

# 8. I-94 NEIGHBORHOOD (W2)

ADOPTED AUGUST 2005

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## 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.

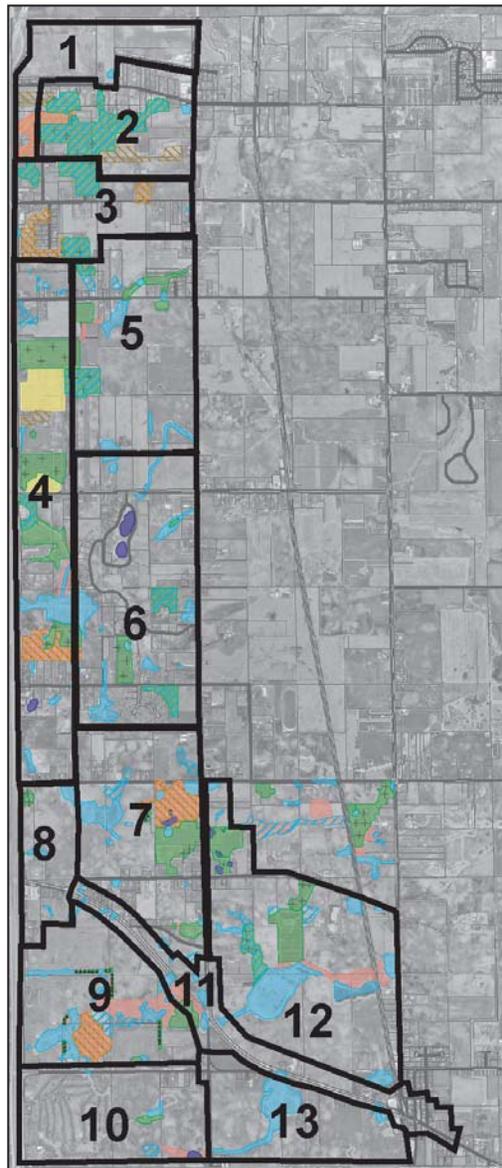


Figure 8-1. Environmental Inventory as Identified by Cedarburg Science Inc.

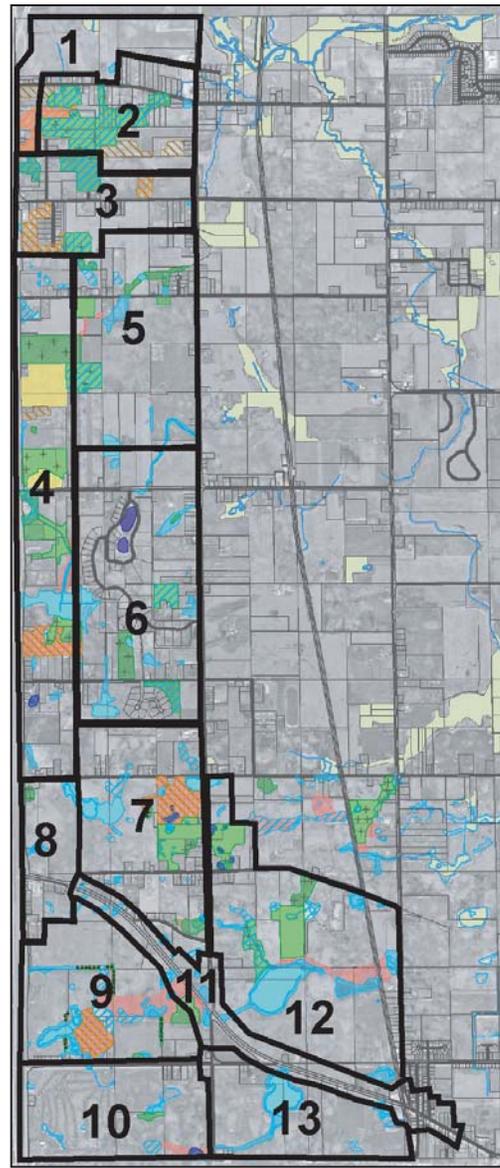


Figure 8-2. Environmental Inventory as Identified by Cedarburg Science Inc. with SEWRPC designations.



