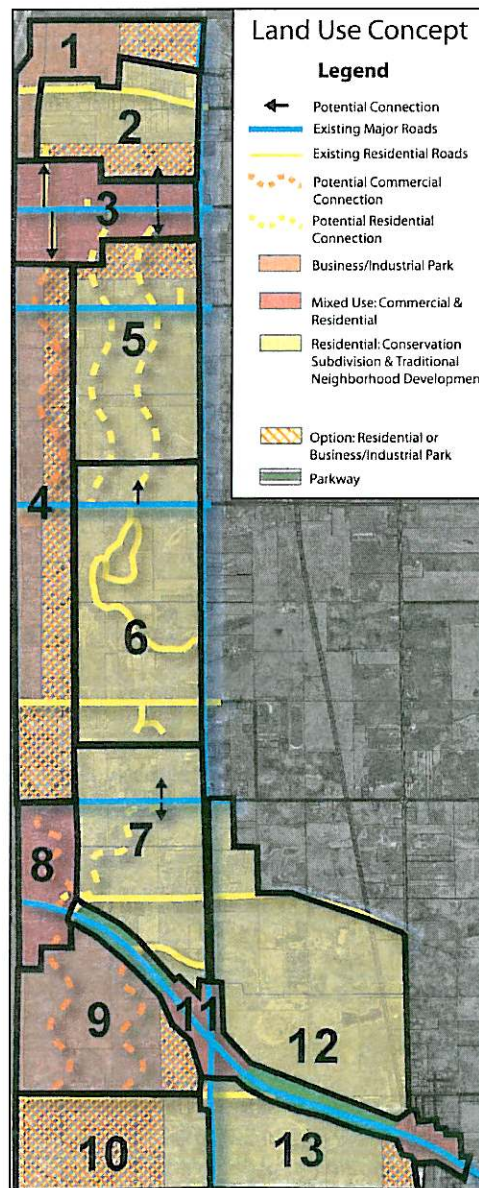


Figure 8-4. Proposed Land Use Plan for the W2 (I-94) Neighborhood.



Figure 8-5. Green Overlay and SEWRPC Designations for the W2 (I-94) Neighborhood.

3. Evaluate the fiscal impacts of development to ensure positive economic and social benefits. As new development is proposed, there should be a computation of anticipated tax revenue, including but not limited to, public costs and sewer service. This can be done by the Economic Development Committee through tax incremental financing.

4. Meet with current landowners to discuss their development plans in relation to long-term infrastructure investment. Based on the meetings with landowners and business operators, the plan should be adjusted to accommodate ongoing operations. Where feasible, the plan should show stages of redevelopment that accommodates both the goals of property owners and the Village.

5. Explore how conservation subdivision ordinances extend to non-residential development, especially with regard to environmental features.

6. Plan and implement a linked pedestrian system. To do this, the Village should work with Racine County or local conservancy groups to acquire additional land or easements for public access. The plan should consider linking trails, parks, and other public places as future amenities that will attract high value, high quality development (Figure 8-5).

7. Connect existing and proposed rights-of-way when the opportunity arises. These connections could be as minimal as pedestrian easements.

8. Establish standards for RFPs (Request for Proposal) to guide the Village in requesting and/or reviewing proposals from developers.

9. Establish a framework for detailed design guidelines that corresponds to the various types of areas and places contained in the neighborhood plans. This framework should include places and areas such as:

- a. Neighborhood residential streets
- b. Neighborhood residential boulevards
- c. Neighborhood main streets with mixed uses
- d. Neighborhood centers
- e. Neighborhood parks and open space management
- f. Trail systems for passive and active use.
- g. Arterial parkways
- h. Arterial roads with mixed-uses
- i. Commercial mixed-use districts
- j. Business campuses

10. State the required, allowed, and prohibited features for the following items in the design guidelines for each type of place and subarea:

- a. Building locations (especially street frontage and build-to-lines)
- b. Minimum and maximum setbacks
- c. Minimum and maximum heights
- d. Landscape features along rights-of-way and in public view
- e. Building materials

11. Address the type of descriptive information in the guidelines that should be presented for each project including:

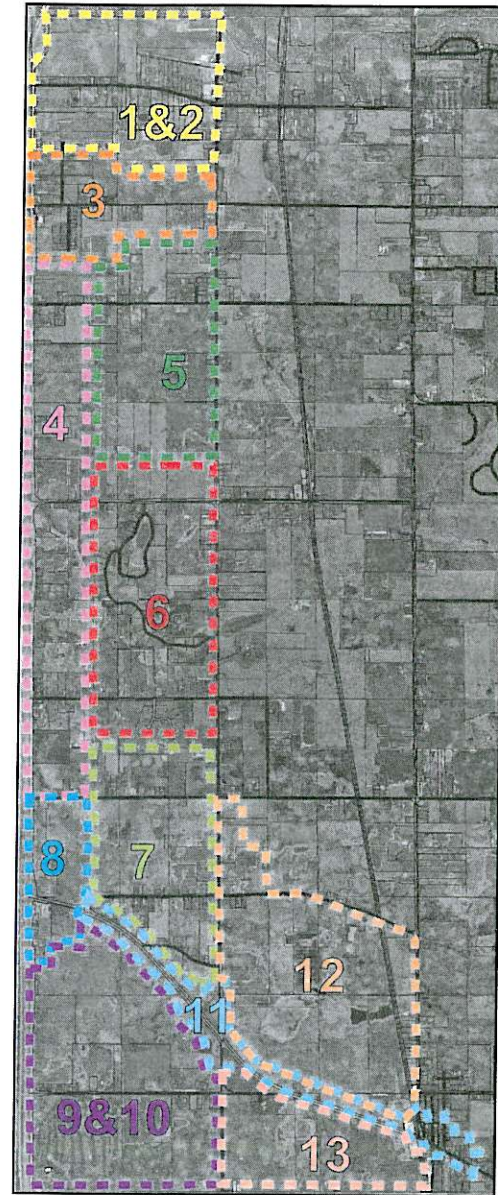


Figure 8-6. W2 (I-94) Neighborhood Subareas.

- a. Site plans and the required detail
- b. Plans showing how each project fits into the larger surrounding context
- c. Building elevations
- d. Street sections (from building-to-building)
- e. Data on long-term public costs and revenues
- f. Data on long-term resource consumption and conservation
- g. How business and property owners expect to improve their properties incrementally over time or in development phases

12. Explore the development of a regulating plan to guide future development of this area, using the concept illustrations in this plan as a guideline (Figures 8-7 and 8-8). A regulating plan should include an overall infrastructure plan that is flexible enough to adjust to changing market demands. It should also include detailed descriptions of setback requirements, as well as, building heights and forms. Regulating plans should always include a map depicting the required, allowed, and prohibited right-of-way alignments and related building restrictions.

Action Steps for Extension of Sewer and Water Service

The Village should adopt policies for development of the extension of sanitary sewer and water service within this neighborhood. The recommended expansion of the sewer service area generally includes the area between I-94 and CTH "V". Policies for the extension of sewer and water service should:

- 1. Treat property owners fairly
- 2. Facilitate efficient physical and financial management

- 3. Establish efficient growth patterns
- 4. Encourage high-quality development with moderate infrastructure costs (capital and operating)
- 5. Discourage unwanted development

A. New Development

New development should be planned as if it will be connected to sanitary sewer and water service in the future as follows:

- 1. Development should facilitate connection to the sanitary sewer in the future (as reflected in the site plan, neighborhood plan, preliminary and final plats, and developer's agreement).
- 2. The proposed development pattern should be consistent with the Proposed Land Use Plan's vision for high-quality, high-value development.
- 3. Development should propose interim sewer options until uses can connect to sewer and water service. Interim systems must be clearly designated as temporary solutions to be eliminated as soon as sewer and water service is available. At this time the most likely interim system for sanitary sewer service is holding tanks. Other options may be considered and proposed by the Village if new opportunities arise. Policies for the use of holding tanks (or other systems) should vary according to the type and intensity of use. At this time it is assumed that holding tanks will be appropriate for nonresidential developments (such as industrial, retail, or office uses) and some forms of residential development (such as mixed-use centers or elderly housing).
- 4. It may be necessary to establish signed agreements with developers and property



Figure 8-7. Seven Mile Road Development Concept.

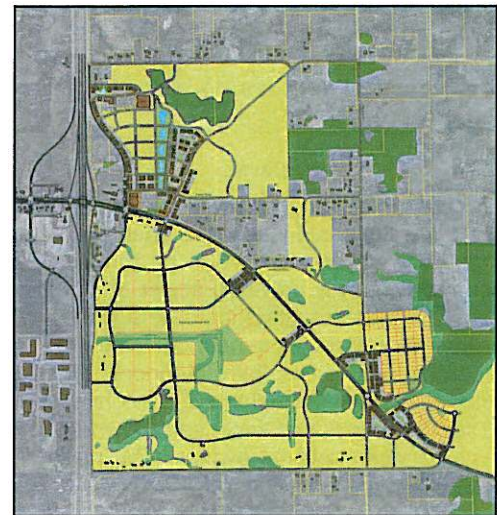


Figure 8-8. County Trunk Hwy "K" Development Concept.

owners regarding maintenance and ongoing monitoring (by a certified sanitarian) of such facilities. The Village should establish strict rules for the performance of companies in charge of waste disposal. One option might be to contract with a single source for proper disposal of wastes. These agreements are analogous to the rules whereby local governments oversee storm water facilities, open space plans, roads, and other forms of infrastructure serving the public interest.

B. Paying for Extension of Sewer and Water Service

The Village should adopt procedures for paying for extension of sewer and water service. These should include items such as:

1. Inclusion of payment terms in developer's agreements.
2. Deed restrictions and/or easements that provide for utility locations.
3. Ongoing assessments of future sewer connection.
4. Escrow accounts based on the anticipated capital costs for future extensions of services.
5. Financial incentives to sign-up earlier rather than later.

C. Existing Property Owners

Policies for existing property owners should state the circumstances under which existing properties and buildings will be required to connect to newly provided sewer and water service. These rules should be adopted by ordinance and may require modification and/or exceptions to existing ordinances. These rules might, for example, require connection to sanitary sewer and water service whenever such services become available AND one of the following events occur:

1. When the land use changes
2. When the zoning changes (including conditional use permits)
3. When the existing water well and/or septic system fails
4. After a significant period of time, such as 20 years

D. Utility Extension Plan

The Village should develop a plan and schedule to get the sewer to the W2 neighborhood. The plan should identify the following:

1. Rules for planning and the rules for connection to water and sewer
2. Multiple options for the alignment of utility lines
3. Options for phasing of new utilities
4. A proposed schedule for implementing the phases
5. Estimated costs
6. Clear rules for requiring connection to utilities as they become available
7. Incentives for landowners and developers to support the extension of utilities to their property
8. A decision making process that solicits input from local landowners as part of a working group, steering committee or similar organizational format.

Subarea 1&2 - Seven and One Half Mile Road Neighborhood

Goals:

Create a mixed-use neighborhood that includes a high quality business/industrial park and maintains the character of the existing residential uses.

Issues:

The neighborhood planning vision for this area is a mixed-use neighborhood that incorporates a business/industrial park with existing residential uses along Seven and One Half Mile Road. Figure 8-9 conceptually illustrates this development scenario.

Critical features of this conceptual plan include access points from the frontage road, 27th street ramp, Seven and One Half Mile Road, and County Trunk Highway "V". These access points are critical for traffic to access the business/industrial park without disrupting the existing residential uses (Figure 8-10). Another critical feature is constructing a large open green space that is visible from I-94 to create a major visual attraction for the business/industrial park.

As the area to the south gets developed, a system of vehicular, pedestrian, and environmental connections should be incorporated that protect the existing residential development, connects new development to Seven Mile Road, and facilitates the development of the business/industrial park.

Action Steps:

1. Change the Existing Land Use Plan to allow for a larger business/industrial park designed as a campus along the frontage road and option: residential or business/

industrial park along CTH "V" based on market demands (Subarea 1 of the Proposed Land Use Plan Concept). In addition, change the Existing Land Use Plan to allow for residential development along Seven and One Half Mile Road and option: residential or business/industrial park along the southern edge of this neighborhood (Subarea 2 of the Proposed Land Use Plan Concept).

2. Consider the establishment of a large open green space that is visible from I-94 which would create a major visual attraction raising the quality and value of a larger business/industrial park.

3. Develop a road plan, environmental corridor plan, and trail system that protects the existing residential areas, connects new development to Seven Mile Road, and also facilitates business/industrial park development for the business/industrial park.

4. Work with local agencies to ensure that any future modifications of the 27th Street interchange provide access to this area in a way that facilitates economic development.



Figure 8-9. Subarea 1&2 - Development Concept.

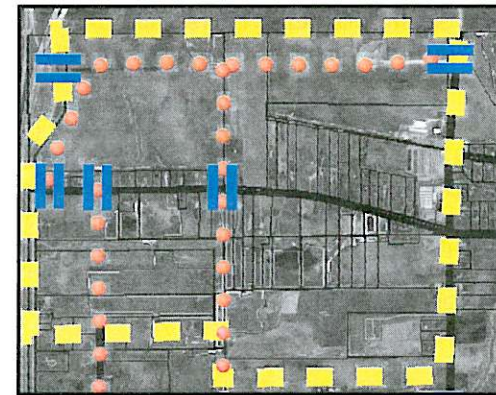


Figure 8-10. Subarea 1&2 - Seven and One Half Mile Road Neighborhood.

Subarea 3 - Seven Mile Road Corridor

Goals:

Create an attractive mixed-use gateway that includes high quality commercial and residential uses.

Issues:

There is an opportunity to enhance the appearance of the western "gateway" into the Village at the intersection of I-94 and Seven Mile Road. Currently the fragmented character of this area does not contribute to the neighborhood planning vision.

Because this neighborhood planning process is concurrent with the WISDOT planning process for the reconstruction of the I-94 and Seven Mile Road intersection, the W2 workgroup was able to work on a conceptual development scenario for Seven Mile Road and the surrounding area (Figure 8-11). The key to this development concept is to create a road design that allows development flexibility. The end result is a mixed-use development that includes high-quality "village center" developments abutting Seven Mile Road with possible larger big-box retail on the secondary roads paralleling Seven Mile Road.

The long-term value of the properties along Seven Mile Road will be higher if the Village uses the Seven Mile Road development concept as a guideline for future development in the area (Figure 8-12). Key aspects to the development concept are: building faces lining the streets; side, rear, and courtyard parking; pedestrian access to developments; pedestrian amenities (i.e. courtyards, plazas, and neighborhood green spaces); secondary vehicular circulation to developments; and architectural and landscape details.

The Existing Land Use Plan indicates commercial use at the intersection of I-94 and Seven Mile Road transitioning to low density residential and agricultural use to CTH "V". It is recommended that the land use be changed to allow for mixed residential and commercial uses at densities consistent with traditional neighborhood development.

Action Steps:

1. Change the Existing Land Use Plan to allow for mixed residential and commercial uses at densities consistent with traditional neighborhood development.
2. Continue to work with WISDOT as they plan for this area. The Village should protect critical access points to ensure the effectiveness of future development.
3. Create a road design that allows development flexibility along I-94 and Seven Mile Road intersection.
4. Encourage smaller scale structures along the edge of Seven Mile Road with access from the rear or side. Allow for larger commercial structures in a second tier of development.
5. Create smaller "village center" developments that are pedestrian friendly and become social amenities for businesses and residents.
6. Connect linkages for roads, walkways, and trails that connect to areas north and south of this area.

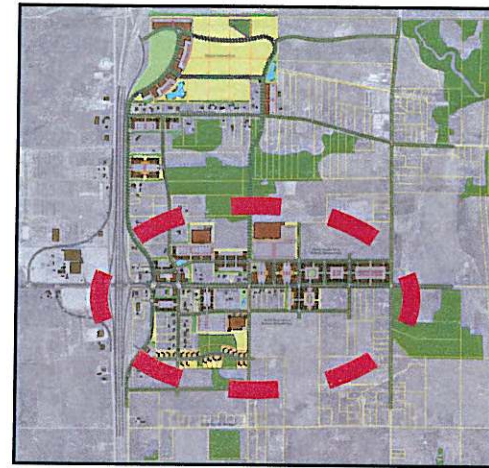


Figure 8-11. Subarea 3 - Development Concept.

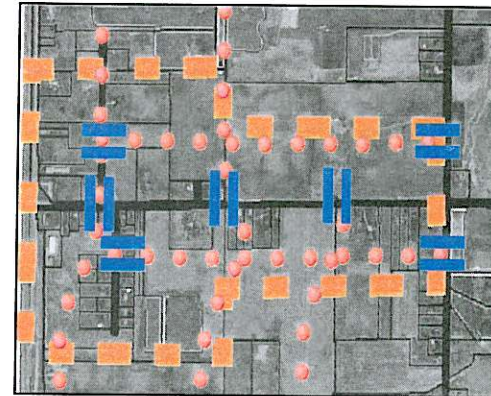


Figure 8-12. Subarea 3 - Seven Mile Road Corridor.

Subarea 4 - I-94 District

Goals:

Create a high quality mixed-use residential and business/industrial park corridor.

Issues:

Similar to Subarea 3, there is an opportunity to enhance the western “gateway” into the Village at the intersection of I-94 and County Trunk Highway “G” (Figure 8-13). Currently the character of this area does not contribute to the neighborhood planning vision.

Furthermore, this neighborhood planning process is concurrent with the WISDOT planning process for the reconstruction of the I-94 and CTH “G” intersection. The Village needs to continue discussions with affected landowners and WISDOT to ensure the vision of maximizing value and creating a road design that allows development flexibility while protecting the existing uses. Another critical aspect to the development of Subarea 4 is to protect critical access points along the frontage road to ensure the vitality of the existing and proposed development.

The Existing Land Use Plan indicates agricultural use between I-94 and CTH “V” with a pocket of commercial use at the intersection of I-94 and CTH “G”. It is recommended that the land use be changed to allow for mixed residential and business/industrial uses.

Action Steps:

1. Change the Existing Land Use Plan to allow for a larger business/industrial park designed as a campus along the edge of I-94.

2. Protect critical access points along the frontage road to ensure the vitality of the existing and proposed developments.

3. Continue discussion with landowners and WISDOT to ensure the vision of maximizing value and creating a road design that allows development flexibility along I-94 and CTH “G” intersection.

4. Develop a road plan, environmental corridor plan, and trail system that protects the existing residential areas, connects businesses to I-94, and also facilitates infill business/industrial park development.

5. Protect environmental features from future development in this area.

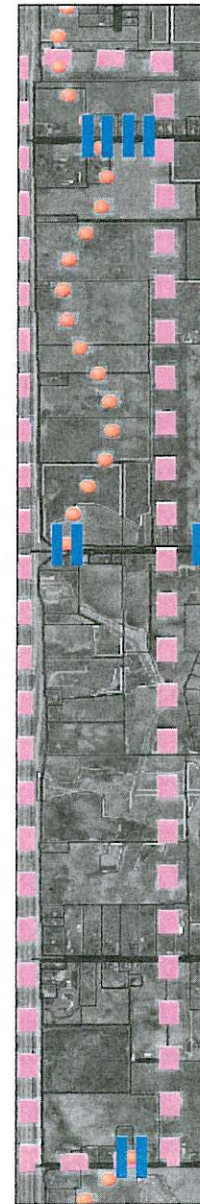


Figure 8-13. Subarea 4 - I-94 Corridor.

Subarea 5 - Six and One Half Mile Road Neighborhood

Subarea 6 - Five and One Half Mile Road Neighborhood

Goals:

Allow for future residential development in accordance with the Village's Conservation Subdivision Ordinance.

Issues:

The neighborhood planning vision for this area is to allow for residential development at densities consistent with traditional neighborhood development. This area is envisioned to be developed at higher densities because of future sewer extension.

As the surrounding areas get developed, a system of vehicular, pedestrian, and environmental connections should be incorporated that protect the existing residential development, and connects new residential development to the commercial amenities of I-94 and Seven Mile Road, I-94 and CTH "K", and the intersection of CTH "K" and CTH "V" (Figures 8-14 and 8-15).

Action Steps for Subareas 5 and 6

1. Change the Existing Land Use Plan to allow for residential development at densities consistent with traditional neighborhood development. It is recommended that the development abutting CTH "V" be consistent with the Village's Conservation Subdivision Ordinance or a green buffer be incorporated between the high density of the traditional neighborhood development and CTH "V" to maintain its existing rural character.

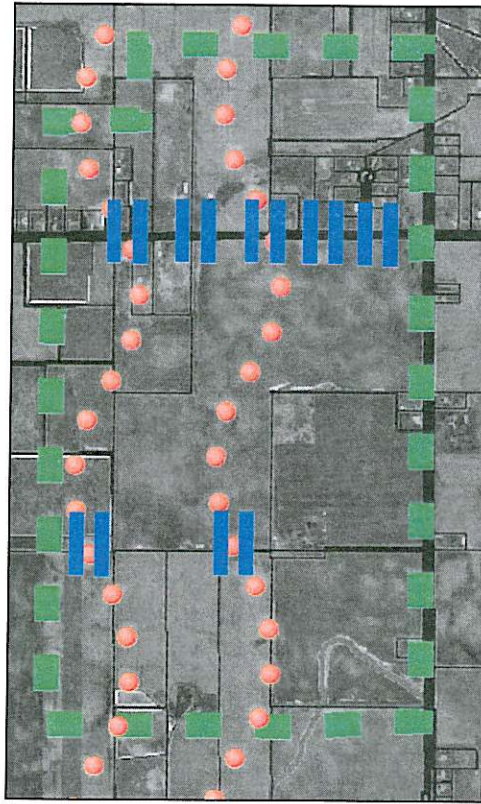


Figure 8-14. Subarea 5 - Six and One Half Mile Road Neighborhood.

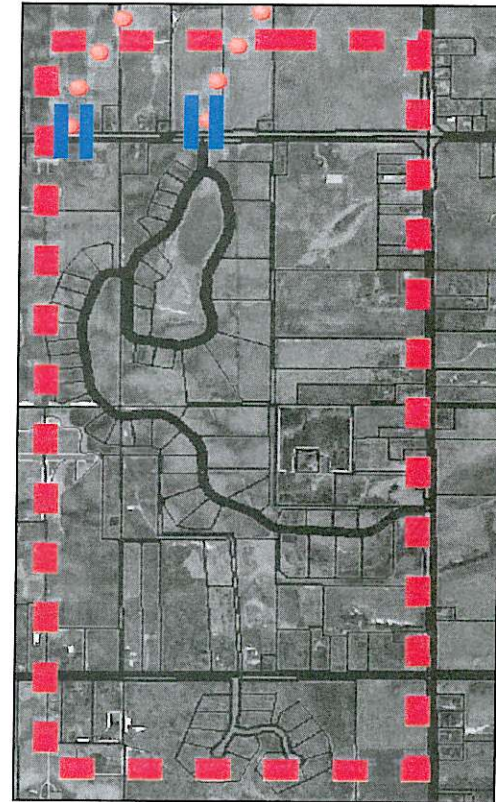


Figure 8-15. Subarea 6 - Five and One Half Mile Road Neighborhood.

2. Create linkages for roads, walkways, and trails that connect to development north and south of this area.

Subarea 7 - Four and One Half Mile Road Neighborhood

Goals:

Allow for future residential development in accordance with the Village's Conservation Subdivision Ordinance.

Issues:

In Subarea 7 there is an opportunity to connect the east side of the Village to I-94 by constructing a road plan that links Four Mile Road to CTH "K". This would facilitate major east-west traffic and protect local residential streets (like Adams Street) from significant increase in traffic. This is represented in the County Trunk Highway "K" development concept (Figure 8-16).

As the surrounding areas get developed, a system of vehicular, pedestrian, and environmental connections should be incorporated that protect existing residential development, and connects new residential development in Subarea 7 to Subarea 6 and to the I-94 and CTH "K" commercial amenities (Figure 8-17).

There is also an opportunity to create an improved streetscape appearance along CTH "K". As identified in Subarea 11, WISDOT has indicated the CTH "K" will likely be re-designed as State Highway 164. It is recommended that the Village promote a "parkway vista" along this section of CTH "K" as development occurs. It is also recommended that the Village work with WISDOT to protect critical access points along CTH "K" with Subarea 7.

Action Steps for Subarea 7

1. Change the Existing Land Use Plan to allow for residential development at densities

consistent with traditional neighborhood development.

2. Create linkages for roads, walkways, and trails that connect to development north and south of this area.

3. Create a road plan that links Four Mile Road to CTH "K" in a way to facilitate major east-west traffic and protects local residential streets (like Adams Street) from significant increases in traffic.

4. Promote "parkway" vistas along the reconfigured portion of four mile road. Work with WISDOT to identify the critical access points to ensure the vitality of the existing and proposed developments.

5. Promote "parkway" vistas along CTH "K" as development occurs.

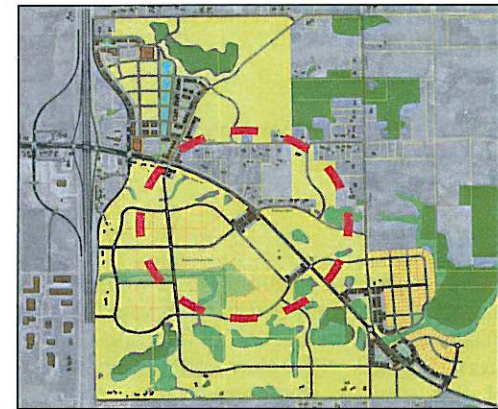


Figure 8-16. Subarea 7 - Development Concept.

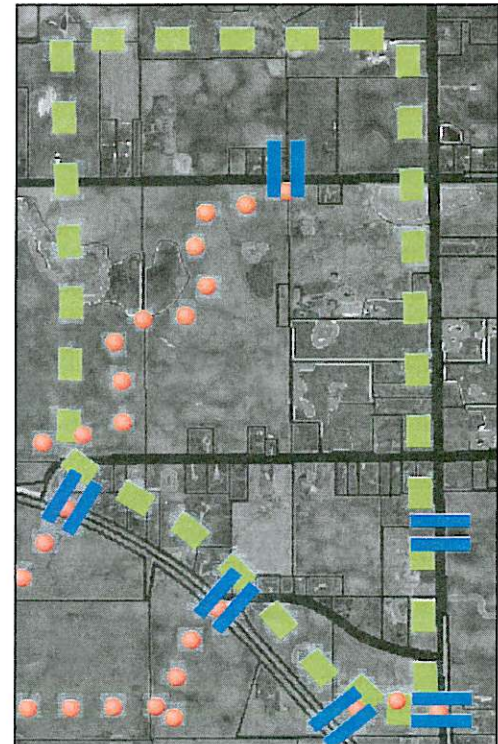


Figure 8-17. Subarea 7 - Four and One Half Mile Road Area.

Subarea 8 - County Trunk Highway "K" District

Goals:

Create an attractive mixed-use gateway that includes high quality commercial and residential uses.

Issues:

There is an opportunity to enhance the appearance of the western "gateway" into the Village at the intersection of I-94 and County Trunk Highway "K". Currently the character of this area is fragmented and does not contribute to the neighborhood plan vision.

Because this neighborhood planning process is concurrent with the WISDOT planning process for the reconstruction of the I-94 and CTH "K" intersection, the W2 workgroup was able to work on a conceptual development scenario for CTH "K" and the surrounding area (Figure 8-18). The key to this development concept is to create a road design that allows development flexibility. The end result is a mixed-use development that includes high-quality "village center" development (that is friendly and becomes a social amenity for businesses and residents) at the intersection of I-94 and CTH "K" with possible larger big-box retail at the northern end of the development. Mixed residential is located east of this development abutting the conceptual road plan for Four Mile Road. A business/industrial park is proposed south of the CTH "K" and is further discussed in Subarea 9&10.

As the surrounding areas develop, the Village should continue to work with WISDOT to identify critical access points and a system of vehicular, pedestrian, and environmental connections that protect the existing

residential development, and connects new development to surrounding areas and the business/industrial park (Figure 8-19).

Action Steps for Subarea 8

1. Change the Existing Land Use Plan to allow for mixed residential and commercial uses at densities consistent with traditional neighborhood development.
2. Continue to work with WISDOT as they plan for this area. The Village should emphasize the importance of critical access points to ensure the vitality of the existing and proposed development.
3. Create a road design that allows development flexibility along I-94 and CTH "K" intersection. Create a road plan that links Four Mile Road to CTH "K" in a way that facilitates major east-west traffic.
4. Encourage smaller scale structures along the edge of CTH "K" with access from the rear or side. Allow for large retail to the north with a mix of residential and small retail.
5. Create a smaller "village center" that is pedestrian friendly and becomes a social amenity for businesses and residents at the intersections of I-94 and CTH "K"/CTH "V".
6. Create linkages for roads, walkways, and trails that connect to areas north, south, and east of this area.
7. Allow mixed commercial/residential use along the reconfigured portion of Four Mile Road based on market demands. This may require eastward expansion of Subarea 8.

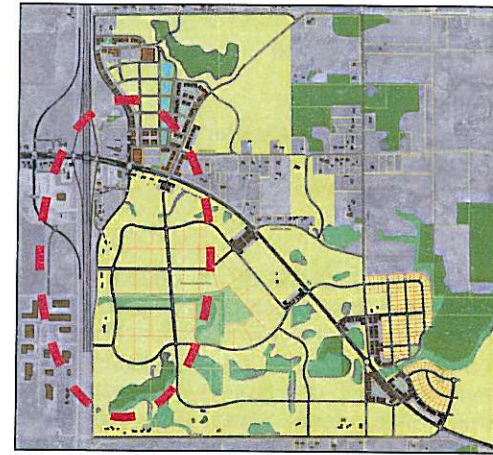


Figure 8-18. Subarea 8 Development Concept.

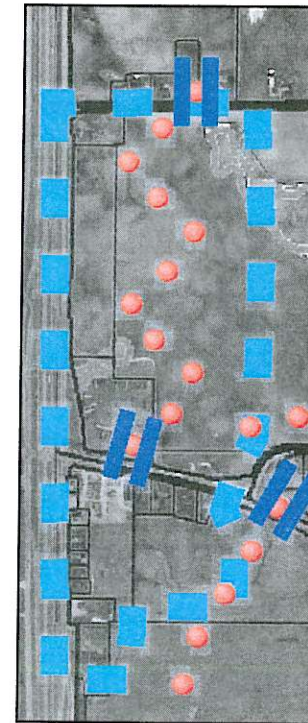


Figure 8-19. County Trunk Highway "K" District.

Subarea 9 & 10 - Golf Road Neighborhood

Goal(s)

Create a mixed-use neighborhood that includes a high quality business industrial park and allows for future residential development in accordance with the Village's Conservation Subdivision Ordinance.

Issues

The neighborhood planning vision for this area is to allow for a larger business/industrial park designed as a campus and for residential development in the southern portions of this area. This is illustrated in Figure 8-20.

Critical features of this conceptual plan include access points from the frontage road, County Trunk Highway "K", and Golf Road. These access points act as major gateway entrances to the campus, as well as, for traffic to access the business/industrial park without disrupting the existing residential uses (Figure 8-21). Another critical feature is constructing an open green space that is visible from I-94 to create a major visual attraction for the business/industrial park.

As this area develops, a system of vehicular, pedestrian, and environmental connections should be incorporated that protect the existing residential development, connects new development to retail nodes along CTH "K", and also facilitates business/industrial park development.

Action Steps for Subarea 9&10

1. Change the Existing Land Use Plan to allow for a larger business/industrial park designed as a campus (subarea 9 & 10 of the Proposed Land Use Plan Concept) and

for residential development in the eastern portions of this area.

2. Consider the establishment of an open green space that is visible from I-94 and creates a major visual attraction that raises the quality and value of a large business/industrial park.

3. Develop a road plan, environmental corridor plan, and trail system that protects the existing residential areas, connects new development to retail nodes along CTH "K", and also facilitates business/industrial park development.

4. Create major gateway entrances to the business/industrial campus along CTH "K".

5. Promote "parkway" vistas along this section of CTH "K" as development occurs.

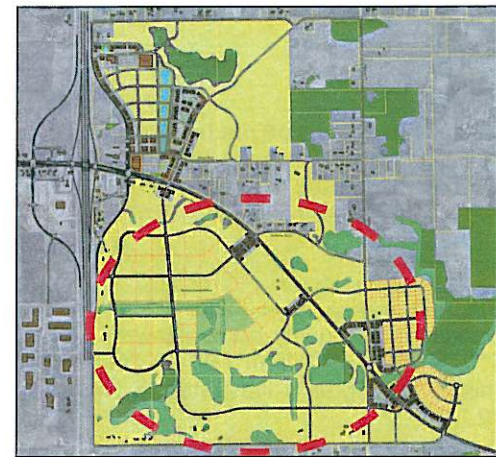


Figure 8-20. Subarea 9&10 - Development Concept.

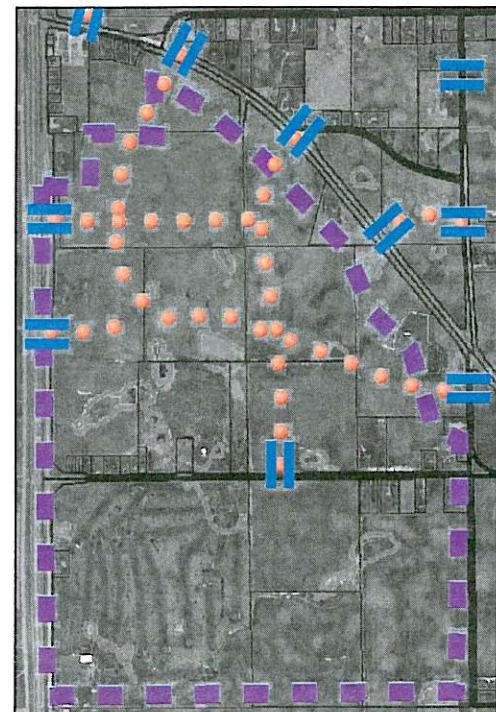


Figure 8-21. Subarea 9 - Golf Road Neighborhood.

Subarea 11 - County Trunk Highway "K" Corridor

Goals:

Create a parkway type road section between I-94 and CTH "K" intersection and Franksville, as well as, mixed-use pedestrian friendly nodes at the intersection of CTH "K" and "V".

Issues:

The neighborhood planning vision for this area is to turn County Trunk Highway "K" into a "parkway vista" from I-94 to Franksville. This is conceptually illustrated in Figure 8-22.

During the planning process of this neighborhood, WISDOT indicated that CTH "K" would likely be re-designed as State Highway 164. This is consistent with SEWRPC's 2020 Plan. The time frame for this change was not specified; however, the Village can have some influence over the roadway cross-section design. At this point, it is recommended the CTH "K" be widened to four lanes with a grass median. It is important that the Village follow the recommendations of this plan and promote CTH "K" as a "parkway vista" as development occurs (Figure 8-23). At the time of redesigning, the Village should protect critical access points along CTH "K" to ensure the vitality of existing and proposed development.

There is also an opportunity to create a mixed-use "village center" node that is pedestrian friendly and becomes a social amenity for businesses and residents at the intersection of CTH "K" and CTH "V" and in the eastern edge of this area adjacent to Franksville.

Action Steps for Subarea 11

1. Change the Existing Land Use Plan to

allow for mixed residential and commercial uses at densities consistent with traditional neighborhood development around the intersection of CTH "K" and CTH "V".

2. Create a road design that allows development flexibility surrounding the intersection of CTH "K" and "V" and along the eastern edge of this area adjacent to Franksville.

3. Create smaller "village centers" that are pedestrian friendly and become a social amenity for businesses and residents at the intersection of CTH "K" and "V" and along the eastern edge of this area adjacent to Franksville.

4. Promote "parkway vistas" along this section of CTH "K" as development occurs.

5. Continue to work with WISDOT as they plan for CTH "K". The Village should work with WISDOT to incorporate a roundabout at the intersection of CTH "K" and CTH "V" for increased vehicular and pedestrian safety.

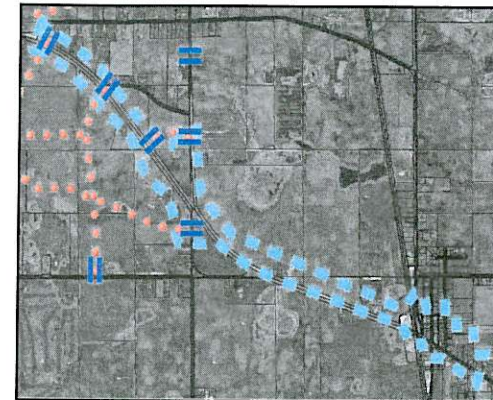


Figure 8-22. Subarea 11 - County Trunk Highway "K" Corridor.

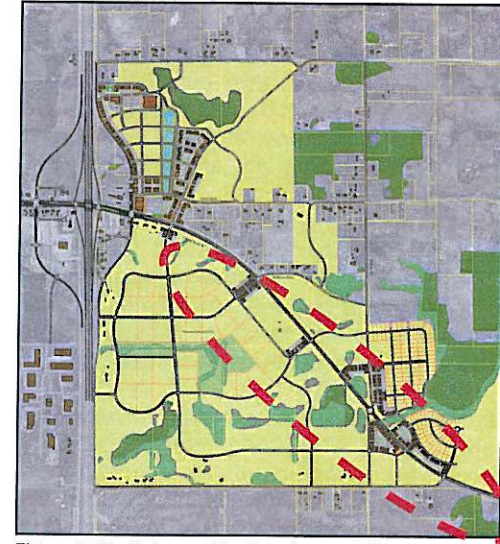


Figure 8-23. Subarea 11 - Development Concept.

Subarea 12 - Franksville Neighborhood

Subarea 13 - Franksville Neighborhood

Goals:

Allow for future residential development in accordance with the Village's Conservation Subdivision Ordinance.

Issues:

The neighborhood planning vision for Subarea 12 & 13 is to allow for residential development at densities consistent with traditional neighborhood development. These areas are envisioned to be developed at higher densities because of sewer extension in the future (Figures 8-24 and 8-25).

There is also an opportunity to create an improved streetscape appearance along CTH "K". As identified in Subarea 11, WISDOT has indicated the CTH "K" will likely be re-designed as State Highway 164. It is recommended that the Village promote a "parkway vista" along this section of CTH "K" as development occurs. It is also recommended that the Village work with WISDOT to protect critical access points along CTH "K".

Action Steps for Subareas 12 and 13:

1. Change Existing Land Use Plan to allow for residential development at densities consistent with traditional neighborhood development.

2. Create linkages for roads, walkways, and trails that connect new residential development to a retail node and village center at the intersection of CTH "K" and "V" and along the eastern edge of this area adjacent to Franksville.

3. Create a road plan that links this area to the business/industrial park to the west.

4. Promote "parkway vistas" along this section of CTH "K" as development occurs.

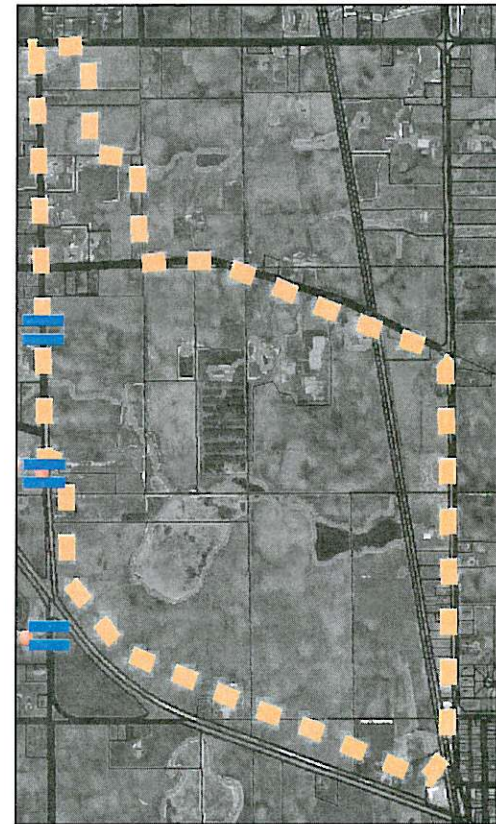


Figure 8-24. Subarea 12 - Franksville Neighborhood.



Figure 8-25. Subarea 13 - Franksville Neighborhood.

