

6. TABOR WOODS NEIGHBORHOOD (C3)

ADOPTED AUGUST 2004

6.1 PUBLIC PARTICIPATION AND PLANNING PROCESS

Public Meeting #1

Public Input/Kick-off Meeting – On August 20, 2003 a Public Input Session was held at Gifford School to explain the planning process to neighborhood residents and to gather public input regarding issues and opportunities within the neighborhood. The results of the Village-wide household survey were presented as well as preliminary issues that the project management team identified.

Workgroup Meetings

Neighborhood resident volunteers, Village Board members and Village Plan Commission members formed the Neighborhood Workgroup. The group discussed many issues that impact the neighborhood, including the sewer service boundary, land uses and density, and conservation concepts. All group meetings were open to the public. Time

was allotted at the end of each workgroup meeting for non-workgroup “observers” to voice comments, questions and concerns.

Public Meeting #2

Open House – On January 26, 2004 the first Open House was held at the Caledonia Eastside Community Center building. Preliminary neighborhood issues that had been discussed in the workgroup meetings were illustrated on display boards, as well as a variety of other pertinent information such as the Village Land Use Plan and the results of the Household Survey. The primary purpose of the Open House was to conduct a Design Preference Survey where residents were asked to rate various images. After the images were rated, the audience was asked to discuss the pros and cons of each image.

Public Meeting #3

Open House – On April 26, 2004 the second Open House was held at the Caledonia/Mt. Pleasant Joint Park Building. At this open house, the plan concepts were discussed. In addition, the results of the design preference survey were tabulated and presented.

Public Meeting #4

Village Committee Meeting – On July 14, 2004 a meeting was held at the Franksville/Mt. Pleasant Joint Parks Building to update the various Village Committees and Commissions and solicit feedback on the draft plan. The following groups were invited to attend and sent a copy of the draft plan: Planning Commission, Village Board, Park Commission and Director, Caledonia #1 Sanitary District, C5 Workgroup, Police Chief, Fire Chief, Highway Superintendent, and the Village Administrator.

Public Meeting #5

Public Hearing – On July 28, 2004 a public hearing was held at the Caledonia Eastside Community Center before the Village Board and Plan Commission.



2000 Aerial Photograph of the Tabor Woods Neighborhood.

C3 Neighborhood Workgroup Members

Village Officials

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

Neighborhood Residents

Steve Bulik - Neighborhood Resident
Wayne Crawford - Neighborhood Resident
Martha Hutsick - Neighborhood Resident
Diana Lesnjak - Neighborhood Resident
Jack Makovsky - Neighborhood Resident
Wendy McCalvy - Neighborhood Resident
Dale Miller - Neighborhood Resident
Joanne Moore - Neighborhood Resident
Gale Morgan - Neighborhood Resident
Elaine Radwanski - Neighborhood Resident
Jeffrey A. Schultz - Neighborhood Resident
Mardi Timm - Neighborhood Resident
Cliff Vacek - Neighborhood Resident
Marcia Wensing - Neighborhood Resident

Village & County Staff

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

6.2 NEIGHBORHOOD ISSUES

The C3 neighborhood is a unique area of the Village. This area is a mix of uses including horse farms, other agricultural uses, moderate density single-family residential homes and some small-scale commercial uses. This area serves as a transition between the urban and rural areas of the Village. The diversity and rural atmosphere is highly valued within the Village as a whole. The horse farms and associated horse trails in the western portion of this area, and the in the C5 area to the west, make it a unique niche in the Village as well as the region. It is believed that the environmental areas and rural feeling in this neighborhood provide a significant amenity and contribute to the value of the Village. The desire to preserve the character of this area and emphasize the “horse-farming community” image was highly valued in the neighborhood.

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

Traffic and Circulation

Major Arterial Roadways

Five major arterials pass through or on the edge of this neighborhood:

1. Six Mile Road faces significant pressure as it is the main east-west route from the most populated area on the east side of the Village to Interstate 94. Traffic speed and volume on Six Mile Road were the main concerns among residents.
2. Five Mile Road also faces some degree of development pressure, although this arterial provide only partial connection between the east and west sides of the Village.
3. Four Mile Road was also a concern among residents. Increased truck traffic and traffic volume are the main concerns of residents. In addition, the lack of walking paths or roadway shoulders to walk along Four Mile Road and other arterials have been identified as a concern.
4. State Highway 31 (STH 31) is the only arterial that provides complete north/south access through the C3 neighborhood. The State of Wisconsin Department of Transportation (WISDOT) has completed plans to reconstruct STH 31 from Four Mile Road to Six Mile Road. STH 31 has been planned as a four lane facility, two of which will be built initially. The remaining lanes will be constructed when traffic volumes increase to an adequate level. This project is scheduled to begin in April 2006.
5. State Highway 32 (STH 32) is the eastern edge of the C3 neighborhood. STH 32 is a very critical transportation corridor in the Village and will be the main focus of the C1/C2 neighborhood plan. The C1/C2 plan will

study this area in greater detail including the appropriate mix of uses (residential and commercial), transitions between land uses, access points, and roadway design.

At the time of this neighborhood planning process, WISDOT was in the preliminary planning phases of a project that includes the two lane section of STH 32 and STH 31 north of Six Mile Road. The two conceptual designs that WISDOT has considered to date both include the widening of STH 32 to a four lane facility with an urban median or a two-way turning lane (TWTL). The two plans differ in the design of the intersections of the intersections of Six Mile Road with STH 31 and STH 32. One conceptual design includes multiple turning lanes to facilitate traffic movement. The second conceptual design includes two roundabouts at these intersections. The details and implications of these designs will be discussed in greater detail in the C1/C2 neighborhood.

Character of Rural Roads

The vistas along both the major arterial roads and the local streets in the C3 neighborhood are generally rural. Residents in this neighborhood expressed strong support for preserving the vistas and rural character of the road network (Figure 6-1). Residents expressed concern regarding development abutting the major arterial which would block or diminish the rural vistas.

Limited North/South Access Through the Neighborhood

State Highway 31 provides the only complete north/south connection through this neighborhood. As this area grows, STH 31 will face increased traffic volumes. Consideration should be given as to how traffic could be dispersed on roads other than STH 31.

Transportation and Environmental Issues

As development occurs in this area, additional local road networks will be necessary for access to new developments. A group of residents in this neighborhood and the adjoining neighborhood to the west (C5) expressed a desire to link the environmental corridors and isolated natural resource area via greenways. The residents felt that penetrating these proposed greenways with roads would detract from the rural character of the area. The residents termed this approach the “environmental linkage policy”. A balanced approach between transportation and environmental continuity should be considered.

Importance and Value of Path and Trail Systems

This neighborhood has a wealth of equestrian activity and values the existing and proposed trail systems. The trails are publicly and privately held and contribute significantly to the character of this area. The Caledonia Conservancy has purchased land in the Village which is used for public trails. Local landowners have also developed a private trail system which is a great value to the community.

Workgroup members expressed concern that there is no safe walking area along the major arterials in the neighborhood. Four Mile Road was used as a particularly good example of where a walking path or some paved area next to the roadway would be valued. Several trails and bikeways have been proposed in previous planning documents, including the Village’s Land Use Plan, the Village and County Park Plans and the Regional Bicycle Plan. The existing and proposed public trail system is illustrated in the map in Appendix H.

Environmental

Root River Corridor

The C3 neighborhood is bordered on the southern edge by the Root River environmental corridor. All actions in the area will directly and immediately affect the quality and quantity of water in this system. In addition, this area also has impacts on the Lake Michigan watershed. Providing enhanced storm water management plans and construction site erosion control plans will be important considerations if additional growth occurs in this neighborhood. The Village is undertaking a Village-wide storm water management plan, which will address this issue. The Stormwater Management plan began in 2004 and is expected to take three to five years to complete.

Existing Parkland and Trail System

There are six park and open space sites within the C3 neighborhood. The three publicly owned parks include: Woodland Park (four acres owned by the Village of Caledonia); Eastside Community Center (one acre owned by the Village, providing public meeting space but no substantial greenspace); and the Second Division Memorial Marker and Wayside (two acres owned by the State of Wisconsin). The three open spaces privately owned by the Caledonia Conservancy include: the Trout Ponds Prairie (28 acres, accessed from Four Mile Rd. or the Root River); the Aboagy Property (six acre site, currently with no public access) and a portion of the Tabor Woods (11.5 acres with access from Mary Drew Dr.). Both the Trout Ponds Prairie and the Aboagy Property can be accessed from the Root River via canoe. The lands owned by the Caledonia Conservancy are all open to the public. The Caledonia Conservancy is also in the process of acquiring additional acreage of the Tabor Woods.