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.

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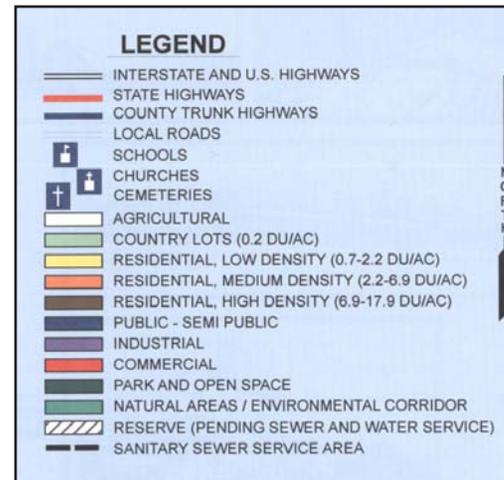
Figure 8-3. Existing Land Use Plan for the W2 (I-94) Neighborhood

### 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 sewered 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 sewered areas.

2. Amend the Existing Land Use Plan between I-94 and CTH “V”.

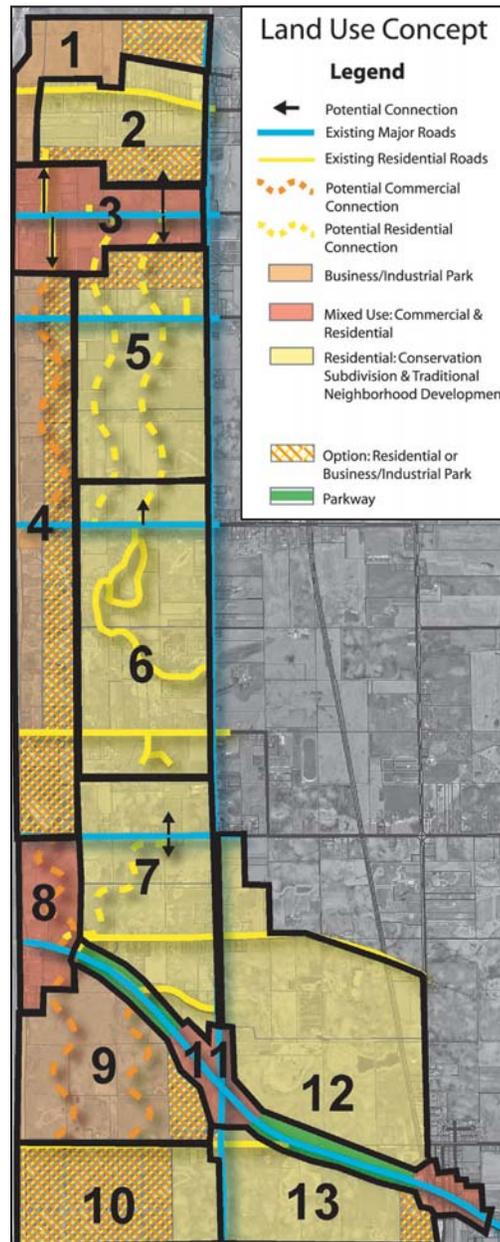


Figure 8-4. Proposed Land Use Plan for the W2 (I-94) Neighborhood.



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:

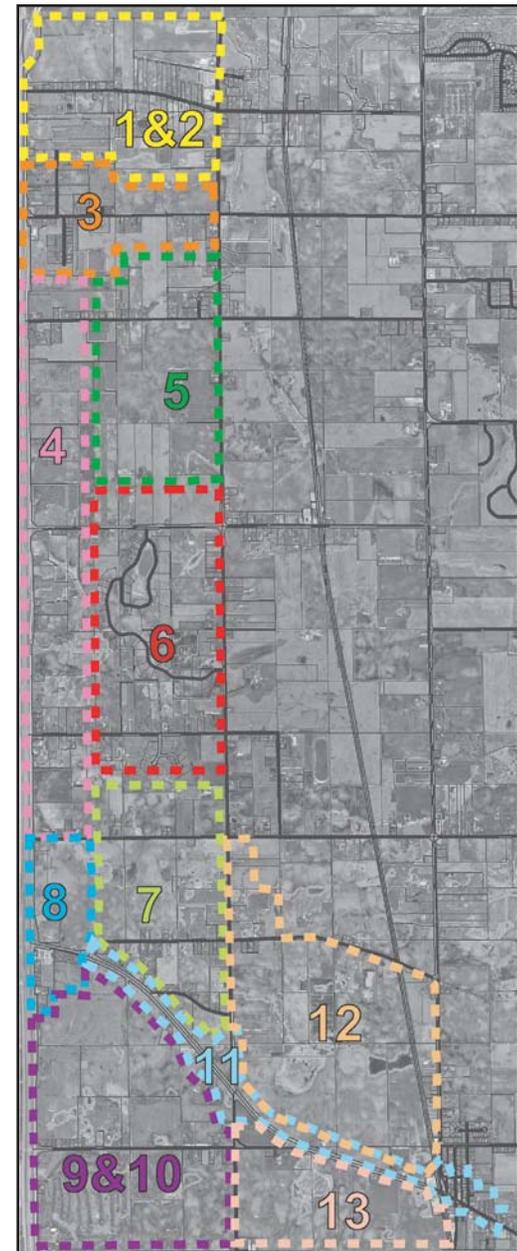


Figure 8-6. W2 (I-94) Neighborhood Subareas.

- 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.

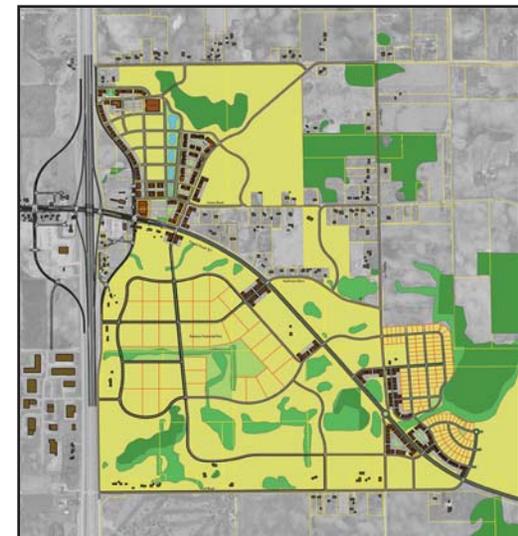


Figure 8-8. County Trunk Hwy "K" Development Concept.

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.

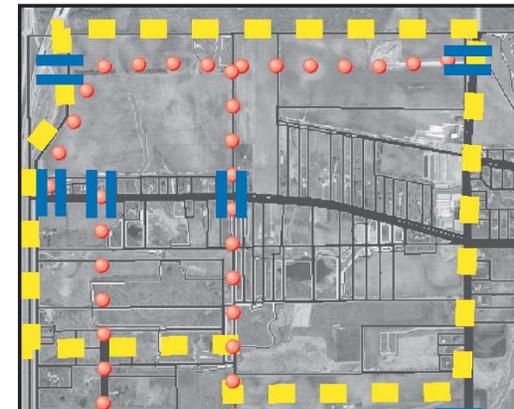


Figure 8-10. Subarea 1&2 - Seven and One Half Mile Road Neighborhood.

### 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.*

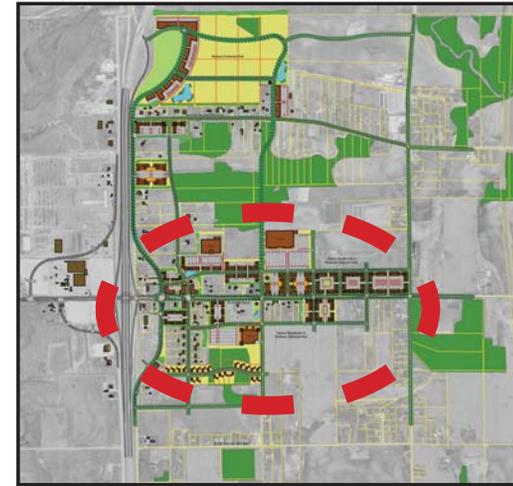


Figure 8-11. Subarea 3 - Development Concept.