9. EAST SIDE NEIGHBORHOOD (E1/E2)

ADOPTED FEBRUARY 2006

9.1

PUBLIC PARTICIPATION AND PLANNING PROCESS

Public Meeting #1 - Public Input/Kick-Off Meeting

On April 26, 2005, a Public Input Session was held at Olympia Brown School to gather public input regarding issues and opportunities within the neighborhood. Due to the uncertainty of attendance, it was decided to hold the Design Preference Survey at a later date.

Workgroup Meetings

Neighborhood business owners, neighborhood resident volunteers, Village Board members, and Village Plan Commission members formed the Neighborhood Workgroup and met over a nine month period to develop the Neighborhood Plan. All workgroup meetings were open to the public. Time was allotted at the end of each workgroup meeting for non-workgroup "observers" to voice comments, questions, and concerns.

Design Preference Survey

On August 29, 2005 a Design Preference Survey was conducted at the East Side Community Center. Residents were asked to rate various images. After the images were rated, the audience was asked to discuss the pros and cons of each image. The results of the survey were tabulated and presented to the Workgroup on September 26th, 2005.

Public Meeting #2 - Public Open House

On November 28, 2005 a Public Open House was held at the East Side Community Center. The primary purpose of the Open House was to gain feedback on the draft E1/E2 Neighborhood Plan. The main issue of discussion by residents during the Open House revolved around traffic concerns (i.e. congestion, improvements, funding mechanism, priority of improvements, etc.) and how these concerns may be addressed

in a short-term and long-term time period. Revisions to the plan were made in response to public comment received at this meeting.

Vulcan Quarry Property Meeting

On January 9, 2006 a special Workgroup meeting was held to address issues and concerns regarding the Vulcan Materials Property. A representative from Vulcan Materials gave a presentation regarding the property that they own, and answered questions raised by the public regarding land use and general operation issues of the quarry.

Public Meeting #3 - Village Committee Meeting

On January 16, 2006 a meeting was held at the East Side Community Center to update various Village Committees and Commissions and solicit feedback on the draft plan. The

following groups were invited to attend and sent a copy of the draft plan: Planning Commission, Village Board, Park Commission and Director, Caledonia #1 Sanitary District, E1/E2 Workgroup, Police Chief, Fire Chief, and Highway Superintendent.

Public Meeting #4 - Public Hearing

On January 25, 2006, a public hearing was held at the East Side Community Center before the Village Plan Commission and Village Board.

E1/E2 Neighborhood Workgroup Members

Village Officials

Linda Mielke - Plan Commission Chairperson
William Sasse - Plan Commission Member
Dan Grosse - Plan Commission Member
Jim Morrill - Plan Commission Member
Raymond Olley - Plan Commission Member
Bill Folk - Plan Commission Member
Elaine Radwanski - Plan Commission Member
Jonathan Delagrave - Village President
Howard Stacey - Village Trustee
David Prott - Village Trustee
Ron Coutts - Village Trustee
Kevin Wanggaard - Village Trustee

Village and County Staff

Beth Paul-Soch - Village Parks Director
Julie Anderson - Racine County Planning
Fred Haerter - Village of Caledonia Engineer

Citizen Members

Heather Doebereiner - Neighborhood Resident
Chris Gracyalny - Neighborhood Resident
Loren Heather - Neighborhood Resident
Bill Infusino - Neighborhood Resident
Curt Kubert - Neighborhood Resident
Donald Lindner - Vulcan Materials Business Rep.
Bill Lister - Neighborhood Resident
Stan Matson - Neighborhood Resident
Alison McCulloch - Neighborhood Resident
Gene Pagel - Neighborhood Resident
Jennifer Pennings - Neighborhood Resident
Ron Schulgit - Neighborhood Resident
Dinah Sparks - Neighborhood Resident
Ellen Troitzsch - Neighborhood Resident
Sue Woiteshek - Neighborhood Resident

Resource People

Jerry Nelson - Crestview Sanitary District Rep.
Paul Orłowski - Drainage Commissioner
Mike Rousey - North Park Sanitary District Rep.

9.2 NEIGHBORHOOD ISSUES

The E1/E2 neighborhood is a unique area of the Village of Caledonia. This neighborhood is the most built-out of all the neighborhoods in the Village. This neighborhood offers a variety of social and economic opportunities for the Village's residents and therefore is viewed as the core of the Village.

However, throughout the neighborhood planning process several issues were identified that pose opportunities and challenges for the neighborhood's future. These issues have been categorized and are described below.

Traffic and Circulation

Existing Network

The existing road network offers adequate local access within the Village of Caledonia; however, the access between neighborhoods and beyond is incomplete in some areas and inadequate in others. The main transportation issues in the E1/E2 Neighborhood include completing the road network and maintaining a hierarchy of roads to preserve neighborhoods. The main areas of concern are the collector and arterial classifications of roads between the subdivisions and neighborhoods.

The identification of primary routes through and around the East Side of the Village was completed using a field review, discussions with staff, and a review of existing traffic volumes. The field review was completed on the morning of September 7, 2005. Village Staff and the Workgroup identified the roads listed below as the primary areas of concern with the following observations:

6 Mile Road

1. Area east of railroad tracks is heavily residential with many driveways on side roads.
2. There exist a number of subdivisions that feed onto the road.
3. A railroad crossing is scheduled to be separated by a bridge over 6 Mile Road.
4. 7 Mile Road is scheduled to be closed at the railroad tracks moving access to the properties east of the railroad tracks to 6 Mile Road.

5. Opportunities for large scale development including commercial at STH 32 intersection exist west of the railroad tracks.

6. 2002 Average Daily Traffic (ADT) - 2900 vehicles east of Middle Road and 7000 vehicles west of STH 31.

5 Mile Road

1. Gaps exist at Klema Ditch and Erie Street.
2. East of Middle Road is a new subdivision.
3. Additional new subdivisions exist east of Klema Ditch.
4. There exists a narrow rural road west of Middle Road with at grade railroad crossing.
5. There is a two-way stop sign control at the intersection with STH 32.

4 ½ Mile Road

1. Gap exists at Erie Street.
2. The development pattern is largely residential from Middle Road to the east.
3. Subdivisions access out to 4 ½ Mile Road.
4. Intersection with Middle Road is very close to STH 32.

4 Mile Road (CTH G)

1. There exists a large commercial node at STH 32.
2. A small commercial node exists at Charles Street.
3. There are isolated businesses located from Chester to Main Streets.

4. Observed constant traffic stream from Main Street to STH 32 during non-peak traffic volume time period.

5. 5 Mile Road provides access to I-94.

6. 2002 ADT - 7600 vehicles east of Erie Street, 8800 vehicles east of Charles Street, 8900 vehicles east of STH 32, and 10,200 vehicles west of STH 32.

3 Mile Road

1. Commercial areas exist at the east end in the City of Racine.

2. There exists a large industrial user at Charles Street (Vulcan Quarry).

3. Commercial nodes exist at STH 32.

4. Traffic stream is constant with large volume to and from the City of Racine.

5. 2002 ADT - 2700 vehicles east of Main Street, 6300 vehicles east of Erie Street, 6600 vehicles west of Erie Street, 9000 vehicles east of Charles Street, and 9800 vehicles east of STH 32.

Middle Road

1. At the north end of Middle Road, most of the driveways are located on side streets.

2. Road is widened with a parking lane on the east side of the road north of Thorn Apple Court.

3. Provides north/south access to a subdivision east of the railroad tracks.

4. Intersection at STH 32 provides only existing grade separation crossing of the railroad in E1/E2 neighborhood.

5. The road is narrow and driveway access is difficult.

6. There exists a large volume of northbound movement from STH 32 to Middle Road.

7. 2002 ADT - 3700 vehicles north of 4 ½ Mile Road.

Erie Street

1. Very distinct character differentiation at 4 Mile Road and 3 Mile Road.

2. Dense urban setting present at 3 Mile Road with multi-family and commercial development.

3. The north end of Erie Street is residential in nature with large vacant lands in between lots.

4. There are several subdivisions that feed onto Erie Street.

5. 2002 ADT - 4,000 vehicles north of 3 Mile Road, and 3700 vehicles north of 4 Mile Road.

Main Street

1. Commercial and multi-family development exist at the south end.

2. Subdivision access is provided.

3. There is a steady stream of traffic from the south to CTH G.

4. 2002 ADT - 8,400 vehicles south of 3 Mile Road, and 5,600 vehicles between 3 Mile and 4 Mile Roads.

Road Improvements and Upgrading

Village Staff and Workgroup members identified several roads that are in need of improvements. These improvements range from pavement resurfacing to upgrading from a two lane road to a four lane road to accommodate increasing traffic volumes. The roads that have been identified in this neighborhood are as follows:

1. Three Mile Road (Hwy 32 to Main Street)
2. Middle Road (Hwy 32 to Six Mile Road)
3. Six Mile Road (Novak Road to Hwy 32)
4. Erie Street (Three Mile to Four Mile Road)
5. Four Mile (Hwy 32 to Main Street)

Figure 9-1 best illustrates the discussion of road classifications. The amount of access versus increasing movement (speed) is obviously quite different between a cul-de-sac and freeway. The gray area is between arterials and collectors. In general, the collector services local neighborhood traffic while the arterials service the collectors and traffic moving between neighborhoods.

The volume of traffic within each classification can accommodate overlaps. There is also the issue of multiple access points along a road that develops into an arterial over time. The number of access points would ideally be reduced as changes in property usage occur. The large number of access points on an arterial also impedes free flow movement that can be improved with the addition of a median.

The roads noted in the existing section fall into two categories, arterials and collectors. There are also subcategories of major and minor within each one. The differences in volumes are not the issue so much as the character of the traffic that would be using it.

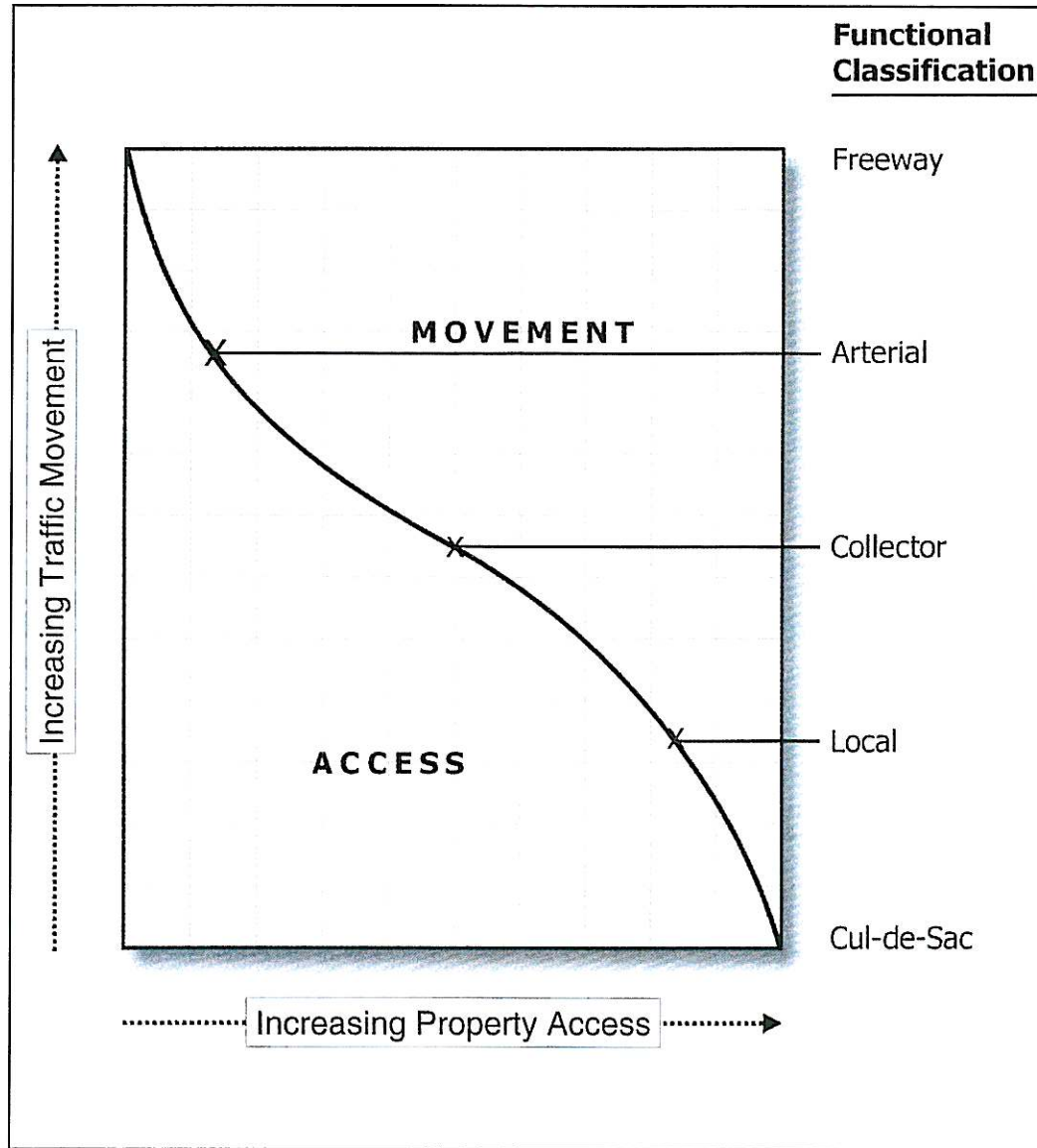


Figure 9-1. Functional Classification - Source: GAS.

The roads noted by the Village Staff and Workgroup are classified by the primary functions that need to be served in the community. The existing roads may not currently meet the classification needs noted below. The classifications are recommended to be used as policies for future needs as each road segment is addressed for maintenance or under-capacity issues.

The roads classified as Arterials (Figure 9-2) which may require upgrades are:

1. 6 Mile Road (west of Middle Road)
2. 4 Mile Road
3. 3 Mile Road
4. Main Street

The typical sections show four different options. All four options assume a four-lane facility. The remaining features often can be mixed or matched to meet the needs of a particular location. The right-of-way required for the different options is also shown. The location of a walk path or trail off the road for pedestrians, and potentially bikes, is recommended for safety reasons. The higher speeds and traffic volumes normally associated with an arterial presents a safety concern for the youngsters of the community.

The roads noted above provide considerable through movement to other destinations beyond the neighborhoods and adjacent lands. Frequently four lanes are required to adequately address the volume of traffic through the corridor. The higher volume corridors also should include a median, which would promote safer access from local roads. The median would also reduce the number of locations traffic would be impeded, ultimately improving traffic flow.

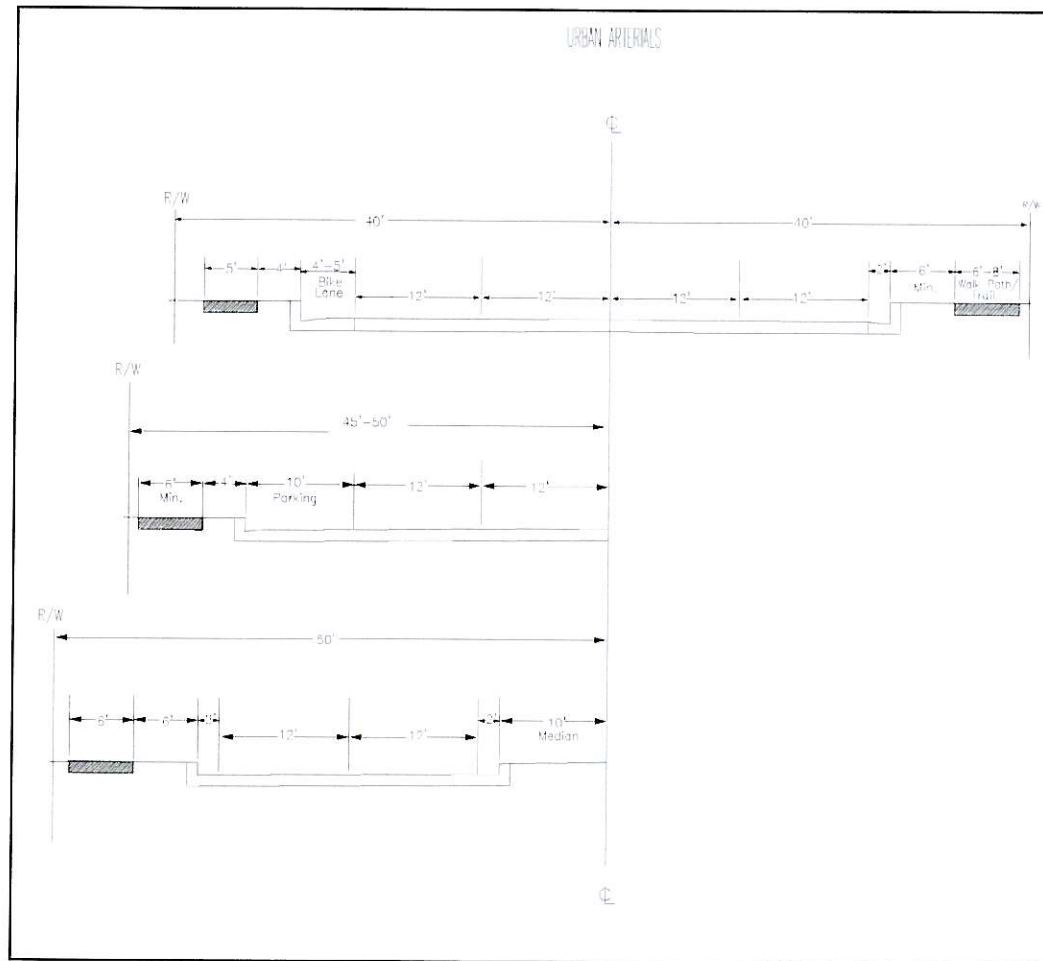


Figure 9-2. Urban Arterials - Source: GAS.

The roads classified as Major Collectors (Figure 9-3) which may require upgrades are:

1. 6 Mile Road, east of Middle Road
2. 4 ½ Mile Road
3. Middle Road
4. Erie Street

The typical sections show three different options. All three options assume a two-lane facility. The remaining features often can, again, be mixed or matched to meet the needs of a particular location. The right-of-way required for the different options is also shown. The location of a walk path or trail off the road for pedestrians, and potentially bikes, is recommended for safety reasons. The speeds and traffic volumes normally associated with a major collector presents a safety concern for children in the community. The roads noted above are the higher volume of the collectors. While abutting property access is important, providing a cross section that will handle the traffic volumes anticipated is equally important.

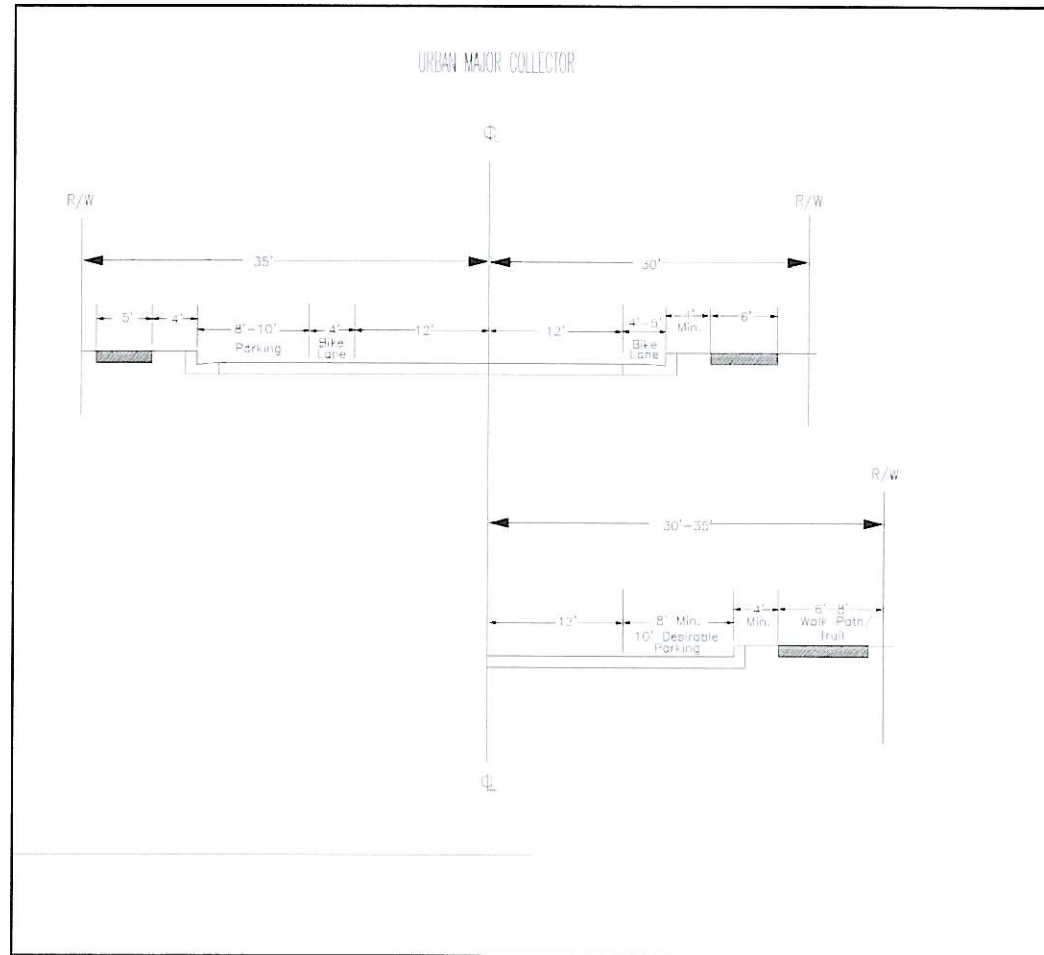


Figure 9-3. Urban Major Collectors - Source: GAS.

The roads classified as Minor Collectors (Figure 9-4) which may require upgrades are:

1. Five Mile Road

The typical sections show two different options. Both options assume a two-lane facility. The remaining features often can, again, be mixed or matched to meet the needs of a particular location. The right-of-way required for the different options is also shown. The location of a walk path or trail off the road is a viable option. The lower speeds and traffic volumes normally associated with a minor collector presents less of a safety concern. The provision of a shared parking/shared lane reinforces that idea.

The minor collectors are still bringing together the traffic from local neighborhoods but do not include the higher volumes. These areas tend to connect to higher or major collectors or to the arterial system directly as a minor intersection. An example is Novak Road, as shown in Figure 9-5.

Other areas of concern include maintaining reasonable speeds through residential areas, establishing safe locations for pedestrians and bicyclists, and addressing spot locations that hamper safe access to neighborhoods.

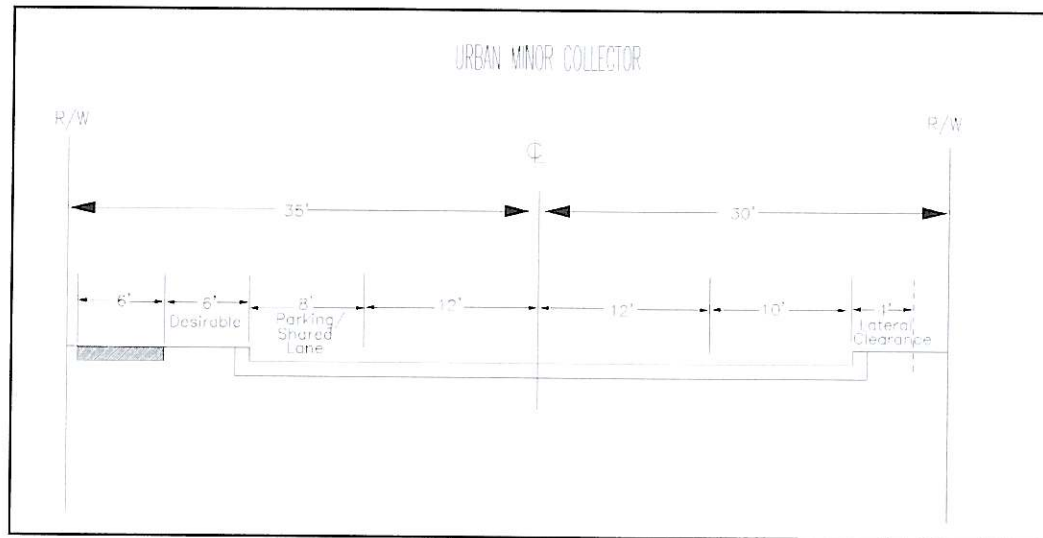


Figure 9-4. Urban Minor Collector - Source: GAS.

Improvement Priorities

The E1/E2 Workgroup and Village Staff have identified three projects as priorities for road improvements. The current priorities are identified as:

1. Middle Road (STH 32 to Six Mile Road including the intersection of 4-1/2 Mile Road and Middle Road: Figure 9-6)
2. 4-1/2 Mile Road Extension
3. 4 Mile Road (Main Street to STH 32)

The priority list will be updated as a part of the Capital Improvement Program (CIP) on a biannual basis by Village Staff. A safety audit is also recommended to identify spot issues that may need to be addressed.

Pedestrians/Bicyclists

The typical sections show options for handling pedestrian and bicycle traffic between neighborhoods. To ensure safety, off-street options need to be offered in high traffic volume areas. On a minor collector street, it is desirable to have a walking path or bike trail to allow safe shared usage of the street. Major collectors and arterials have higher traffic volumes and speeds. Safe separation of traffic from pedestrians and bicyclists is strongly encouraged (Appendix H).

Spot Improvements

Village Staff noted problems at 4-1/2 Mile and Middle Road intersection due to extended queuing on 4-1/2 Mile Road during the peak traffic hours. Generally this occurs because of both the close proximity of STH 32 intersection with Middle Road and the priority of movement that Middle Road receives. A detailed traffic study will need to be conducted to develop options for improvements without creating new problems adjacent to it.

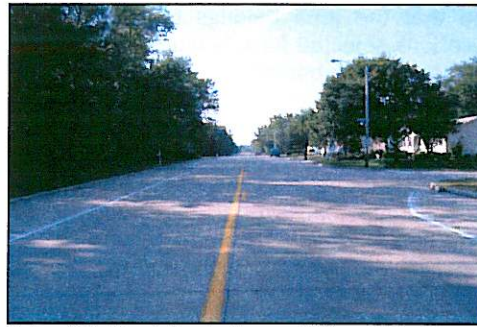


Figure 9-5. Novak Road - Source: GAS.



Figure 9-6. Middle Road & 4½ Mile Road - Source: GAS.

Intersection Design

Intersection improvements, in general, can be undertaken using a number of different options. Before any option can be selected, a detailed engineering study must be completed to properly identify specific problems, and analyze different solutions to determine which one is most effective. The addition of a traffic signal or stop sign requires the analysis of a set of warrants to determine if those devices should be installed, or a different set of options considered. The warrants are based on traffic volumes, accidents, and visibility. Some of the options that can improve an intersection problem include:



Raised Intersection - Source: GAS



Speed Table - Source: GAS



Speed Hump - Source: GAS

Figure 9-7. Examples of Traffic Calming Devices.

1. Adding turn lanes
2. Adding through lanes
3. Changing existing lane usage at multilane approaches
4. Clearing out vision corners to improve sight distance
5. Installing stop signs
6. Installing traffic signals
7. Installing a roundabout

Traffic Calming

Traffic calming is a popular buzzword in neighborhood planning today. It can take many forms depending on the impact that is desired (Figure 9-7). The two major outcomes are 1) controlling speed, and 2) controlling or discouraging through traffic and volume control. While there are many benefits to implementing these measures, there are also downsides. Improperly or misunderstood applications can lead to a backlash from the abutting neighbors requesting removal of the particular application.

Speed control can take three recommended forms for lower speed (under 35 mph) arterials and collectors including the raised intersection, speed table and speed hump. The roundabout solution noted above for solving intersection operational issues can also be used to control speed. Consideration needs to be given to abutting land uses, desired impact, undesirable results (is the traffic cutting through local streets instead?), and protective services response times.

The raised intersections are flat raised areas covering an entire intersection, with ramps on all approaches. Often, the flat section is textured. Improved safety for both pedestrians and vehicles, is one advantage, along with a positive aesthetic value and the capacity to calm two streets at once. It provides a visual

cue that the area belongs to pedestrians. Locations selected for this type of treatment tend to have substantial pedestrian activity. The image to the right is an example used in a downtown village setting.

The speed table is essentially a flat-topped speed hump that is often constructed with textured materials on the flat section. They are typically long enough for the entire wheelbase of a passenger car to rest on the flat section. A location to consider is at the intersection of Middle Road and 6 Mile Road. At this intersection, a change in character of the abutting properties lends itself to a change in speed limit. The downside of this option is that it tends to increase traffic noise. This may or may not be a disturbance to the adjacent landowners. The photo to the right shows a sample installation.

The speed hump is a rounded raised area placed across the road. It is not recommended for arterials. For collectors the application reduces speeds in selected blocks by placing 10 to 14 foot long humps in the road, generally raised three inches above the pavement. It slows traffic down without bringing the traffic to almost a stop, such as a speed bump would. The downside to the speed hump is that studies show there has been driver 'backlash' by improperly placed speed humps. The 'backlash' has included driving along the gutter to avoid the full impact of the slow down, peeling out and other noisy exits intended to disturb the neighbors. A sample installation is illustrated to the right. Additional measures are available to reduce volume and speed of traffic through local streets.

The major experience in Wisconsin has been the need to have substantial neighborhood buy-in on the proposed measure. A policy

needs to be established that requires a neighborhood to request the measures; temporary installations to demonstrate the effects on the neighborhood; and individual ballots from abutting property owners approving the permanent installation of the measure. The policy also needs to consider potential impacts on how fire and police vehicles can access the areas, as well as response times.

The City of Madison has a good model on which to base a policy, titled "Neighborhood Traffic Management Program, Objectives, Policies and Procedure". The table of contents lists the following under Procedure/Process:

1. Apply to Participate
2. Determine Project Type
3. Develop Plan
4. Priority Rank Projects
5. Petition-to-test/ Install Traffic Management Devices
6. Evaluate Test Traffic Management Device
7. Neighborhood Approves Permanent Installation
8. City Council Action
9. Board of Public Works
10. Construct Permanent Traffic Management Device(s)
11. Maintenance
12. Follow-up Evaluation

The step-by-step procedure is very clear and gives a strong methodology for a neighborhood to participate or decline to participate.

Road Extensions and Connections

The Village Staff and Workgroup members have identified two roads within the neighborhood that should be extended and connected in the future. The two roads are

Four and One Half Mile Road (extending road to Erie Street) and Five Mile Road (spanning Klema Ditch and extending road to Erie Street). The implications of these connections on traffic counts, land use, and land value needs to be further studied.

GAS has identified two locations where the existing road network is incomplete. These locations are:

1. 5 Mile Road - spanning Klema Ditch and extending the road to Erie Street
2. 4-1/2 Mile Road - extending the road to Erie Street

The completion of the road network reduces the concentration of traffic in a few locations without putting undue pressure on adjacent neighborhoods.

Both of these road extensions are physically possible and allow better east/west access from the far East Side of the neighborhood. There is also the benefit of providing reduced response time for protective services such as fire and police services.

Completion of the road network has benefits to the village as a whole. The opportunity to fill the gaps may not occur with proposed development. The village may choose to complete these road segments as a village project. A policy to determine what road segments are eligible is required. Funding of the projects will need to be determined as well. The issues that will need to be addressed to develop a policy are:

1. Eligibility of a project to receive village funding. This can be addressed by stating that the road must be included in the

neighborhood plan as an identified segment needing completion.

2. *Determination that the project is providing a safety improvement, such as fire and police response times.*

3. *Determination of an assessment fee, narrow impact fee, and shared costs. The option of how to fund a project needs to be included in the policy prior to acceptance of the first project.*

Jurisdiction of Roads

Southeastern Wisconsin Regional Planning Commission (SEWRPC) is currently conducting a jurisdictional study. Roads within the Village of Caledonia that are part of this jurisdictional study are as follows:

1. *Seven Mile Road (I-94 to Hwy 32)
Currently a Village road, under consideration to be a County road*

2. *Nicholson Road (CTH K to Milwaukee County Line)
Currently a Village road, under consideration to be a County road*

3. *Four Mile Road (Hwy 31 to Hwy 32)
Currently a Village road, under consideration to be a County road*

4. *Four Mile Road (Hwy 32 to Main Street)
Currently a County road, under consideration to be a Village road*

5. *Main Street (Three Mile Road to Four Mile Road)
Currently a Village road, under consideration to be a Wind Point road*

6. *CTH K (I-94 to Hwy 38)
Currently a County road, under consideration to be a State road*

Pedestrian Circulation

Pedestrian circulation should be incorporated in any future development plans for the E1/E2 Neighborhood Plan. This Workgroup and Workgroups that have completed plans in adjacent neighborhoods have indicated that they value the ability to walk or bike to various areas within the Village. Pedestrian walkways and bicycle paths should be included as part of the street cross-section.

Environment

Environmental Corridors

SEWRPC has identified environmental corridors and natural areas that surround and pass through the neighborhood (Appendix U). These areas lend to the character and quality of this neighborhood and provide important habitat. These areas should be protected as future plans develop.

Existing and Proposed Parks and Trails

The existing and proposed park and trail system in this neighborhood are a valuable part of the neighborhood. Appendix H illustrates the park and trail system within the Village of Caledonia.

Currently there are two conceptual trails to the west that should be extended eastward into the E1/E2 Neighborhood to improve public access. Extending these trails to the lake should also be considered as currently public access to the lake is generally restricted in this neighborhood.

Lack of Neighborhood Parks

Cliffside Park, Crawford Park, Chapla Park, Five and One Half Mile Park Marsh, Klema Ditch, and the Village's Stormwater Pond (Markay Basin) currently provide recreational amenities to the E1/E2 neighborhood. Of those, Workgroup members view Cliffside Park, Crawford Park, and Chapla Park as regional parks that serve the Village. Additional neighborhood parks should be incorporated in any future development plans for the area. For example, widening the buffer of Klema Ditch to create a park would be an appropriate form of land use along the ditch, and would also enhance the natural connections between the Klema Ditch, Lake Michigan to the east, and the C3 Neighborhood (Tabor Woods) to the west.

The additional park spaces should meet the requirements of the Village's Park and Open Space Plan. Park spaces that do not meet the Village's standards need to be reviewed based on the costs and benefits to the neighborhood.

Crestview Park

Village Staff and Workgroup members have identified several issues with the common open space and park areas within Crestview Park as being sub-standard. Figure 9-8 illustrates the common open space and park areas. The issues identified are as follows: a) the common open space and park areas are located in the back of the lots, b) overtime adjacent property owners have to maintain parts of these areas as extensions of their property, c) there are limited public access points to these areas, and d) the role and responsibilities of the neighborhood association have not been enforced.

Lakefront Access Opportunities

There currently is limited public access to Lake Michigan within the E1/E2 neighborhood. Cliffside Park, Chapla Park, and the end of Five Mile Road and Erie Street are the only public access points to the lake. It is important to maintain these access points and work with lake property owners to increase opportunities for additional public access. Installing new public trails to allow for passive recreation is a potential solution.

Visual Character

Gateways into the Community

There currently is no significant gateway feature as one enters the Village of Caledonia from the north or south. Improvements to the intersection of Six Mile Road and Three Mile Road may serve as potential gateway features for the community.

Vulcan Materials Property

Vulcan Materials along Douglas Avenue has the potential to be a significant gateway feature for the Village at its south border. Representatives from Vulcan should work with Village Staff to create a well defined, highly visible entry piece that is well landscaped.

The Vulcan Materials property also has many dramatic vistas that should not be considered a liability. When properly framed and bordered by appropriate landscaping, these vistas can be aesthetically appealing. New landscaping and streetscaping should be considered to enhance these views.

Historic Sites

Several sites in this neighborhood have been identified as potentially historic structures. Identification of these structures are the results of a preliminary inventory of historic buildings and structures in the Village of Caledonia built before 1900. The list is not necessarily inclusive of the historic sites in the Village (Appendix C). The list includes only residential properties. Civic buildings, commercial buildings, and other tax exempt properties such as churches and cemeteries are not included on this list. Other significant structures should be researched and added to the map in the Appendix. These structures are in the process of being field verified by the Village's Historical Society.

Social and Economic

The E1/E2 neighborhood is a unique area in the Village of Caledonia. This neighborhood is the most built-out in the Village. The neighborhood offers a variety of social and economic opportunities for residents and therefore is viewed as the core of the Village.

Potential Impacts of Road Improvements

The economic impacts of the suggested road

improvements must be carefully studied to ensure that these changes do not limit future development/redevelopment or negatively impact existing land uses.

Development Opportunities - Residential

A majority of the E1/E2 neighborhood is currently built-out. Remaining development opportunities are small undeveloped parcels. Workgroup members have agreed that residential development should be allowed if

it is compatible with the existing surrounding character of that area.

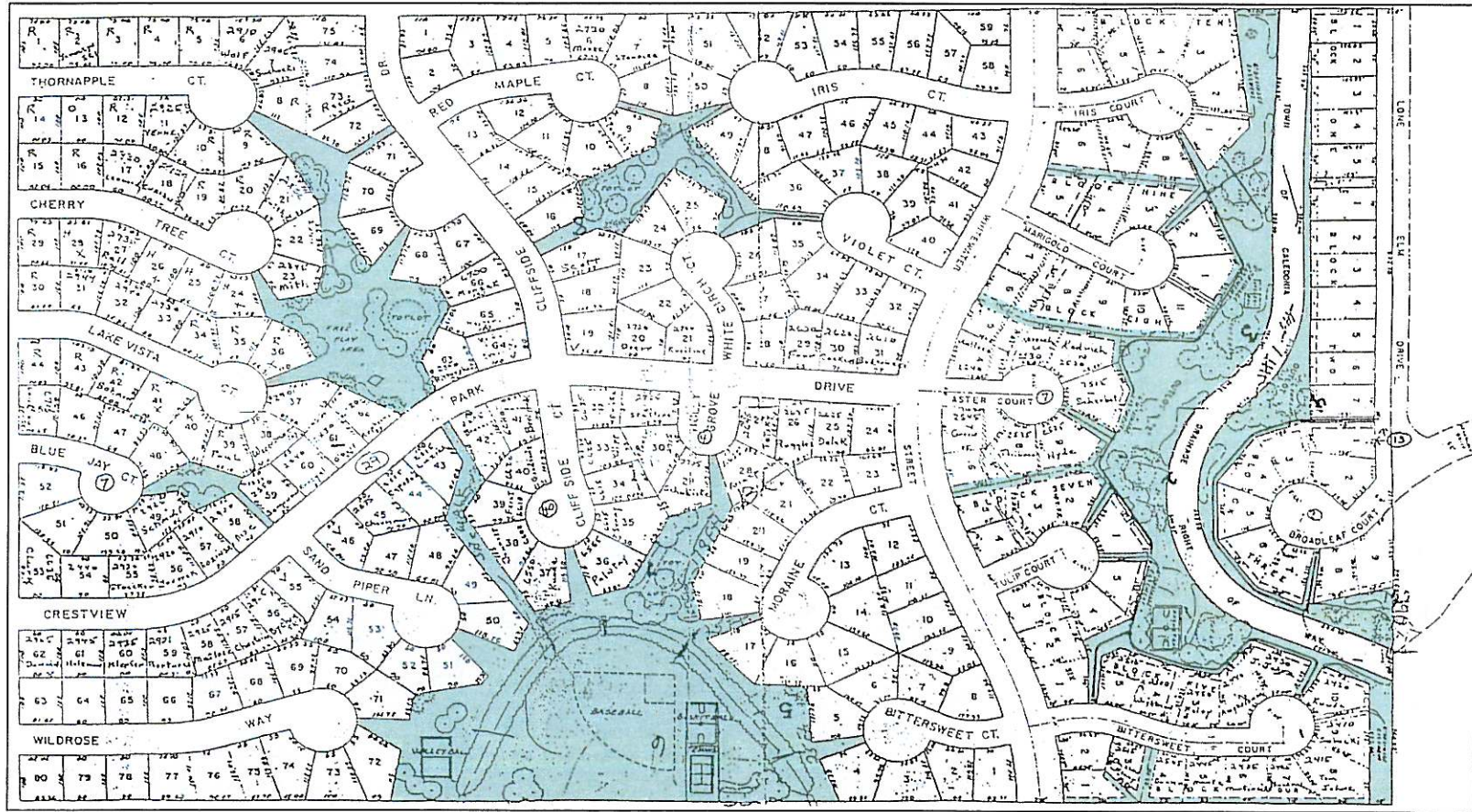


Figure 9-8. Crestview Subdivision.