Figure 6-1. In the design preference survey, highly landscaped streets with informal walking paths (above) were preferred over streets with few pedestrian amenities and limited landscaping (below).



The existing and proposed trail systems in this neighborhood are a valuable part of the neighborhood. These trails can also provide means to connect isolated natural areas in order to protect transportation corridors for a diversity of wildlife. The map in Appendix H illustrates the parks and trail system within the neighborhood. Participants in the design preference survey seemed to prefer informal park and trail systems (Figure 6-2).

Parking for the Trout Ponds Prairie on Four Mile Road is an issue that the workgroup identified. Currently there is not enough room to accommodate appropriate parking. The alignment of Four Mile Road is likely to change with WISDOT's State Highway 31 reconstruction project. This new alignment may allow an area for parking for the Trout Ponds Prairie.

Proposed Parkland and Trail Systems

The Village Park and Open Space Plan specifies the need for five additional parks in this neighborhood. The plan does recommend hiking and biking trails along the Root River and through the Primary Environmental Corridor. The Root River trail would connect the Root River Recreation area in Milwaukee County to the proposed Pike Creek trail in Mt. Pleasant. The proposed trails and proposed parks are illustrated in Appendix H.

Environmentally Sensitive Lands

This neighborhood differs from the C-4 and C5 neighborhoods in that the developed areas seem to be merely cut out of the wooded areas. The remaining, undisturbed lands support mature hardwood forests. This feature distinguishes the area from surrounding neighborhoods. Such continuous wooded landscape throughout one neighborhood is rare in urban/suburban areas.

This neighborhood supports considerable land classified as Primary Environmental Corridor as designated by SEWRPC (Appendix U). These lands primarily follow the Root River. These environmental corridors are significant and contribute to the quality of the area.

SEWRPC has also identified several isolated natural resource areas in the C3 neighborhood. SEWRPC recommends these areas be protected through the implementation of proper zoning and adherence to the existing land use plan for the Village of Caledonia.

These environmentally sensitive areas are significant and contribute to the quality of the area. Due to the fragmented nature of these areas, they are highly susceptible to disturbances and could result in irrevocable loss of vital natural community structures and functions and ultimately leading to the loss of the area's natural resource value. Environmental continuity can be achieved through environmental linkages, trail systems and the "environmental linkage policy" mentioned earlier.



Figure 6-2. In the design preference survey, less formal open spaces (above) were preferred over more formal park areas (below).



Visual Character

Scenic Views and Rural Character

As discussed previously, scenic views and the rural character of this neighborhood were identified as very important to the residents. The photographs in Figure 6-3 represent the character of the rural roadways within the neighborhood.

Historic Resources

Several sites within this neighborhood have been identified as potentially historic structures. Identification of these structures is the result of a preliminary inventory of historic buildings and structures in Caledonia built before 1900. The list is not necessarily inclusive of the historic sites in the Village (Figure 6-4 and Appendix C). The list includes only residential properties. Civic buildings, commercial buildings and other tax exempt properties such as churches and cemeteries are not included on this preliminary list. Other buildings that have been identified by the workgroup include the Bohemian Cemetery and Bohemian School. Other significant structures should be researched and added to the map in the Appendix. These structures are in the process of being field verified by the Village's Historical Society.

Social and Economic

Sewer Service Boundary

As part of the planning process, SEWRPC has recommended refinements to the sanitary sewer service area. The changes are not intended to significantly increase the sewer service area, but rather align the boundary with property lines or roadway center lines. The existing Sewer Service Boundary was established in 1986. The C5, R1 and C3 workgroups discussed these changes. The results of these discussions are detailed in the "Recommendation and Implementation Strategy" in Section 6.4 of the C5 Neighborhood.

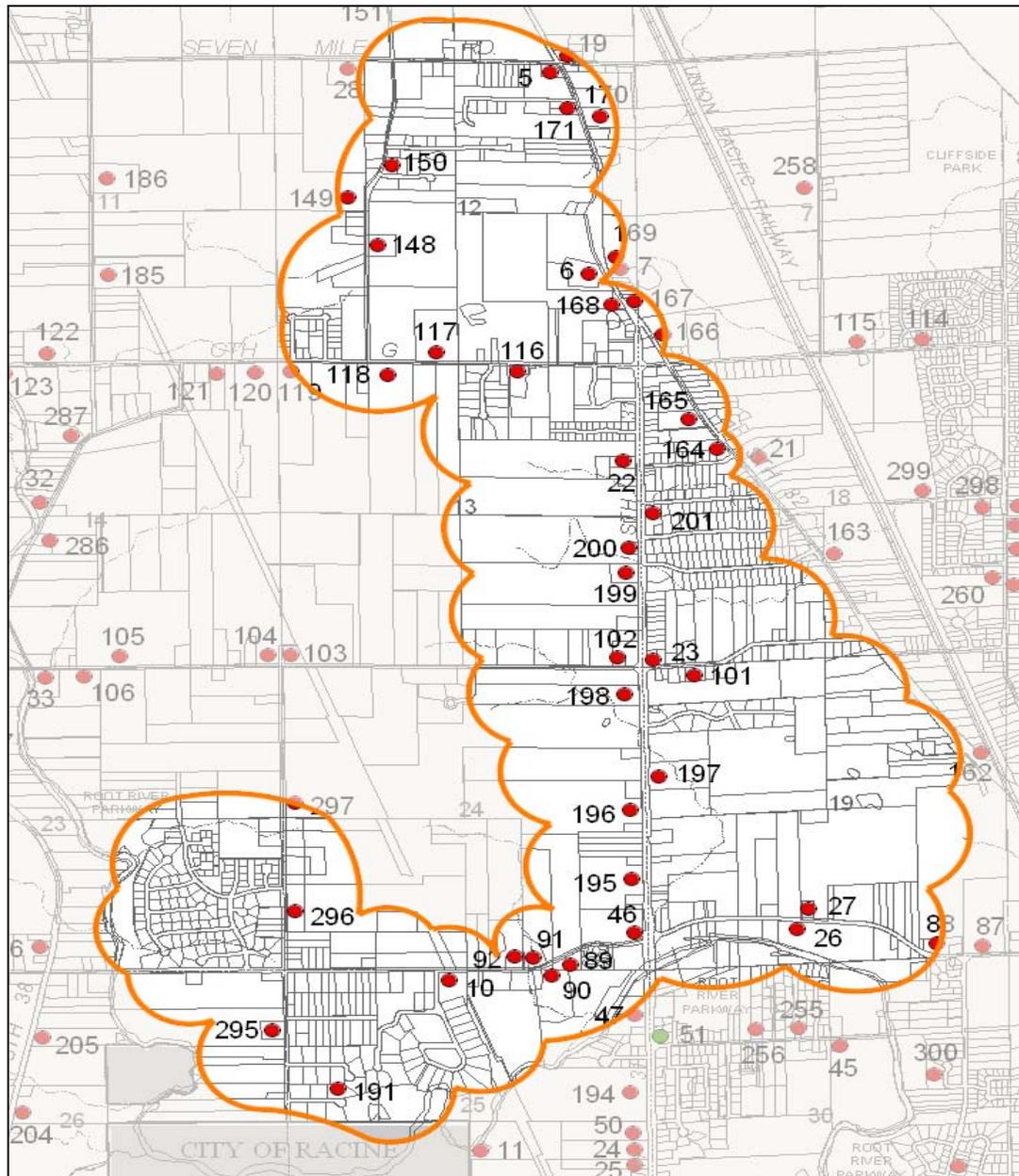
Existing Zoning

The Village of Caledonia is under the jurisdiction of the Racine County general zoning and shoreland/floodplain zoning ordinance (Figure 6-5). The general zoning provisions of the County zoning ordinance are jointly administered by Racine County and the Village.