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.

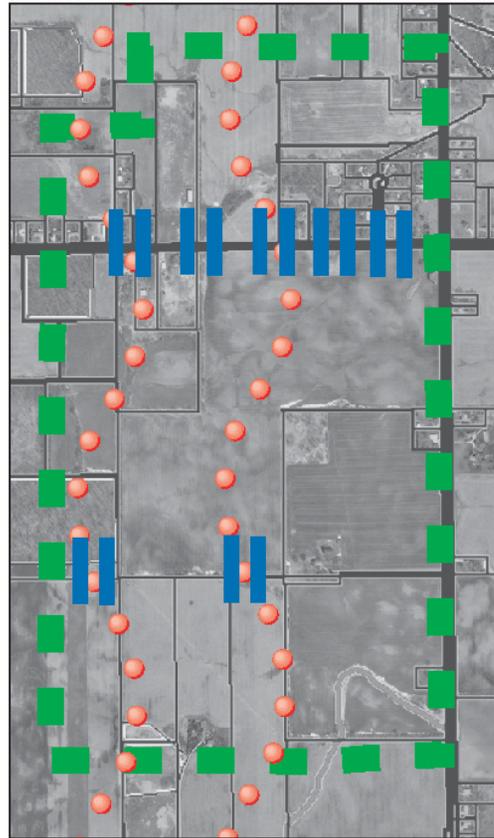
*Issues:*

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.

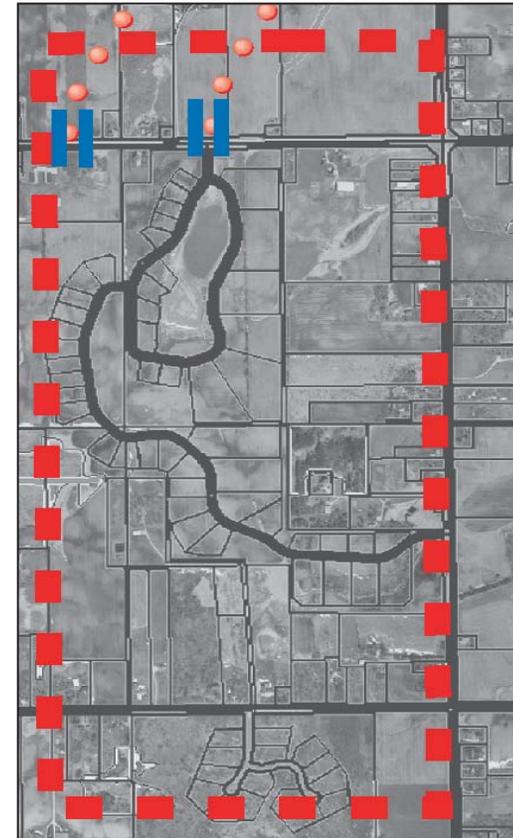
As the surrounding areas get developed, a system of vehicular, pedestrian, and environmental connections should be incorporated that protect the existing residential development, and connects new residential development to the commercial amenities of I-94 and Seven Mile Road, I-94 and CTH "K", and the 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.

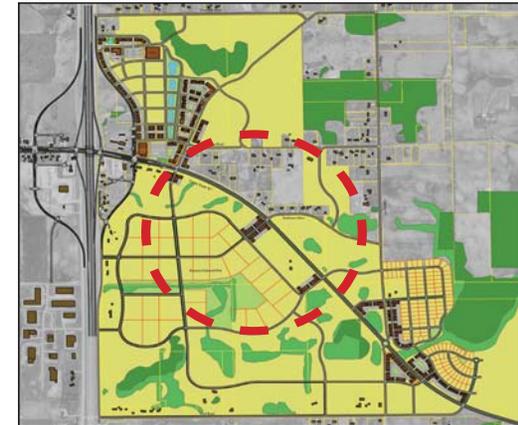


Figure 8-16. Subarea 7 - Development Concept.