Development Opportunities - Olympia Brown School Dormitories

The site of the abandoned Olympia Brown School dormitories (5945 Erie Street) (Figures 9-9 and 9-10) represents a unique problem and opportunity for the E1/E2 neighborhood area. The site offers the opportunity to establish potential connections to the lakefront and, at the same time, add significant value to the community. This site also presents some major challenges for redevelopment. They are as follows:

1. Adaptive reuse of the existing building seems difficult. The existing building has remained vacant for several years. No developer has been able to find a successful approach to accomplishing such a renovation. Consequently, it is likely that the building will require demolition, adding significantly to the cost of redevelopment.

2. Land costs for this site, given its unique location near the lakefront, will be substantially higher. This implies that any redevelopment process has to involve a much higher value development which would require higher densities and concepts that fit the immediate area.

3. The surrounding neighborhood will be benefited by converting an abandoned building into a useful project, but only if it such redevelopment is compatible with the immediate area. Much of the E1/E2 neighborhood has single-family detached homes on moderately sized lots; however, this site is surrounded by different building types and uses.

4. Redevelopment of the site will likely require legal action to amend or remove existing deed restrictions.

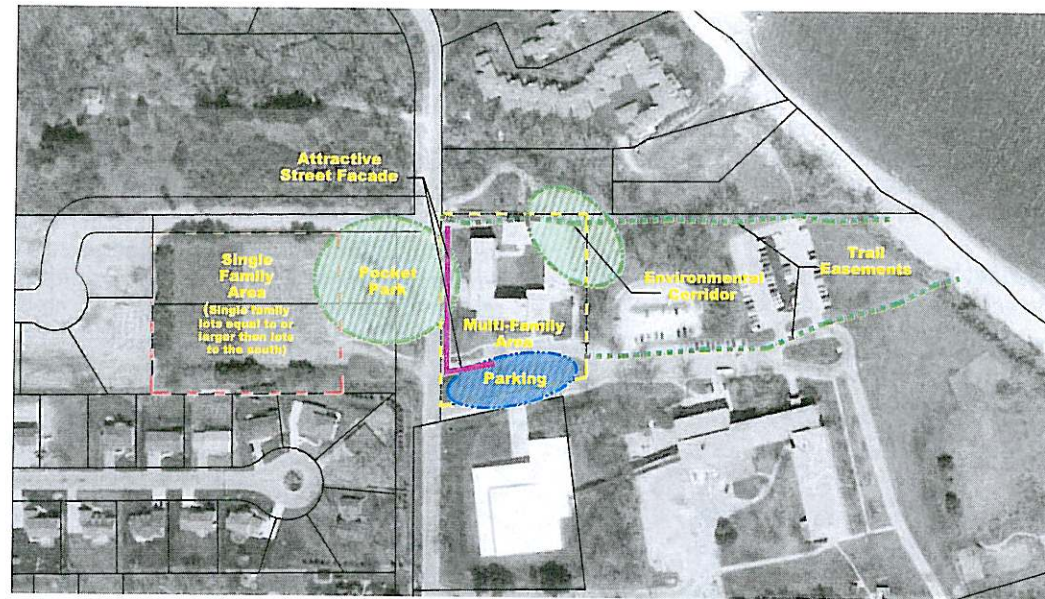


Figure 9-9. Site Diagram for Erie Street.

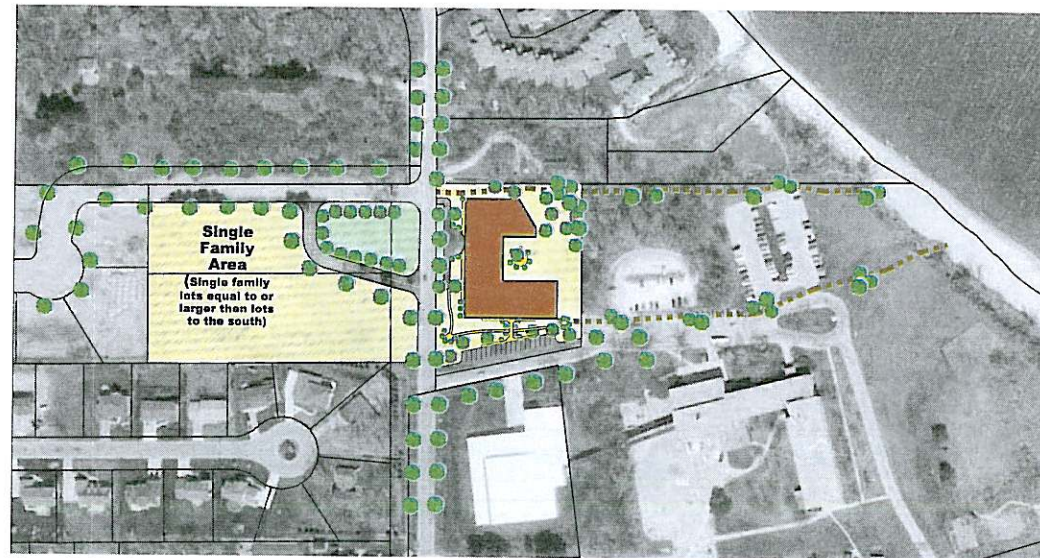


Figure 9-10. Conceptual Development for Erie Street.

The E1/E2 neighborhood plan should establish a direction whereby this site can be redeveloped in a way which fits the neighborhood and brings new value to the community.

Based on this analysis and related discussions, redevelopment of this site is recommended. Such redevelopment should follow the following policies:

1. Review Process

a. The concepts, conditions, and uses proposed for this subarea should be considered contingent upon a neighborhood review process that results in support from local residents. This review process should be conducted by the Village.

b. If, in the opinion of Village officials, this neighborhood review process results in a significant negative response from local residents then these concepts, conditions, and uses, should not be allowed and revisions to the plan, derived from the neighborhood review process, should be considered by the Village.

c. If, in the opinion of Village officials, this neighborhood review process results in a positive response from local residents then further consideration and review of proposals should occur, based on the concepts, conditions, and uses contained in the subarea plan.

d. Submission guidelines for new uses should include drawings that show, in detail, the relationship of the use of this site to the surrounding streets and all vistas approaching the site.

e. The site should be developed as a Planned Unit Development.

2. Land Use West of Erie Street

a. The linked site, west of Erie Street should be single family housing that is equal to or larger than the lots to the south.

3. Land Use East of Erie Street

a. The density should be considered less important than the height, views of the building, and the architectural character and composition of the proposed building.

b. Height limits must meet the needs for fire protection and should not exceed four stories.

c. The size and footprint of the new building should be comparable to the existing building.

d. If significant concerns are raised about traffic impacts, an abbreviated traffic impact analysis might be needed.

e. Higher density housing on this site should be allowed, up to 48 units, provided that it meets the other recommendations for redevelopment.

f. Higher density housing should be aimed at occupants that will place a high value on proximity to the lakefront. This includes views of the lake, access to the lake, as well as other opportunities to appreciate the lakefront.

4. Site Plan and Building Design

a. The Village should establish specific guidelines for the site design and architecture.

b. The buildings should face and parallel the street with significant landscape, front porches, entries and similar amenities that make the front pedestrian-friendly and

attractive to nearby residents and passers-by.

c. There should be at least 2 parking spaces for all new residential units located below ground.

d. Surface parking should be allowed only for visitors and service. Such parking should be minimized and located only on the side or the rear of the building.

e. The buildings should be designed as four-sided buildings (i.e. all building elevations must illustrate high quality architecture).

f. The site design should extend Five Mile Road.

g. The Village and Developer should establish an assessment process for payment of the Five Mile Road extension.

h. The site design should incorporate shared parking for Olympia Brown School during hours of operation and visitor parking on evenings and weekends.

5. Open Space and Environment

a. The site design should include an attractive street edge with small green spaces and pocket park areas that are available to the general public.

b. The site design should include a public easement for walking from the public rights-of-way toward the lakefront. This easement should be located according to the Village. The easement should be planned to connect to other easements that would allow public pedestrian access to the lakefront. As part of the planning process for the redevelopment, the neighborhood plan should be expanded to

include a proposed trail system and options to accomplish lakefront access.

c. The plans for such easement should be discussed with conservation groups.

d. The site design should reflect concern for preservation of the environmental corridor along the lakefront.

Development Opportunities - Commercial/Retail

Most commercial/retail uses in this area are located along Hwy 32. However, there are scattered commercial/retail uses along Four Mile Road. Workgroup members encourage the continuation of small scale commercial/retail uses and would be open to additional destination uses such as a Hallmark store.

Development Opportunities - Park and Open Space

As identified in the Environment Section, Workgroup members feel that the E1/E2 neighborhood lacks ample neighborhood parks. Any future development plans for this area should incorporate additional park and/or open space as part of the development plan. The additional park and/or open space should meet the requirements of the Village's Park and Open Space Plan. Park spaces that do not meet the Village's standards need to be reviewed based on their costs and benefits to the neighborhood.

Long-Term Future of Four Mile Road

The future of Four Mile Road between Hwy 32 and Main Street has been identified as an area that needs more detailed study. Issues with this section of Four Mile Road revolve around traffic. Early in the planning process, Village planning staff identified two scenarios for Four Mile Road: a) expand Four Mile Road

to a four-lane road and maintain adjacent properties as they currently are for the long-term; or b) expand Four Mile Road to a four-lane road and allow adjacent properties to change their use over the long-term.

Vulcan Materials Property

The Vulcan Materials Quarry has operated for many years and is a significant component to the Village's tax base. It is important for representatives of Vulcan Materials and the Village to continue this relationship. The E1/E2 Neighborhood planning process recommended that a citizen advisory committee be formed. This committee would be a liaison between the Quarry and the surrounding residents. The committee would deal with dust, noise, traffic, and property issues regarding the Quarry.

Public Transportation

Adjacent neighborhood Workgroups have expressed a desire to improve public transportation within the Village of Caledonia. This system could be linked to existing systems servicing the City of Racine and Milwaukee County, and could work in tandem with the proposed commuter rail.

Design Preference Survey

The images on the following pages depict the results of the Design Preference Survey conducted for the E1/E2 Neighborhood. At the end of the Design Preference Survey the audience was asked to discuss the pros and cons of each image, which are listed below:

Single Family Residential

Most neighborhoods do not have sidewalks
Deep setbacks are nice
Enjoy natural amenities (resort feel)
Like the mix of residential types

Multi-Family Residential

Prefer a variety of architecture between units
Prefer shared garages between units
Concerned about density
Alleys bring crime
Don't like the massing on garages up front

Commercial

Amount of asphalt
Prefer high-end quality
Don't see parking
Feel of a Village square

Civic

Balance between architecture and tax dollars
Community pride can be seen in Village hall
Train station

Signage

Sign is too short; blocks views (visibility)
Fit within the character of the place

Parking

Off-street parking and landscape
No parking meters
Angled parking is easier for larger vehicles

Road Design (Residential)

Maintenance and snow removal
Larger asphalt and striped shoulders
Balance of road cross-sections



Above - highest rated single-family residential images; and Below - lowest rated single family residential images in the design preference survey.

Above - highest rated multi-family residential images; and Below - lowest rated multi-family residential images in the design preference survey.

Above - highest rated commercial images; and Below - lowest rated commercial images in the design preference survey.





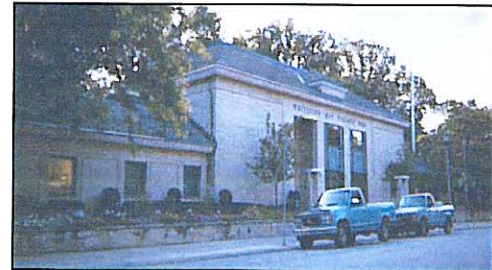
Above - highest rated sign images; and Below - lowest rated sign images in the design preference survey.



Above - highest rated industrial/business park images; and Below - lowest rated industrial/business park images in the design preference survey.



Above - highest rated civic images; and Below - lowest rated civic images in the design preference survey.





Above - highest rated parking images; and Below - lowest rated parking images in the design preference survey.



Above - highest rated Open Space images; and Below - lowest rated Open Space images in the design preference survey.



Above - highest rated road design images; and Below - lowest rated road design images in the design preference survey.



9.3 EXISTING LAND USE PLAN

Figure 9-11 is the Village's existing Land Use Plan for the E1/E2 (East Side) Neighborhood area. The primary land uses include mixed density residential and commercial.

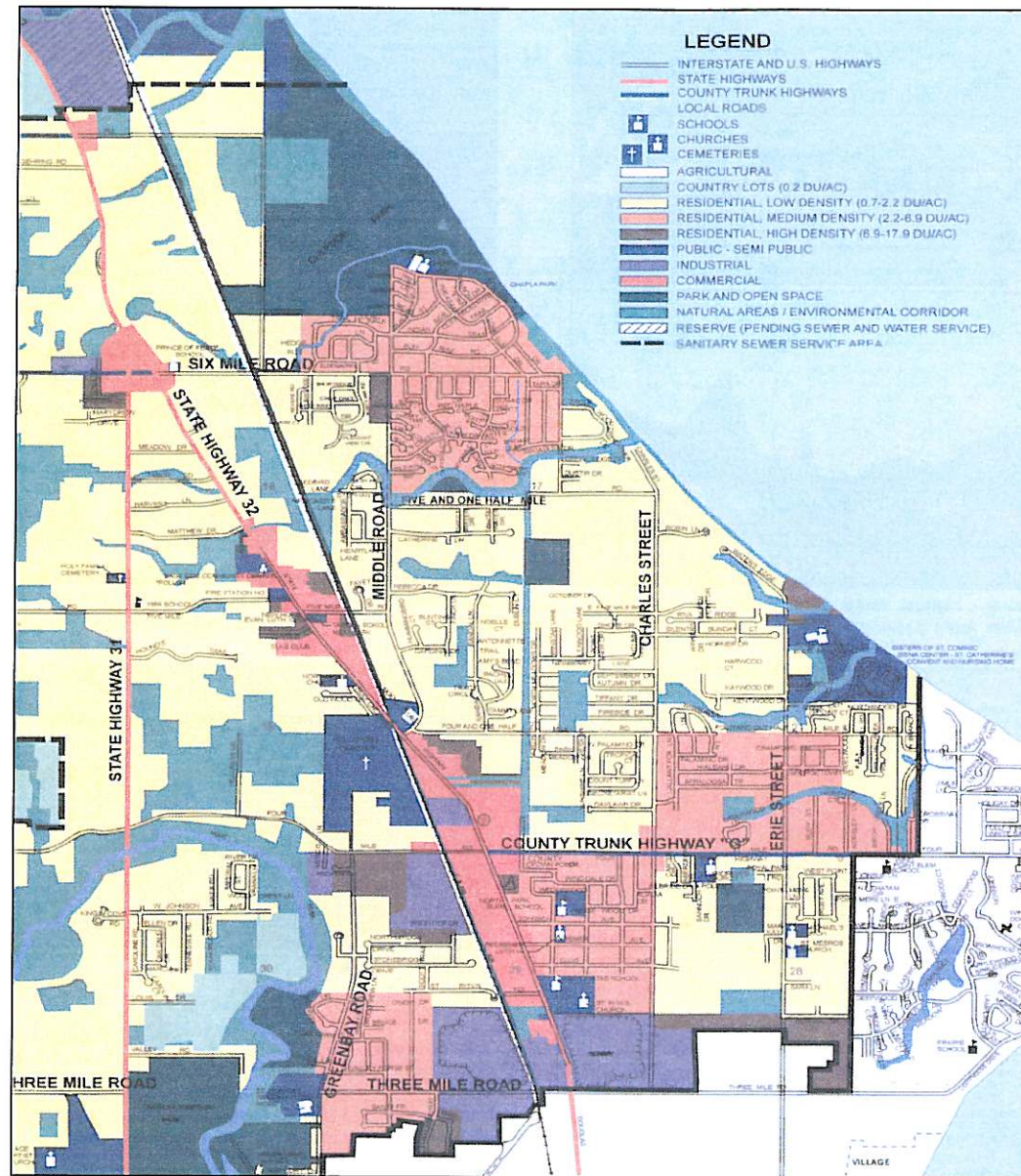


Figure 9-11. Village of Caledonia's Existing Land Use Plan for the E1/E2 Neighborhood.

9.4 DEVELOPMENT GUIDELINES

Several issues were identified that pose opportunities and challenges for the E1/E2 neighborhood's future (Figure 9-12). The following are recommended goals and action steps for each of the issues.

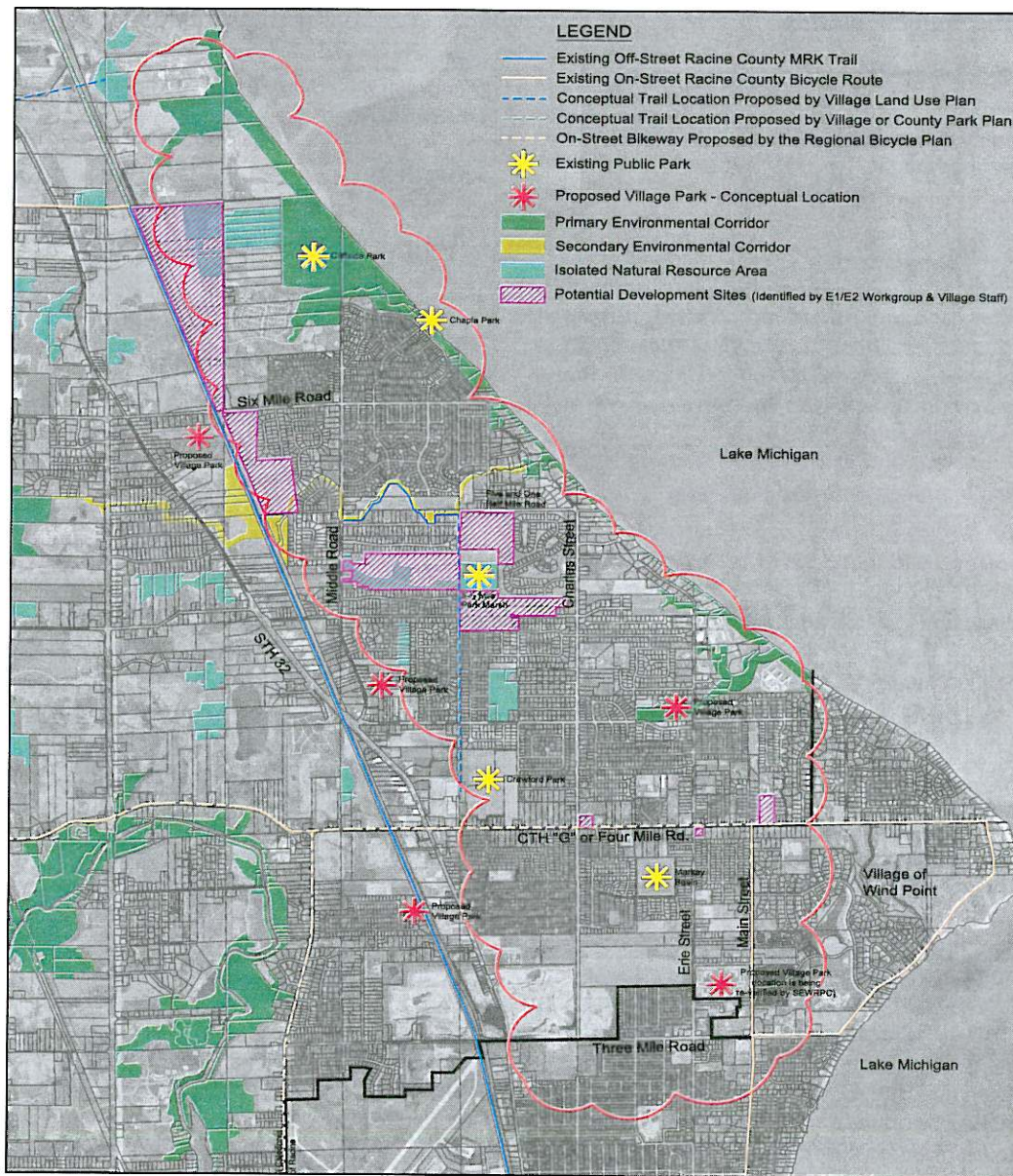


Figure 9-12. Potential Development Sites and Park/Recreational Improvements.

Traffic and Circulation

Existing Network

Goal

Identify the primary routes within the E1/E2 Neighborhood.

Action Step

1. Work with Graef, Anhalt, Schloemer & Associates (GAS) to identify the primary routes and any areas of concern dealing with those routes. Currently Middle Road has been considered the priority route by the Workgroup assisting in the development of the Neighborhood Plan.

Road Improvements and Upgrading

Goal

Improve and upgrade the existing road network to meet the capacity and function of the community (Figure 9-13).

Action Steps

1. Develop a road classification for the existing road network.

2. Develop an ongoing infrastructure improvements program for roads in the neighborhood according to the following policies:

- Consult with each neighborhood to determine preferred street cross-sections.
- Install curb and gutter on all streets except when the street edge abuts a park or open space.
- Include the continuation of planned or existing pedestrian walking and bicycle paths on all street cross-sections.

Road Extensions and Connections

Goal

Encourage the completion of 5 Mile Road and 4-1/2 Mile Road.

Action Step

1. Encourage one of the following options to complete 5 Mile Road and 4-1/2 Mile Road:

- Encourage the road completion as part of an adjacent development opportunity.
- Explore state or federal funding options.
- Implement an assessment fee or impact fee to fund the road completion.

Jurisdiction of Roads

Goal

Balance the Village's benefits of control and access at local level against the increased costs that may be associated with changing of jurisdiction.

Action Step

1. Continue to work with SEWRPC and Racine County concerning roads in the Village that are part of the jurisdictional study.

Pedestrian Circulation

Goal

Incorporate pedestrian circulation in any future redevelopment or development plans for the E1/E2 Neighborhood.

Action Step

1. Incorporate pedestrian walkways and bicycle paths as part of new and improved street cross-sections.



Six Mile Road (looking west at Whitewater Road)
Source: GAS



Middle Road (looking north at Rebecca Drive)
Source: GAS



Four Mile Road (looking west at Charles Street)
Source: GAS

Figure 9-13. Example of Roads in Need of Improvements and Upgrading.

Environment

Environmental Corridors

Goal

Maintain, protect, and buffer areas identified as environmental corridors by SEWRPC.

Action Steps

- 1. Review future developments for impacts that they may have on the environmental corridors.*
- 2. Encourage linkages between environmental corridors to expand their overall protection.*
- 3. Establish park areas and trails around the environmental corridors.*

Existing and Proposed Parks and Trails

Goal

Create and maintain an attractive network of parks and trails for the E1/E2 Neighborhood.

Action Steps

- 1. Encourage the creation of additional parks and trails, that meet the Village's Park and Open Space Plan, as part of future development.*
- 2. Connect trails and existing and proposed parks through new or improvement infrastructure where possible.*

Lack of Neighborhood Parks

Goal

Encourage additional neighborhood parks in any future development plans in the E1/E2 Neighborhood.

Action Steps

- 1. Encourage additional park space to meet the Village's Park and Open Space Plan.*

Park spaces that do not meet the Village's standards need to be reviewed based on the costs and benefits to the neighborhood.

- 2. Encourage multi-modal linkages to the park spaces from surrounding land uses (i.e. Klema Ditch).*

Crestview Park

Goal

Work with Crestview Neighborhood Association to enhance the condition of the common park and open space areas.

Action Steps

- 1. Develop a detailed Park and Open Space Plan that facilitates the management of the area.*
- 2. Identify clear, effective markings of public paths that encourage use and do not inhibit use by local residents.*
- 3. Act on the legal opinion the Village received to improve the common park and open space areas and assess the cost to the Crestview Neighborhood Association.*

Lakefront Access Opportunities

Goal

Include lakefront shoreline/bluff park space if and when the land changes in use or intensity.

Action Steps

- 1. Require additional lakefront linkages as part of future development/redevelopments.*
- 2. Connect existing and proposed lakefront shoreline/bluff park spaces through new or*

improvement infrastructure or trails, where possible.

- 3. Work with property owners to plan for these park spaces and linkages in the future. The shoreline along the Olympia Brown School and Sisters of St. Dominic Siena Center properties should be considered as an opportunity for a lakefront park if and when the use or configuration of the current structures are changed.*

Visual Character

Gateways into the Community

Goal

Create an attractive north and south entrance into the Village of Caledonia.

Action Step

1. *Work with current property owners to create a gateway feature at the north and south entrances to the Village.*

Patterns of Buildings and Lots

Goal

Maintain the existing pattern of buildings and lots.

Action Step

1. *Maintain the general visual character of existing buildings and lots. Any changes should be subject to architectural design standards.*

Vulcan Materials Property

Goal

Create an attractive south entrance into the Village of Caledonia, as well as, enhancing the dramatic vistas of the Vulcan Materials Property.

Action Steps

1. *Encourage improved streetscape and landscape improvements along the roadside edge of the quarry.*

2. *Consider lighting, garden/fence walls, tree plantings, and views as part of the improved streetscape and landscape.*

3. *Enhance the dramatic vistas of the quarry by properly framing and bordering the views with appropriate landscaping.*

Historic Sites

Goal

Maintain and protect the historic sites identified in this neighborhood.

Action Steps

1. *Review future developments for impacts that they may have on the historic sites.*

2. *Explore funding sources to maintain and enhance these sites.*

Social and Economic

Potential Impacts of Road Improvements

Goal

Create a network of roads that efficiently services the E1/E2 Neighborhood.

Action Steps

1. *Develop a road plan that ensures the vitality of existing and proposed development.*

2. *Develop a road plan that ensures the vision of maximizing value and allows development flexibility.*

Development Opportunities - Residential

Goal

Maintain and protect the existing residential neighborhood while allowing residential development on the remaining undeveloped parcels.

Action Step

1. *Allow for residential development that is compatible with the surrounding character and density of the neighborhood.*

Development Opportunities - Commercial/Retail

Goal

Maintain and protect existing commercial/retail nodes while incorporating high-quality developments within the E1/E2 neighborhood where the market demands.

Action Steps

1. *Encourage small scale commercial/retail developments along Four Mile Road.*

2. *Protect critical access points along major arterials and collectors to ensure the vitality of the existing and proposed developments.*

Development Opportunities - Park and Open Space

Goal

Incorporate additional neighborhood parks in any future development plans in the E1/E2 Neighborhood.

Action Steps

1. *Promote additional park and open space in future development plans.*

2. *Encourage additional park and open space to meet the Village's future Park and Open Space Plan.*

3. *Encourage multi-modal linkages to the park and open space from surrounding land uses.*

Long-Term Future of Four Mile Road

Goal

Upgrade Four Mile Road to efficiently service the E1/E2 Neighborhood.

Action Steps

1. *Preserve Four Mile Road as an appropriate residential street.*

2. *Develop a road plan that ensures the vitality of existing and proposed development.*

3. *Develop a road plan that ensures the vision of maximizing value and allows development flexibility.*

4. *Explore street cross-sections that allow development flexibility.*

5. *Involve neighbors and property owners in any process involving the redesign of the street cross-sections.*

6. *Consider options for pedestrian walkways, bicycle lanes, and landscape treatments that provide an attractive and safe roadside condition.*

Vulcan Materials Property

Goal

Maintain effective communications with the Vulcan Materials Quarry.

Action Steps

1. *Establish a neighborhood committee to monitor changes in the quarry's operations and to provide input into future plans for the quarry and the surrounding area.*

2. *Require the Village Board to determine membership in this committee. Membership should include residents from the immediate area, businesses in the area, quarry representatives, Village Officials, and technical staff from the Village.*

3. *Encourage intermediate or temporary uses, by the Village and immediate neighbors, of land owned by the quarry operator that has not yet been subject to surface mining. Such uses should be considered provided that they provide safeguards to the operator for future mining operations.*

4. *Consider the following issues when reviewing quarry operations and plans:*

- a) Environmental impact study (including: air, water, sound and vibration)*
- b) Impacts of dust, noise and vibration*
- c) Impacts of traffic*
- d) Impact fees (including: "tipping" fees)*
- e) Options for underground mining*
- f) Mitigation plans*
- g) Operation plans*
- h) Reclamation plans*
- i) Property value research and guarantees*
- j) Well protection measures and guarantees*
- k) Evidence of compliance with all governing agencies and jurisdictions (including: EPA, DNR, and Mining, Safety and Health agencies)*

5. *Consider the above mentioned items if/when new plans are developed for the subarea around the quarry and if/when any conditional use permits are requested regarding a change in quarry operations or development.*

6. *Consider further coordination of this process with the City of Racine residents as this planning process unfolds.*

WE Energies Property

Goal

Plan for the future use of the We Energies property. The future land use for this property should be identified as Natural Areas / Environmental Corridor and Park and Open Space.

Action Steps

- 1. Work with We Energies to create a detailed development plan for this area.*
- 2. Amend the existing Land Use Plan to allow for the recommended future land use.*

Public Transportation

Goal

Promote an extension of a public transportation system from the City of Racine to the E1/E2 Neighborhood.

Action Steps

- 1. Work with the Racine County, City of Racine, and local transportation providers to develop a public transportation plan.*
- 2. Explore funding sources to develop and maintain a public transportation system.*

Design Preference Survey

Goal

Create a vision for future development in the E1/E2 Neighborhood.

Action Step

- 1. Encourage the use of the Design Preference Survey results when reviewing development/redevelopment concepts for this area.*

10. GLOSSARY

Glossary

Accessory Structure

A use or detached structure subordinate to the principal use of a structure, land, or water and located on the same lot or parcel, and serving a purpose customarily incidental to the principal use or the principal structure (e.g. a tool shed on a residential lot; a guardhouse on an industrial lot).

Accessory Use

See "Use, Accessory."

Active Park

A park that has high impact uses (i.e. softball, volleyball, soccer, tennis, or basketball). Examples of active parks in the Village are Crawford Park and Cliffside Park.

Approving Authorities

Each governmental body having authority to approve or reject a preliminary or final plat. Approving authorities are set forth in Section 236.10 of the Wisconsin Statutes (the Statutes that govern the subdivision, or platting, of land). The Village of Caledonia is an approving authority for subdivisions within the Village.

Arterial Road

Serves as a connection between major centers of activity and tends to be the highest traffic volume corridors. The arterials give priority to the through movement rather than access to the abutting lands. Access is restricted or combined to reduce impediments to the through movement. This occurs where reasonable local access is available. These routes tend to 1 mile apart in developed areas.

Building

Any structure having a roof supported by columns or walls used or intended to be used for the shelter or enclosure of persons, animals, equipment, machinery, or materials.

Certified Survey Map

A map, prepared in accordance with Section 236.34 of the Wisconsin Statutes and the Village Subdivision Ordinance, for the purpose of creating a "minor land division," or used to document for recording purposes survey and dedication data relating to single parcels.

Collector Road

Give equal weight to both the through movement and abutting lands access. Collectors also support and feed into the arterial system. It collects and distributes traffic into the commercial areas and residential neighborhoods.

Common Open Space

See Open Space

Community Park

Larger in size than a neighborhood park and serves an area of 1/2 to 3 uninterrupted miles; varies from 30 to 50 acres in size; focuses on meeting the recreational needs of several neighborhoods or large sections of the community as well as preserving unique landscapes and Open Space. Examples of community parks in the Village are Gorney Park, Crawford Park and Cliffside Park.

Comprehensive Plan

The extensively developed plan, also called a master plan, adopted by the Plan Commission and certified to the Town Board pursuant to Section 62.23 of the Wisconsin Statutes, or a Comprehensive Plan adopted by the

Town Board pursuant to Section 66.1001 of the Wisconsin Statutes (also see "Smart Growth"). Components of a comprehensive plan include, but are not limited to, a land use, transportation system, park and open space, sanitary sewer, public water supply, and stormwater management system elements, and neighborhood development plans. Devices for the implementation of such plans include zoning, official mapping, land division control, and capital improvement programs.

Conditional Use Permit

See "Use, Conditional."

Condominium

A form of ownership combining individual unit ownership with shared use and ownership of common property or facilities, established in accordance with Chapter 703 of the Wisconsin Statutes. Common areas and facilities are owned by all members of the condominium association on a proportional, undivided basis. A condominium is a legal form of ownership, and not a specific building type or style.

Conservation Subdivision

A form of development in which dwelling units are concentrated and/or clustered in specific areas in order to allow other portions of the development site to be preserved for common open space, including restoration and management of historic, agricultural, or environmentally sensitive features.

Deed Restriction

A restriction on the use of a property set forth in the deed.

Developer's Agreement

An agreement entered into by and between the Village and a subdivider whereby the

Village and subdivider agree as to the design, construction, and installation of required public improvements; the payment for such public improvements; dedication of land; management of common open space, other matters related to subdivisions and other land development.

District, Basic Use

A part or parts of Racine County for which the regulations of the zoning ordinance governing the use and location of land and buildings are uniform (such as the Residential, Business, and Industrial District classifications).

District, Overlay

A zoning designation that modifies the underlying basic use zoning district requirements in a specific manner.

Dwelling

A structure or portion thereof which is used exclusively for human habitation.

Dwelling Unit

One or more rooms designed, occupied, or intended to be occupied as separate living quarters, with cooking, sleeping, and sanitary facilities provided within the dwelling unit.

Environmental Corridor

A generic term that includes "Primary Environmental Corridors," "Secondary Environmental Corridors," and "Isolated Natural Resource Areas."

Final Plat

A map prepared in accordance with the requirements of Chapter 236 of the Wisconsin Statutes and the County and Town subdivision ordinances for the purpose of creating a subdivision.

Floodplains

Those lands, and the stream channels, subject to inundation by the 100-year recurrence interval flood or, where such data are not available, the maximum flood of record.

Frontage

The total dimension of a lot abutting a public street measured along the street line.

Homeowners Association

An association combining individual home ownership with shared use, ownership, maintenance, and responsibility for common property or facilities, including private open space, within a land division.

Isolated Natural Resource Area

An area containing significant remnant natural resources, such as woodlands, wetlands, prairies, and important plant and wildlife habitat. Isolated natural resources are between five and 100 acres in area and are at least 200 feet in width, and are delineated and mapped by SEWRPC.

Land Division

A generic term that includes both subdivisions and minor land divisions.

Local Road

Provide access to abutting lands as a primary function.

Lot

A parcel of land having frontage on a public street, occupied or intended to be occupied by a principal structure or use and sufficient in size to meet lot width, lot frontage, lot area, setback, yard, parking and other requirements of the Racine County Zoning Ordinance.

Lot, Flag

A lot where access to the public street system is by a narrow strip of land, easement, or private right-of-way. Flag lots generally are not considered to conform to sound planning principles.

Mini-Park

Smallest park classification servicing an area of 1/4 to 1/2 uninterrupted miles; addresses limited or isolated recreation needs such as concentrated or limited populations, isolated development areas, unique recreation opportunities, landscaped public area in industrial/commercial areas, a scenic overlook, or a play area adjacent to downtown village shopping. Examples of mini-parks in the Village are Maple Park, Chapla Park and 32nd Division Memorial Marker and Wayside.

Minor Land Division

A minor land division, also known as a "lot split," is any division of land that creates no more than four parcels or building sites, any one of which is 35 acres in size or less, or the division of a block, lot, or outlot within a recorded subdivision plat into not more than four parcels or building sites without changing the exterior boundaries of said block, lot, or outlot. A minor land division is created through a "certified survey map."

Navigable Water

Lake Michigan, all natural inland lakes within Wisconsin, and all rivers, streams, ponds, sloughs, flowages, and other waters within the territorial limits of Wisconsin which are navigable under the laws of this State. The Wisconsin Supreme Court has declared navigable all bodies of water with a bed differentiated from adjacent uplands and with levels of flow sufficient to support navigation

by a recreational craft of the shallowest draft on an annually recurring basis. The Wisconsin Department of Natural Resources determines if a stream or other body of water is navigable. Lands adjacent to navigable waters are subject to shoreland regulations set forth in Chapter NR 115 of the Wisconsin Administrative Code.

Neighborhood Park

Basic unit of a park system servicing an area of 1/4 to 1/2 uninterrupted miles; varies from 5 to 10 acres in size; acts as the recreation and social focus of a neighborhood; can be developed with both active and passive activities to help create a sense of place by bringing together the unique character of the site within the neighborhood. Example of a neighborhood park in the Village is Crawford Park.

Nonconforming Lot

A lot, the area, dimensions, or location of which was lawful prior to the adoption or amendment of the zoning ordinance, but which fails by reason of such adoption or amendment to conform to the present requirements of the zoning ordinance. Nonconforming lots may also be referred to as substandard lots.

Nonconforming Structure

A building or structure lawfully existing at the time of adoption of the zoning ordinance which houses a use which is permitted in the district, but does not comply with all the applicable area, height, yard, and/or parking requirements of the district in which it is located. Nonconforming structures may continue to exist, but usually require a variance or other approval from Racine County to be enlarged or substantially altered.

Nonconforming Use

Any use of land, or land and buildings in combination, lawfully existing at the time of adoption of the zoning ordinance which does not comply with the use regulations for the district in which it is located. Nonconforming uses may continue to exist, but usually require a variance or other approval from Racine County to be enlarged or substantially altered.

Objecting Agency

An agency empowered to object to a subdivision plat pursuant to Chapter 236 of the Wisconsin Statutes. The Village may not approve any plat upon which an objection has been certified until the objection has been satisfied. The objecting agencies include the Wisconsin Department of Administration, the Wisconsin Department of Commerce, the Wisconsin Department of Transportation, and the Racine County Department of Planning and Development.

Official Map

A document prepared and adopted pursuant to Section 62.23(6) of the Wisconsin Statutes, which shows the location of existing and planned streets, parkways, parks, playgrounds, railway rights-of-way, waterways, and public transit facilities. Generally, a local government that has adopted an official map will require a subdivider to identify planned public improvements on the subdivision plat, and dedicate the land needed for such improvements to the local government.

Open Space

Any site, parcel, lot, area, or outlot of land or water that has been designated, dedicated, reserved, or restricted from further development. Open Space may be privately or publicly owned, but can not be part of

individual residential lots. Open Space is substantially free of structures, but may contain recreational facilities approved by the Village.

Ordinary High Water Mark

The point on the bank or shore of a body of water up to which the presence and action of surface water is so continuous as to leave a distinctive mark such as by erosion, destruction or prevention of terrestrial vegetation, predominance of aquatic vegetation, or other easily recognized characteristic.

Outlot

A parcel of land, other than a buildable lot or block, so designated on the plat, which is used to convey or reserve parcels of land. Outlots may be created to restrict a lot which is unbuildable due to high groundwater, steep slopes, other physical constraints, or to create common open space. Outlots may also be parcels of land intended to be re-divided into lots or combined with lots or outlots in adjacent land divisions for the purpose of creating buildable lots. An outlot may also be created if a lot fails to meet requirements for a private onsite wastewater treatment system, but which may be buildable if public sewer is extended to the lot or land division.

Parcel

A single piece of land separately owned, either publicly or privately, and capable of being conveyed separately.

Passive Park

A park that has low impact uses (i.e. trails, boating, picnicking, fishing, or natural areas). Examples of passive parks in the Village are Nicholson Wildlife Refuge and 5-1/2 Mile Road Park.

Planned Unit Development (PUD)

A development that is planned, developed, and maintained as a unified project. The PUD must have a minimum size, as specified in the County zoning ordinance, and may consist of one or more buildings and accessory uses and structures.

Plat

A map prepared for the purpose of recording a subdivision so that lots may be sold or otherwise transferred.

Prairies

Open, generally treeless areas which are dominated by native grasses.

Preliminary Plat

A map showing the salient features of a proposed subdivision submitted to an approving authority for purposes of preliminary consideration. A preliminary plat precisely describes the location and exterior boundaries of the parcel proposed to be divided, and shows the approximate location of lots, streets, and other improvements.

Primary Environmental Corridor

A concentration of significant natural resources, such as woodlands, wetlands, prairies, and important plant and wildlife habitat. Primary environmental corridors are at least 400 acres in area, at least two miles in length, and at least 200 feet in width, and are delineated and mapped by Southeastern Wisconsin Regional Planning Commission (SEWRPC).

Private Sewage System

A sewage treatment and disposal system serving a single structure with a septic tank and soil absorption field located on the same

parcel as the structure. This term also means an alternative sewage system approved by the Wisconsin Department of Commerce, including a substitute for the septic tank or soil absorption field, a holding tank, a system serving more than one structure, or a system located on a different parcel than the structure. A private sewage system may be owned by the property owner or by a special purpose district. A private sewage system is also referred to as a "private onsite wastewater treatment system," or "POWTS." POWTS are regulated by Chapter Comm 83 of the Wisconsin Administrative Code.