The existing zoning in the C3 neighborhood generally includes A-2 zoning in the north of Six Mile Road and Residential zoning (R-2) in the southern portion of the neighborhood and higher density residential in the eastern portion. The A-2 district allows agricultural uses, roadside stands and greenhouses, and one- and two-family homes. The A-2 district also allows the creation of parcels as small as 40,000 square feet, which is slightly less than one acre. The R-2 district allows parcel sizes of 40,000 square foot but does not allow the establishment of new agricultural uses.



Figure 6-3. Character of the rural roads in the Village of Caledonia.

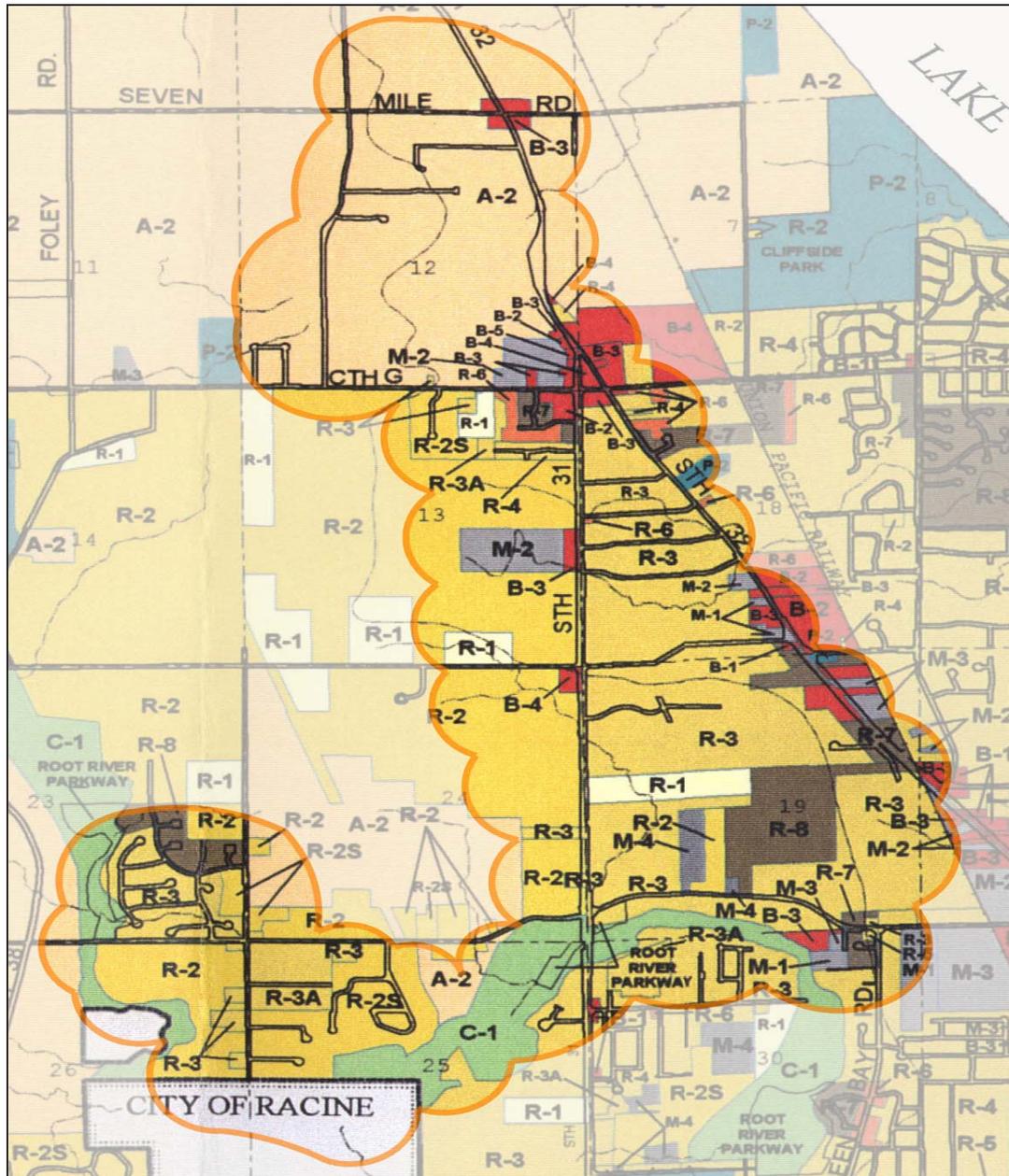


LEGEND

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

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

Figure 6-4. Known and Potential Significant Historic Sites in C3. Note: Significance of all sites should be field verified.



| | |
|-------------------------------------|---|
| A-1 GENERAL FARMING | R-1 COUNTRY ESTATE |
| A-2 GENERAL FARMING AND RESIDENTIAL | R-2 SUBURBAN RESIDENTIAL |
| A-3 GENERAL FARMING III | R-2S SUBURBAN RESIDENTIAL |
| (NONE) A-4 TRUCK FARMING | R-3 SUBURBAN RESIDENTIAL |
| C-1 RESOURCE CONSERVATION | R-3A SUBURBAN RESIDENTIAL |
| C-2 UPLAND RESOURCE CONSERVATION | R-4 URBAN RESIDENTIAL I |
| P-1 INSTITUTIONAL PARK | R-5 URBAN RESIDENTIAL II |
| P-2 RECREATIONAL PARK | (NONE) R-5A URBAN RESIDENTIAL II |
| (NONE) F-W URBAN FLOODWAY | |
| R-6 TWO-FAMILY RESIDENTIAL | (NONE) B-6 WATER ORIENTED BUSINESS |
| R-6A TWO-FAMILY RESIDENTIAL II | (NONE) B-7 ADULT ENTERTAINMENT BUSINESS |
| R-7 MULTI-FAMILY RESIDENTIAL | M-1 LIGHT INDUSTRIAL AND OFFICE |
| R-8 PLANNED RESIDENTIAL | M-2 GENERAL INDUSTRIAL |
| B-1 NEIGHBORHOOD BUSINESS | M-3 HEAVY INDUSTRIAL |
| B-2 COMMUNITY BUSINESS | M-4 QUARRYING |
| B-3 COMMERCIAL BUSINESS | |
| B-4 PLANNED BUSINESS | |
| B-4 HIGHWAY BUSINESS | |

Figure 6-5. Village of Caledonia, C3 Neighborhood Basic Zoning Districts: 2002

Design Preference Survey Results and Land Use

Figures 6-6 through 6-9 depict the results of the design preference survey as it relates to various land uses. Although there are no existing or planned significant industrial land uses in this neighborhood, the design preference survey did include images of such uses. Participants were asked to rate images for other parts of the Village that do have these uses as part of the overall land use plan.



Figure 6-6. Above, among the highest rated single-family home images in the design preference survey. The image below was among the lowest rated images.



Figure 6-7. Above, among the highest rated multi-family home images in the design preference survey. The images below were among the lowest rated images.





Figure 6-8. Commercial buildings with high quality architecture and pedestrian friendly amenities were among the highest rated commercial images in the design preference survey (above). Buildings that lacked landscaping or quality architectural design were among the lowest rated images (below).



Figure 6-9. The design preference survey results indicated a preference for higher quality, pedestrian friendly signage (above).



Figure 6-9. The images above were the lowest ranked images in the signage category.

6.3 EXISTING LAND USE PLAN

Figure 6-10 is the Village’s Land Use Plan for the C3 Neighborhood. The primary planned land uses include low density residential (0.7 to 2.2 dwelling units per acre), a small commercial node at Six Mile Road and STH 31, and park and open space.