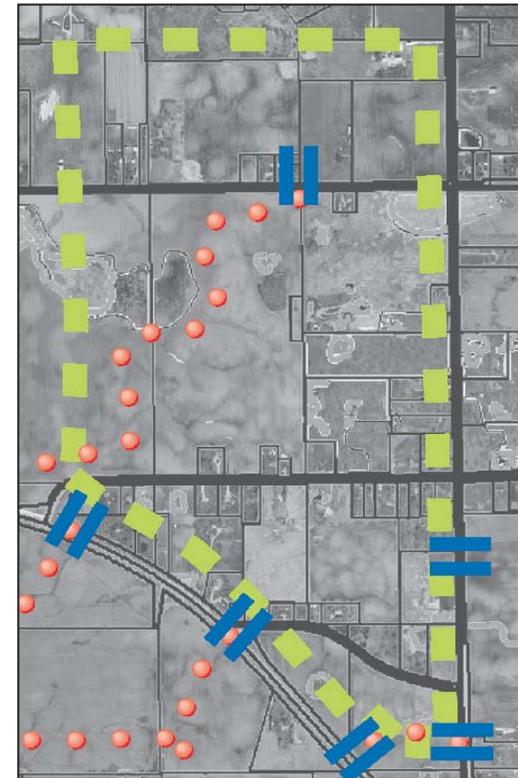


Figure 8-17. Subarea 7 - Four and One Half Mile Road Area.

## 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.

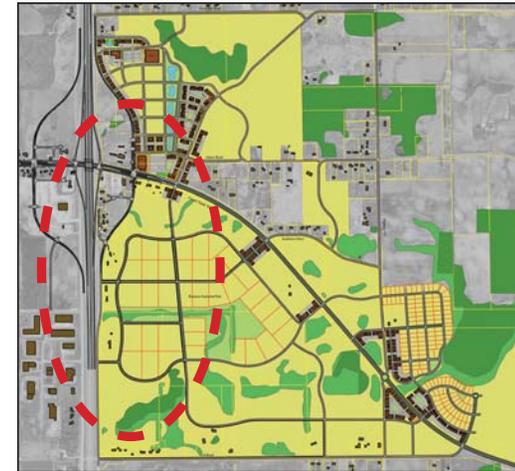


Figure 8-18. Subarea 8 Development Concept.

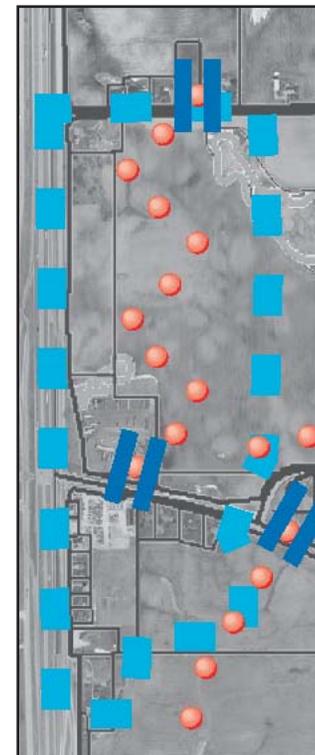


Figure 8-19. County Trunk Highway “K” District.

## 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.

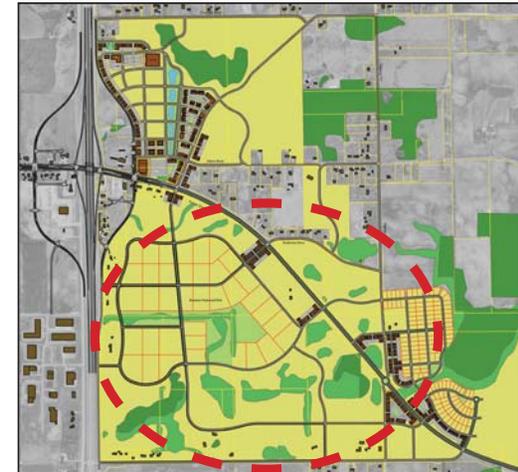


Figure 8-20. Subarea 9&10 - Development Concept.