Public Improvement

Any sanitary sewer, storm sewer, open channel, water main, street, park, sidewalk, bicycle or pedestrian way, or other facility for which the Town may ultimately assume the responsibility for maintenance and operation.

Purchase of Development Rights (PDR)

PDR programs are intended to ensure the long-term preservation of agricultural or open space lands. Under a PDR program, the owner of farmland or undeveloped land receives a payment for relinquishing rights to development. Deed restrictions are used to ensure that the lands concerned remain in agricultural or other open use. Such restrictions are attached to the land and remain in effect regardless of future sale or other transfer of the land. PDR programs may be administered and funded by State, County, or local units of government, land trusts, or other private organizations having an interest in preserving agricultural and other open space lands. The amounts paid to landowners under PDR programs are generally based on the difference between the market value of the land for development

and its value solely for agricultural purposes. The primary drawback of PDR programs is the potentially high cost entailed.

PDR programs can provide assurance that farmland will be permanently retained in agriculture or open space use. Landowners receive a potentially substantial cash payment while retaining all other rights to the land, including the right to continue farming. Land included in a PDR program remains on the tax roll and continues to generate property taxes. Since the land remains in private ownership, the public sector does not incur any land management responsibilities.

Sanitary District

Formation of a sanitary district provides landowners outside a city or village an opportunity to form a special-purpose unit of government to provide certain urban services. A town sanitary district has authority to plan, construct, and maintain systems for garbage removal, water supply, sewage disposal, and stormwater drainage. Sanitary districts may be formed by a town board, upon a request from affect landowners, under Section 60.71 of the Wisconsin Statutes. Each district is governed by a commission. At the time a district is established, the town board determines whether commissioners will be appointed by the town board or elected. The town board may choose to appoint itself as the commission.

There are three sanitary districts in the Village of Caledonia: the Caddy Vista district in the north-central part of the Village, and the North Park and Crestview districts in the eastern part of the Village. Each of the districts provides public water and sanitary sewer services, and is governed by an elected commission.

Secondary Environmental Corridor

A concentration of significant natural resources, such as woodlands, wetlands, prairies, and important plant and wildlife habitat. Secondary environmental corridors are at least 100 acres in area and at least one mile in length, except where such corridors serve to link primary environmental corridors, in which case no minimum area or length criteria apply. Secondary environmental corridors are delineated and mapped by SEWRPC.

Setback

See "Yard, Street."

Sewer Service Area

Those areas that are currently served by public sewers, and additional contiguous areas that are planned to be served by public sewers within a 20-year period. Sewers cannot be extended to areas outside the sewer service area identified in an adopted sewer service area plan. In the southeastern part of Wisconsin, sewer service area plans are prepared by SEWRPC and approved by the affected local governments and by the Department of Natural Resources.

Shorelands

Those lands lying within the following distances from the ordinary high water mark of navigable waters: 1,000 feet from a lake, pond, or flowage; and 300 feet from a river or stream, or to the landward side of the floodplain, whichever distance is greater.

Smart Growth

A term often used to refer to the Wisconsin comprehensive planning law, which was enacted by the State Legislature in 1999. The law, which is set forth in Section 66.1001 of the Wisconsin Statutes, expanded the

scope and significance of comprehensive plans. The law is very prescriptive in terms of plan content, requiring nine specific plan elements: issues and opportunities; land use; housing; transportation; utilities and community facilities; agricultural, natural, and cultural resources; economic development; intergovernmental coordination; and implementation. Beginning on January 1, 2010, any program or action of a county or local unit of government that affects land use, including implementation of zoning and subdivision ordinances, must be consistent with the local comprehensive plan. Moreover, as of that date, zoning must be consistent with the local comprehensive plan.

Street, Arterial

A public street or highway used or intended to be used primarily for fast or heavy through traffic, whose function is to convey traffic between activity centers and municipalities. Arterial streets and highways include freeways, state trunk and county trunk highways, and other heavily traveled streets.

Street, Collector

A public street that conducts and distributes traffic between land access and arterial streets.

Street, Land Access

A public street that carries traffic at a slow speed and provide frontage for access to private lots, and carries traffic having a destination or origin on the street itself.

Structure

Any erection or construction, such as buildings, prefabricated or pre-built buildings, towers, masts, poles, booms, signs, fences, machinery, or equipment.

Subdivider

Any person, firm or corporation, or any agent thereof, dividing or proposing to divide land resulting in a subdivision, minor land division, or replat.

Subdivision

A division of a lot, parcel, or tract of land by the owner thereof or the owner's agent for the purpose of transferring ownership or of building development where the act of division of a parcel of three or more acres creates five or more parcels or building sites by a division or by successive divisions within a period of five years.

Tot Lot

See Mini-Park

Unnecessary Hardship

The circumstance where special conditions, which were not self-created, affect a particular property and make strict conformity with the restrictions governing dimensional standards (such as lot area, lot width, setbacks, yard requirements, or building height) unnecessarily burdensome or unreasonable in light of the zoning ordinance. Unnecessary hardship is present only where, in the absence of a variance, no feasible use can be made of the property.

Use

The purpose or activity for which the land or building thereon is designed, arranged, or intended, or for which it is occupied or maintained.

Use, Accessory

A subordinate use on the same lot which is incidental and customary in connection with the principal use.

Use, Conditional

A use of a special nature as to make impractical their predetermination as a principal use in a district. Conditional uses require approval of a conditional use permit before they can be established. Typical conditional uses are churches and schools in residential zoning districts.

Use, Principal

The main use of land or buildings as distinguished from a subordinate or accessory use. A principal use is specifically authorized as a use-by-right in a particular zoning district and may be operated after securing the necessary building permit. Examples of principal uses include a home in a residential zoning district, a grocery store in a business zoning district, and a barn in an agricultural zoning district.

Utility District

A town board may establish utility districts under Sections 60.23 and 66.0827 of the Wisconsin Statutes to provide public services within the district. The town board governs utility districts. The Village of Caledonia District No. 1 provides public water and sanitary sewer service in the south-central portion of the Village.

Variance

An authorization granted by the Racine County Zoning Board of Adjustment to construct or alter a building or structure in a manner that deviates from the dimensional standards of the zoning ordinance (e.g. a building that does not meet setback requirements or exceeds the maximum height limitation). A variance may not permit the use of a property that is otherwise prohibited by the zoning ordinance. The Board must find that an "unnecessary hardship" exists in order to grant a variance.

Wetland

An area where water is at, near, or above the land surface long enough to be capable of supporting aquatic or hydrophytic vegetation, and which has soils indicative of wet conditions.

Wisconsin Administrative Code

Regulations, commonly referred to as rules, written and promulgated by State agencies to supplement, implement, or interpret laws enacted by the Wisconsin Legislature. The rules are referred to based on the agency that is responsible for administering the rules. For example, "Comm" refers to rules administered by the Department of Commerce; "NR" refers to rules administered by the Department of Natural Resources, and "Trans" refers to rules administered by the Department of Transportation. Portions of the Administrative Code that particularly affect planning include Comm 83 (requirements for private onsite waste treatment systems); NR 115 (requirements for shoreland areas in town and areas annexed to cities and villages after May 7, 1982); NR 116 (floodplain requirements); NR 117 (requirements for shoreland areas in cities and villages); and Trans 233 (requirements for subdivisions abutting State highways). The Wisconsin Administrative Code is available on the Legislature's web page at www.legis.state.wi.us/rsb/code/.

Wisconsin Statutes

The body of law enacted by the Wisconsin State Legislature. Portions of the Wisconsin Statutes that particularly affect planning include Chapter 236 (subdivision requirements); Section 62.23 (zoning and master planning requirements for cities and villages, and towns that have adopted village powers); Section 66.1001

(comprehensive planning requirements); and Chapter 59 (zoning requirements for counties). The Wisconsin Statutes are available on the Legislature's web page at www.legis.state.wi.us/rsb/stats.html.

Woodlands

Upland areas delineated and mapped by the Southeastern Wisconsin Regional Planning Commission that are at least one acre in extent covered by deciduous or coniferous trees.

Yard

An open space on the same lot with a structure, unoccupied and unobstructed from the ground upward except for vegetation. The street and rear yards extend the full width of the lot.

Yard, Rear

A yard extending across the full width of the lot, the depth of which shall be the minimum horizontal distance between the rear lot line and a line parallel thereto through the nearest point of the principal structure. This yard is opposite the street yard or one of the street yards on a corner lot.

Yard, Side

A yard extending from the street yard to the rear yard of the lot, the width of which shall be the minimum horizontal distance between the side lot line and a line parallel thereto through the nearest point of the principal structure.

Yard, Street (Setback)

A yard extending across the full width of the lot, the depth of which shall be the minimum horizontal distance between the existing or proposed street or highway line and a line parallel thereto through the nearest point

of the foundation of the principal structure. Corner lots have two such yards.

Zoning

A law that regulates the use of private property in the public interest. A zoning ordinance divides a community into districts for the purpose of regulating the use of land and structures; the height, size, and placement of structures; and the density of development. A zoning ordinance typically consists of two parts: a text setting forth regulations that apply to each of the various zoning districts, together with related procedural and administrative requirements; and a map delineating the boundaries of zoning districts.

11. APPENDICES

Appendix A - Land Use Plan Adopted by the Caledonia Town Board in 1996 (Amended 1999).

Appendix B - Neighborhood Planning Areas in the Village of Caledonia, 2003.

Appendix C - Known and Potentially Significant Historic Sites in the Village of Caledonia, 2002 (SEWRPC).

Appendix D - 2020 Land Use Plan for the Village of Caledonia, (SEWRPC).

Appendix E - Racine County Farmland Preservation Plan, August 1981 (SEWRPC).

Appendix F - 2020 Arterial Street and Highway Element of the Regional Transportation System Plan, (SEWRPC).

Appendix G - 2020 Bicycle Way Element of the Regional Transportation System Plan, (SEWRPC).

Appendix H - Existing and Proposed Public Trails by Adopted Plans in the Village of Caledonia, 2003 (SEWRPC).

Appendix I - Outdoor Recreation Element of the 2020 Racine County Park and Open Space Plan, (SEWRPC).

Appendix J - 2020 Open Space Preservation Plan for the Village of Caledonia, (SEWRPC).

Appendix K - 2020 Outdoor Recreation Plan for the Village of Caledonia, (SEWRPC).

Appendix L - City of Racine and Environs Planned Sanitary Sewer Service Area, (SEWRPC).

Appendix M - Location of Sanitary Districts in Relation to Planned Sanitary Sewer Service Areas in the Village of Caledonia, 2002 (SEWRPC).

Appendix N - Areas Served by Public Sanitary Sewer in the Village of Caledonia and Environs, 2002 (SEWRPC).

Appendix O - Existing Land Uses in the Village of Caledonia, 2000 (SEWRPC).

Appendix P - Park and Open Space Sites in the Village of Caledonia, 2003 (SEWRPC).

Appendix Q - Agricultural Lands in the Village of Caledonia, 2003 (SEWRPC).

Appendix R - Agricultural Soil Capability in the Village of Caledonia, 2003 (SEWRPC).

Appendix S - Woodlands, Wetlands, and Floodplains in the Village of Caledonia, 2000 (SEWRPC).

Appendix T - Existing Environmental Corridors and Isolated Natural Resource Areas in the Village of Caledonia, 2000 (SEWRPC).

Appendix U - Planned Environmental Corridors and Isolated Natural Resource Areas in the Village of Caledonia, (SEWRPC).

Appendix V - Natural Areas, Critical Species Habitats and Significant Geological Sites in the Village of Caledonia, 1994 (SEWRPC).

Appendix W - Basic Zoning Districts in the Village of Caledonia, 2002 (SEWRPC).

Appendix X - Summary of Basic-Use Zoning District Regulations, 2002 (SEWRPC).

Appendix Y - Area Within Each Basic Use Zoning District in the Village of Caledonia, 2002 (SEWRPC).

Appendix Z - Overlay Zoning Districts in the Village of Caledonia, 2002 (SEWRPC).

Appendix AA - Summary of Overlay Zoning Districts in the Village of Caledonia, 2002 (SEWRPC).

Appendix BB - Potential Changes to the Planned Sewer Service Area in the Village of Caledonia, (SEWRPC).

Appendix CC - (See Village Clerk or Engineer) Best Management Practices

Appendix DD - Summary of Sanitary Districts and Sewer Service Area Boundary Issues

Appendix EE - Recommended Protection of Natural Areas, Critical Species Habitat Sites, and Geological Areas in the Village of Caledonia

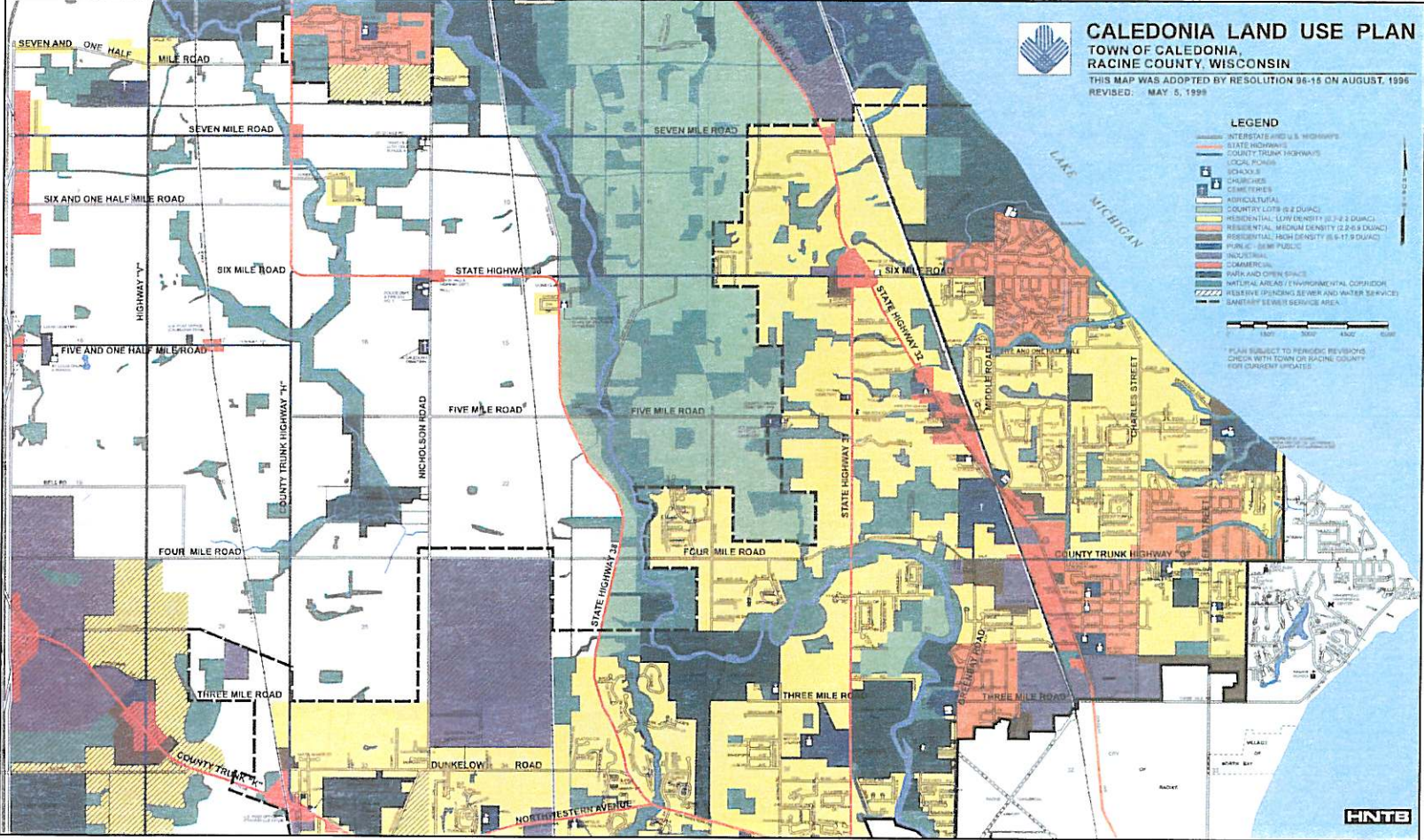
Appendix FF - (See Village Clerk or Engineer) C1/C2 Market Study by UWM Students (May 2004)

Appendix GG - (See Village Clerk) Information on Commuter Rail Stations

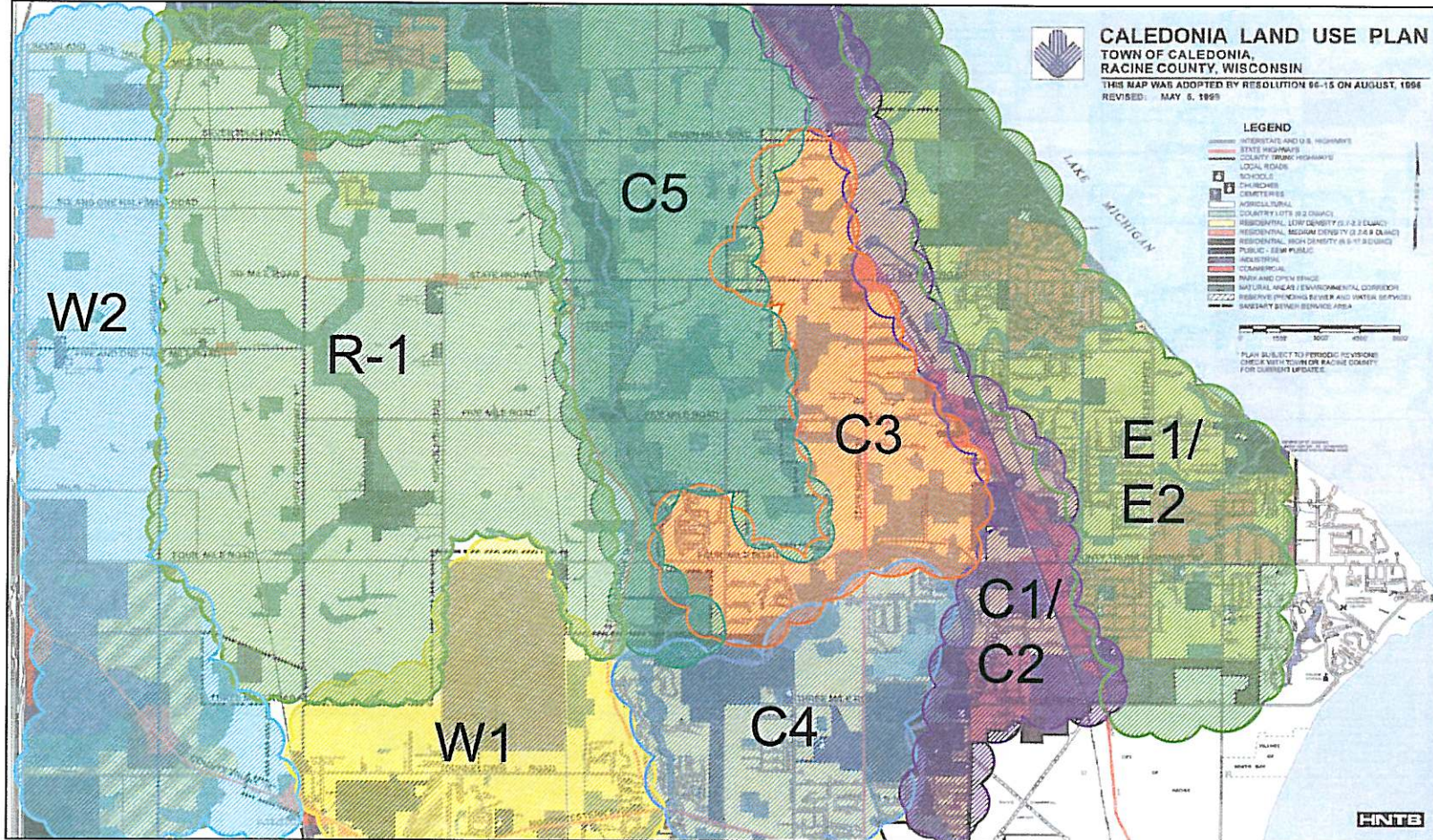
Appendix HH - (See Village Clerk) Household Survey Results

Appendix II - (See Village Clerk) Franksville Market Analysis by UWM Students (May 2004)

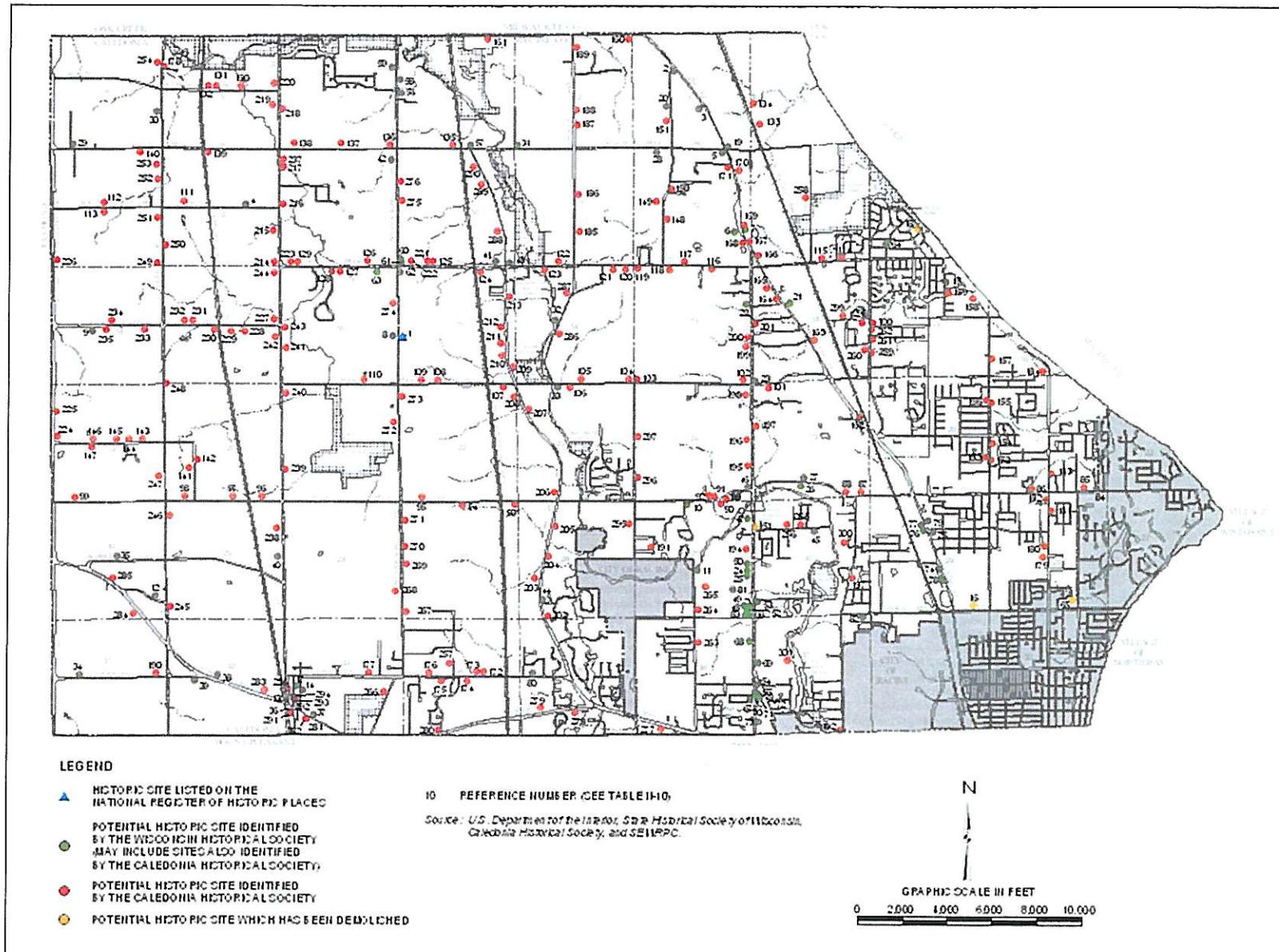
APPENDIX A. LAND USE PLAN ADOPTED BY THE CALEDONIA TOWN BOARD IN 1996



APPENDIX B. NEIGHBORHOOD PLANNING AREAS IN THE VILLAGE OF CALEDONIA



APPENDIX C. KNOWN AND POTENTIALLY SIGNIFICANT HISTORIC SITES IN THE VILLAGE OF CALEDONIA



APPENDIX C. KNOWN AND POTENTIALLY SIGNIFICANT HISTORIC SITES IN THE VILLAGE OF CALEDONIA

Number on Map 22	Historic Name or Reference	Address or General Location	Identified By
1	John Collins Residence	6409 Nicholson Road	Listed on National and Wisconsin Register of Historic Places
2	Residence	8710 Douglas Avenue	Wisconsin and Caledonia Historical Societies
3	Storage Building	8338 Douglas Avenue	Wisconsin and Caledonia Historical Societies
4	Residence	11026 Six and One-Half Mile Road	Wisconsin and Caledonia Historical Societies
5	Lamberton School	5017 Seven Mile Road	Wisconsin Historical Society
6	Residence	7330 Douglas Avenue	Wisconsin Historical Society
7	Octagon Barn	7241 Douglas Avenue	Wisconsin Historical Society
8	Residence	6414 Nicholson Road	Wisconsin Historical Society
9	St. Louis Church	13207 CTH G	Wisconsin Historical Society
10	Chicago, North Shore & Milwaukee Railway Power Plant	SE Corner of Four Mile Road and Bluffside Drive	Wisconsin Historical Society
11	Lewis and Inez Van Sickle Residence	4340 Newman Road	Wisconsin Historical Society
12	Residence	12304 Sunflower Drive	Wisconsin and Caledonia Historical Societies
13	Railroad Depot	10540 CTH H	Wisconsin Historical Society
14	Residence	3349 Morris Street	Wisconsin and Caledonia Historical Societies
15	Residence	6805 Novak Road	Wisconsin Historical Society
16	Paar Residence ^a	2026 Three Mile Road	Wisconsin Historical Society
17	Residence	3409 Robert Street	Wisconsin and Caledonia Historical Societies
18	Apartment/Condominium ^a	7224 Lake Shore Drive	Wisconsin Historical Society
19	Residence	8007 Douglas Avenue	Wisconsin Historical Society
20	Residence	8414 Bolting Road	Wisconsin and Caledonia Historical Societies
21	Retail Building	6633 Douglas Avenue	Wisconsin Historical Society
22	Residence	6636 STH 31	Wisconsin and Caledonia Historical Societies
23	School	NE Corner of STH 31 and Five Mile Road	Wisconsin Historical Society
24	Apartment/Condominium	4344 STH 31	Wisconsin Historical Society
25	Residence	4342 STH 31	Wisconsin Historical Society
26	Residence	3933 Four Mile Road	Wisconsin and Caledonia Historical Societies
27	Residence	3918-3920 Four Mile Road	Wisconsin and Caledonia Historical Societies
28	Residence	5915 Seven Mile Road	Wisconsin Historical Society
29	Residence	13206 Seven Mile Road	Wisconsin Historical Society
30	Residence	8334 CTH V	Wisconsin Historical Society
31	Residence	7442 Seven Mile Road	Wisconsin Historical Society
32	Garage	6424 E. River Road	Wisconsin Historical Society
33	Residence	7101 Five Mile Road	Wisconsin Historical Society
34	Residence	13402 Golf Road	Wisconsin and Caledonia Historical Societies
35	Residence	12820 Adams Road	Wisconsin and Caledonia Historical Societies
36	Residence	3200 Robert Street	Wisconsin and Caledonia Historical Societies
37	Residence	10220 CTH K	Wisconsin and Caledonia Historical Societies
38	Residence	11526 CTH K	Wisconsin and Caledonia Historical Societies
39	Residence	11817 Golf Road	Wisconsin and Caledonia Historical Societies
40	Residence	4548 CTH H	Wisconsin and Caledonia Historical Societies
41	Residence	7882 STH 38	Wisconsin Historical Society
42	Rectory/Parsonage	7900 Nicholson Road	Wisconsin Historical Society
43	Residence	NE Corner of Six Mile Road and W. River Road	Wisconsin and Caledonia Historical Societies
44	Residence	4141 STH 38	Wisconsin and Caledonia Historical Societies
45	Residence	3801 Johnson Avenue	Wisconsin and Caledonia Historical Societies
46	Residence	NW Corner of STH 31 and Four Mile Road	Wisconsin and Caledonia Historical Societies
47	Residence	4830 STH 31	Wisconsin Historical Society
48	Residence	4040 STH 31	Wisconsin Historical Society
49	Barn	4052 STH 31	Wisconsin Historical Society
50	Residence	4452 STH 31	Wisconsin Historical Society
51	Residence ^b	NE Corner of STH 31 and W. Johnson Avenue	Wisconsin Historical Society
52	Residence	4052 STH 31	Wisconsin and Caledonia Historical Societies
53	Residence	4611 Valley Road	Wisconsin and Caledonia Historical Societies
54	Residence	3403 STH 31	Wisconsin Historical Society
55	Residence	3343 STH 31	Wisconsin and Caledonia Historical Societies
56	Residence	8437 Nicholson Road	Wisconsin and Caledonia Historical Societies
57	Residence	8024 Seven Mile Road	Wisconsin Historical Society
58	Residence	8627 Nicholson Road	Wisconsin and Caledonia Historical Societies
59	Residence	8708 Nicholson Road	Wisconsin and Caledonia Historical Societies
60	Blacksmith Shop	7035 Nicholson Road	Wisconsin Historical Society
61	Gas Station/Service Station	8936 Six Mile Road	Wisconsin Historical Society

APPENDIX C. KNOWN AND POTENTIALLY SIGNIFICANT HISTORIC SITES IN THE VILLAGE OF CALEDONIA

Number on Map 22	Historic Name or Reference	Address or General Location	Identified By
62	Residence	6935 Nicholson Road	Wisconsin Historical Society
63	School	9111 Six Mile Road	Wisconsin and Caledonia Historical Societies
64	Raymond and LaVerne Auler Residence	7100 Cliffside Drive	Wisconsin Historical Society
65	Philip and Frances Goulais Residence*	4052 N. Main Street	Wisconsin Historical Society
66	Residence	4718 Three Mile Road	Wisconsin Historical Society
67	Residence	3346 STH 31	Wisconsin Historical Society
68	Residence	3802 STH 31	Wisconsin and Caledonia Historical Societies
69	Residence	3603 STH 31	Wisconsin Historical Society
70	Residence	3303 STH 31	Wisconsin and Caledonia Historical Societies
71	Barn	3303 STH 31	Wisconsin and Caledonia Historical Societies
72	Barn	3303 STH 31	Wisconsin and Caledonia Historical Societies
73	Residence	3109 STH 31	Wisconsin Historical Society
74	Retail Building	4344 Douglas Avenue	Wisconsin Historical Society
75	Residence	1929 Johnson Avenue	Wisconsin Historical Society
76	Residence	4852 Douglas Avenue	Wisconsin Historical Society
77	Residence	4718 Douglas Avenue	Wisconsin Historical Society
78	Residence	4244-4246 Douglas Avenue	Wisconsin Historical Society
79	Residence	4743 Douglas Avenue	Wisconsin and Caledonia Historical Societies
80	Niles and Ana Maria Rasmussen Residence	7414 Dunkelow Road	Wisconsin and Caledonia Historical Societies
81	Residence	4220 STH 31	Wisconsin Historical Society
82	Residence	3201 Three Mile Road	Wisconsin and Caledonia Historical Societies
83	Residence	4718 Three Mile Road	Wisconsin and Caledonia Historical Societies
84	Residence	214 Four Mile Road	Caledonia Historical Society
85	Residence	332 Four Mile Road	Caledonia Historical Society
86	Residence	806 Four Mile Road	Caledonia Historical Society
87	Residence	3024 Four Mile Road	Caledonia Historical Society
88	Residence	3306 Four Mile Road	Caledonia Historical Society
89	Residence	5021 Four Mile Road	Caledonia Historical Society
90	Residence	5113 Four Mile Road	Caledonia Historical Society
91	Residence	5122 Four Mile Road	Caledonia Historical Society
92	Residence	5304 Four Mile Road	Caledonia Historical Society
93	Residence	7605 Four Mile Road	Caledonia Historical Society
94	Residence	8219 Four Mile Road	Caledonia Historical Society
95	Residence	8720 Four Mile Road	Caledonia Historical Society
96	Residence	10814 Four Mile Road	Caledonia Historical Society
97	Residence	11430 Four Mile Road	Caledonia Historical Society
98	Residence	11918 Four Mile Road	Caledonia Historical Society
99	Residence	13332 Four Mile Road	Caledonia Historical Society
100	Residence	2920 Five and One-Half Mile Road	Caledonia Historical Society
101	Residence	4403 Five Mile Road	Caledonia Historical Society
102	Residence	4728 Five Mile Road	Caledonia Historical Society
103	Residence	6132 Five Mile Road	Caledonia Historical Society
104	Residence	6200 Five Mile Road	Caledonia Historical Society
105	Residence	6716 Five Mile Road	Caledonia Historical Society
106	Residence	6929 Five Mile Road	Caledonia Historical Society
107	Residence	7521 Five Mile Road	Caledonia Historical Society
108	Residence	8534 Five Mile Road	Caledonia Historical Society
109	Residence	8912 Five Mile Road	Caledonia Historical Society
110	Residence	9406 Five Mile Road	Caledonia Historical Society
111	Residence	11826 Six and One-Half Mile Road	Caledonia Historical Society
112	Residence	12924 Six and One-Half Mile Road	Caledonia Historical Society
113	Residence	12929 Six and One-Half Mile Road	Caledonia Historical Society
114	Residence	3326 Six Mile Road	Caledonia Historical Society
115	Residence	3702 Six Mile Road	Caledonia Historical Society
116	Residence	5133 Six Mile Road	Caledonia Historical Society
117	Residence	5539 Six Mile Road	Caledonia Historical Society
118	Residence	5711 Six Mile Road	Caledonia Historical Society
119	Residence	6111 Six Mile Road	Caledonia Historical Society
120	Residence	6201 Six Mile Road	Caledonia Historical Society
121	Residence	6421 Six Mile Road	Caledonia Historical Society
122	Residence	7018 Six Mile Road	Caledonia Historical Society
123	Residence	7217 Six Mile Road	Caledonia Historical Society
124	Residence	7831 Six Mile Road	Caledonia Historical Society
125	Residence	8524 Six Mile Road	Caledonia Historical Society

APPENDIX C. KNOWN AND POTENTIALLY SIGNIFICANT HISTORIC SITES IN THE VILLAGE OF CALEDONIA

Number on Map 22	Historic Name or Reference	Address or General Location	Identified By
126	Residence	9324 Six Mile Road	Caledonia Historical Society
127	Residence	9733 Six Mile Road	Caledonia Historical Society
128	Residence	9821 Six Mile Road	Caledonia Historical Society
129	Residence	9902 Six Mile Road	Caledonia Historical Society
130	Residence	11104 Seven and One-Half Mile Road	Caledonia Historical Society
131	Residence	11416 Seven and One-Half Mile Road	Caledonia Historical Society
132	Residence	11506 Seven and One-Half Mile Road	Caledonia Historical Society
133	Residence	4324 Seven Mile Road	Caledonia Historical Society
134	Residence	4330 Seven Mile Road	Caledonia Historical Society
135	Residence	8302 Seven Mile Road	Caledonia Historical Society
136	Residence	9026 Seven Mile Road	Caledonia Historical Society
137	Residence	9710 Seven Mile Road	Caledonia Historical Society
138	Residence	10414 Seven Mile Road	Caledonia Historical Society
139	Residence	11527 Seven Mile Road	Caledonia Historical Society
140	Residence	12423 Seven Mile Road	Caledonia Historical Society
141	Residence	5306 Barthel Road	Caledonia Historical Society
142	Residence	5451 Barthel Road	Caledonia Historical Society
143	Residence	12500 Bell Road	Caledonia Historical Society
144	Residence	12620 Bell Road	Caledonia Historical Society
145	Residence	12804 Bell Road	Caledonia Historical Society
146	Residence	13124 Bell Road	Caledonia Historical Society
147	Residence	13129 Bell Road	Caledonia Historical Society
148	Residence	7335 Bolting Road	Caledonia Historical Society
149	Residence	7502 Bolting Road	Caledonia Historical Society
150	Residence	7633 Bolting Road	Caledonia Historical Society
151	Residence	8208 Bolting Road	Caledonia Historical Society
152	Residence	5251 Charles Street	Caledonia Historical Society
153	Residence	5304 Charles Street	Caledonia Historical Society
154	Residence	5419 Charles Street	Caledonia Historical Society
155	Residence	5801 Charles Street	Caledonia Historical Society
156	Residence	5802 Charles Street	Caledonia Historical Society
157	Residence	6139 Charles Street	Caledonia Historical Society
158	Residence	6650 Charles Street	Caledonia Historical Society
159	Residence	1601 Circlewood Drive	Caledonia Historical Society
160	Residence	6203 Countyline Road	Caledonia Historical Society
161	Residence	7819 Countyline Road	Caledonia Historical Society
162	Residence	5653 Douglas Avenue	Caledonia Historical Society
163	Residence	6309 Douglas Avenue	Caledonia Historical Society
164	Residence	6732 Douglas Avenue	Caledonia Historical Society
165	Residence	6826 Douglas Avenue	Caledonia Historical Society
166	Residence	7041 Douglas Avenue	Caledonia Historical Society
167	Residence	7209 Douglas Avenue	Caledonia Historical Society
168	Residence	7220 Douglas Avenue	Caledonia Historical Society
169	Residence	7307 Douglas Avenue	Caledonia Historical Society
170	Residence	7803 Douglas Avenue	Caledonia Historical Society
171	Residence	7832 Douglas Avenue	Caledonia Historical Society
172	Residence	8020 Dunkelow Road	Caledonia Historical Society
173	Residence	8034 Dunkelow Road	Caledonia Historical Society
174	Residence	8207 Dunkelow Road	Caledonia Historical Society
175	Residence	8427 Dunkelow Road	Caledonia Historical Society
176	Residence	8622 Dunkelow Road	Caledonia Historical Society
177	Residence	9406 Dunkelow Road	Caledonia Historical Society
178	Residence	12220 Eau Galle Road	Caledonia Historical Society
179	Residence	4436 Erie Street	Caledonia Historical Society
180	Residence	4530 Erie Street	Caledonia Historical Society
181	Residence	4827 Erie Street	Caledonia Historical Society
182	Residence	4920 Erie Street	Caledonia Historical Society
183	Residence	5135 Erie Street	Caledonia Historical Society
184	Residence	6020 Erie Street	Caledonia Historical Society
185	Residence	7243 Foley Road	Caledonia Historical Society
186	Residence	7551 Foley Road	Caledonia Historical Society
187	Residence	8141 Foley Road	Caledonia Historical Society
188	Residence	8323 Foley Road	Caledonia Historical Society
189	Residence	8907 Foley Road	Caledonia Historical Society