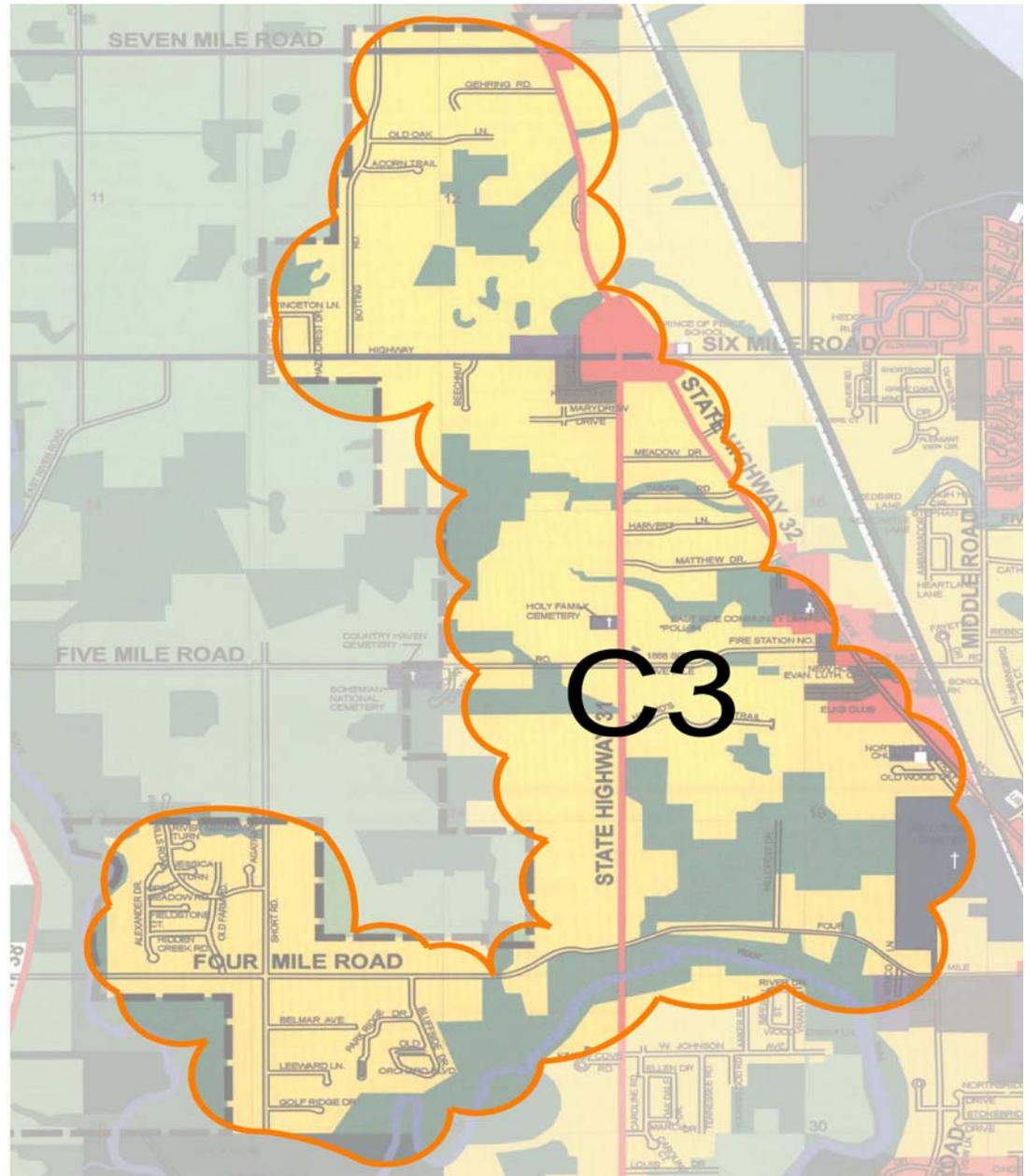
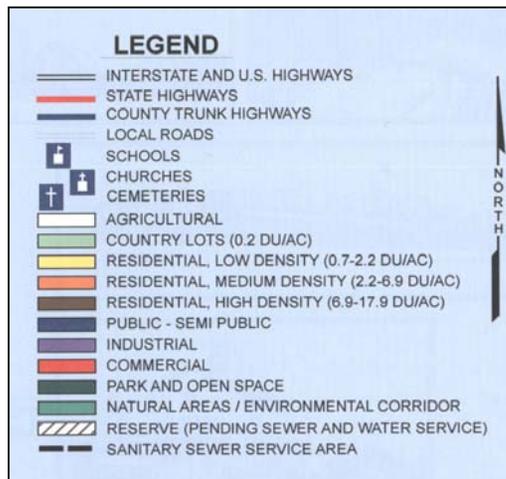


Figure 6-10. Land Use Plan for the C3 Neighborhood.

6.4 DEVELOPMENT GUIDELINES

Neighborhood Subareas

In order to describe the neighborhood planning guidelines in detail, the C3 Neighborhood was subdivided into the following areas.

A. Residential Area (South of Six Mile Rd., west of STH 31 and north of Six Mile Rd., west of STH 32)

B. Commercial node at Six Mile Rd. and STH 31/32 and the STH 32 Corridor

The C3 Neighborhood plan will focus on the residential issues in this area. The primary focus of the C1/C2 Neighborhood plan will be to examine the commercial nodes along Douglas Ave. as well as the node at Six Mile Road. Because these areas are not mutually exclusive, the C3 plan will also address issues and concerns regarding the commercial node at Six Mile Road and Highways 31 and 32.

The plan illustration (Figure 6-11) is intended to be used as a guide for future development and illustrate possible connections within the neighborhood and surrounding community. On the plan diagram, public access points are indicated with a blue hatch symbol. These are critical points that should be protected by the Village of Caledonia as it plans for its future. The blue arrows indicate options for future connections as the area is developed.

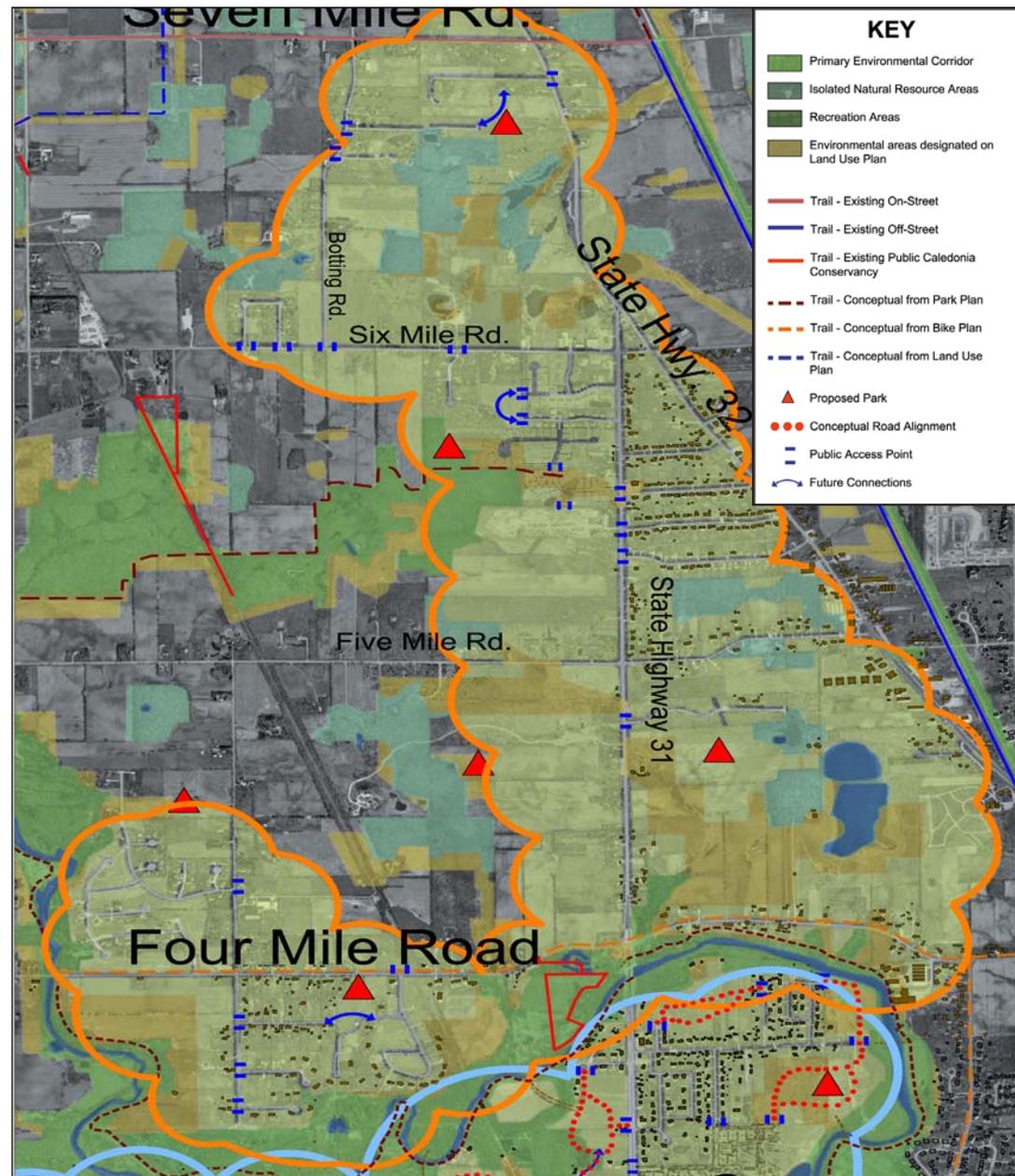


Figure 6-11. C3 Neighborhood Plan Diagram.

