

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

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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.