APPENDIX C. KNOWN AND POTENTIALLY SIGNIFICANT HISTORIC SITES IN THE VILLAGE OF CALEDONIA

Number on Map 22	Historic Name or Reference	Address or General Location	Identified By
190	Residence	12230 Golf Road	Caledonia Historical Society
191	Residence	6022 Golf Ridge Drive	Caledonia Historical Society
192	Residence	3000 N. Green Bay Road	Caledonia Historical Society
193	Residence	4313 N. Green Bay Road	Caledonia Historical Society
194	Residence	4602 STH 31	Caledonia Historical Society
195	Residence	5332 STH 31	Caledonia Historical Society
196	Residence	5618 STH 31	Caledonia Historical Society
197	Residence	5615 STH 31	Caledonia Historical Society
198	Residence	5844 STH 31	Caledonia Historical Society
199	Residence	6248 STH 31	Caledonia Historical Society
200	Residence	6402 STH 31	Caledonia Historical Society
201	Residence	6503 STH 31	Caledonia Historical Society
202	Residence	4005 STH 38	Caledonia Historical Society
203	Residence	4314 STH 38	Caledonia Historical Society
204	Residence	4531 STH 38	Caledonia Historical Society
205	Residence	4831 STH 38	Caledonia Historical Society
206	Residence	5936 STH 38	Caledonia Historical Society
207	Residence	5815 STH 38	Caledonia Historical Society
208	Residence	5854 STH 38	Caledonia Historical Society
209	Residence	6123 STH 38	Caledonia Historical Society
210	Residence	6304 STH 38	Caledonia Historical Society
211	Residence	6314 STH 38	Caledonia Historical Society
212	Residence	6450 STH 38	Caledonia Historical Society
213	Residence	6729 STH 38	Caledonia Historical Society
214	Residence	7028 STH 38	Caledonia Historical Society
215	Residence	7242 STH 38	Caledonia Historical Society
216	Residence	7519 STH 38	Caledonia Historical Society
217	Residence	7833 STH 38	Caledonia Historical Society
218	Residence	8319 STH 38	Caledonia Historical Society
219	Residence	8348 STH 38	Caledonia Historical Society
220	Residence	8538 STH 38	Caledonia Historical Society
221	Residence	8616 STH 38	Caledonia Historical Society
222	Residence	8818 STH 38	Caledonia Historical Society
223	Residence	10408 STH 38	Caledonia Historical Society
224	Residence	5525 USH 41	Caledonia Historical Society
225	Residence	5735 USH 41	Caledonia Historical Society
226	Residence	7153 USH 41	Caledonia Historical Society
227	Residence	10612 CTH G	Caledonia Historical Society
228	Residence	11001 CTH G	Caledonia Historical Society
229	Residence	11229 CTH G	Caledonia Historical Society
230	Residence	11425 CTH G	Caledonia Historical Society
231	Residence	11724 CTH G	Caledonia Historical Society
232	Residence	11826 CTH G	Caledonia Historical Society
233	Residence	12427 CTH G	Caledonia Historical Society
234	Residence	12832 CTH G	Caledonia Historical Society
235	Residence	12927 CTH G	Caledonia Historical Society
236	Residence	3353 CTH H	Caledonia Historical Society
237	Residence	3625 CTH H	Caledonia Historical Society
238	Residence	4800 CTH H	Caledonia Historical Society
239	Residence	5329 CTH H	Caledonia Historical Society
240	Residence	5930 CTH H	Caledonia Historical Society
241	Residence	6237 CTH H	Caledonia Historical Society
242	Residence	6410 CTH H	Caledonia Historical Society
243	Residence	6451 CTH H	Caledonia Historical Society
244	Residence	6939 CTH H	Caledonia Historical Society
245	Residence	4027 CTH V	Caledonia Historical Society
246	Residence	4841 CTH V	Caledonia Historical Society
247	Residence	5216 CTH V	Caledonia Historical Society
248	Residence	5955 CTH V	Caledonia Historical Society
249	Residence	7004 CTH V	Caledonia Historical Society
250	Residence	7207 CTH V	Caledonia Historical Society
251	Residence	7444 CTH V	Caledonia Historical Society
252	Residence	7718 CTH V	Caledonia Historical Society
253	Residence	7826 CTH V	Caledonia Historical Society
254	Residence	8708 CTH V	Caledonia Historical Society

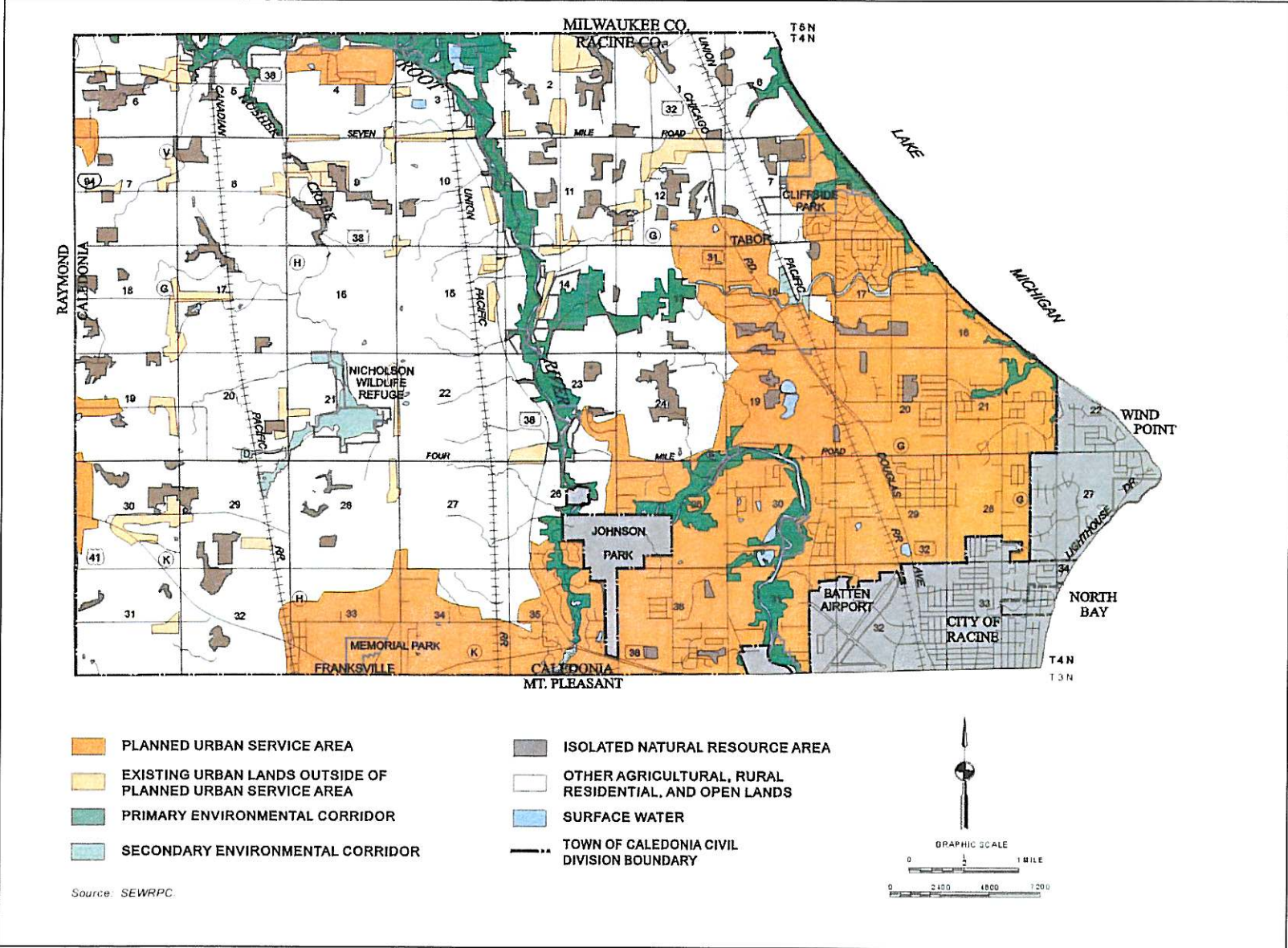
APPENDIX C. KNOWN AND POTENTIALLY SIGNIFICANT HISTORIC SITES IN THE VILLAGE OF CALEDONIA

Number on Map 22	Historic Name or Reference	Address or General Location	Identified By
255	Residence	4002 Johnson Avenue	Caledonia Historical Society
256	Residence	4200 Johnson Avenue	Caledonia Historical Society
257	Residence	3560 Kimberly Lane	Caledonia Historical Society
258	Residence	7518 Michna Road	Caledonia Historical Society
259	Residence	6203 Middle Road	Caledonia Historical Society
260	Residence	6208 Middle Road	Caledonia Historical Society
261	Residence	6321 Middle Road	Caledonia Historical Society
262	Residence	6403 Middle Road	Caledonia Historical Society
263	Residence	3741 Newman Road	Caledonia Historical Society
264	Residence	4033 Newman Road	Caledonia Historical Society
265	Residence	4225 Newman Road	Caledonia Historical Society
266	Residence	3338 Nicholson Road	Caledonia Historical Society
267	Residence	4027 Nicholson Road	Caledonia Historical Society
268	Residence	4238 Nicholson Road	Caledonia Historical Society
269	Residence	4453 Nicholson Road	Caledonia Historical Society
270	Residence	4638 Nicholson Road	Caledonia Historical Society
271	Residence	4851 Nicholson Road	Caledonia Historical Society
272	Residence	5728 Nicholson Road	Caledonia Historical Society
273	Residence	5907 Nicholson Road	Caledonia Historical Society
274	Residence	6652 Nicholson Road	Caledonia Historical Society
275	Residence	7521 Nicholson Road	Caledonia Historical Society
276	Residence	7747 Nicholson Road	Caledonia Historical Society
277	Residence	5839 Northwestern Avenue	Caledonia Historical Society
278	Residence	6903 Northwestern Avenue	Caledonia Historical Society
279	Residence	7226 Northwestern Avenue	Caledonia Historical Society
280	Residence	8530 Northwestern Avenue	Caledonia Historical Society
281	Residence	10307 Northwestern Avenue	Caledonia Historical Society
282	Residence	10319 Northwestern Avenue	Caledonia Historical Society
283	Residence	10820 Northwestern Avenue	Caledonia Historical Society
284	Residence	12623 Northwestern Avenue	Caledonia Historical Society
285	Residence	12908 Northwestern Avenue	Caledonia Historical Society
286	Residence	6335 E. River Road	Caledonia Historical Society
287	Residence	6636 E. River Road	Caledonia Historical Society
288	Residence	7216 W. River Road	Caledonia Historical Society
289	Residence	7706 W. River Road	Caledonia Historical Society
290	Residence	7840 W. River Road	Caledonia Historical Society
291	Residence	3148 Robert Street	Caledonia Historical Society
292	Residence	3249 Robert Street	Caledonia Historical Society
293	Residence	3307 Robert Street	Caledonia Historical Society
294	Residence	3313 Robert Street	Caledonia Historical Society
295	Residence	4748 Short Road	Caledonia Historical Society
296	Residence	5231 Short Road	Caledonia Historical Society
297	Residence	5551 Short Road	Caledonia Historical Society
298	Residence	3023 Stephan Road	Caledonia Historical Society
299	Residence	3426 Stephan Road	Caledonia Historical Society
300	Residence	4614 Stonebridge Road	Caledonia Historical Society
301	Residence	4202 Walsh Road	Caledonia Historical Society
--	Total - 301 Sites	--	--

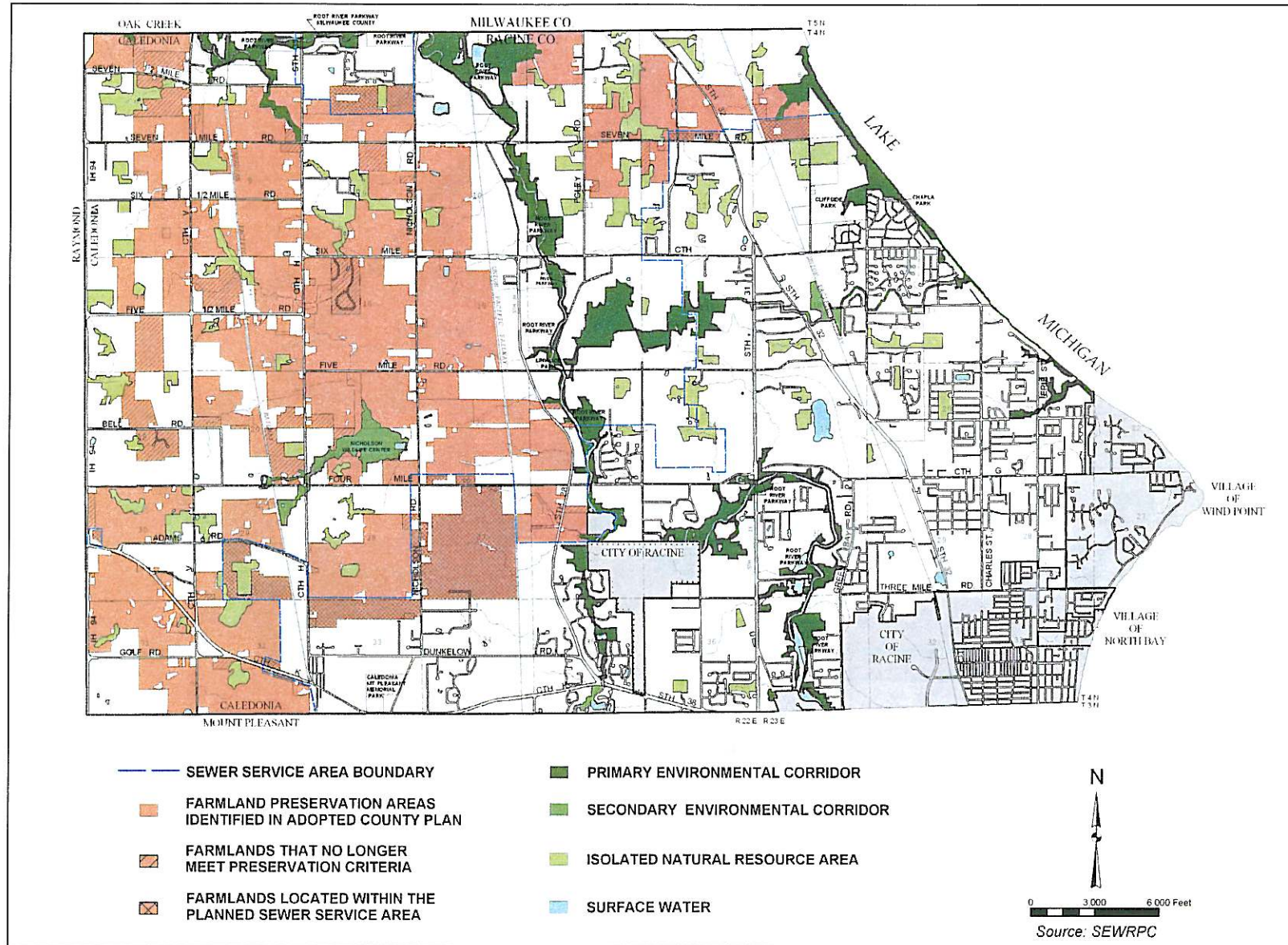
^aBuilding has been demolished.

Source: U.S. Department of the Interior, Wisconsin Historical Society of Wisconsin, Caledonia Historical Society, and SEWRPC.

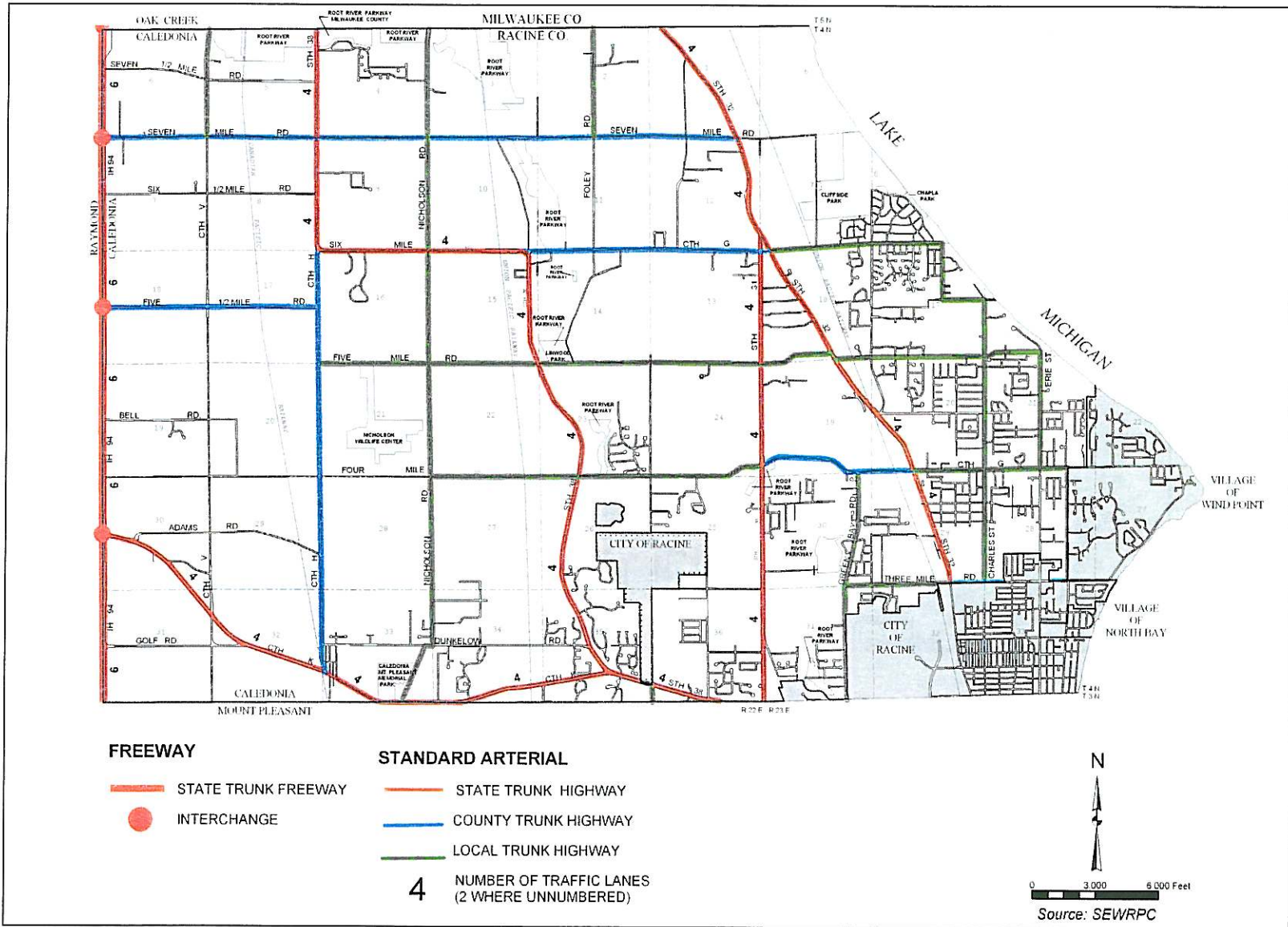
APPENDIX D. 2020 LAND USE PLAN FOR THE VILLAGE OF CALEDONIA



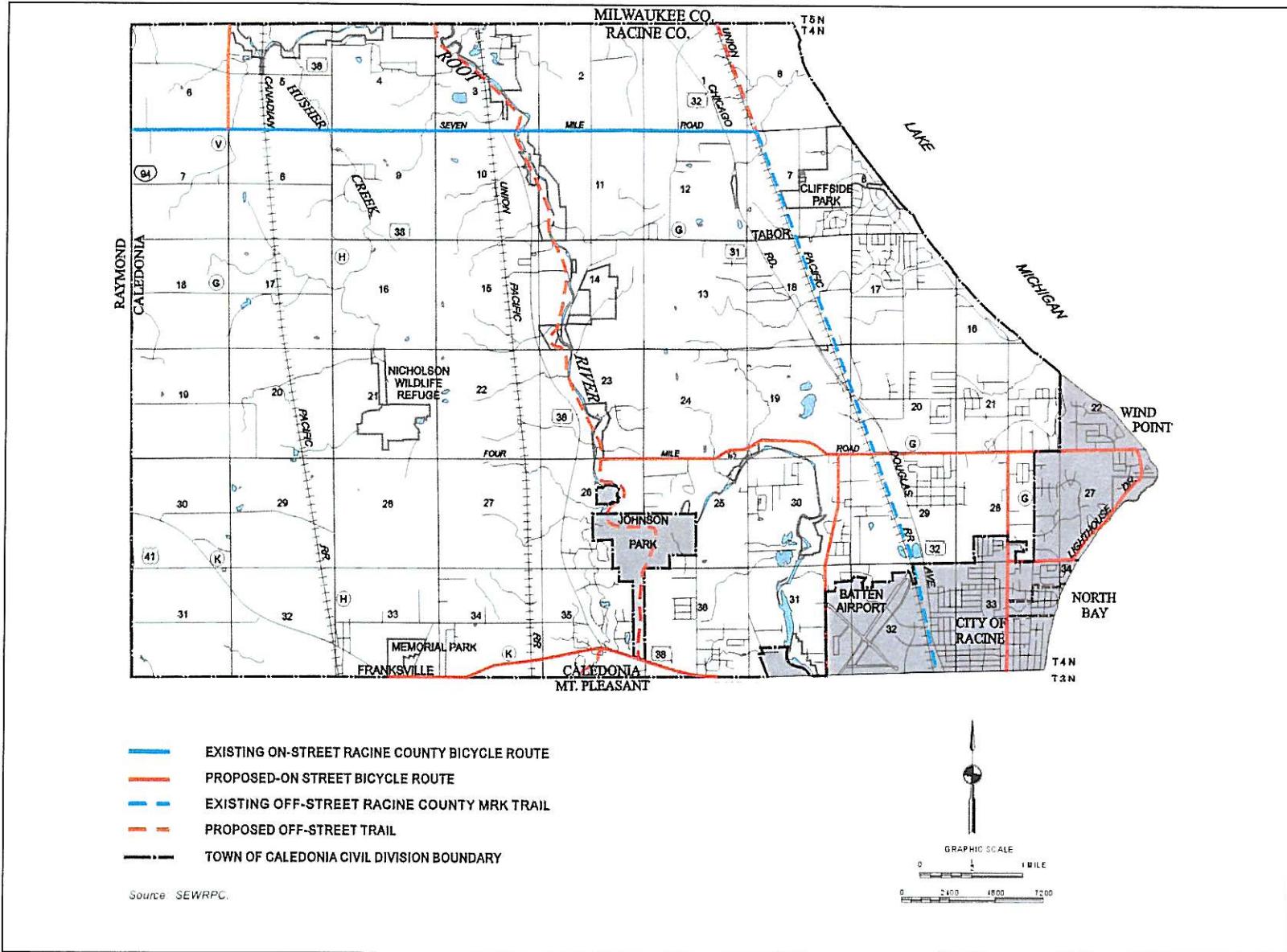
APPENDIX E. RACINE COUNTY FARMLAND PRESERVATION PLAN



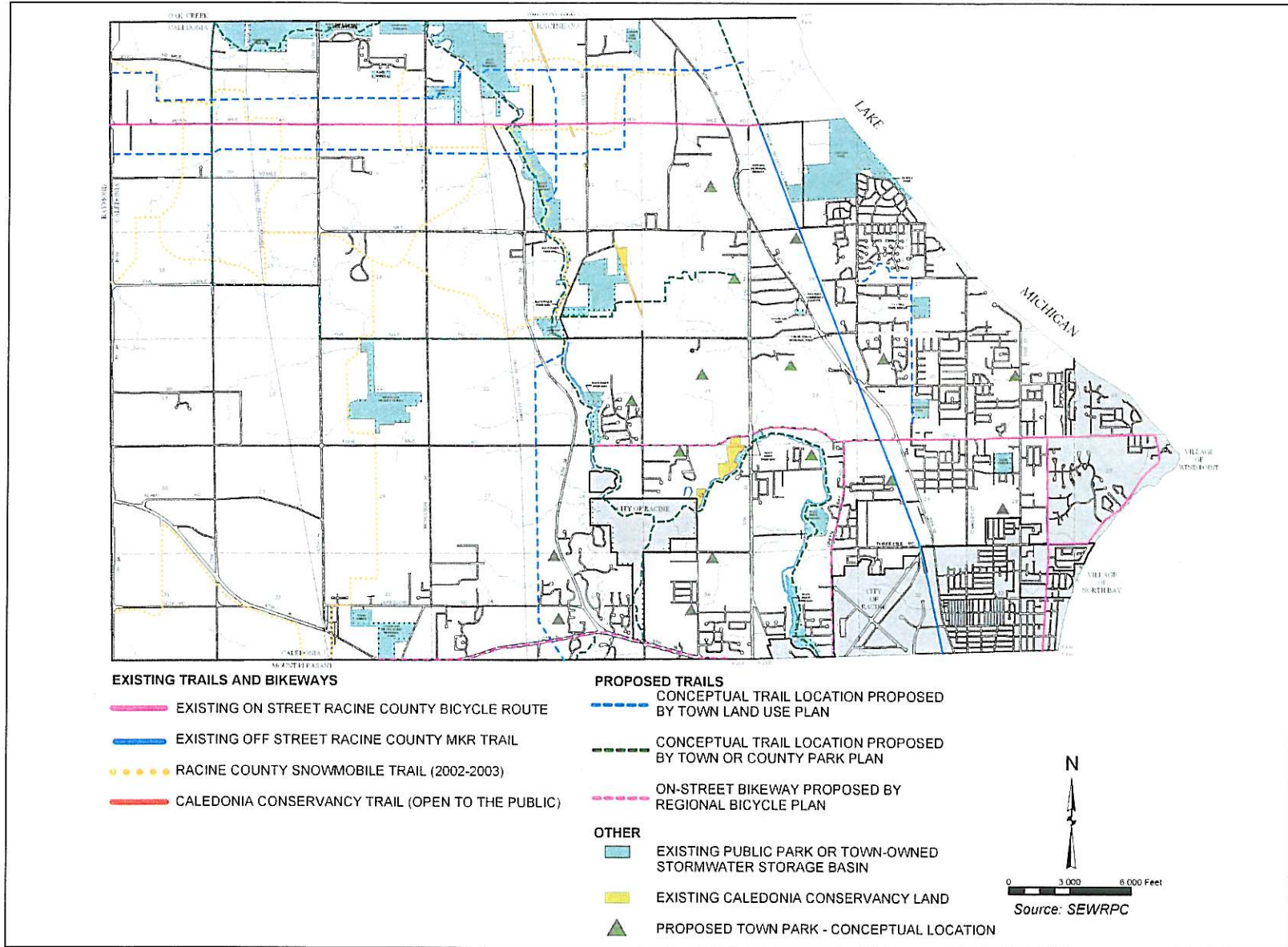
APPENDIX F. ARTERIAL STREET AND HIGHWAY ELEMENT OF THE 2020 REGIONAL TRANSPORTATION SYSTEM PLAN



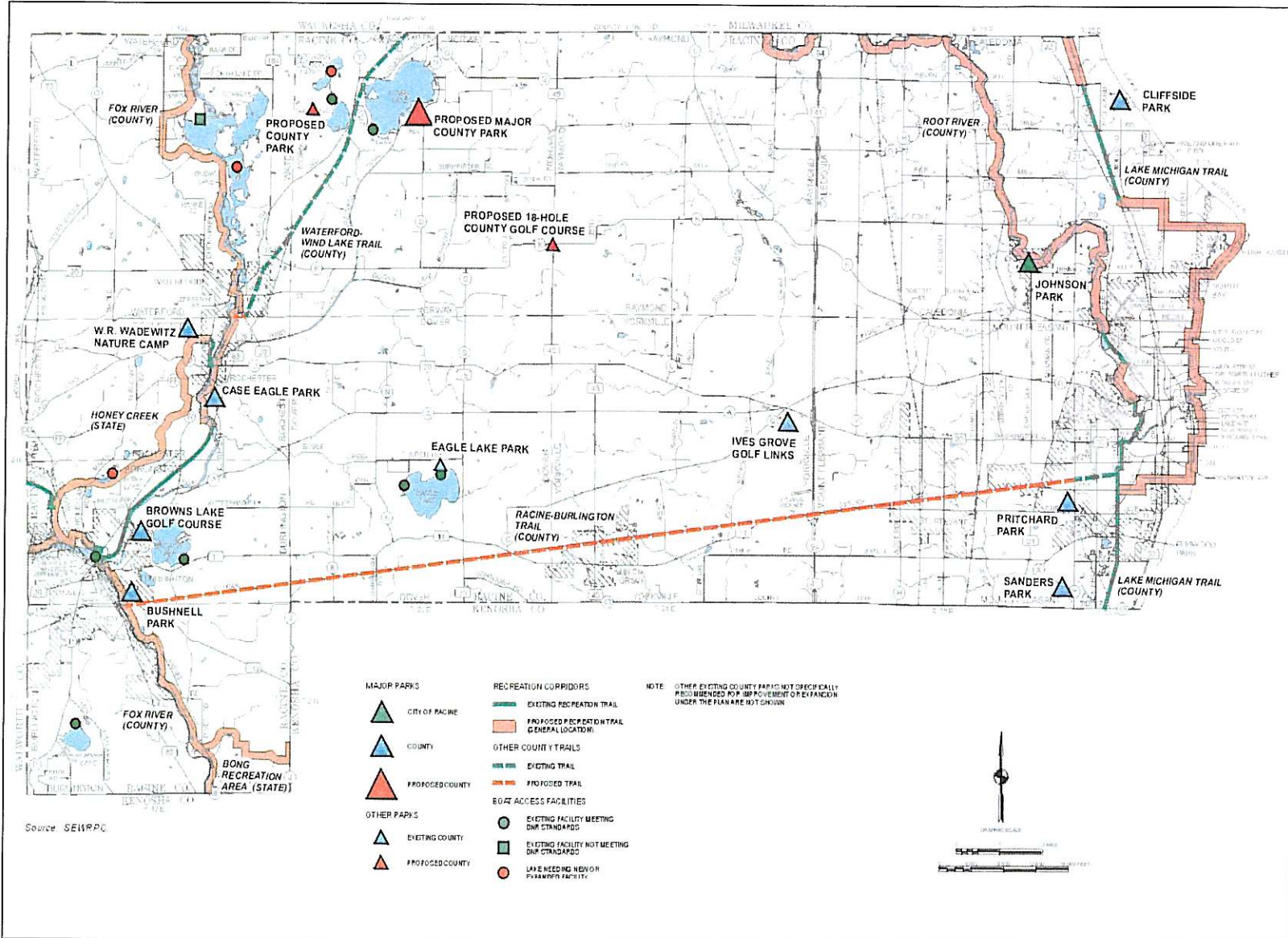
APPENDIX G. BICYCLE WAY ELEMENT OF THE 2020 REGIONAL TRANSPORTATION SYSTEM PLAN



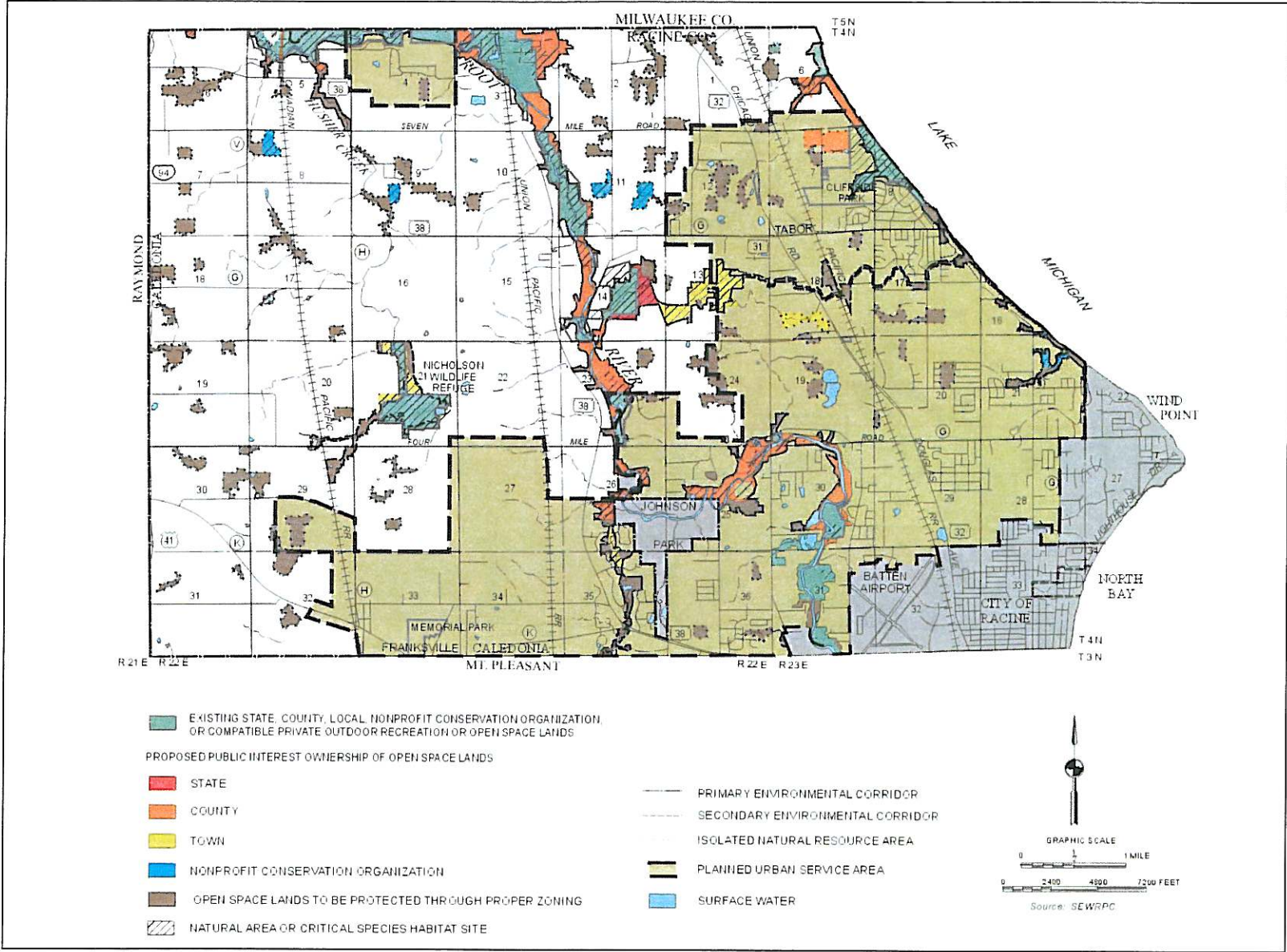
APPENDIX H. EXISTING AND PROPOSED PUBLIC TRAILS BY ADOPTED PLANS, 2003



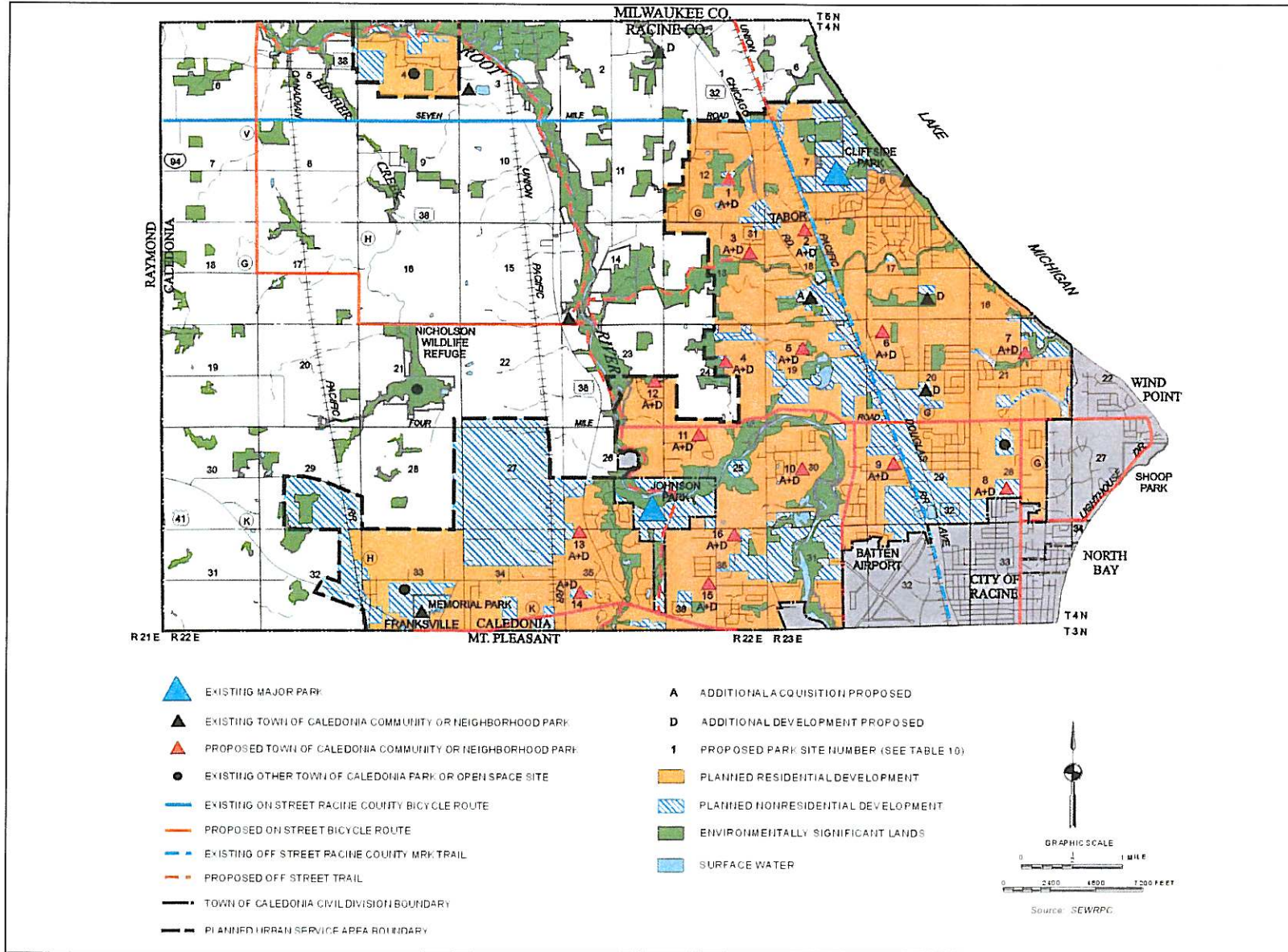
APPENDIX I. OUTDOOR RECREATION ELEMENT OF THE 2020 RACINE COUNTY PARK AND OPEN SPACE PLAN