A. Residential Area

Goals

1. Maintain the rural character of this area;
2. Create a safe and effective circulation system for automobiles, pedestrians, equestrians and bicycles;
3. Protect the environmental features of this area;
4. Allow for compact development to preserve open space.

Traffic and Circulation

Streets and Highways

The Village should make every effort to maintain the rural character of the roads in this area. There are several methods to achieve this goal.

Road Network and Critical Access/ Connection Points

In order to ensure a logical and well planned road system that allows multiple circulation routes, the road intersections highlighted with blue hatch marks on the plan diagram should be maintained for future potential road connection points.

A connection between Five Mile and Six Mile Road should be investigated as development occurs in this area. This connection is an important mechanism to help minimize traffic impacts on the major arterials. Interconnection of subdivisions will allow residents multiple choices for routes through the neighborhood. This connection should be made in an indirect fashion to allow circulation between conservation developments while deterring cut through traffic.

Given the multiple development scenarios possible for this area, a conceptual layout illustration was prepared as part of this planning effort (Figure 6-12). The plan illustration graphically represents how development could occur in this area and achieve specific goals. The design and development goals of the conceptual conservation subdivision design for this area include:

1. Achieve a connection between Five Mile Road and Six Mile Road.
2. Maintain the scenic views along STH 31.

3. Protect access to the primary environmental corridor and the area known as Tabor Woods and open areas for public view.

4. Design major open spaces in the fronts of lots and along public right of ways.

5. Provide a green linkage between the environmental corridor and STH 31.

6. Make connections between conceptual developments and existing subdivisions.

7. Limit access points on STH 31 to occur across from existing streets.

In addition, three smaller road connections have been proposed for potential increased development. These connections are represented in Figures 6-13 through 6-15 with smaller blue arrows. These road connections are not proposed to be undertaken by the Village, but rather by developers as these areas are developed.

Several "Critical Access Points" have been identified along major arterials. These access points are indicated by blue hatch marks on the plan illustration (Figure 6-11). The probability of all of these roadway connections being completed is minimal. However, due to the uncertainty of the development process, all of these access points should be preserved to ensure that an orderly, rational, and safe circulation system in this area is developed in the future. Many of these arterial streets are State or County facilities and any access will require additional review by these agencies.

Street Access Ordinance

The R1 and C5 workgroups have suggested that the Village adopt a Driveway Ordinance or Highway Access Ordinance. This idea

was supported by the C3 workgroup. Based on the recommendations set forth in the C5 and R1 Neighborhood Plans, the Village has undertaken revisions of the Subdivision Ordinance to address the issue of driveway access. The Village added a section to the Subdivision Ordinance entitled “Street Access Ordinance”. The goal of this ordinance is to prevent development of several long narrow lots with driveways off the main arterial highways in the Village often referred to as “bowling alley” or “piano key” lots. This form of development is often used by subdividers to avoid the expense of constructing internal streets that would serve lots within the subdivision.

The number and density of driveways resulting from the development of “bowling alley” and “piano key” lots may interfere with the safe and efficient operation of the abutting street. In addition to traffic impacts, “bowling alley” and “piano key” lots can have a negative impact on drainage, aesthetics, fire protection, and emergency access.

Implementation measures recommended to avoid this undesirable pattern of development in the future include:

1. Require a sketch plan for all contiguous parcels under the same ownership at the time a Certified Survey Map (CSM) is submitted, and
2. Adopt regulations that would restrict the number of driveways intersecting an arterial street and regulate the spacing of driveways. Driveway access to arterial streets is of particular concern, since arterial streets are intended to carry high volumes of traffic at relatively fast speeds.



Figure 6-12. Red circles indicate areas of conceptual development layout for the area between Five Mile and Six Mile Roads.

Driveway regulations are currently set forth in Chapter 2 of the Village subdivision ordinance. The existing regulations address the installation and maintenance of culverts under a driveway, curb cuts, paving within the public right-of-way, and maintenance of existing roadside drainage ditches. Consideration should also be given to regulating driveway access to existing streets. With the recent revisions to the Ordinance, the Village included regulations that would limit direct access to arterial streets under Village jurisdiction. Lots to be created as part of a new land division (both minor land divisions and conservation subdivisions) are required to front only non-arterial streets. A waiver provision could be included, if desired by the Village, for situations where only one additional lot is being created.

Landscaping within the Village Rights-of-way
 Landscaping within the Village Rights-of-way is another way to maintain a balance between the rural character and increased development in the area. Currently, the

Village prohibits owners of land adjacent to street rights-of-way owned by the Village from planting grass, trees, flowers, or other vegetation in the Village rights-of-way. The Village should consider establishing a permit system that would allow vegetation to be planted, provided the Village determines that the landscaping would not interfere with maintenance of the street or right-of-way or traffic safety. Care must be taken to ensure that permits are granted only for landscaping within Village-owned rights-of-way; and not those owned by Racine County or the State of Wisconsin. In the establishment of such a permit system, the staffing ability to enforce proper planting and maintenance in these areas should be a primary consideration.

Public Parks and Trail System

The Village should encourage the continuation and connection of both the public and private trail systems in this area. The existing Village park and open space plan recommends several trail and bicycle paths (Appendix H). When fully developed, the trail system would

provide Village residents with opportunities for recreation and exercise, as well as an alternative means of travel to local parks, schools, and other activity centers. The C3 workgroup strongly supports the instillation of proper walking or bicycle paths along the major arterials in the Village. In addition to recreational purposes, these walking paths have value as an alternative transportation/circulation system.

The proposed public trails shown on the trail map in Appendix H include those adopted as part of the 1999 Village Land Use Plan and the Village Park Plan. The plan also reflects the existing Racine County Bicycle Route, which has directional signs posted on Seven Mile Road. It is recommended that the Village acquire trail rights-of-way and develop trail sections as land divisions occur within the C3 area.

Specific trail locations, widths, and surfacing will be determined as land divisions take place. Any walking and bicycling trails to be dedicated for public use should comply



Figure 6-13. Connection between Gehring Road and Old Oak Lane.



Figure 6-14. Connection between Marydrew Drive and other subdivisions.



Figure 6-15. Connection between Park Ridge Drive and Belmar Avenue.

with the standards developed by the American Association of State Highway and Transportation Officials (AASHTO). AASHTO standards call for off-street trails to be a minimum of eight feet wide, with 10 feet preferred; with a right-of-way width of 20 feet. Trails located within a street right-of-way, but separate from the roadway pavement area, must be a minimum of five feet wide if provided on both sides of the street, and a minimum of eight feet wide if provided on one side. Paved shoulders signed for bicycle travel must be a minimum of four feet wide, with five feet preferred.

Paved shoulders or separate bike paths within the street right-of-way should be provided along arterial streets identified as trails at the time the street is constructed or reconstructed. Due to lower traffic volumes and traffic speeds on non-arterial streets, it may not be necessary to provide trail facilities, other than signs, on non-arterial streets. The need for paved shoulders or separate paths along non-arterial streets to link off-street portions of the trail system should be determined as land divisions occur and the trail system begins to take shape.

The Village's Park and Open Space Plan recommends the five additional parks be developed in this area (Appendix H). A portion of one of the areas identified, the Tabor Woods, has recently been purchased by the Caledonia Conservancy. The Conservancy has purchased 11.5 acres of the total 107 acres and is negotiating the purchase of additional acreage. The Village should conduct a feasibility study to determine if this parkland can be acquired. Alternative methods of obtaining funding for parkland should be explored. These could include developer agreements associated with conservation subdivisions, land trusts,

increasing park impact fees and obtaining grant funds.