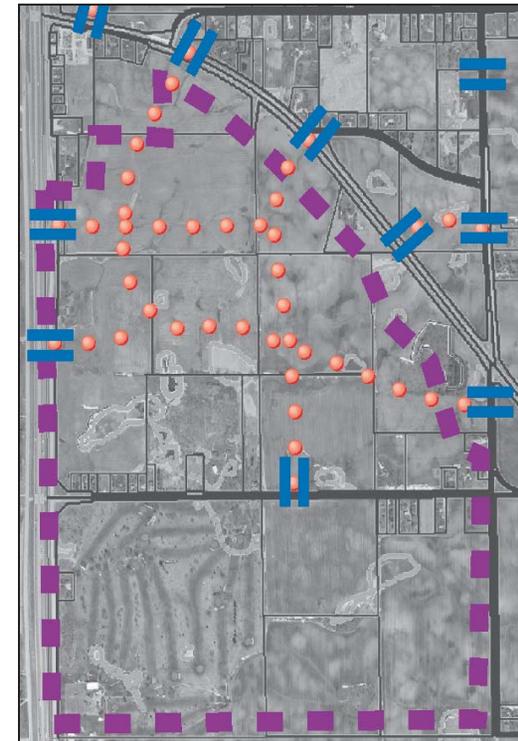


Figure 8-21. Subarea 9 - Golf Road Neighborhood.

## 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.

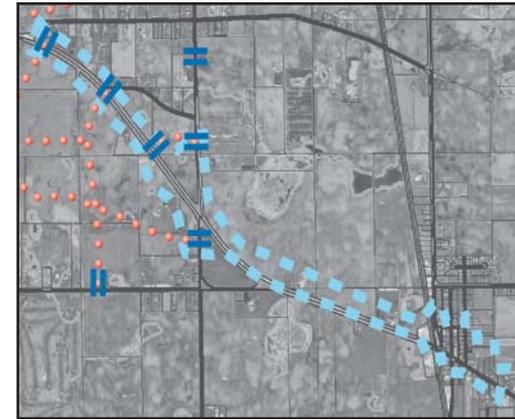


Figure 8-22. Subarea 11 - County Trunk Highway “K” Corridor.

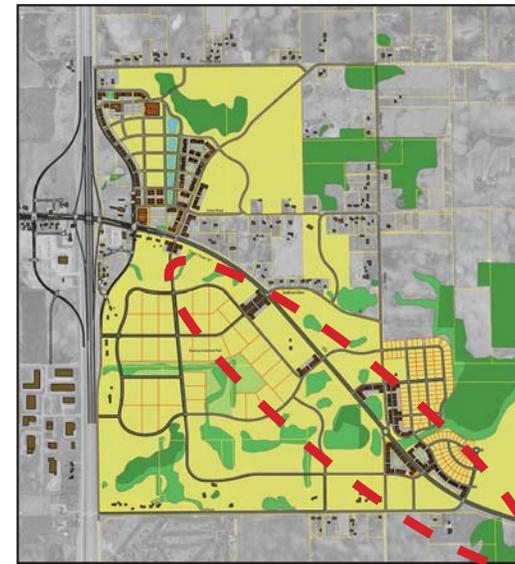


Figure 8-23. Subarea 11 - Development Concept.

**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.

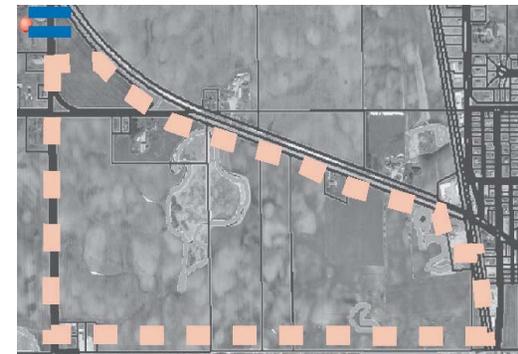


Figure 8-25. Subarea 13 - Franksville Neighborhood.