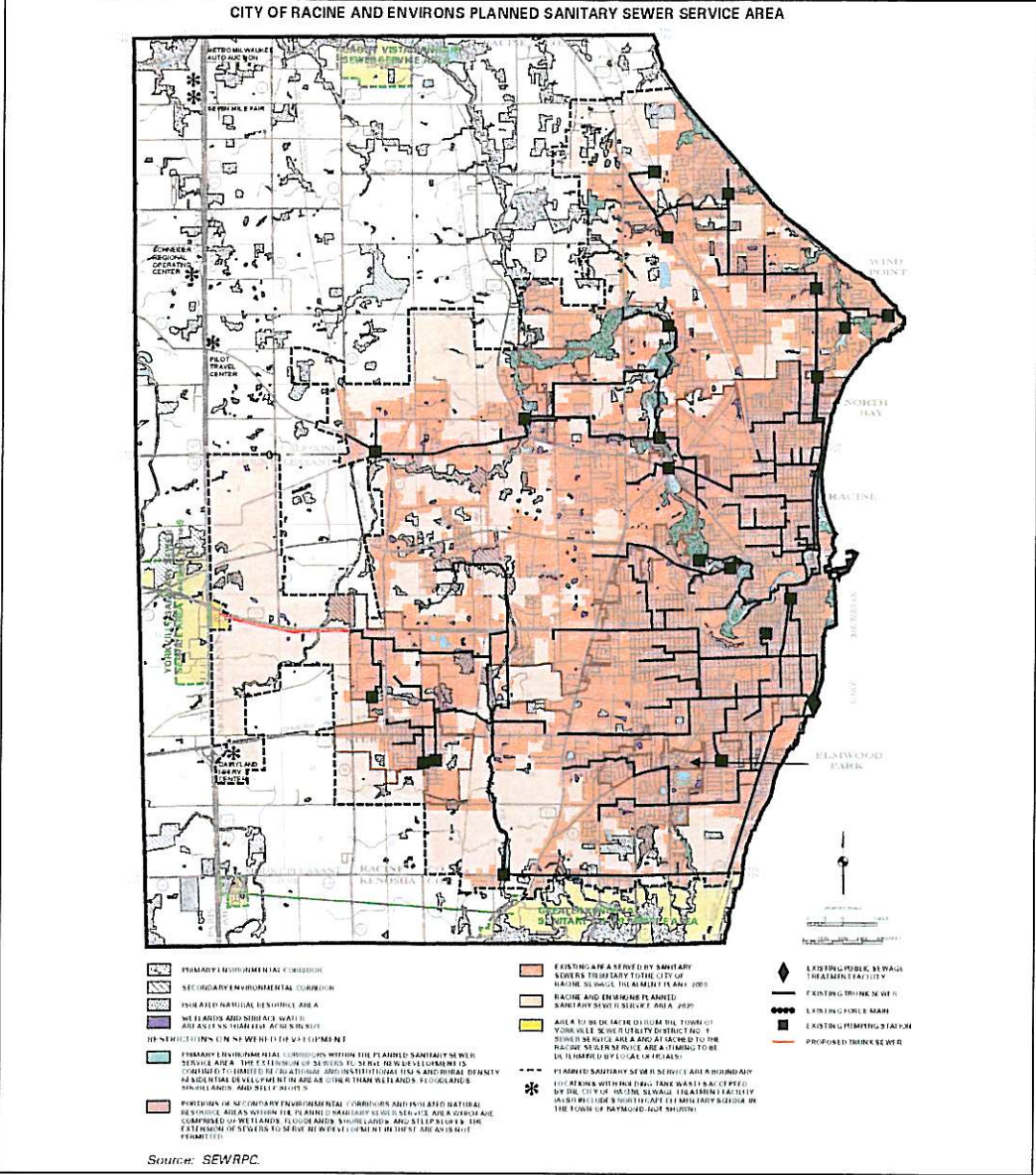
APPENDIX J. 2020 OPEN SPACE PRESERVATION PLAN FOR THE VILLAGE OF CALEDONIA



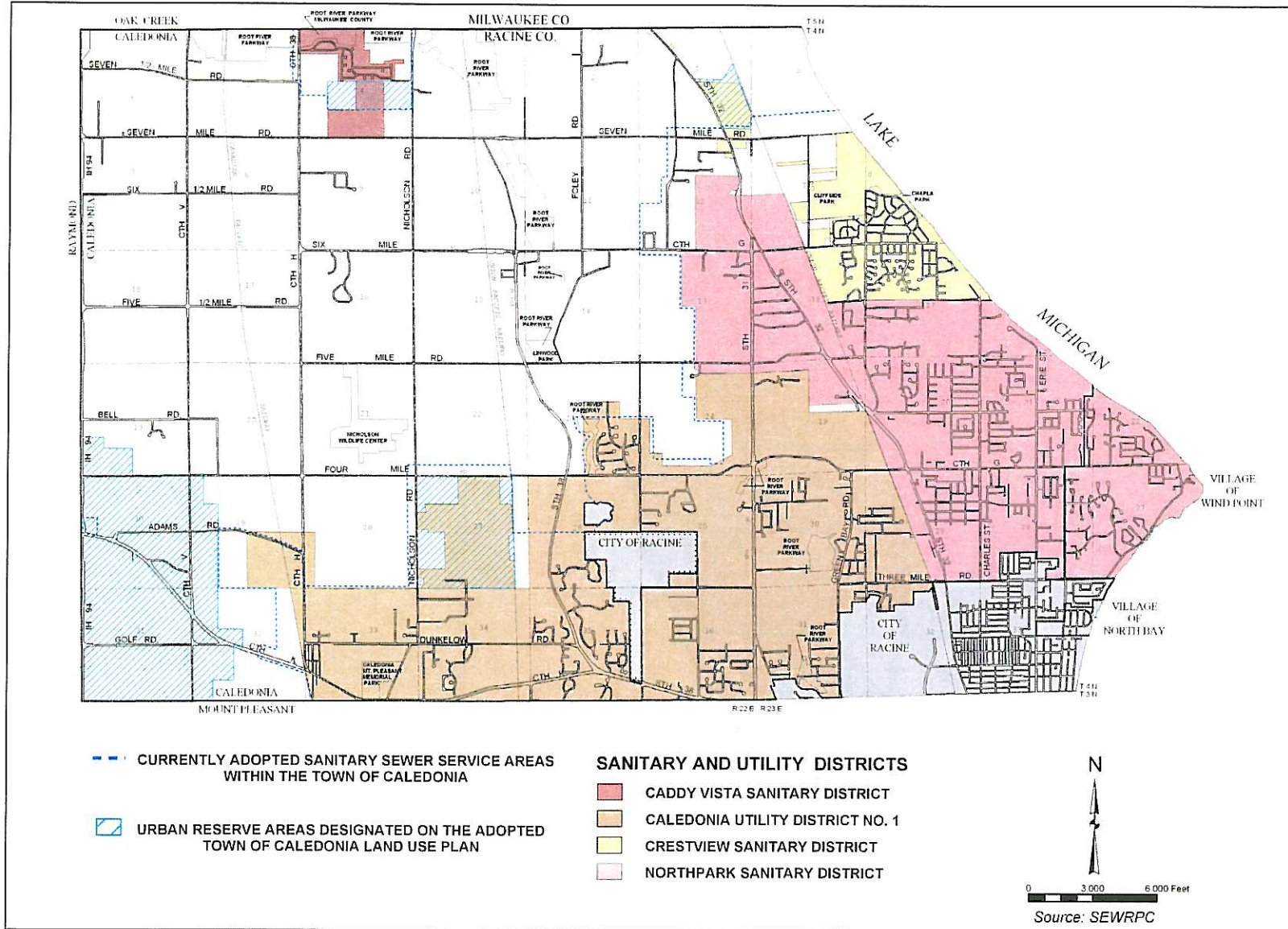
APPENDIX K. 2020 OUTDOOR RECREATION PLAN FOR THE VILLAGE OF CALEDONIA



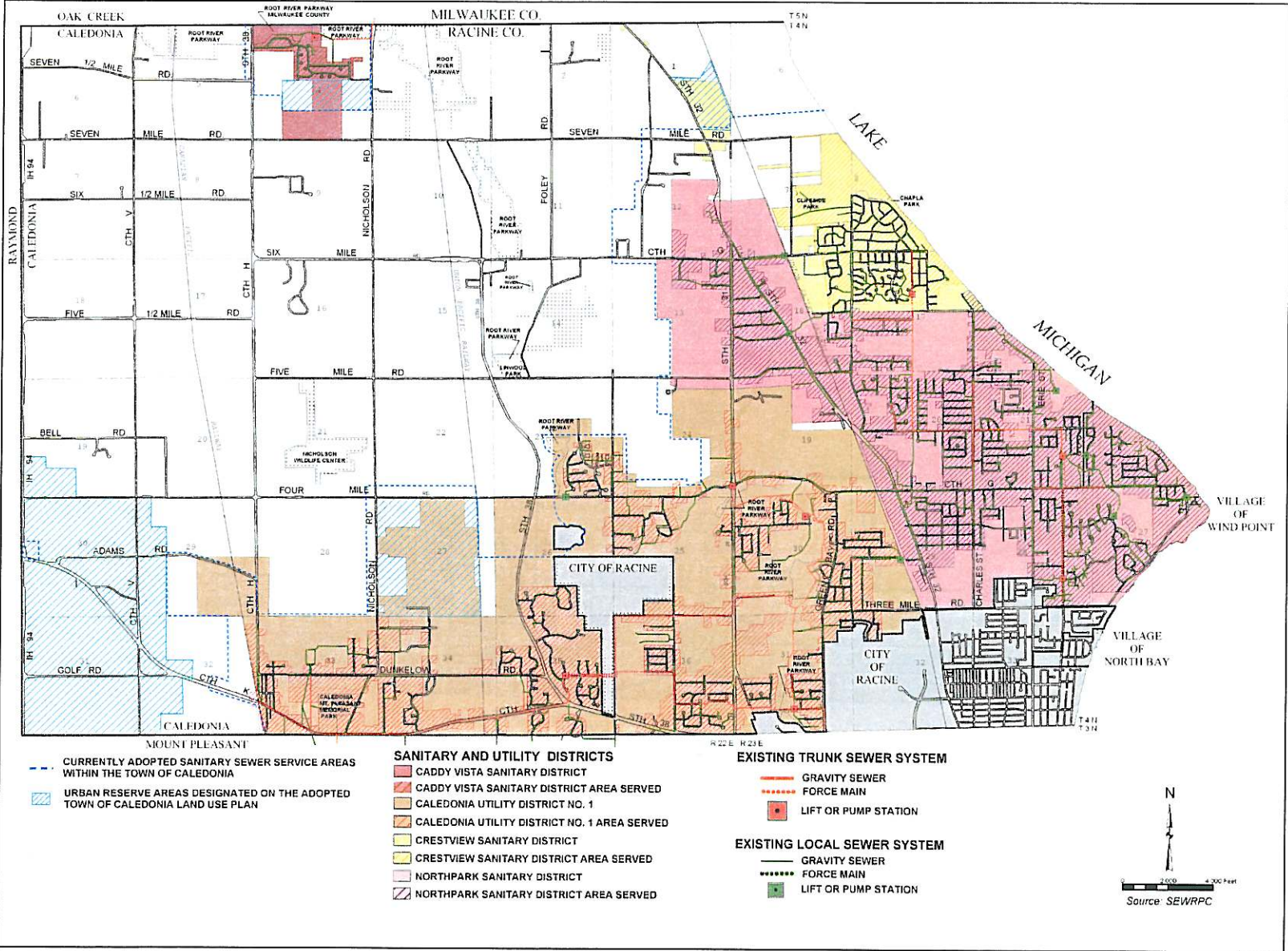
APPENDIX L. CITY OF RACINE AND ENVIRONS PLANNED SANITARY SEWER SERVICE AREA



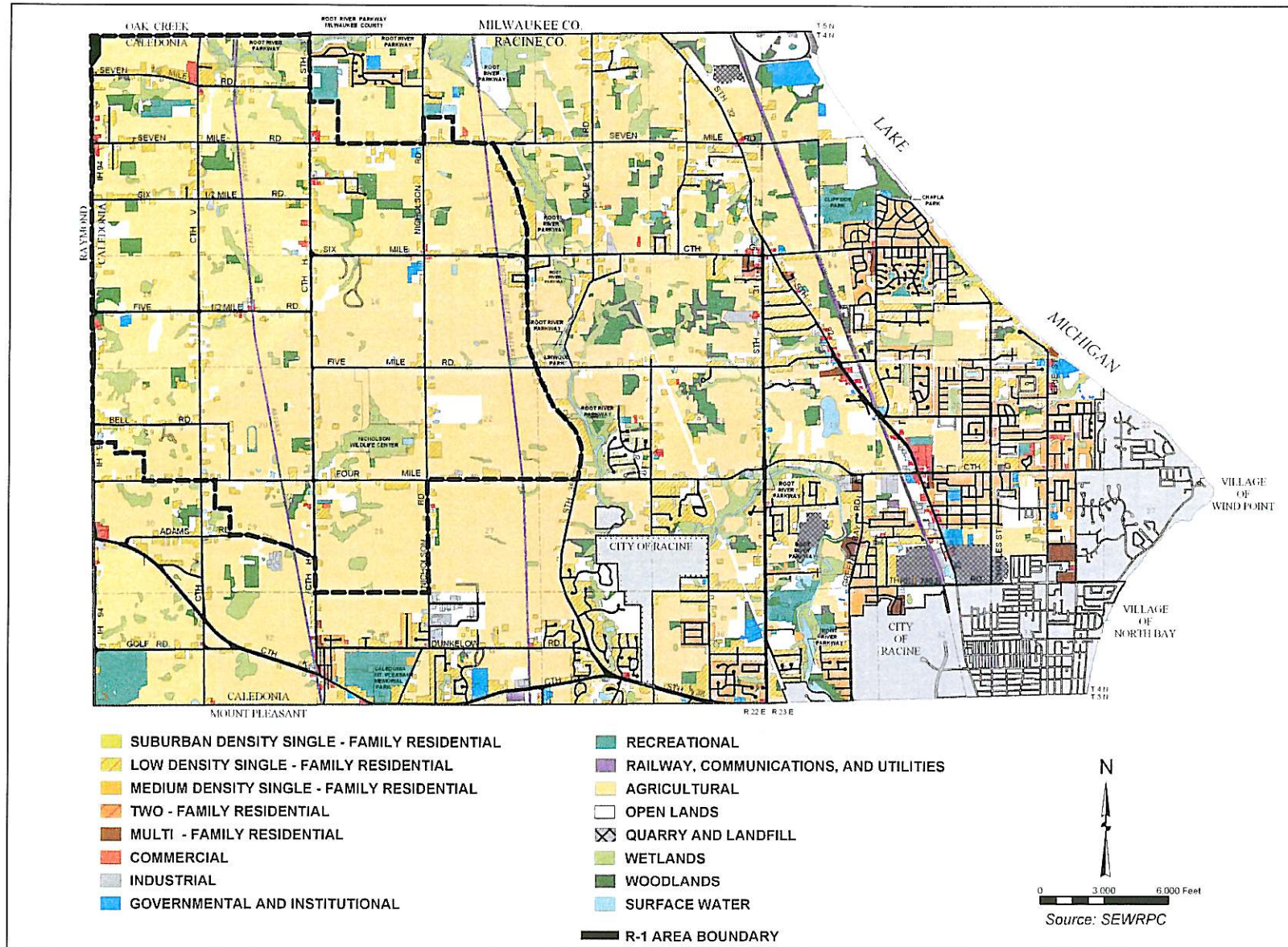
APPENDIX M. LOCATION OF SANITARY DISTRICTS IN RELATION TO PLANNED SANITARY SEWER SERVICE AREAS IN THE VILLAGE OF CALEDONIA, 2002



APPENDIX N. AREAS SERVED BY PUBLIC SANITARY SEWER, 2002



APPENDIX O. EXISTING LAND USES IN THE VILLAGE OF CALEDONIA: 2000



APPENDIX O. EXISTING LAND USES IN THE VILLAGE OF CALEDONIA: 2000

Land Use Category ^a	R-1 Area		Remainder of Town		Town of Caledonia	
	Acres	Percent	Acres	Percent	Acres	Percent
Urban						
Residential						
Single-Family (Suburban-Density) ^b	0	0.0	75	0.4	75	0.3
Single-Family (Low-Density) ^c	675	7.0	2,329	12.0	3,004	10.3
Single-Family (Medium-Density) ^d	0	0.0	1,333	6.9	1,333	4.6
Two-Family	1	- ^e	23	0.1	24	0.1
Multi-Family and Mobile Homes	2	- ^e	88	0.5	90	0.3
Subtotal	678	7.0	3,848	19.9	4,526	15.5
Commercial	43	0.4	121	0.6	164	0.6
Industrial	13	0.1	166	0.8	179	0.6
Transportation, Communications and Utilities						
Arterial Street Rights-of-Way	175	1.8	402	2.1	577	2.0
Nonarterial Street Rights-of-Way	169	1.8	925	4.8	1,094	3.7
Railroad Rights-of-Way	97	1.0	117	0.6	214	0.7
Communications and Utilities ^f	1	- ^e	97	0.5	98	0.3
Subtotal	442	4.6	1,541	8.0	1,983	6.7
Governmental and Institutional ^g	37	0.4	293	1.5	330	1.1
Recreational ^h	37	0.4	499	2.6	536	1.8
Urban Subtotal	1,250	12.9	6,468	33.4	7,718	26.4
Nonurban						
Natural Resource Areas						
Woodlands	254	2.6	968	5.0	1,222	4.2
Wetlands	540	5.6	1,198	6.2	1,738	6.0
Surface Water	32	0.3	241	1.2	273	0.9
Subtotal	826	8.5	2,407	12.4	3,233	11.1
Agricultural	7,356	75.6	8,377	43.1	15,733	54.1
Quarry and Landfill	0	0.0	234	1.2	234	0.8
Open Lands	292	3.0	1,930	9.9	2,222	7.6
Nonurban Subtotal	8,474	87.1	12,948	66.6	21,422	73.6
Total	9,724	100.0	19,416	100.0	29,140	100.0

^aParking included in associated use.

^bSuburban-density residential is defined as 0.2 to 0.6 dwelling units per acre; equating to lot sizes of 1.5 up to 5.0 acres.

^cLow-density residential is defined as 0.7 to 2.2 dwelling units per acre; equating to lot sizes of 19,000 square feet up to 1.5 acres. This category also includes the residential portion of lots five acres or larger.

^dMedium-density residential is defined as 2.3 to 6.9 dwelling units per acre; equating to lot sizes of 6,000 to 18,999 square feet.

^eLess than 0.1 percent.

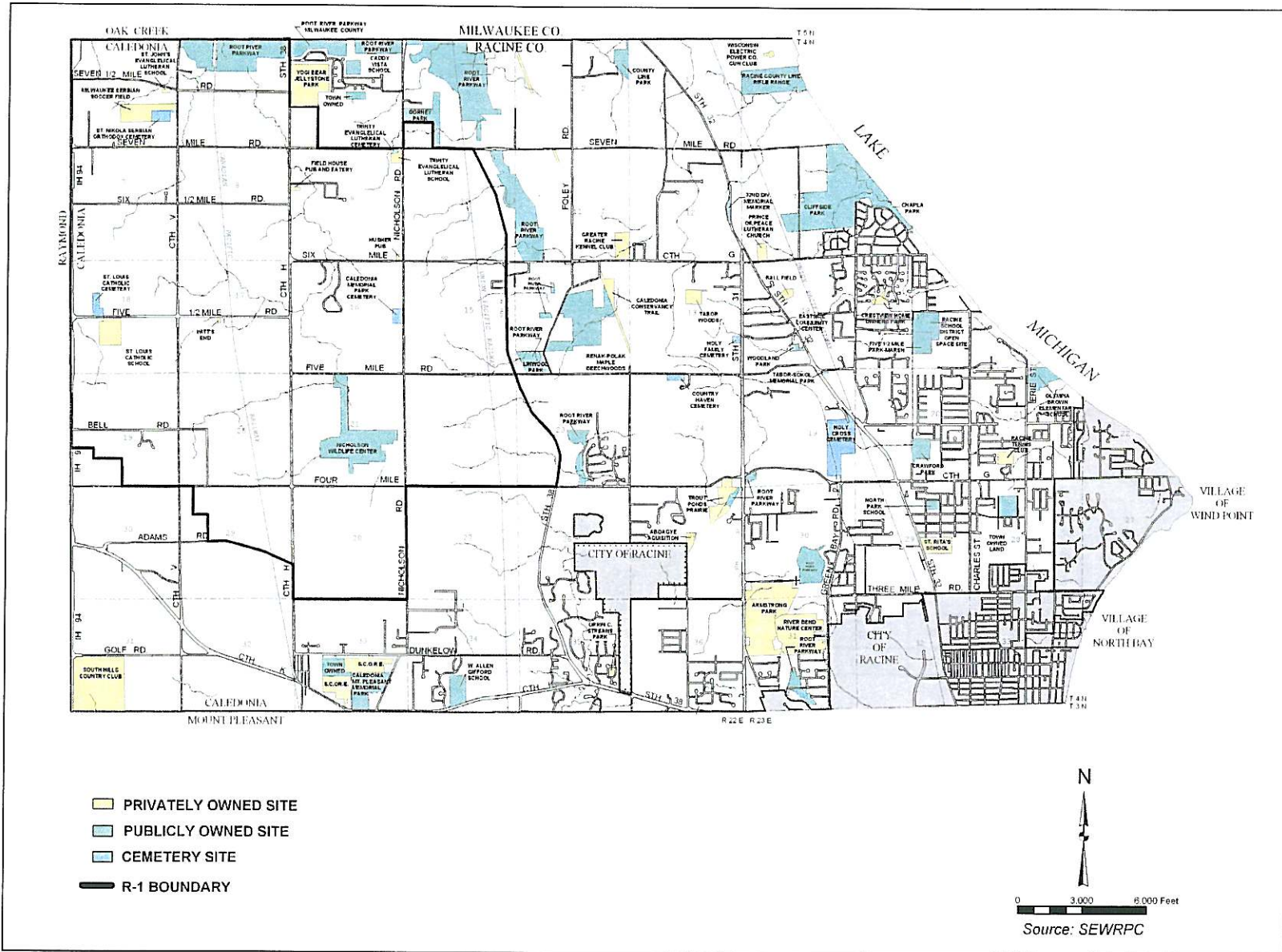
^fIncludes public and private utilities and communications facilities.

^gIncludes public and private schools, government offices, police and fire stations, libraries, cemeteries, religious institutions, hospitals, nursing homes, and similar facilities.

^hIncludes only that land which is intensively used for recreational purposes.

Source: SEWRPC.

APPENDIX P. PARK AND OPEN SPACE SITES IN THE VILLAGE OF CALEDONIA, 2003



APPENDIX P. PARK AND OPEN SPACE SITES IN THE VILLAGE OF CALEDONIA, 2003

Site Name	Location	Ownership	Acreage
Public			
Caddy Vista School	T4N-R22E, Section 4	Racine Unified School District	10.0
Caledonia-Mt. Pleasant Memorial Park	T4N-R22E, Section 33	Towns of Caledonia/Mt. Pleasant	51.7
Caledonia Memorial Park Cemetery	T4N-R22E, Section 16	Town of Caledonia	8.2
Chapla Park	T4N-R23E, Section 8	Town of Caledonia	8.9
Cliffside Park	T4N-R23E, Section 7	Racine County	223.3
County Line Park	T4N-R22E, Section 2	Town of Caledonia	17.1
Crawford Park	T4N-R23E, Section 20	Town of Caledonia	20.6
Eastside Community Center	T4N-R23E, Section 18	Town of Caledonia	0.9
Five ½ Mile Park and Marsh	T4N-R23E, Section 17	Town of Caledonia	20.8
Gorny Park	T4N-R22E, Section 3	Town of Caledonia	40.1
Linwood Park	T4N-R22E, Section 14	Town of Caledonia	17.8
Nicholson Wildlife Refuge	T4N-R22E, Section 21	Town of Caledonia	127.4
North Park School	T4N-R23E, Section 29	Racine Unified School District	6.1
Olympia Brown Elementary School	T4N-R23E, Section 21	Racine Unified School District	22.3
Open Space Site	T4N-R23E, Section 17	Racine Unified School District	28.6
Racine County MRK Bicycle Trail	T4N-R23E, Various	Racine County and We Energies	- .a
Renak-Polak Maple-Beech Woods	T4N-R22E, Section 14	University of Wisconsin- Parkside	107.5
Root River Parkway	T4N-R23E, Various	Racine County	561.0 ^b
Root River Parkway	T4N-R22E, Section 4	Milwaukee County	38.2 ^b
Tabor-Sokol Memorial Park	T4N-R23E, Section 19	Racine County	0.8
Town-Owned Land	T4N-R22E, Section 4	Town of Caledonia	8.7
Town-Owned Land	T4N-R23E, Section 28	Town of Caledonia	17.9
Town-Owned Land	T4N-R22E, Section 33	Town of Caledonia	21.5
W. Allen Gifford Elementary School	T4N-R22E, Section 34	Racine Unified School District	23.7
Woodland Park	T4N-R23E, Section 18	Town of Caledonia	3.9
32nd Division Memorial Marker and Wayside	T4N-R22E, Section 12	State of Wisconsin	3.1
Subtotal – 26 sites	--	--	1,390.1
Private			
Aboagye Acquisition	T4N-R22E, Section 25	Organizational (Caledonia Conservancy)	6.7
Armstrong Park	T4N-R23E, Section 31	Private	137.8
Caledonia Conservancy Trail ^c	T4N-R22E, Sections 2, 3, 11, and 14	Organizational (Caledonia Conservancy)	24.4
Cemetery – Country Haven	T4N-R22E, Section 24	Organizational	5.5
Cemetery – Holy Cross	T4N-R23E, Section 19	Organizational	65.7
Cemetery – Holy Family	T4N-R22E, Section 13	Organizational	1.4
Cemetery – St. Louis Congregational	T4N-R22E, Section 18	Organizational	9.3

APPENDIX P. PARK AND OPEN SPACE SITES IN THE VILLAGE OF CALEDONIA, 2003

Site Name	Location	Ownership	Acreage
Cemetery – St. Nikola Serbian Orthodox	T4N-R22E, Section 6	Organizational	11.1
Cemetery – Trinity Evangelical Lutheran	T4N-R22E, Section 9	Organizational	1.4
Crestview Home Owners Park	T4N-R23E, Section 17	Private	7.4
Fieldhouse Pub & Eatery	T4N-R22E, Section 9	Commercial	2.5
Greater Racine Kennel Club	T4N-R22E, Section 11	Organizational	19.8
Husher Pub and Grill	T4N-R22E, Section 9	Commercial	2.2
Orrin C. Steams Park	T4N-R22E, Section 35	Private	3.0
Prince of Peace Lutheran Church	T4N-R23E, Section 7	Organizational	8.0
Private Ball Field	T4N-R23E, Section 18	Private	6.0
Racine Tennis Club	T4N-R23E, Section 21	Commercial	10.0
Racine County Line Rifle Club Range	T4N-R23E, Section 6	Organizational	73.9
River Bend Nature Center	T4N-R23E, Section 31	Organizational	87.6
Serbian Soccer Club of Milwaukee	T4N-R22E, Section 6	Organizational	35.0
Soccer Complex of Racine (SCORE)	T4N-R22E, Section 33	Organizational	59.3
South Hills Country Club	T4N-R22E, Section 31	Commercial	143.9
St. Louis Catholic School	T4N-R22E, Section 18	Organizational	29.6
St. Rita's School	T4N-R23E, Section 29	Organizational	24.3
Tabor Woods	T4N-R22E, Section 13	Organizational (Caledonia Conservancy)	11.5
Trinity Evangelical Lutheran School	T4N-R22E, Section 9	Organizational	9.0
Trout Ponds Prairie	T4N-R22E, Section 24	Organizational (Caledonia Conservancy)	28.0
We Energies Gun Club	T4N-R23E, Section 6	Organizational	2.1
Witt's End	T4N-R22E, Section 17	Commercial	0.9
Yogi Bear Jellystone Park	T4N-R22E, Section 4	Commercial	72.4
Subtotal – 30 sites	--	--	899.7
Total – 56 sites	--	--	2,289.8

Note: All lands owned by the Caledonia Conservancy are open to the public.

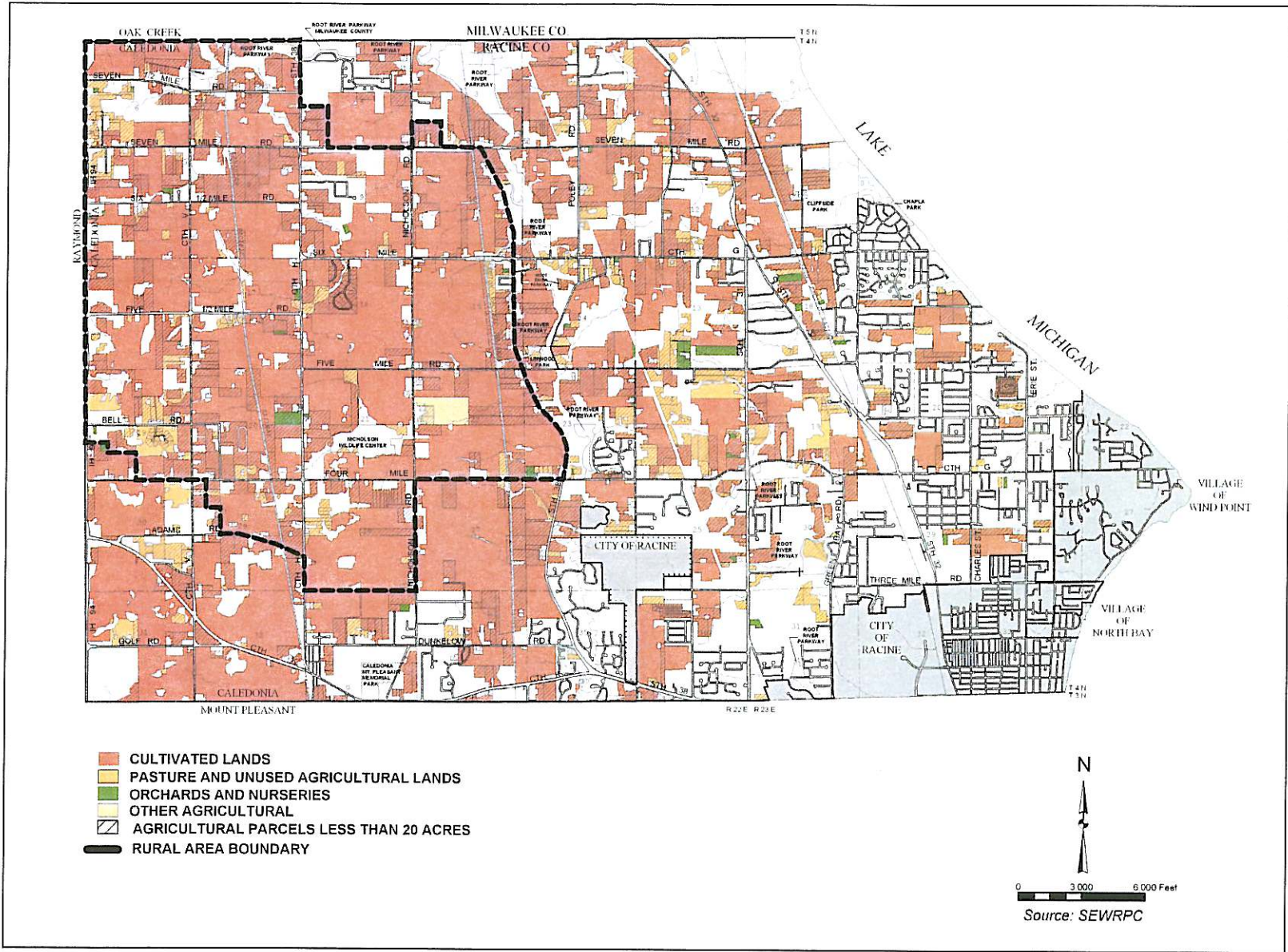
^aThe Racine County MRK Bicycle Trail is a five-mile crushed limestone trail and is a joint venture between Racine County and We Energies.

^bIncludes only those lands within the Town of Caledonia.

^cIncludes four trail segments on the former right-of-way of the Chicago, North Shore & Milwaukee Railway (North Shore line).

Source: Town of Caledonia, Racine County, Caledonia Conservancy, and SEWRPC.

APPENDIX Q. AGRICULTURAL LANDS IN THE VILLAGE OF CALEDONIA, 2003

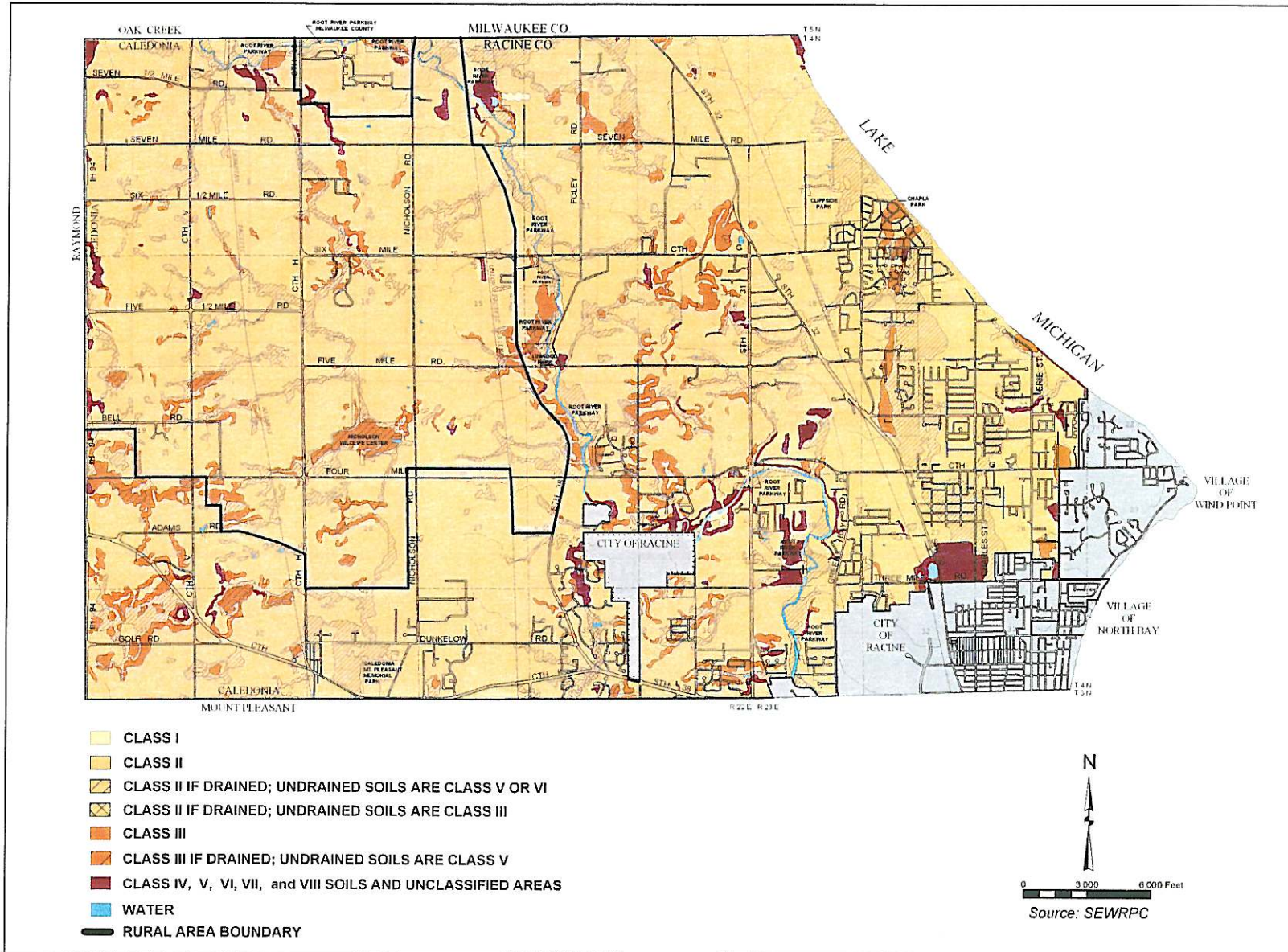


APPENDIX Q. AGRICULTURAL LANDS IN THE VILLAGE OF CALEDONIA, 2003

Agricultural Category	R-1 Area		C-5 Area		Town of Caledonia	
	Acres	Percent	Acres	Percent	Acres	Percent
Cultivated Lands	6,618	90.0	2,219	85.8	8,718	88.8
Pasture and Unused Agricultural Lands	504	6.9	302	11.7	820	8.3
Orchards and Nurseries	46	0.6	24	0.9	69	0.7
Other Agricultural	68	0.9	0	0.0	68	0.7
Farm Buildings	121	1.6	41	1.6	148	1.5
Total	7,357	100.0	2,586	100.0	9,823	100.0

Source SEWRPC.

APPENDIX R. AGRICULTURAL SOIL CAPABILITY IN THE VILLAGE OF CALEDONIA, 2003

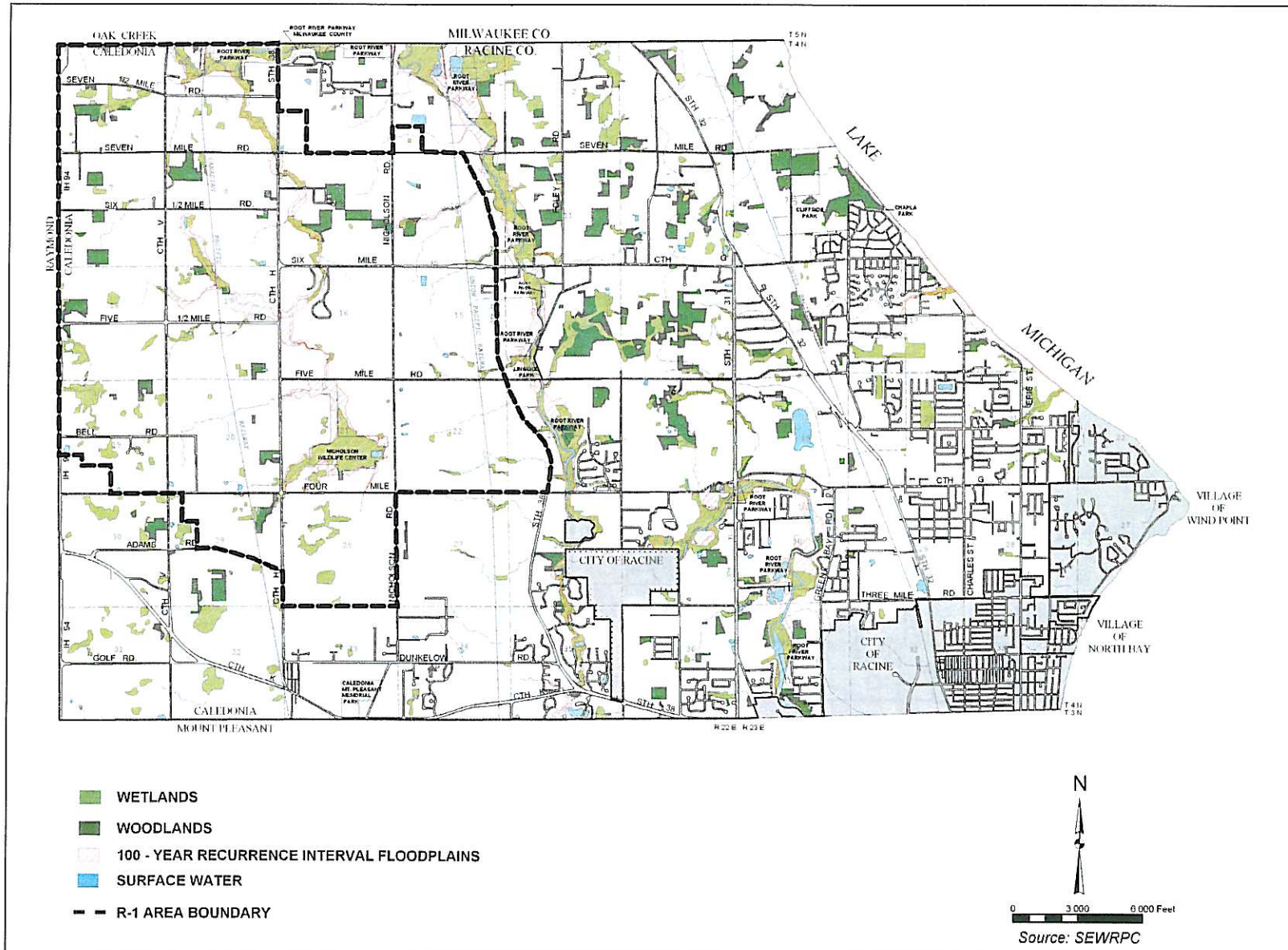


APPENDIX R. AGRICULTURAL SOIL CAPABILITY IN THE VILLAGE OF CALEDONIA, 2003

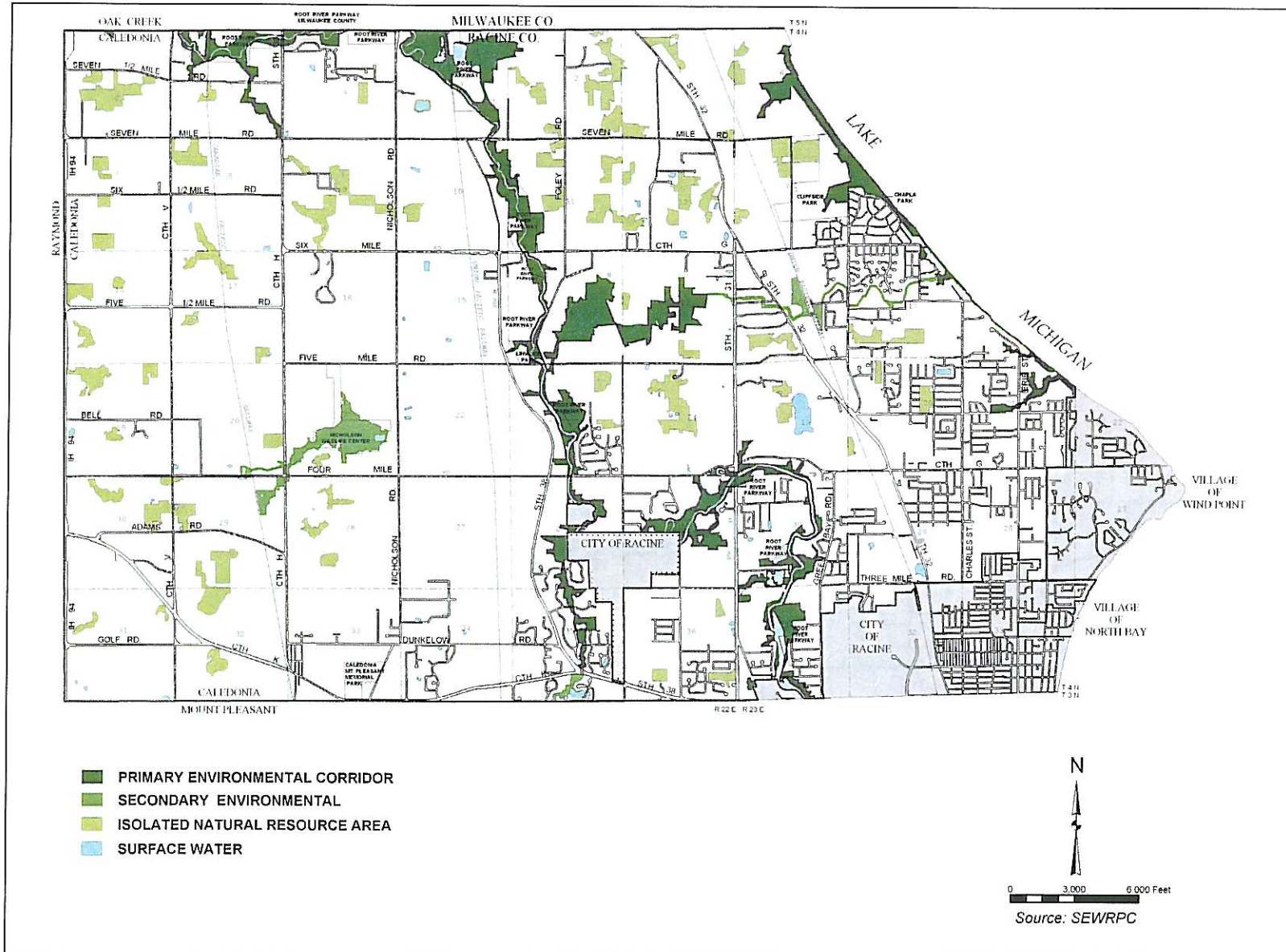
Agricultural Category	R-1 Area		C-5 Area		Town of Caledonia	
	Acres	Percent	Acres	Percent	Acres	Percent
Class I	9	0.1	27	0.6	45	0.2
Class II.....	8,051	82.8	3,381	74.0	22,821	78.3
Class II if Drained; Undrained Soils are Class V or VI.....	1,012	10.4	681	14.9	3,616	12.4
Class II if Drained; Undrained Soils are Class III.....	0	0.0	9	0.2	51	0.2
Class III.....	335	3.4	272	5.9	1,527	5.2
Class III if Drained; Undrained Soils are Class V.....	174	1.8	56	1.2	307	1.0
Class IV, V, VI, VII, and VIII Soils and Unclassified Areas.....	128	1.3	92	2.0	627	2.2
Water	15	0.2	53	1.2	146	0.5
Total	9,724	100.0	4,571	100.0	29,140	100.0

Source: U.S. Natural Resources Conservation Service and SEWRPC.