As discussed previously, parking for the Trout Ponds Prairie is very limited from Four Mile Road. Figure 6-16 depicts one possible way in which parking could be accommodated when WISDOT redesigns the intersection of Four Mile Road and State Highway 31. This solution does present access problems for the adjacent property to the east. Racine County is currently investigating the acquisition of that parcel as a part of the Root River Corridor Plan. Any parking solution for this area should be coordinated between the Caledonia Conservancy, Racine County and the adjacent property owner. The Village and Caledonia Conservancy should also continue to work with WISDOT to improve parking options for this site. A landscape buffer between the parking area and Four Mile Road should be included in any parking solution for this area.

Private Trail Systems

The Caledonia Conservancy is a non-profit conservation organization active in the Village. The Conservancy has sponsored the development of a system of trails for horseback riding and hiking. Trails developed under the sponsorship of the Conservancy are located primarily within the C5 and C3 neighborhoods, although the Conservancy and the Racine County Pony Club are currently working with the Village to develop a trail loop that would extend from the Root River to the Caledonia Wildlife Refuge R1 Rural area. With the exception of four trail segments open to the public within the former North Shore railroad right-of-way, the Aboagye property, Tabor Woods, and the Trout Ponds Prairie, which are shown in Appendix H, trails that are part of the Conservancy's network are located on private property. The trails are maintained by the Conservancy and by many of the individual landowners. Permission to use the trails is at the discretion of the landowner.

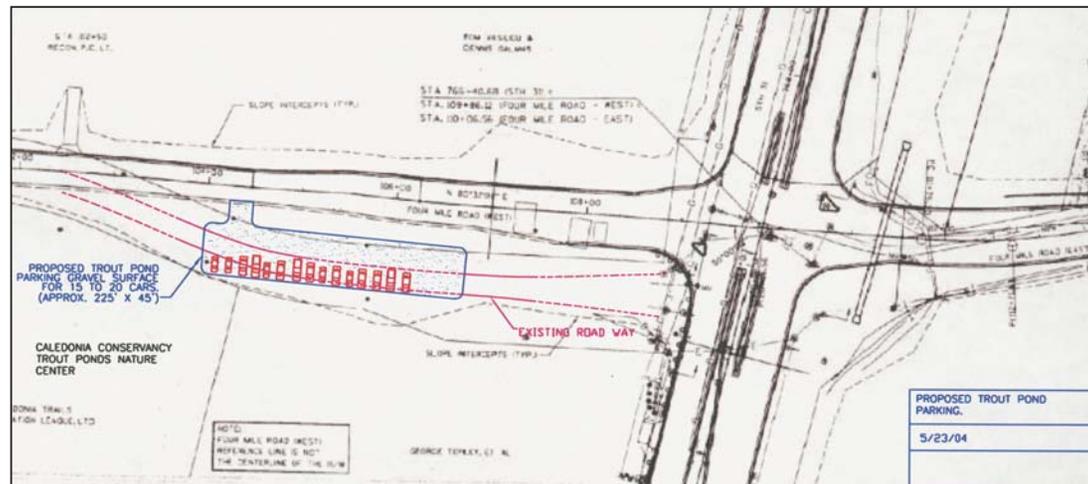


Figure 6-16. Conceptual parking solution for the Trout Ponds Prairie based on the reconfiguration of the intersection of Four Mile Road and State Highway 31 by the Wisconsin Department of Transportation. A landscape buffer is recommended to screen the conceptual parking area from Four Mile Road.

The Caledonia Conservancy can provide information about the location and use of trails within the Conservancy's network.

The Village views the existing network of horse-riding trails, and the efforts to extend the trail system into the R1 area, as an asset that contributes to the rural character and the quality of life for residents of the C5, C3 and R1 areas. Where a land division or other development is proposed on lands that are being used for private trails, the Village will encourage, but not require, the landowner concerned to incorporate the trail as part of the land division or development, or to relocate the trail in a way that maintains the continuity of the trail network. The Village will also consider providing a public system of horse-riding trails parallel to the recommended system of public walking and bicycling trails as land divisions are proposed.

Public Transit

As development continues in this area of the Village, options for public transit should be explored. Workgroup members were very supportive of the Village encouraging and providing a variety of transit options for residents. Support was expressed for the return of the Shared Ride service and also the expansion of intra-city bus service. In addition, a strong pedestrian or bicycle link to the proposed Commuter Rail Station should be explored in order to coordinate commuter rail with other transportation systems.

Environmental

Protection of the Root River and Lake Michigan Watersheds

The Village should work collaboratively with the Milwaukee Metropolitan Sewage District (MMSD), Racine County and other agencies to acquire land within the Root River Watershed for preservation.

Livestock Management

Currently, the number of animals permitted on a specific property is not regulated under the County zoning ordinance unless the keeping of animals is associated with a use that requires a conditional use permit (CUP) from the County. Commercial stables are an example of a use that requires a CUP. The CUP for a specified use usually limits the number of horses or other animals that can be kept, and may also specify how manure should be disposed.

There is no limit on the number of animals that may be kept on a property that is not subject to a CUP. Although there is currently no contamination problem, as the horse-farming community grows in this area, the Village should consider adopting an ordinance that would specify the maximum number of animals permitted per acre of land. The ordinance should apply to uses, such as keeping horses on private land for personal use, that are not regulated under the County zoning ordinance. The ordinance should take into account specific issues such as the proximity to the Root River and other environmental concerns. The new Village ordinance should also establish standards for the management of manure. An example of some "best management practices" are located in Appendix CC.

Based on the recommendations set forth in

the C5 and Rural Neighborhood Plans, the Village has formed a committee to begin to address livestock and manure management issues within the Village.

Regulation of Prairie Burns

Natural prairies are often incorporated into the open space of conservation subdivisions. Periodic burning of prairies helps protect prairie grasses from intrusion by woody plants and competition from "exotic" species that are not normally found in prairies. The Stewardship Plans prepared for the management of prairies re-established in conservation subdivisions often call for periodic burning to maintain the prairies. The Village should ensure that regulations for open burning explicitly require notification to and approval by the Village Fire Chief prior to conducting prairie burns. Conservation subdivision plats should also be reviewed by the Fire Chief to ensure that areas proposed to be re-established as prairies will be located a safe distance from proposed homes and that prairie areas will be accessible by fire trucks.

Based on the recommendations set forth in the C5 and Rural Neighborhood Plans, the Village has revised the Burning Ordinance and Subdivision Ordinance to include procedures for prairie burns. All subdivision plats are also reviewed by the Fire Chief.

“Environmental Linkage” Policy

The Village should encourage the connection of Isolated Natural Resources in this neighborhood. Although many of these areas are on private property, the Village should explore various means to preserve these natural corridors. Figure 6-17 depicts the existing environmental corridors and potential connections that could be made between them. The Planning Commission and Village Board should use this as an overall guide to help preserve these lands of conservation interest as development is proposed in the Village.

The Caledonia Conservancy hired Steven Christy, an environmental consultant to prepare this map independently of the neighborhood planning process. This map is a gross overall map linking properties which are classified or contain portions of lands classified as environmentally significant natural resource areas. These significant natural resource areas include Primary and Secondary Environmental Corridors and Isolated Natural Resource Areas, as defined by SEWRPC. The map also identifies entire properties which provide a physical link between these natural resource areas. This map is useful as a guide, presenting considerations which should be made concerning land acquisition and even the development patterns of individual parcels.

Taking this map a step further and refining the boundaries would present more site-specific guidance as well as help set priorities in protecting significant natural resources. Currently, this map shows all properties as equal, however all properties do not contain natural resources of equal quality, and not all portions of each property are equal with regards to environmental values. Refinement

of this map can begin by setting priorities. To be an effective environmental linkage map, these priorities should reflect the relative ecological value of the natural resources.

Before setting priorities, a few clarifications should be made:

1. SEWRPC identifies areas as Primary or Secondary Environmental Corridors or Isolated Natural Resource Areas according to set definitions. A key for defining corridors is their overall and connected size and length. Key to defining Isolated Natural Resource Areas is the quality of the resource.

2. Lands classified by these definitions are not protected from development. SEWRPC has no jurisdictional powers regarding the protection of lands. These definitions and classifications are presented to guide the development and land protection patterns of an area.

3. The rationale behind creating linkages stems from the goal of connecting habitats to create larger systems. Larger systems are often more complex, containing a diversity of micro-habitats. The size and redundancy of available resources increases an area's ability to sustain itself over time. Linkages therefore aid in creating sustainable systems.

4. Linkages provide transportation corridors for wildlife, people, and the flow of nutrients and energy.

By assessing the values of land parcels by both the natural resource elements they possess as well as by the linkages they present, a more comprehensive and specific map can be developed to assist the decision making process. Building on these ideas,

properties – or portions of properties – can be prioritized as follows:

Parcel Selection Priorities

1. The entire parcel has been classified as Primary Environmental Corridor.

2. The parcel contains land classified as Primary Environmental Corridor.

3. The entire parcel has been classified as Isolated Natural Resource Area.

4. The parcel contains land classified as Isolated Natural Resource Area.

5. The parcel contains lands valuable for flood storage (floodplain).

6. The property extends the reach of Primary Environmental Corridors.

Linkage Priorities

1. The linkage provides/maintains a hydrologic connection to protected, environmentally significant lands.

2. The linkage connects areas identified as Isolated Natural Resource Areas (linking Primary Environmental Corridor lands to Isolated Natural Resource Areas, and/or Isolated Natural Resource Areas to Isolated Natural Resource Areas).

3. The linkage provides a valuable transportation corridor for wildlife between two differing habitats (i.e., woodlands to wetlands).

4. The linkage connects freshwater wetland systems (currently subject to regulations by Wisconsin Department of Natural Resources).

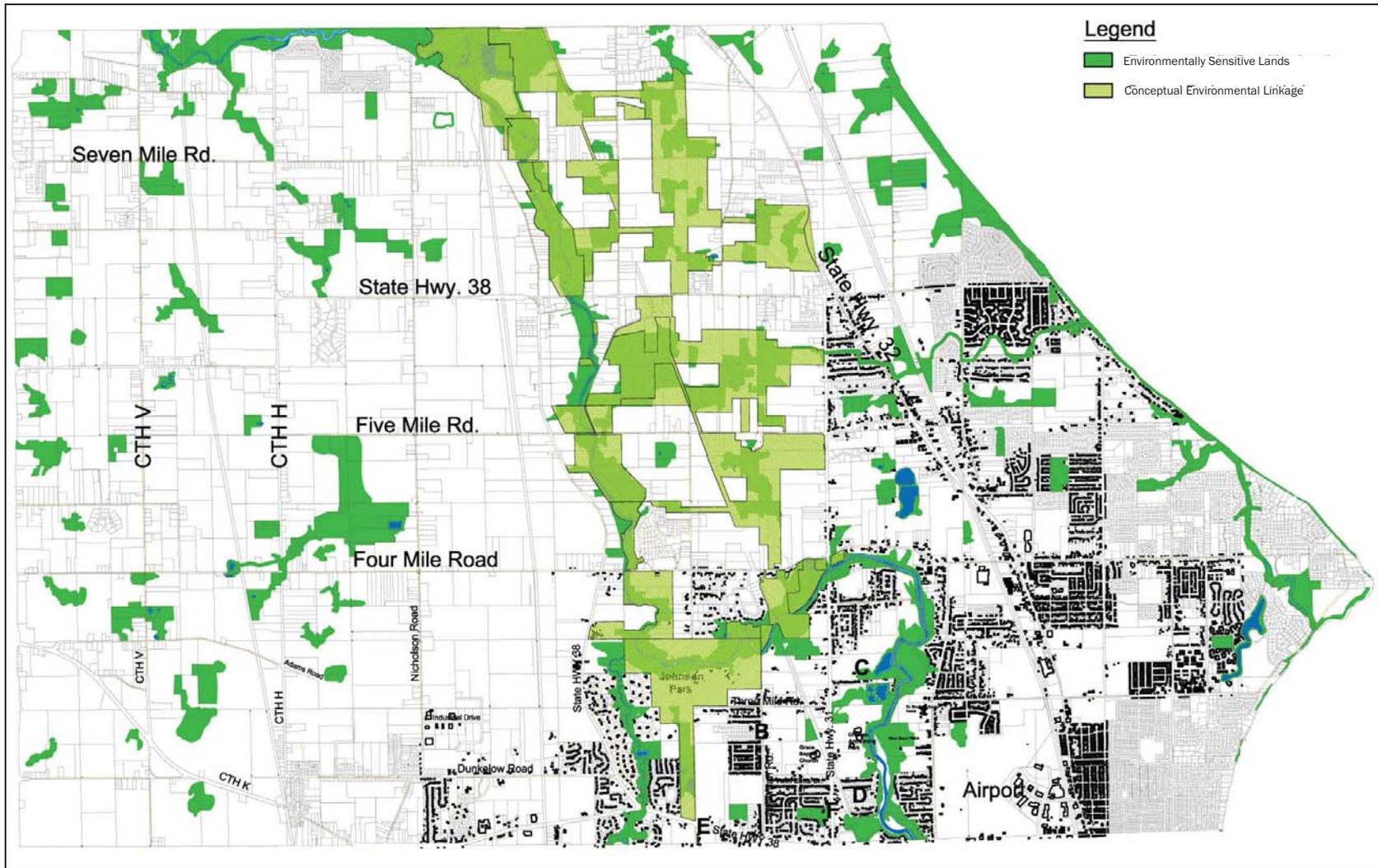


Figure 6-17. Proposed Environmental Linkage Map.

The size and shape of the linkage will depend on the specific resources involved as well as the size and shape of the land parcel.

Examples of Map Applications

1. Land acquisition. This map would be valuable in selecting parcels to acquire for open space protection. It also assesses the relative value of available parcels. Land could be acquired by public or private entities with the overall goal of conserving the land.

2. Site development. Should a parcel identified on the Environmental Linkage Map be considered for residential development or other type of subdivision, the map would indicate the portion of the parcel which should be protected by easement or used as the conservation subdivision's required shared open space area.

The Village should work with the landowner, the Caledonia Land Conservancy, and other appropriate organizations and government agencies to identify sources of funds or other means of acquiring or protecting lands within the natural area.

Visual Character

Scenic Views and Rural Character

Preservation of the rural character of this neighborhood was the main concern of the workgroup. All recommendations and implementation strategies were formulated with this overall goal in mind.

Historic Structures

The Caledonia Historical Society was incorporated as a nonprofit organization in 2002. The Historical Society has inventoried potentially historic buildings in the Village, and is in the process of evaluating each building to determine its historic significance. The buildings identified include residential structures that were built in 1900 or earlier. The Historical Society should also identify other significant structures within the Village including tax exempt properties.

The Village is working with the Historical Society to develop a local historic preservation ordinance to help protect buildings that are identified as historically significant by the Caledonia Historical Society. Normally, such an ordinance would create a historic preservation or landmarks commission, which would be responsible for reviewing building and demolition permits before a historic property could be altered or demolished.

In order to maintain the rural character of the Village, historic structures should also include valued historic agricultural buildings such as barns, silos and other accessory buildings.

In order to assure that buildings of historic significance are not destroyed before the ordinance is finalized, the Village recently adopted a razing ordinance which requires the review by the Village historical society of all buildings proposed to be razed.

Social and Economic

Refinement of the Sewer Service Area Boundary

Changes to the planned sanitary sewer service area reviewed by the R1, C5 and C3 workgroups are shown in Appendix BB. The plan for the C3 area recommends the following changes to the planned sanitary sewer service area:

Make minor modifications to the western edge of the sewer service area to follow either property lines or road center lines. Following approval of the plans for the C5 and C3 neighborhood by the Village Plan Commission and the Village Board, the Board should then ask the City of Racine County Wastewater Utility to request that SEWRPC amend the planned sanitary sewer service area to reflect the recommended changes. SEWRPC prefers that modifications to sewer service areas within the Village be based upon the neighborhood planning process, consolidated and addressed through one review process after all sewer serviced areas have been studied.

Additional modifications to the sewer service area have been proposed and were (or will be) discussed in detail in the R1, C5, W1 and W2 neighborhood plans.