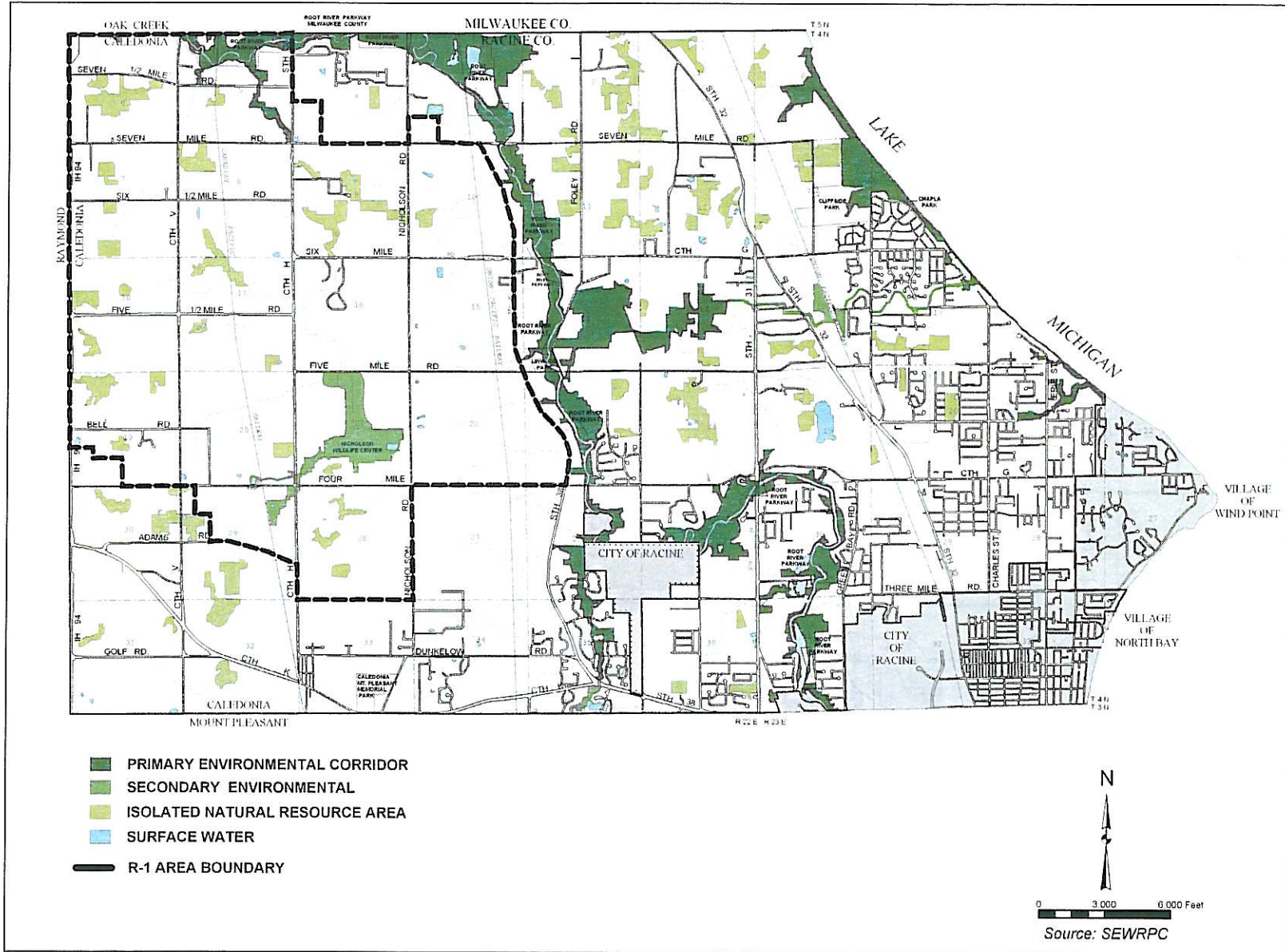
APPENDIX S. WOODLANDS, WETLANDS, AND FLOODPLAINS IN THE VILLAGE OF CALEDONIA, 2000



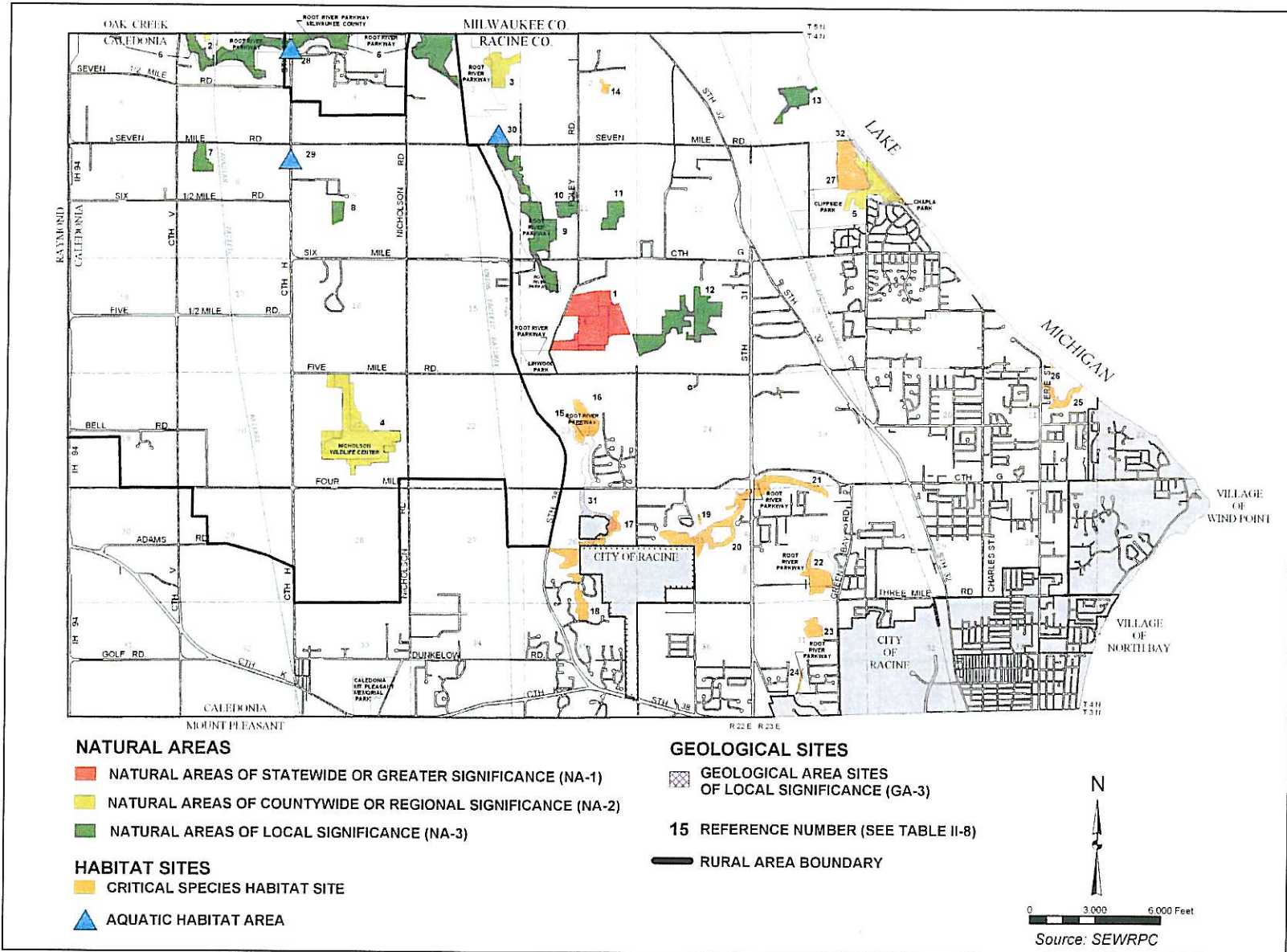
APPENDIX T. EXISTING ENVIRONMENTAL CORRIDORS AND ISOLATED NATURAL RESOURCE AREAS



APPENDIX U. PLANNED ENVIRONMENTAL CORRIDORS AND ISOLATED NATURAL RESOURCE AREAS



APPENDIX V. NATURAL AREAS, CRITICAL SPECIES HABITATS, AND GEOLOGICAL SITES, 1994



APPENDIX V. NATURAL AREAS, CRITICAL SPECIES HABITATS, AND GEOLOGICAL SITES, 1994

Number on Map 21	Area Name	Classification Code ^a	Location	Ownership	Size (acres)	Description and Comments
1	Renak-Polak Maple-Beech Woods State Natural Area	NA-1 (SNA, RSH)	T04N -R22E Section 14	University of Wisconsin-Parkside and private	138	Outstanding, mostly old growth, low-lying southern mesic forest on east side of Root River. Wet-mesic hardwoods, shrub carr, and shallow marsh lie along an intermittent stream which crosses the tract. Probably the best such woods remaining in the Region
2	Root River Wet-Mesic Woods—East	NA-2 (RSH)	T04N -R22E Section 5	Racine County	2 ^b	Wet-mesic and mesic woods bordering a gravel-bottom stream that is a tributary of the Root River. Contains a rich, diverse flora, including several rare species. Extends north into Milwaukee County
3	Hunts Woods	NA-2 (RSH)	T04N -R22E Section 3	Racine County and private	34	A small but undisturbed remnant of southern mesic hardwoods, dominated by mature beeches and sugar maples. The relatively rich ground flora includes the State designated endangered blue-stemmed goldenrod (<i>Solidago caesia</i>)
4	Caledonia (Nicholson) Wildlife Area	NA-2	T04N -R22E Section 21	Town of Caledonia and private	166	An open wetland with seasonal ponds that attract a large number of migrating birds such as whistling swans, snow geese, golden plovers, and willets. The pond is one of the few secure stopover areas in the Region, and is a very good observation area
5	Cliffside Park Woods and Clay Banks (Cliffside Park)	NA-2 (RSH)	T04N -R22E Sections 7, 8	Racine County and Town of Caledonia	55	Second-growth mesic woods, ravine, and steep clay banks along Lake Michigan harbor. A rich and diverse flora, including such uncommon species as buffaloberry, yellowish gentian, stiff gentian, balsam poplar, and blue-stemmed goldenrod
6	Root River Riverrine Forest	NA-3 (RSH)	T04N -R22E Sections 3, 4, 5, 6	Milwaukee County, Racine County, Wisconsin Department of Transportation, and private	184 ^d	A significant portion of the Root River corridor. Extends north into Milwaukee County
7	Seven Mile Road Woods	NA-3 (RSH)	T04N -R22E Section 8	Private	20	Second-growth maple-ash-oak woods of about 60 years of age that have been subjected to past selective cutting. Contains a rich and diverse ground flora. Low areas contain ephemeral ponds
8	Zirbes Woods	NA-3 (RSH)	T04N -R22E Section 9	Private	13	A small but relatively undisturbed mesic woods dominated by basswood, white ash, red oak, and sugar maple, with a rich ground flora. Future high grading is indicated by a number of the larger oaks which were marked
9	Caledonia Low Woods	NA-3 (RSH)	T04N -R22E Sections 10, 11, 14	Racine County and private	107	Moderate-quality lowland hardwoods bordering the Root River. Adjoining upland woods contain three State-designated special concern species: American Gromwell (<i>Lithospermum latifolium</i>), red Trillium (<i>Trillium recurvatum</i>), and black haw (<i>Viburnum prunifolium</i>)
10	Foley Road Woods—West	NA-3 (RSH)	T04N -R22E Section 11	Racine County and private	19	Medium-age mesic and wet-mesic woods with large population of black haw (<i>Viburnum prunifolium</i>)
11	Foley Road Woods—East	NA-3 (RSH)	T04N -R22E Section 11	Private	24	Moderate-quality mesic woods with a rich ground flora; reportedly contains the State-designated endangered blue-stemmed goldenrod (<i>Solidago caesia</i>)
12	Tabor Woods	NA-3 (RSH)	T04N -R22E Sections 13, 14	Caledonia Conservancy and other private	107	Relatively large but irregularly shaped mesic, dry-mesic, and wet-mesic woods that have suffered various degrees of disturbance. Portions of the woods are dominated by beech. Threatened by increasing residential development in the area
13	Power Plant Ravine Woods	NA-3 (RSH)	T04N -R23E Section 6	Private	32	Mesic woods bordering a steep ravine that leads to Lake Michigan. Although the woods have suffered from disturbance, it contains a rich flora, including a large population of the State-designated endangered blue-stemmed goldenrod (<i>Solidago caesia</i>). The exposed ravine slopes and Lake Michigan clay banks contain a number of unusual species
14	Sherwood Property	CSH	T04N -R22E Section 2	Private	4	Site contains hoplike sedge (<i>Carex lupuliformis</i>), a State-designated endangered plant species

APPENDIX V. NATURAL AREAS, CRITICAL SPECIES HABITATS, AND GEOLOGICAL SITES, 1994

Number on Map 21	Area Name	Classification Code ^a	Location	Ownership	Size (acres)	Description and Comments
15	River Meadows Woods	CSH	T04N -R22E Section 23	Private	14	Site contains red trillium (<i>Trillium recurvatum</i>), a State-designated special concern plant species
16	Forked Aster Site	CSH	T04N -R22E Section 23	Private	18	Site contains forked aster (<i>Aster furcatus</i>), a State-designated threatened plant species
17	Root River Bluff	CSH	T04N -R22E Section 25	City of Racine and private	38	Site contains hoptree (<i>Ptelea trifoliata</i>), a State-designated special concern plant species
18	Hoods Creek Swamp	CSH	T04N -R22E Sections 26, 35	City of Racine and private	19	Site contains red trillium (<i>Trillium recurvatum</i>), a State-designated special concern plant species
19	Caledonia Site South	CSH	T04N -R22E Section 25	Private	1	Site contains hoptree (<i>Ptelea trifoliata</i>), a State-designated special concern plant species
20	Caledonia Sanitary Sewer Right-of-Way	CSH	T04N -R22E Section 25	Racine County, City of Racine, Caledonia Conservancy, and other private	76 ^b	Site contains blue-stemmed goldenrod (<i>Solidago caesia</i>), a State-designated endangered plant species, hoptree (<i>Ptelea trifoliata</i>), and heart leaved skullcap (<i>Scutellaria ovata</i>), both State-designated special concern plant species
21	Four Mile Road Woods	CSH	T04N -R23E Section 19, 30	Racine County and private	31	Site contains red trillium (<i>Trillium recurvatum</i>), a State-designated special concern plant species
22	Caledonia Low Woods	CSH	T04N -R23E Section 30	Racine County and private	29	Site contains hoptree (<i>Ptelea trifoliata</i>) and red trillium (<i>Trillium recurvatum</i>), both State-designated special concern plant species
23	River Bend Upland Woods	CSH	T04N -R23E Section 31	Private (River Bend Nature Center)	14	Site contains blue-stemmed goldenrod (<i>Solidago caesia</i>), a State-designated endangered plant species
24	Root River Strip Woods	CSH	T04N -R23E Section 31	Racine County and private	2	Site contains hoptree (<i>Ptelea trifoliata</i>), a State-designated special concern plant species
25	Dominican Ravine	CSH	T04N -R23E Section 21	Racine School District and private	16	Site contains blue-stemmed goldenrod (<i>Solidago caesia</i>), a State-designated endangered plant species
26	Breakers Woods	CSH	T04N -R23E Section 16	Racine School District and private	1	Site contains blue-stemmed goldenrod (<i>Solidago caesia</i>), a State-designated endangered plant species
27	Cliffside Park Old Field	CSH	T04N -R23E Sections 7, 8	Racine County	55	Site contains the following rare bird species: Bobolink (<i>Dolichonyx oryzivorus</i>), Upland sandpiper (<i>Bartramia longicauda</i>), Grasshopper sparrow (<i>Ammodramus saviannorum</i>), and the following uncommon bird species: Cooper's hawk (<i>Accipiter cooperii</i>) and Wood thrush (<i>Aix sponsa</i>)
28	Root River downstream from County Line Road to Nicholson Road	AQ-3 (RSH)	T04N -R22E Sections 5, 6	--	3.5 miles	Bisects identified Natural Areas
29	Husher Creek	AQ-3	T04N -R22E Sections 5, 8, 9, 16, 21	--	1.9 miles	Bisects an identified Natural Area, Root River Riverine Forest
30	Root River downstream from Nicholson Road to STH 38	AQ-3 (RSH)	T04N -R22E Sections 3, 10, 11, 14, 23, 25, 26 T04N -R23E Sections 19, 30, 31	--	12.5 miles	Critical herpetile species habitat
31	Root River Outcrops	GA-3	T04N -R22E Section 26	City of Racine and private	20	Low outcrops of Racine Dolomite along Root River; one of few places in Racine County where rock is exposed
32	Cliffside Park Clay Banks	GA-3	T04N -R23E Sections 7, 8	Racine County, Town of Caledonia, and private	20	Clay banks along Lake Michigan shoreline

^a NA-1 identifies Natural Area sites of statewide or greater significance.
 NA-2 identifies Natural Area sites of countywide or regional significance.
 NA-3 identifies Natural Area sites of local significance.

SNA or State Natural Area identifies those sites officially designated as State Natural Areas by the State of Wisconsin Natural Areas Preservation Council.

RSH or Rare Species Habitat identifies those natural area sites which support rare, threatened, or endangered animal or plant species officially designated by the Wisconsin Department of Natural Resources.

CSH or Critical Species Habitat identifies those sites located outside natural areas which support rare, threatened or endangered animal or plant species officially designated by the Wisconsin Department of Natural Resources.

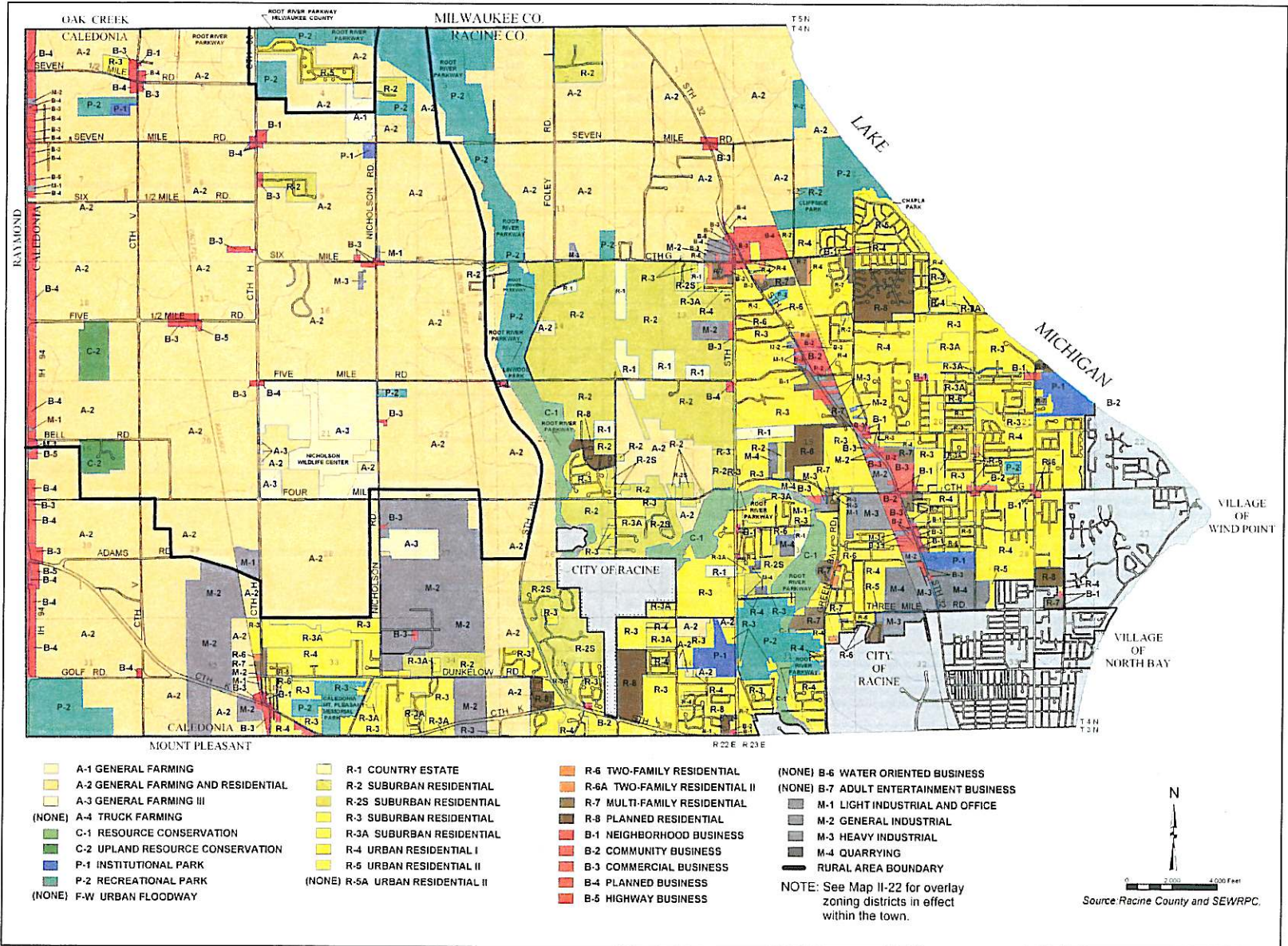
AQ-3 identifies Aquatic Area sites of local significance.

GA-3 identifies Geological Area sites of local significance.

^b Includes only that portion of the site located in the Town of Caledonia

Source: Wisconsin Department of Natural Resources and SEWRPC

APPENDIX W. BASIC ZONING DISTRICTS IN THE VILLAGE OF CALEDONIA: 2002



APPENDIX X. SUMMARY OF BASIC-USE ZONING DISTRICT REGULATIONS, 2002

District	Typical Principal Uses	Typical Conditional Uses ^{b,c}	Minimum Lot Size		Minimum Yards ^a			Maximum Building Height (feet)
			Total Area	Total Width (feet)	Street Yard (feet)	Side Yard (feet)	Rear Yard (feet)	
R-1 Country Estate District	One-family dwellings on estate lots and sustained yield forestry	Stables, nurseries, orchards, riding trails, schools, and churches	5 acres	300	100	50	100	35
R-2 Suburban Residential District (unsewered)	One-family dwellings on lots not served by public sanitary sewer	Schools and churches	40,000 square feet	150	50	15	50	35
R-2S Suburban Residential District (sewered)	One-family dwellings on larger lots served by public sanitary sewer	Schools and churches	40,000 square feet	150	50	15	50	28
R-3 Suburban Residential District (sewered)	One-family dwellings on lots served by public sanitary sewer	Schools and churches	20,000 square feet	100	35	10	50	35
R-3A Suburban Residential District (sewered)	One-family dwellings on lots served by public sanitary sewer	Schools and churches	13,500 square feet	90	35	10	50	35
R-4 Urban Residential District I	One-family dwellings on lots served by public sanitary sewer	Schools and churches	10,000 square feet	75	25	10	25	35
R-5 Urban Residential District II	One-family dwellings on lots served by public sanitary sewer	Schools and churches	7,200 square feet	60	25	10	25	35
R-5A Urban Residential District III	One-family dwellings on lots served by public sanitary sewer	Schools and churches	10,000 square feet	65	25	10	25	28
R-6 Two-Family Residential District	Two-family dwellings on lots served by public sanitary sewer	Rest homes, nursing homes, clinics, children's nurseries, schools, and churches	10,000 square feet	100	25	10	25	35
R-6A Two-Family Residential District II	Two-family dwellings on lots served by public sanitary sewer	Rest homes, nursing homes, clinics, children's nurseries, schools, and churches	20,000 square feet	100	50	10	50	28
R-7 Multi-Family Residential District	Multi-family dwellings, not to exceed eight dwelling units per structure, on lots served by public sanitary sewer	Rest homes, nursing homes, clinics, children's nurseries, clubs, religious and charitable institutions, schools and churches	15,000 square feet ^d	120	35	20	50	35
R-8 Planned Residential District	Two-family dwellings, multi-family dwellings, and clustered one-family lot developments, all served by public sanitary sewer ^e	Schools and churches	Varies ^f	Varies ^g	30	10	25	35
B-1 Neighborhood Business District	Neighborhood level retail and service	Residential quarters, governmental and cultural uses, heliports, bus and rail depots, vehicle sales, service stations, garages, taxi stands and public parking lots	15,000 square feet	75	25 ^h	10	25	35
B-2 Community Business District	All B-1 principal uses, and community level retail, office and service uses	All B-1 conditional uses	15,000 square feet	75	25 ^h	10	25	35
B-3 Commercial Service District	All B-1 and B-2 principal uses, automotive sales and service, boat sales and service, vending machine sales and service, animal hospitals, auction galleries, employment agencies, exterminating shops, motorcycle sales and service, private clubs and lodges, and taxidermists	Residential quarters, governmental and cultural uses; commercial recreation facilities, clubs, lodges, heliport, bus and rail depots, funeral homes, drive-in banks and restaurants; self-service storage facilities, taxi stands and public parking lots	15,000 square feet	75	25	10	25	35
B-4 Planned Business District	All uses are conditional uses	All B-3 conditional uses	2 acres	200	60	10	40	45

APPENDIX X. SUMMARY OF BASIC-USE ZONING DISTRICT REGULATIONS, 2002

District	Typical Principal Uses	Typical Conditional Uses ^{b,c}	Minimum Lot Size		Minimum Yards ^a			Maximum Building Height (feet)
			Total Area	Total Width (feet)	Street Yard (feet)	Side Yard (feet)	Rear Yard (feet)	
B-5 Highway Business District	All uses are conditional uses	All B-3 conditional uses, restaurants, gift shops, places of entertainment, confection-eries, and drugstores	4 acres	400	100	40	40	35
B-6 Water-Oriented Business District	Existing water-oriented commercial uses such as bait shops, bath houses, fishing, boat sales, service, and storage; boat launches; dance halls; hotels and motels; resorts; restaurants; and taverns	Extension of existing or creation of new principal uses	40,000 square feet	150	50	50	50	35
B-7 Adult Entertainment Business District	All uses are conditional uses	Adult bath houses, adult bookstores, adult video stores, adult modeling studios, massage parlors, theaters, and novelty shops	4 acres	400	100	40	40	35
M-1 Light Industrial and Office District	Offices, laboratories, training centers, wholesalers, light industrial plants	Restaurants, fueling stations, heliport, bus and rail depots	-- ^j	150	100/25 ^l	100/25 ^l	25	35
M-2 General Industrial District	All M-1 principal uses, additional light manu-facturing, assembly and packaging, printing and publishing	Restaurants, fueling stations, airstrips, animal hospitals, heliport, bus and rail depots, and self-service storage facilities	-- ^j	-- ^j	50	20	25	45
M-3 Heavy Industrial District	All M-1 and M-2 principal uses, heavy manufacturing	Same as M-2 District conditional uses	-- ^j	-- ^j	50	20	25	60
M-4 Quarrying District	Existing mineral extraction operations and concrete products manufacturing	Extension of existing or creation of new principal uses	--	--	200 ^k	200 ^k	200 ^k	45
A-1 General Farming District I	Agriculture, farm dwellings associated with farming operations, roadside stands, greenhouses	Animal hospitals, commercial egg production, commercial raising of animals, feed lots, creameries, migratory laborers' housing, sod farming, and airstrips for farming or personal use	35 acres	--	100	100	100	50
A-2 General Farming and Residential District II	All A-1 principal uses, one- and two-family dwellings	All A-1 District conditional uses, airports, mobile home parks, universities, hospitals, cemeteries, storage and maintenance of construction equipment	40,000 square feet	150	75	25	25	28
A-3 General Farming District III	All A-1 principal uses—holding district	Same as A-1 District conditional uses	35 acres	--	100	100	100	50
A-4 Truck Farming District	Greenhouses, nurseries, orchards, cash crops, road-side stands, farm dwellings associated with a principal use	Animal hospitals, airports, universities, hospitals, cemeteries, and penal institutions	10 acres	300	50	15	50	50
P-1 Institutional Park District	Public and private institu-tional uses such as schools, colleges, hospitals, penal institutions, cemeteries, and crematories	Airports, airstrips, churches, and uses that would serve principal uses	20 acres	--	100	100	100	50
P-2 Recreational Park District	Public and private recreational uses such as arboretums, fishing, boating, swimming, and recreational trails	Private recreational or assembly structures, golf courses, camp-grounds, playgrounds, driving ranges, polo fields, swimming pools, zoological gardens, athletic fields, lodges, picnic areas, archery ranges, and firearm ranges	10 acres	--	100	100	100	35

APPENDIX X. SUMMARY OF BASIC-USE ZONING DISTRICT REGULATIONS, 2002

District	Typical Principal Uses	Typical Conditional Uses ^{b,c}	Minimum Lot Size		Minimum Yards ^a			Maximum Building Height (feet)
			Total Area	Total Width (feet)	Street Yard (feet)	Side Yard (feet)	Rear Yard (feet)	
C-1 Resource Conservation District	Fishing, floodwater storage, pedestrian and equestrian trails, fish hatcheries, hunting, navigation, preservation of scenic, historic and scientific areas, soil and water conservation practices, sustained yield forestry, stream bank and lake shore protection, wildlife areas	Drainageways, game farms, grazing, orchards, swimming, truck farming, and wild crop harvesting	N/A	N/A	N/A	N/A	N/A	N/A
C-2 Upland Resource Conservation District	Farming and related agricultural uses when conducted in accordance with soil conservation service standards; hunting and fishing, forest preservation, forest and game management; preservation of scenic, historic and scientific areas; park and recreation areas; arboreta; botanical gardens; one single-family dwelling	Hunting and fishing clubs; recreation camps, public or private campgrounds; garden-ing, tool, and storage sheds incidental to the residential use; general farm buildings, including barns, silos, sheds and storage bins; private garages and carports; and clustered residential developments	3 acres ^h	300	100	25	100	28
FW Urban Floodway District	Hunting and fishing; drainage; stream bank protection; farming activities, except structures; forestry; water-dependent uses; specified earth-grading activities; outdoor recreation	Flood control or hazard mitigation projects; navigational structures; public water measuring and control facilities; bridges and approaches, marinas, utilities, outdoor recreation	N/A	N/A	N/A	N/A	N/A	N/A

NOTE: This table is a summary and should not be used as a guide to answer zoning-related questions. Refer to the Racine County zoning ordinance and map for specific zoning district information. In addition, the Racine County zoning ordinance includes a number of overlay zoning districts with regulations that may apply in addition to those summarized above.

^aIn addition to the street, side, and rear yards, a minimum shore yard of 75 feet is required from the ordinary high water mark of any navigable water.

^bUtilities are allowed as conditional uses in all districts provided all principal structures and uses are not less than 50 feet from any residential district lot line. Schools and churches must be located on lots at least two acres in size and set back at least 50 feet from all lot lines.

^cGovernmental and cultural uses such as fire and police stations, community centers, libraries, public emergency shelters, parks, and museums are allowed as conditional uses in all but the C-1, M-4, and all agricultural districts.

^dThe minimum lot size must provide no less than 2,000 square feet per efficiency unit; 2,500 square feet per 1-bedroom unit, and 3,000 square feet per 2 or more bedroom unit.

^eThe minimum development area is 10 acres. At least 20 percent of the development area must be set aside as parkland.

^f4,000 square feet per row-house; 8,000 square feet for one-family dwellings.

^g120 feet for two-story row-houses; 65 feet for one-family dwellings.

^hGreater street setbacks may be required in nonsewered areas.

ⁱAs necessary to comply with district regulations.

^jThe first figure indicates minimum setback when adjacent to residential districts or opposite a more restrictive district; the second figure is the minimum setback in other cases.

^kExtractive operations must be set back at least 200 feet from any street right-of-way or property line; accessory uses must be set back at least 100 feet.

^lA minimum development density of one home per five acres is required for clustered (conservation-design) residential developments in the C-2 district.

Source: Racine County Zoning Ordinance and SEWRPC.

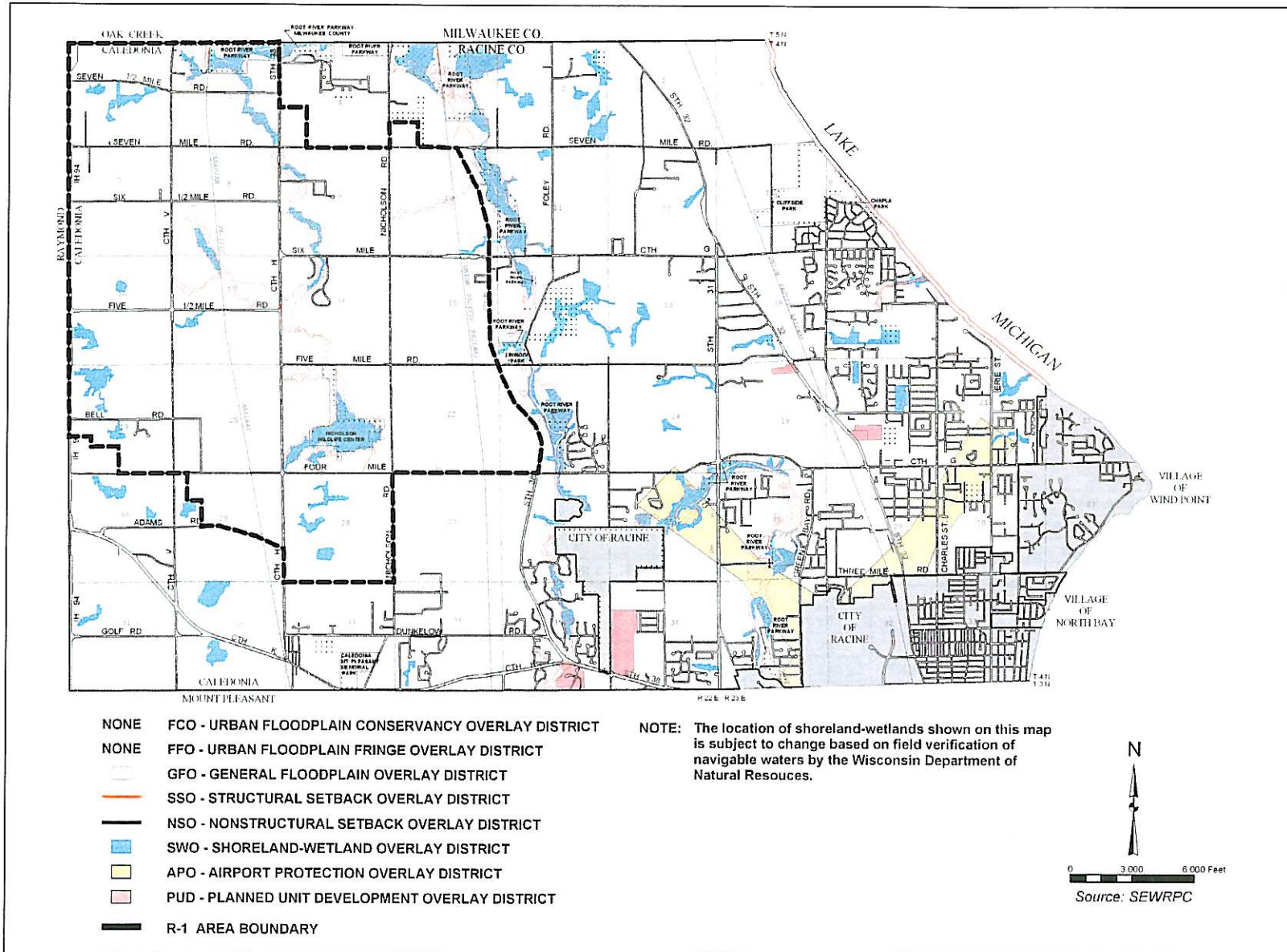
APPENDIX Y. AREA WITHIN EACH BASIC USE ZONING DISTRICT IN THE VILLAGE OF CALEDONIA, 2002

Zoning District		R-1 Area		C-5 Area		Town of Caledonia	
		Acres	Percent of R-1 Area	Acres	Percent of C-5 Area	Acres	Percent of Town
R-1	Country Estate District	0	0.0	131	2.9	215	0.7
R-2	Suburban Residential District (unsewered)	56	0.6	998	21.8	1,766	6.0
R-2S	Suburban Residential District (sewered)	0	0.0	0	0.0	449	1.5
R-3	Suburban Residential District (sewered)	23	0.2	0	0.0	2,699	9.3
R-3A	Suburban Residential District (sewered)	0	0.0	0	0.0	465	1.6
R-4	Urban Residential District 1	0	0.0	0	0.0	2,224	7.6
R-5	Urban Residential District II	0	0.0	92	2.0	525	1.8
R-5A	Urban Residential District III	0	0.0	0	0.0	0	0.0
R-6	Two-Family Residential District	0	0.0	0	0.0	62	0.2
R-6A	Two-Family Residential District II	0	0.0	0	0.0	0	0.0
R-7	Multi-Family Residential District	0	0.0	0	0.0	203	0.7
R-8	Planned Residential District	0	0.0	0	0.0	404	1.4
B-1	Neighborhood Business District	7	0.1	0	0.0	52	0.2
B-2	Community Business District	0	0.0	0	0.0	84	0.3
B-3	Commercial Service District	65	0.7	0	0.0	269	0.9
B-4	Planned Business District	181	1.8	4	0.1	327	1.1
B-5	Highway Business District	16	0.2	0	0.0	27	0.1
B-6	Water-Oriented Business District	0	0.0	0	0.0	0	0.0
B-7	Adult Entertainment Business District	0	0.0	0	0.0	0	0.0
M-1	Light Industrial and Office District	37	0.4	0	0.0	74	0.2
M-2	Heavy Industrial District	3	.. ^a	0	0.0	1,163	4.0
M-3	Heavy Industrial District	4	.. ^a	6	0.1	137	0.5
M-4	Quarrying District	0	0.0	0	0.0	199	0.7
A-1	General Farming District	0	0.0	63	1.4	63	0.2
A-2	General Farming and Residential District II	8,607	88.5	2,314	50.6	14,676	50.4
A-3	General Farming District	514	5.3	0	0.0	587	2.0
A-4	Truck Farming District	0	0.0	0	0.0	0	0.0
P-1	Institutional Park District	20	0.2	0	0.0	194	0.7
P-2	Recreational Park District	46	0.5	859	18.8	1,679	5.8
C-1	Resource Conservation District	0	0.0	104	2.3	452	1.6
C-2	Upland Resource Conservation District	145	1.5	0	0.0	145	0.5
FW	Urban Floodway District	0	0.0	0	0.0	0	0.0
Total		9,724	100.0	4,571	100.0	29,140	100.0

^aLess than 0.1 percent.