Procedures for Amending the Sanitary Sewer Service Area Boundary for Areas Tributary to the Racine Sewage Treatment Plant

1. A request to consider a modification to the Sanitary Sewer Service Area Boundary may initiate with the residents, the utility or sanitary district involved, or with the Village Board itself. No matter the initial source of the discussion or request, it is the policy and practice of the Southeastern Regional Planning Commission (SEWRPC) that a

modification will only be pursued if the Village Board has approved such a request.

2. The Village of Caledonia would then transmit a letter to the Racine Wastewater Utility, which owns and operates the Racine sewage treatment plant, asking that the Wastewater Utility request the assistance of SEWRPC in amending the sewer service area plan as it pertains to the Village.

3. Upon receipt of such a request from the Racine Wastewater Utility, SEWRPC staff would meet with officials from the Village of Caledonia, the concerned sanitary and utility districts, and the Racine Wastewater Utility to work out the details of the proposed amendment.

4. SEWRPC staff would then prepare a draft report documenting the proposed amendment to the sewer service area. Copies of the draft report would be provided to the Racine Wastewater Utility, Racine County, the Village of Caledonia, other concerned local units of government, the concerned utility and sanitary districts, and the Wisconsin Department of Natural Resources (DNR).

5. A public hearing, sponsored jointly by the Racine Wastewater Utility and SEWRPC, would be held to obtain public comment on the proposed sewer service area plan amendment.

6. The Racine Wastewater Utility and SEWRPC staff would consider the results of the public hearing and revise the draft report as may be needed.

7. The sanitary sewer service area plan amendment would be considered for adoption by the Board of Commissioners of the Racine Wastewater Utility.

8. Following adoption by the Racine Wastewater Utility, the plan amendment would be considered for adoption by the SEWRPC as an amendment to the regional water quality management plan.

9. Following adoption by SEWRPC, a final report would be published by SEWRPC and forwarded to the DNR for approval.

Issues Related to Removal of Property from a Sanitary District and/or from the Sewer Service Area

The entire C3 neighborhood falls within the Sanitary Sewer Service Area Boundary. A small portion of the Neighborhood, however, falls outside of all Sanitary and Utility Districts. Concerns were expressed regarding the implications that changes to the Sewer Service Area and future expansion of the sanitary districts could have on this neighborhood. The chart in Appendix DD was prepared to summarize the issues and potential risks associated with the removal of parcels from the sanitary districts and sewer service area.

Development Density and Zoning

This area serves as the transition between the urban densities on the east side of the Village and the rural densities of the western portion of the Village. Because the desire to maintain the rural character in this area is great, the Village could consider a policy allowing smaller lot sizes in conservation subdivisions if the developer provides more than the required 40% open space in the subdivision design. This would allow the property owners their rights to develop their land at the allowed density and also preserve more land.

Changes to the Village Subdivision Ordinance

Based on the recommendations set forth in the C5 and R1 Rural Neighborhood Plans, the Village has undertaken revisions to the Subdivision Ordinance. The following recommendations have been addressed in the revisions made to the Subdivision Ordinance to achieve the goals of the neighborhood planning process.

Sketch Plan Approval for Minor Land Divisions

Minor land divisions are regulated under Chapter 1 of the Village Subdivision Ordinance. Minor Land Divisions are defined as land divisions where four or fewer lots are created from a parent parcel. Chapter 1 of the Village Subdivision Ordinance has been amended to require that sketch plans for all contiguous parcels under common ownership be provided to the Plan Commission for review when a Certified Survey Map (CSM) is submitted for approval. The sketch plan should identify the future development of the parcel being divided and contiguous areas, including general street, parcel, driveway, and building locations. The Village Plan Commission could then review the sketch plan to ensure that the eventual layout and development of parcels under common ownership will protect natural resources, provide for appropriate circulation and access, and be consistent with the land use plan. The Village should require that the approved sketch plan be recorded to help ensure that future development will conform to the plan. The Village should also establish an internal system for tracking sketch plans to ensure that future land divisions are consistent with the sketch plan.

Lot Averaging for Minor Land Divisions

Under conventional zoning and land division ordinances, the allowable density called for

by a community or County land use plan is typically converted to a minimum required lot size. For example, a development density of one home per five acres would require that each home be sited on a five-acre parcel. There are other, more flexible, zoning and land division techniques that allow variation in individual lot sizes while maintaining the overall density called for by the land use plan. The Village of Caledonia conservation subdivision ordinance is an example of an ordinance that provides flexibility in subdivision layouts. Through the revisions to the ordinance, the Village now provides similar flexibility for minor land divisions by including an option allowing lot averaging techniques to be used.

“Lot averaging” allows parcel sizes to vary so long as the area that is taken from one parcel is transferred to one or more other parcels within the land division, so that the average density called for by the land use plan is maintained within the land division as a whole. Advantages of lot averaging include flexibility in site design and preservation of farmland and/or environmentally sensitive areas. This technique is useful in cases where a landowner may wish to create a few residential parcels for sale or for family members through a CSM, while retaining a large parcel for continued agricultural use. It is important that parcels created through lot averaging be prohibited from further division through acceptable legal restrictions or other agreements placed on the parcels being created.

Site Inventory Requirements for Minor Land Divisions

The Village currently requires proposed conservation subdivision plats to identify significant natural resource features on the site being subdivided, including wetlands;

floodplains; watercourses and drainage ways; wooded areas; slopes of 12 percent or greater; rare, threatened, and endangered species; environmental corridors; and views and other prominent visual features. The Village has amended the ordinance regulating minor land divisions to require the same information to be provided when CSMs are submitted for review.

Stormwater Management and Water Quality Programs and Policies

Rain Gardens and Rain Barrels

In the recent revisions of the Stormwater Management section of the Subdivision Ordinance, the Village requires homeowners to drain roof downspouts to a porous surface. Examples of porous surfaces listed in the ordinance include rain gardens and rain barrels. Rain gardens absorb water runoff from roofs, streets, and other impervious surfaces and slowly discharge the collected water into the ground. Rain gardens and barrels decrease the amount of runoff in storm sewers and drainage ditches, which helps reduce the risk of flooding and erosion, and may also reduce the amount of pollutants washing into surface waters.

Phosphorus-Free Fertilizers

The Subdivision Ordinance was also modified to adopt a policy that prohibits the use of fertilizers containing phosphorus on Village-owned lands. Use of phosphorus-free fertilizers should also be encouraged in conservation subdivisions through Village review and approval of the Stewardship Plans required for common open space lands within such subdivisions. The Village should also consider establishing an education program to promote the use of phosphorus-free fertilizer to all Village residents, beginning with homeowners that live near ponds, streams, the Root River, and Lake Michigan.

B. Commercial Node at Six Mile and STH 31/32 and STH 32 Corridor

Goals

Create a safe and effective circulation system for automobiles, pedestrians, and bicycles

Allow for the development of neighborhood scale retail in this area

Action Steps

1. *Work collaboratively with WISDOT to ensure that the redesign of these intersections is not detrimental to the neighborhood.*

2. *Prepare a detailed concept plan for this area to illustrate the goals of the overall development of this area. As WISDOT is still in the preliminary stages of design development, this area will be further studied as part of the C1/C2 neighborhood plan. A detailed plan should be developed in that workgroup.*

3. *Address issues of access points, size and scale of retail establishments, roadway design, and the appropriate mix of uses in this area.*

4. *Work with the C1/C2 neighborhood on the details and design of this commercial node and State Highway 32. Given the proximity and impact of these areas on the C3 neighborhood, the workgroup formulated the following design goals for this area:*

a. Parking should be placed in the rear or at the side of buildings and should be screened from view from the major arterials.

b. Greenspace should be maintained along the arterials.

c. Buildings should average two stories in height, and possibly contain a mix of uses (retail/housing etc.).

d. Pedestrian and bicycle paths should be incorporated, especially as a connection to the future commuter rail station.

e. Signage should be limited and highly controlled.

f. Architectural standards should be developed to create a consistent feeling to the node.

g. When redesigning the cross section of STH 32, the Village should continue to work with WISDOT to ensure that care is taken to minimize the impact of cut through traffic on the residential streets between STH 31 and STH 32 (Figure 6-18). The C1/C2 workgroup should explore the feasibility of gateway features or traffic calming devices at these intersections.



Figure 6-18. 2000 Aerial Photograph of the Intersection of STH 31, STH 32, and Six Mile Road.