Source: Racine County and SEWRPC.

APPENDIX Z. OVERLAY ZONING DISTRICTS IN THE VILLAGE OF CALEDONIA, 2002



APPENDIX AA. SUMMARY OF OVERLAY ZONING DISTRICT REGULATIONS, 2002

Overlay District	Typical Principal Uses	Typical Conditional Uses	Prohibited Uses
FCO Urban Floodplain Conservancy Overlay ^a	Hunting and fishing; drainage; stream-bank protection; farming, except agricultural structures; harvesting of wild crops; forestry; outdoor recreation; water-dependent uses	Flood control or hazard mitigation projects; navigational structures; public water measuring and control facilities; marinas; utilities; bridges and approaches; outdoor recreation; parking lots and loading areas accessory to uses in adjacent basic use districts	Dumping; filling, except to establish bulk-head lines or construct bridge approaches; storage of flammable, explosive, or buoy-ant materials; structures for human habitation or the permanent confinement of animals; solid or hazardous waste disposal sites; on-site soil absorption sewage treatment systems; wells for drinking water
FFO Urban Floodplain Fringe Overlay ^a	Any use of land, except structures, permitted in the underlying basic use district	Flood control or hazard mitigation projects; residential, commercial, and institutional uses placed on fill and mobile home parks, if permitted in the underlying basic use district; accessory uses; utilities	Solid or hazardous waste disposal sites; on-site soil absorption sewage treatment systems; wells for drinking water
GFO General Floodplain Overlay ^a	Same as FCO District	Same as FCO District	Same as FCO District
APO Airport Protection Overlay	None specified	None specified	Uses which would interfere with the landing, takeoff, or maneuvering of aircraft using or intending to use an airport; solid waste disposal sites
SSO Structural Setback Overlay ^b	Surface and subsurface water drainage and control; farming, except agricultural structures; open space; outdoor recreation; storage of portable equipment and supplies; accessory buildings such as storage sheds; and minor structures such as driveways, side-walks, patios, and fences	Tree cutting and shrubbery clearing; land disturbance and earth movements; and shore protection structures	Residential, institutional, commercial, industrial, and agricultural structures designed for human habitation or for the confinement of animals
NSO Nonstructural Setback Overlay ^c	Farming, except agricultural structures; open space; outdoor recreation; storage of portable equipment and supplies; accessory buildings such as storage sheds; and minor structures such as driveways, sidewalks, patios, and fences	Tree cutting and shrubbery clearing; land disturbance and earth movements; shore protection structures, and the placement of structures or buildings which may be relocated at a cost not to exceed 30 percent of the equalized value of the structure	Residential, institutional, commercial, industrial, and agricultural structures designed for human habitation or for the confinement of animals
SWO Shoreland-Wetland Overlay ^d	Fishing and hunting; swimming, boating, and hiking; harvesting of wild crops; silviculture; grazing; cultivation of crops; maintenance or repair of highways and bridges; piers, docks, and walkways built on pilings	Construction of roads accessory to agriculture or silviculture; parks; wildlife preserves; game farms; public boat launching ramps; utilities; and railroad lines	Uses not specifically permitted as principal or conditional uses
PUD Planned Unit Development Overlay ^e	As permitted in the underlying basic use district	As permitted in the underlying basic use district	None specified

NOTE: This table is a summary and should not be used as a guide to answer zoning-related questions. Refer to the Racine County zoning ordinance for specific zoning district information.

^aUses and activities in the floodplain are also governed by Chapter 116 of the Wisconsin Administrative Code.

^bThe Structural Setback Overlay is applied in areas along Lake Michigan where shore protection structures, such as bulkheads or breakwaters, have been constructed. The Structural Setback Overlay requires structures to be set back from the existing bluff edge a distance necessary to establish a stable bluff slope, plus a specified setback distance.

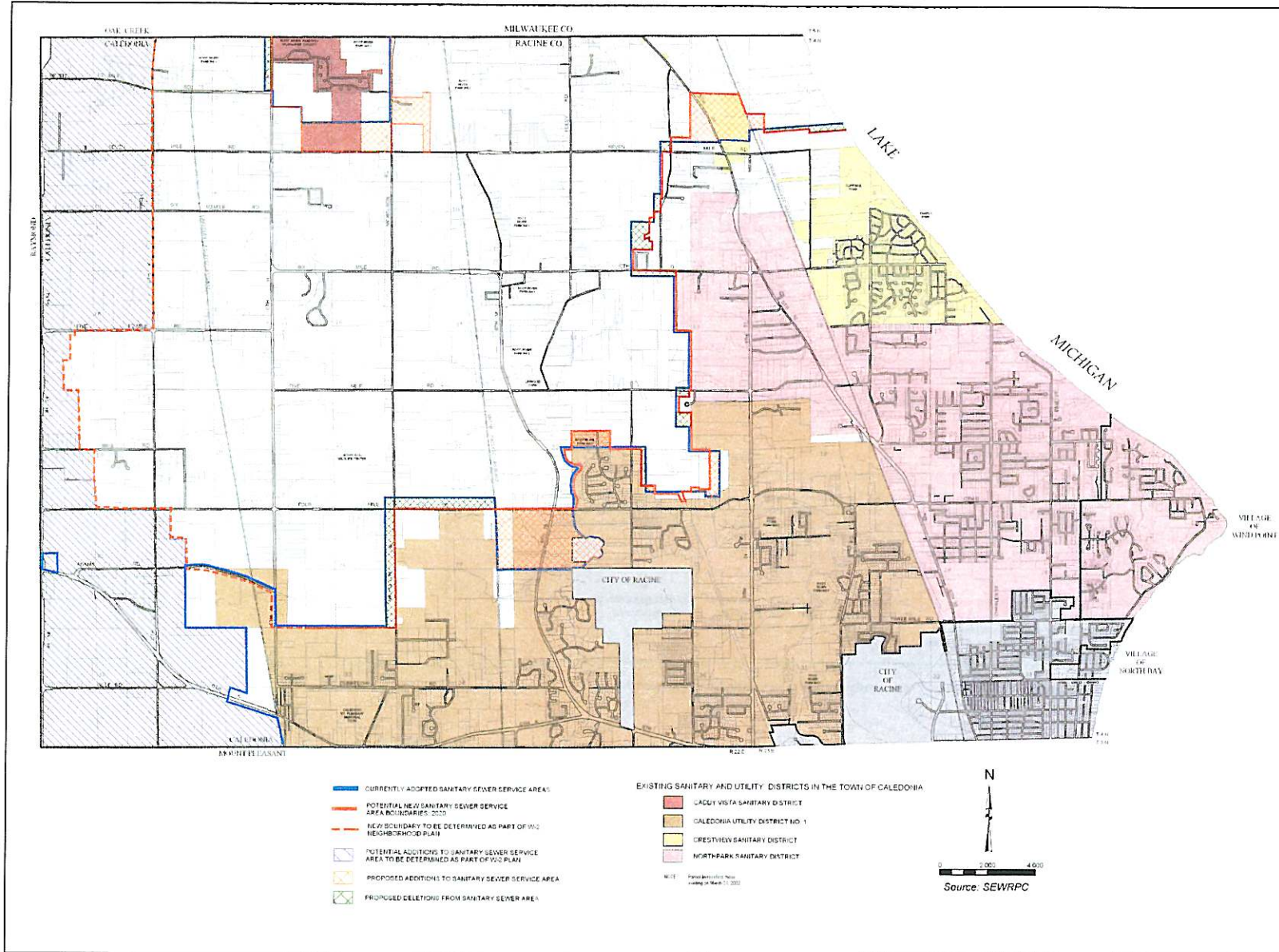
^cThe Nonstructural Setback Overlay is applied in areas along Lake Michigan where no shore protection structures have been constructed. The Nonstructural Setback Overlay requires structures to be set back from the existing bluff edge a distance equal to the expected bluff recession distance over a 50-year period, plus a setback necessary to establish a stable bluff slope, plus a specified setback distance.

^dUses and activities in shoreland-wetlands are also governed by Chapter 115 of the Wisconsin Administrative Code.

^eThe Planned Unit Development Overlay provides flexibility in site design and layout, while maintaining the land use density, parking, and open space standards set forth in the underlying basic use district. All lands within a Planned Unit Development Overlay district must be served with public sewer.

Source: Racine County Zoning Ordinance and SEWRPC.

APPENDIX BB. POTENTIAL CHANGES TO THE PLANNED SEWER SERVICE AREA



APPENDIX CC. BEST MANAGEMENT PRACTICES (SEE VILLAGE CLERK OR VILLAGE ENGINEER)

APPENDIX DD. SUMMARY OF SANITARY DISTRICT AND SEWER SERVICE AREA BOUNDARY ISSUES

	Removal of a Property from a Sanitary District	Removal of a Property from a Sewer Service Area
Willing Property Owner or Group of Property Owners.	<p>Town Board may remove the parcel(s) from the District after following statutory procedures.</p> <p>As this would be done at their request or voluntarily, the Town would not expect a risk or liability to accrue to the Town.</p>	<p>Town may petition SEWRPC to remove the parcel(s) from the sewer service area and follow SEWRPC's procedures to do so.</p> <p>As this would be done at their request or voluntarily and because the property owner(s) would not have been previously paying a District property tax levy, there would be no expected risk or liability to accrue to the Town.</p>
Request of a Group of Property Owners with over 51 % supporting the request.	<p>A legal process exists whereby at the request of the District and/or a majority of property owners the Town Board may remove the parcel(s) from the District after following statutory procedures.</p> <p>The same risks identified below would likely apply to the unwilling property owners.</p> <p>Willing property owners would initially not generate the same risk, as noted above. However, if an unwilling property owner prevailed in a suit, the willing property owners might also then seek settlement claiming they weren't told their rights.</p>	<p>Town may petition SEWRPC to remove the parcel(s) from the sewer service area and follow SEWRPC's procedures to do so.</p> <p>As discussed in the above and below examples, no expected risk would accrue to the Town.</p> <p>SEWRPC would weigh the merits of the request against any objections raised in making their decision.</p>
Unwilling Property owner or group of property owners.	<p>A legal process exists whereby at the request of the District the Town Board may remove the parcel(s) from the District after following statutory procedures.</p> <p>As this would be done involuntarily and the affected property owners would have been paying the District's property tax, this "would present a legal problem for the Town that would very likely end up in the courts." See complete legal opinion of attorney Bjelajac, Dated February 2, 2004.</p>	<p>Town may petition SEWRPC to remove the parcel(s) from the sewer service area and follow SEWRPC's procedures to do so.</p> <p>Although this would be done involuntarily because the property owner(s) would not have been previously paying a District property tax levy, there would be no expected risk or liability to accrue to the Town. SEWRPC would weigh the merits of the request against any objections raised in making their decision.</p>
Notes: Property Tax Levy	If the property is in the Sanitary District Boundary, the property owner pays a property tax to the District.	If the property is in the Sewer Service Area, but NOT in the Sanitary District Boundary, the property owner DOES NOT pay a property tax to the District.

APPENDIX EE. RECOMMENDED PROTECTION OF NATURAL AREAS, CRITICAL SPECIES HABITAT SITES, AND GEOLOGICAL AREAS IN THE VILLAGE OF CALEDONIA

Number on Map 21	Site Identification		Site Area (acres)			Proposed Acquisition Agency
	Area Name	Classification Code ^a	Already under Protective Ownership	Proposed to be Acquired	Total	
1	Renak-Polak Maple-Beech Woods State Natural Area	NA-1	96	42	138	UW-Parkside
2	Root River Wet-Mesic Woods—East	NA-2	2	--	2 ^b	Racine County
3	Hunt Woods	NA-2	3	--	3	Racine County
4	Caledonia (Nicholson) Wildlife Area	NA-2	133	33	166	Town of Caledonia
5	Cliffside Park Woods and Clay Banks	NA-2	53	2	55	Racine County
6	Root Rivenne Forest	NA-3	171	13	184 ^b	Racine County
7	Seven Mile Road Woods	NA-3	--	20	20	Nonprofit Conservation Organization
8	Zirbes Woods	NA-3	--	13	13	Nonprofit Conservation Organization
9	Caledonia Low Woods	NA-3	61	46	107	Racine County
10	Foley Road Woods—West	NA-3	3	16	19	Nonprofit Conservation Organization
11	Foley Road Woods—East	NA-3	--	24	24	Nonprofit Conservation Organization
12	Tabor Woods ^c	NA-3	--	107	107	Town of Caledonia
13	Power Plant Ravine Woods	NA-3	--	32	32	Racine County
15 ^d	River Meadows Woods	CSH	--	13	13	Racine County
16	Forked Aster Site	CSH	--	18	18	Racine County
17	Root River Bluff	CSH	--	38	38	Racine County
18	Hoods Creek Swamp	CSH	--	19	19	Town of Caledonia
19	Caledonia Site South	CSH	--	1	1	Racine County
20	Caledonia Sanitary Sewer R.O.W.	CSH	14	62	76 ^b	Racine County
21	Four Mile Road Woods	CSH	4	27	31	Racine County
22	Caledonia Low Woods	CSH	20	9	29	Racine County
23	River Bend Upland Woods	CSH	14	--	14	Racine County
24	Root River Strip Woods	CSH	1	1	2	Racine County
25	Dominican Ravine	CSH	--	16	16	Nonprofit Conservation Organization
26	Breakers Woods	CSH	--	1	1	Nonprofit Conservation Organization
27	Cliffside Park Old Field	CSH	55	--	55	Racine County
31 ^e	Root River Outcrops	GA-3	--	20	20	Racine County
32	Cliffside Park Clay Banks	GA-3	19	1	20	Racine County
Total	--	--	649	574	1,223	--

NOTE: This table is a refinement of the recommendations made in SEWRPC Planning Report No. 42, *A Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin*, September 1997.

^aNA-1 identifies Natural Area sites of statewide or greater significance.
 NA-2 identifies Natural Area sites of countywide or regional significance.
 NA-3 identifies Natural Area sites of local significance.
 CSH identifies critical species habitat sites.
 GA-3 identifies Geological Area sites of local significance.

^bIncludes only that portion of the site located in the Town of Caledonia.

^cA portion of the Tabor Woods natural area was acquired by the Caledonia Conservancy in 2003.

^dSite No. 14 on Map 21 (Sherwood Property (CSH)) is not proposed to be acquired.

^eSite Nos. 28, 29, and 30 are regulated by the Wisconsin Department of Natural Resources and are not proposed to be acquired.

Source: Wisconsin Department of Natural Resources and SEWRPC.

APPENDIX FF. C1/C2 MARKET STUDY BY UWM STUDENTS (SEE VILLAGE CLERK OR ENGINEER)

APPENDIX GG. INFORMATION ON COMMUTER RAIL STATIONS (SEE VILLAGE CLERK)

APPENDIX HH. HOUSEHOLD SURVEY RESULTS (SEE VILLAGE CLERK)

APPENDIX II. FRANKSVILLE MARKET ANALYSIS BY UWM STUDENTS (SEE VILLAGE CLERK)

VILLAGE OF CALEDONIA FINAL REPORT
CALEDONIA, WISCONSIN

AUGUST 2006

PLANNING AND DESIGN INSTITUTE 
In Association with Linda Mielke

FINAL REPORT

SUBMITTED JUNE 2006

NEIGHBORHOOD PLANNING PROJECT

Project Management Team Final Report

In the winter of 2002, the then Town of Caledonia began a town wide Neighborhood Planning Project. The goal of the project was to create neighborhood plans for the entire community. In February of 2006 that goal was met when the last of eight neighborhood plans was adopted by the now Village of Caledonia.

The Neighborhood Planning Project was initiated by the Caledonia Plan Commission. The pressure of development was such that the Commission felt a growing need for tools to manage and control the inevitable development. These tools were needed for the Commission to make fair and consistent recommendations to the Board. These recommendations, and ultimately the Board's decisions, could then be made within a framework that reflected the community's vision for its growth and future.

The Town Board, in the winter of 2002, approved funding for the project and the consulting firm of Planning and Design Institute (PDI) was hired to guide the Town through the planning process. Several meetings were held to discuss and formulate a plan for the project. Out of these first meetings, the Project Management Team (PMT) was formed. It was formed to coordinate and oversee the Neighborhood Planning Project.

The PMT began by creating the "bubble map" that outlined the different areas to be studied as neighborhoods and deciding how to structure the project. Over the last four years the PMT has discussed neighborhood issues at length. The PMT conducted all of the workgroup meetings and neighborhood meetings and was responsible for all the mailings and signage for those meetings. It has set workgroup meetings, agendas and distributed information and materials at public planning meetings.

The PMT brought in agencies and individuals for discussions with both the PMT and neighborhood workgroups. It worked with two different groups of UW Milwaukee graduate students who created reports for the Franksville business area and the Hwy 32 Corridor Market Study at 4 Mile Road. The PMT worked with Transit Now regarding the proposed METRA during the C1/C2 area study.

The Wisconsin Department of Transportation (WISDOT) and the County Highway Department were part of discussions in various neighborhoods where state and county roads play important roles. Discussions were held with them at both PMT and workgroup meetings on projects such as Hwy 31 and Hwy 32, the re-routing of Hwy 38 and the possibility of Hwy K someday becoming State Highway 164.

The PMT worked closely with both SEWRPC and Racine County Planning to create and revise ordinances and policies that were requested through the neighborhood plans. Some of these have already been adopted and others are in the process. These are listed later in this report.

PMT meetings were reported to the Plan Commission through the monthly report of the Plan Commission President. While it is agreed that the Neighborhood Plans are living documents, meant to be revisited and revised, the project itself has been accomplished. What follows here is a final report from the Project Management Team outlining what the project accomplished, what is still in progress and what yet needs to be done.

Project Management Team Members

Susan Greenfield (Town Chairman), Howard Stacey (Town Supervisor), Mark Luberda (Town Administrator), Fred Haerter (Town Engineer), Linda Mielke (Plan Commission President), Phil Evenson (SEWRPC), Arnold Clement and Julie Anderson (Racine County Planning), Larry Witzling (PDI) initially met and formulated the plan and structure of the project.

From that group, the working PMT became Susan Greenfield, Howard Stacey, Mark Luberda, Fred Haerter, Linda Mielke, Julie Anderson, and Larry Witzling. In addition, Nancy Anderson from SEWRPC joined the group, as did Maria Pandazi from PDI and Plan Commissioner Bill Sasse.

Arnie Clement attended meetings as needed until his retirement in December of 2002. Nancy Anderson left the group in mid 2004 after R1 and C5 were completed and adopted. She continued to consult whenever she was asked to. Maria Pandazi left PDI in 2004 and Jamie Rybarczyk joined the group in her place. Mark Luberda attended only as needed after the first year as Incorporation and WE Energy negotiations were more pressing on his time. Mark left Caledonia at the end of 2004. His successor, Tom Lebak joined the group in fall of 2005. The spring election of 2005 resulted in a new Town Chairman. Susan left the group and the new chairman, Jonathan Delagrave, appointed Supervisor Ron Coutts to the PMT. Because of time constraints, Bill Sasse left the group in winter of 2006, very near the end of the project.

During the four year project, people were consulted and attended numerous meetings. They included Beth Paul Soch (Caledonia Parks and Rec), Ginny Plumeau and Gretchen

Messer from the ecological firm of Cedarburg Science and Colleen Horan from Graef, Anhalt, Schloemer & Associates, Inc. (GAS) who is a traffic engineer. In spring of 2005 the Economic Development Committee was formed and EDC representative Lisa Bell was appointed to the PMT.

Neighborhoods

The use of the word "neighborhoods" was intended to be used to identify an area for study purposes. Areas were determined by how they were either bound together or separated by geographical features, parks, utilities or major road or rail transportation routes. In many cases, areas overlapped and shared the same issues.

Originally, the community was divided into ten areas or neighborhoods. After about a year, as experience was gained, the "bubble map" was revised to eight areas. C5 and C3 were adjusted so C5 was all non-sewered land and C3 was an area that had sewer service. C1 and C2 were combined so that the entire Hwy 32 corridor was in one plan. E1 and E2 were combined because it was felt they would share many of the same urban issues. During the Rural Area Study, R1, it became apparent that the I-94 corridor (I-94 to Hwy V) was an area that should be separately studied. After the R1 plan was completed, W-2 was enlarged to include the entire I-94 corridor.

All eight neighborhoods went through the same process of study. That process included public meetings and open houses for the entire neighborhood, a design preference survey and the formation of resident member workgroups. In some of the neighborhoods the workgroups included business owners or large land owners who were not residents. Including all the workgroups, these members numbered approximately 100. In addition, neighborhood meetings over the four years had attendance from 30 people to 200 per meeting.

The neighborhood designation and adoption date of each individual plan is as follows:

C4 Johnson Park Area –
Adopted July 1, 2003

W1 Franksville Area –
Adopted March 2, 2004

R1 Rural Area –
Adopted March 2, 2004

C5 Country Lots –
Adopted April 5, 2004

C3 Tabor Woods Area –
Adopted August 3, 2004

C1/C2 Hwy 32 Corridor –
Adopted May 3, 2005
W-2 I-94 Corridor –
Adopted August 2, 2005

E1/E2 Eastside –
Adopted February 7, 2006

(Please note: For identification purposes, the areas were labeled R for rural, W for west, C for Central and E for east – a fairly natural division. The only significance of the numbers is again as identifiers for discussion.)

Neighborhood Planning "Accomplishments"

These are the items that came out of the Neighborhood Planning Project. These items have been finished and put in place:

1. Eight individual neighborhood plans that cover the entire community.
2. Creation of working committees – Project Management Team (PMT), Development Review Team (DRT), Economic Development Committee (EDC, now a CDA – Community Development Agency).
3. Adoption of the Conservation Subdivision Ordinance – the ordinance itself is not part of the project, but early into the project it was clear the ordinance needed to be adopted and was.
4. Survey of community to determine the opinions and desires of the residents. Nine thousand surveys were mailed and just over 25% were filled out and returned.
5. Certified Survey Map (CSM) revision to include concept plan and site inventory.
6. Driveway ordinance.
7. Lot size averaging has been included in the subdivision ordinance.
8. Private road ordinance.
9. Street standards were adopted. Revision has also been done and adopted.
10. A cost revenue analysis for W-2 sewer extension was done.

11. WE Energy project – 6 Mile bridge is being built, 4 Mile bridge/underpass is funded, and traffic lights at 7 Mile and 38 will be installed summer of 2006.

12. Buffer strips and setbacks have been put in place to require vegetative buffers along waterways.

13. Current list of Caledonia Conservancy lands has been recorded.

14. Street lighting was addressed in Public Works.

15. Historic preservation ordinance.

16. Feasibility study for a Purchase of Development Rights (PDR) program was completed by the American Farmland Trust thanks to a grant from the SC Johnson Company.

17. Creation of a Quarry Council – committee has been formed with two representatives from the City or Racine and five representatives from Caledonia. They have met several times, toured the quarry facility, developed a set of guidelines for the council and elected a chair. The chair is Gene Pagel who was a member of the E1/E2 workgroup.

18. Title 14 revisions – ongoing.

19. Updated flowcharts and checklists for development.

20. Quality of development improved.

21. Coordination between the County and Village improved.

22. Helped facilitate the incorporation process.

23. Helped initiate TIF consideration.

24. Fostered public input and education. We estimate that approximately 1,000 residents or business owners attended at least one meeting, many attended several, during the four year period of study.

25. Developed “sense of community”.

These items came out of Neighborhood Planning and are currently in some stage of being finished:

1. Land Use Map/Plan revision – includes revisions coming out of all the neighborhood plans and an environmental linkage map/plan. This goes to a joint meeting of the Village Board and Plan Commission on May 15th. It will either be on the May or June Plan Commission meeting for recommendation to the Board.

2. Uniform Design Standards for commercial and industrial development, including big box – this is currently at Legislative and Licensing for review. When they are done, it should go to an informational joint meeting of the Board, Plan Commission and CDA. Then it should go to the Plan Commission to recommend to the Board.

3. Policy for holding tanks and temporary sanitary service for development at the interstate before sewer available – this is task for Cal 1. They have been asked to follow the steps outlined in the W-2 plan to do this. Cal 1 needs to get policies in place and report back to the Village Board.

4. Livestock Management Ordinance – this was sent to Legislative and Licensing over a year ago and is waiting for their review. Need to make sure that provision is made in this to

allow livestock in residential areas, especially in the C5 area. May also want to consider the licensing of horse boarding operations.

5. Revise Conservation Subdivision Ordinance to give developers incentives to create quality open space – this weighted system concept was presented both to the Board and Plan Commission. Needs direction from Board on priority.

6. Develop information for the updating of the Village’s Park and Open Space Plan – this information can in part be taken from the Neighborhood Plans and should be taken on by the Parks director and commission.

7. Smart Growth requirements – this will be taken care of by Racine County through a grant they have received. Documentation from the Neighborhood Planning Project will be used to demonstrate that Caledonia has met Smart Growth requirements.

8. Village wide storm water management plan – this is nearly completed.

9. Study for sewer service to I-94 – Cal I has been authorized to join in a study by Earth Tech on sewer service in the I-94 corridor.

10. Metra study – Tri-County County Committee including Racine, Kenosha and Milwaukee (KRM) is working on this study.

11. Hwy 38 study – DOT has said that a final meeting of this study group, with Caledonia and Racine County representatives, will be held sometime in July or August of 2006 to present the findings and final alternative routing of State Highway 38. After this meeting, the Village needs to place the proposed route on the Official Map to protect the area and incorporate it into future planning.

12. Hwy 32 reconstruction from 5 Mile to 6 ½ Mile area – Village and PDI still talking to DOT on details. Project was scheduled for 2008, but will probably be delayed until 2010.

13. Sign ordinance – Village adopted Racine County's sign ordinance, but counsel is advising that it be looked at and tweaked some to tighten up a few things and add a few others. This should be done by a sub-committee of the Plan Commission or Legislative and Licensing.

14. Final report from PMT to Plan Commission and Board – outline items accomplished, those in progress and those that need to be done as a result of the Neighborhood Planning Project.

These are the items that need to be done yet with some suggestions on how that may be carried out. These items will need Board and or Plan Commission direction to be accomplished. With the consistent pressure of development, nearly all of these items should be looked into as soon as possible. They are:

1. Uniform Residential Design Standards – particularly multi-family. The most efficient way to accomplish this would be to call on the group (PMT) that put together the Uniform Commercial/Industrial Design Standards that are now at Legislative and Licensing. Because they are familiar with how those design standards went together and are worded, there would be little if any time needed for a learning curve. There would be a cost involved for some of the needed key players - PDI, County and Village Counsel.

2. Formation of Village Open Space Management Oversight Committee – counsel

has stated a need for some overseeing on the lands that are in stewardship plans. Attorney Ekes has suggested a committee be formed to do this. The committee would meet biannually with land trusts to review all the current stewardship plans. This would require land trusts to provide yearly updates on status of stewardship plans. This committee could be small, three or four citizens with Attorney Ekes as staff support. The community is fortunate to have residents with ecological backgrounds who would be willing to serve on this committee. The Board could form and appoint this committee with the help of Attorney Ekes.

3. Lifting of moratorium on land division in the I-94 corridor – this moratorium is in place until December 31, 2006. It is crucial that the Board make sure the Village is protected once this is lifted. That is, policies on sanitary sewer extension and hook-ups, design standards for both commercial and multi-family, and any other action steps listed in the W-2 plan that pertain to development in the corridor before sanitary sewer is available have been met. The Board should form an ad-hoc committee, or use the DRT, to make sure policies and ordinances are in place before the moratorium is lifted that assure the type of development the Village wants at the interstates. This committee should set up immediately to assure everything is in place before late fall and the lifting of the moratorium.

4. Request sewer service area boundary changes, as recommended in plans, to the City of Racine and SEWRPC – request must be made by Board .

5. Review and amend the Village's official map (Title 13) to reflect recommendations

that came out of the plans for connections, development in the I-94 corridor and the Hwy 38 realignment among other things – needs to be coordinated between counsel and engineering, then brought forward for adoption.

6. Hold a biannual meeting of the Village Board, Plan Commission, CDA, (Stormwater Commission) and (Utility/Sanitary Districts) to review the neighborhood Plans and the Land Use Plan for policy direction – suggest this is held in June and January. This would be a set time every year to make sure Village committees and commissions are working together toward the same goals as outlined by the Board.

7. Adopt as resolution the list of principle thoroughfares – needs to be coordinated between counsel and engineering, then brought forward for adoption.

8. Put together list of non-residential historic sites – Historical Society project.

9. Put together a list of environmental firms that are certified and acceptable to the Village – possible assignment to an Open Space Management Committee.

10. Put together table of plant types to be used in vegetative buffers – needs to be pulled from DNR documents - possible assignment to an Open Space Management Committee,

11. Update the Village street tree list – possible assignment to an Open Space Management Committee.

12. Policy for woods/tree preservation – possible assignment to an Open Space Management Committee.

13. Signs on roads/street that will eventually be extended – Public Works could look into.

14. Scenic road designations – Plan Commission and Board would do this.

15. Create an electronic list or file of subdivision associations and officers that could be used to notify subdivisions of upcoming projects or

activities in their area. This would be updated annually be generating computer postcard asking for current information. – Staff.

Items resulting from Neighborhood Planning that are currently in some stage of being finished:

Project	Task	Status	Responsible Party	Request by Responsible Party
Land Use Map Update	Revise current LUP including density ranges and incorporate an environmental linkages plan/map	Near Completion	Village Plan Commission	Report from Village Staff
Uniform Commercial/Industrial Design Standards	Draft a design standard ordinance for commercial and industrial development (includes big box)	Near Completion	Village Plan Commission	Report from Village Legislative & Licensing
Holding Tanks & Temporary Sanitary Sewer Service	Draft a policy for holding tanks and temporary sanitary sewer service for development at the interstate before sewer service is available	Near Completion	Village Board	Report from CAL #1
Livestock Management Ordinance	Draft an ordinance regarding livestock management	Near Completion	Village Board	Report from Village Legislative & Licensing
Conservation Subdivision Ordinance Update	Revise current conservation subdivision ordinance to give developers incentives to create quality open space	In Progress	Village Board	Report from Village Staff
Park & Open Space Plan Update	Gather & develop relevant information for the plan update	In Progress	Village Park Commission	Report from Village Staff
Smart Growth Outline	Develop an outline identifying how each neighborhood complies or does not comply with Wisconsin's Smart Growth legislation	In Progress	Racine County & SEWRPC	Report from County & SEWRPC Staff
Stormwater Management Plan	Conduct a stormwater management plan for the Village	Near Completion	Village Drainage Commission	Report from Village Staff
I-94 Sewer Service Study	Review the sewer service study for the I-94 corridor	In Progress	Village Board	Report from RA Smith
METRA Study	Review the METRA study for STH 32 & Four Mile Road area	In Progress	Village Board	Report from HNTB
STH 38 Study	Review the realignment study for STH 38 and locate on official map to protect the future right-of-way	In Progress	Village Board	Report from WISDOT & Study Group
STH 32 Reconstruction	Review WISDOT reconstruction plans for STH 32	Near Completion	Village Board	Report from WISDOT
Sign Ordinance	Adopt Racine County's ordinance and develop revisions at Village staff level	In Progress	Village Plan Commission	Report from Village Staff
Final Report	Draft a final report of items that the PMT committee has been working on & the status of those items	In Progress	Village Plan Commission	Report from PMT Committee
Transit Oriented Development (TOD) Design Standards	Draft a design standard ordinance for TOD development	Not Started	Village Plan Commission	Report from Village Staff
Traditional Neighborhood Development (TND) Design Standards	Draft a design standard ordinance for TND development	Not Started	Village Plan Commission	Report from Village Staff
Funding Sources	Explore grants, loans, TIFs, impact fees, etc. as future funding sources	In Progress	Village Board	Report from Village Staff

Items that need to be completed and need Board and / or Plan Commission direction to be accomplished.

Project	Task	Status	Responsible Party	Request by Responsible Party
Uniform Residential Design Standards	Draft a design standard ordinance for residential development (includes multi-family)	Not Started	Village Plan Commission	Report from Village Staff
Village Open Space Conservancy Committee	Develop this committee to monitor and manage common open space; meet biannually with land trusts to review land stewardship plans	Not Started	Village Board	Report from Village Staff
Moratorium	Adopt all ordinances, standards, and guidelines for development along the interstate prior to lifting the moratorium on 12-31-06	Not Started	Village Plan Commission	Report from Village Staff
Sewer Service Area Boundary Adjustments	Draft recommendations for boundary adjustments, as recommended in the neighborhood plans, to the City of Racine & SEWRPC	Not Started	Village Board	Report from Village Staff
I-94 Interchanges	Review WISDOT reconstruction plans for Seven Mile, CTH G, & CTH K interchanges	In Progress	Village Board	Report from WISDOT
Biannual Meetings of Village Staff	Hold biannual meetings of the Village Board, Plan Commission, & CDA to review the neighborhood plans and LUP for policy direction	Not Started	Village Board	Report from Village Staff
Principal Thoroughfares Resolution	Adopt a resolution listing the principal thoroughfares within the Village	Not Started	Village Plan Commission	Report from Village Staff
Non-Residential Historic Sites	Develop a comprehensive list of non-residential historic sites within the Village	Not Started	Village Board	Report from Village Historic Society
Environmental Firms	Develop a list of environmental firms that may provide services within the Village	Not Started	Village Board	Report from Village Open Space Conservancy
Plant Types for Vegetative Buffers	Develop a table of plant types to be used in vegetative buffers	Not Started	Village Plan Commission	Report from Village Open Space Conservancy
Street Tree List	Update the Village's street tree list	In Progress	Village Plan Commission	Report from Village Public Works
Policy for Woods / Tree Preservation	Develop policies for woods and tree preservation	Not Started	Village Plan Commission	Report from Village Open Space Conservancy
Signs that Identify Extension of Roads / Streets	Establish signs that identify the possible extension of road and streets	Not Started	Village Plan Commission	Report from Village Public Works
Scenic Road Designations	Identify scenic road designations within the Village	Not Started	Village Plan Commission	Report from Village Open Space Conservancy
Subdivision Associations/Officers List	Develop a list or file of all subdivision associations/officers within the Village and update the list annually	Not Started	Village Board	Report from Village Open Space Conservancy

Recommendations

It is certainly the hope of this team that all the items listed above are accomplished. To do so, someone or some group will need to be assigned to oversee this list. They will need to follow up on those items that are in process to make sure they are completed. They will need to make assignments on the items that have yet to be started and follow up on them to completion.

It is crucial that the first three items listed as yet to be done are given immediate attention. Those items are Uniform Residential Design Standards, the formation of a Village Open Space Management Committee, and a committee or group to make sure everything is in place for the lifting of the land division moratorium on the I-94 corridor.

These items need immediate consideration due to the continuing pressure for development in the Village. They are necessary to control the quality of development and to implement the desires expressed in the neighborhood plans.

We would urge the Plan Commission and the Board to consider these items and how to accomplish them as soon as possible.

Summary

This Project Management Team has worked together for four and a half years.

We did not always agree, but we listened to each other, learned from each other and respected each other. Because of that, we were able to help the Village accomplish the Neighborhood Planning Project.

We have been told that creating the plan was the "easy" part. Carrying out the recommendations and following the plan is what takes the work. The community has shown by their participation that they support Neighborhood Planning. It is up to all of us as a community to use these plans until they are frayed and worn. To let them gather dust on a shelf somewhere does not give them or the community that worked so hard to develop them, the respect they all are due.

Respectably submitted,

Linda Mielke
June 21, 2006



CALEDONIA LAND USE PLAN

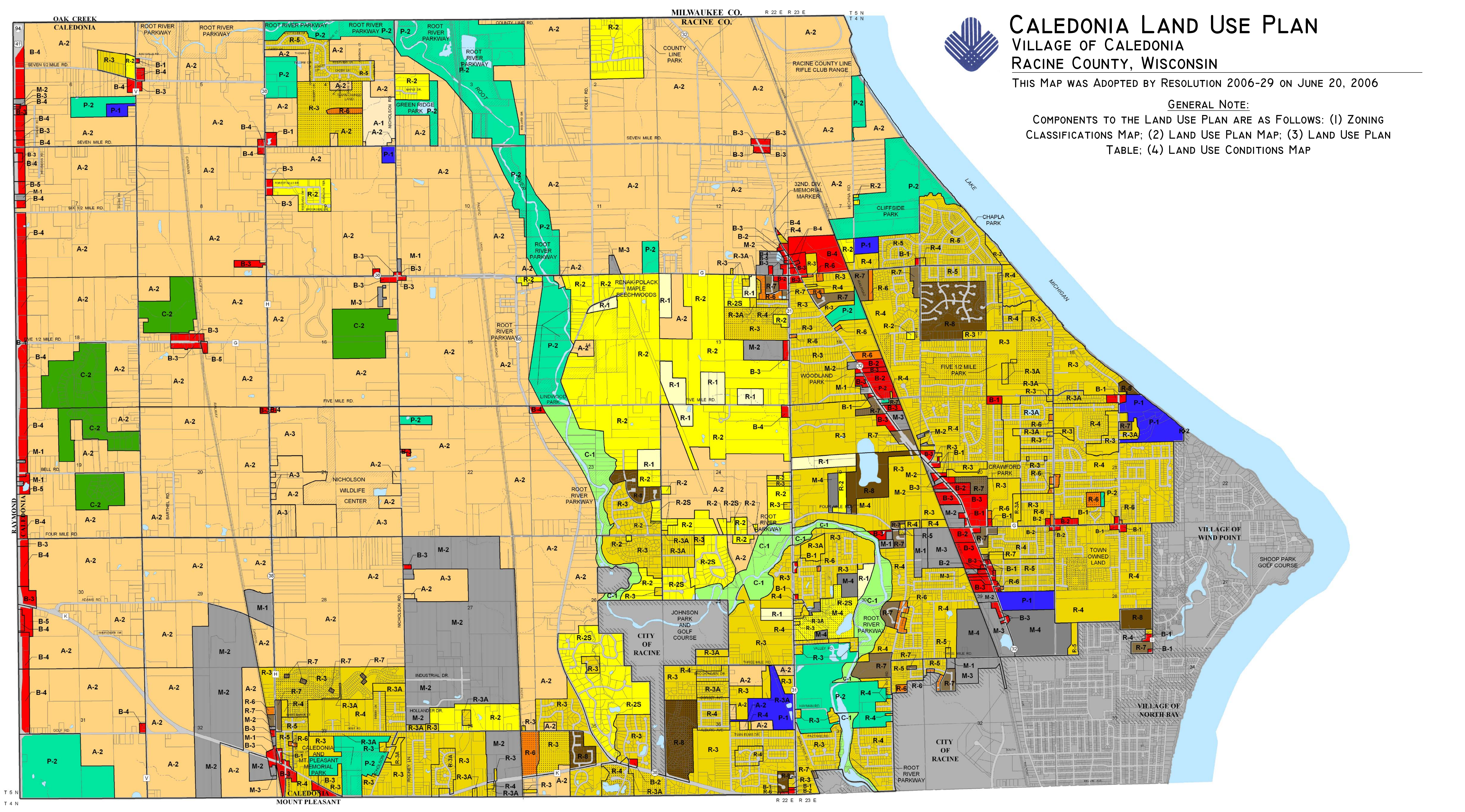
VILLAGE OF CALEDONIA

RACINE COUNTY, WISCONSIN

THIS MAP WAS ADOPTED BY RESOLUTION 2006-29 ON JUNE 20, 2006

GENERAL NOTE:

COMPONENTS TO THE LAND USE PLAN ARE AS FOLLOWS: (1) ZONING CLASSIFICATIONS MAP; (2) LAND USE PLAN MAP; (3) LAND USE PLAN TABLE; (4) LAND USE CONDITIONS MAP





CALEDONIA LAND USE PLAN

VILLAGE OF CALEDONIA

RACINE COUNTY, WISCONSIN

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DENSITIES IDENTIFIED ON THIS MAP ARE MAXIMUMS; ALTERNATIVE DENSITIES ARE IDENTIFIED IN THE LAND USE PLAN TABLES.

LEGEND:

- TRANSITION ZONE - REFER TO NEIGHBORHOOD PLANS FOR ADDITIONAL INFORMATION
- SEWER SERVICE AREA
- PROPOSED SEWER SERVICE AREA

