

APPENDIX 2-1

SUMMARY OF REGIONAL AND COUNTY PLANS

This multi-jurisdictional comprehensive plan is intended, in part, to: review the land use and related plans adopted by the Village, update those plans as necessary to comply with the comprehensive planning law, and to reflect changes that have occurred since the plans were adopted. Accordingly, an important step in the planning process was a review of the existing framework of area wide and local plans and related land use regulations. This appendix presents a summary of that review.

REGIONAL PLANS

Regional Land Use Plan

The regional land use plan sets forth the fundamental concepts that are recommended to guide the development of the seven-county Southeastern Wisconsin Region. The most recent version of the plan¹ was adopted by the Regional Planning Commission in 2006. The regional land use plan map as it pertains to Kenosha County is shown on Map 2-1a. The plan embodies the following vision for the Region over the course of the next three decades:

- New urban land would be provided through the infilling and renewal of existing urban areas and through the orderly outward expansion of existing urban areas—resulting in a more compact and efficient urban settlement pattern, one that is readily served by basic urban services and facilities and that maximizes the use of existing urban service and facility systems.
- Residential development and redevelopment would occur in a variety of residential neighborhood types and in mixed use settings—with an emphasis on low, medium, and high residential densities.
- Growth in the economic base of the Region would be accommodated through the development and redevelopment of major economic activity centers as well as community-level and neighborhood-level centers.
- The land development needs of the Region would be met while preserving the best remaining elements of the natural resource base—most of which are located within the environmental corridors and isolated natural resource areas—and preserving the most productive farmland.
- Areas beyond the planned urban service areas and outside environmental corridors are recommended to remain in primarily agricultural or rural density residential use. Prime agricultural land is recommended to be preserved for farming. The plan also encourages the preservation of nonprime farmland for agricultural use. This could be in the form of traditional agricultural use or alternative agricultural uses such as smaller hobby or specialty farms. The regional plan recommends that the development of nonprime farmland in planned rural areas be limited to rural residential development at a density of no more than one dwelling unit per five acres. Where rural residential development is accommodated, the regional plan encourages the use of conservation subdivision design.

¹ Documented in SEWRPC Planning Report No. 48, *A Regional Land Use Plan for Southeastern Wisconsin: 2035, June 2006*.



The regional land use plan was designed to accommodate growth in population, households, and employment in the Region envisioned under the Commission's intermediate growth projections, including an 18% increase in population, a 24% increase in households, and a 12% increase in employment in the Region, and a 40% increase in population, a 48% increase in households, and a 24% increase in employment in Kenosha County through the year 2035.

Urban Land

Urban land is defined as land devoted to high, medium, and low density residential use as well as to commercial, industrial, governmental and institutional, recreational, and transportation, communication, and utility uses. Under the plan, urban development would occur within urban service areas served by public sanitary sewerage facilities and other public utilities and services. Urban development beyond planned urban service areas would be limited to low density residential development in areas already committed to such use, along with highway-oriented business uses, utility uses, and recreational uses that may, of necessity, have to be located beyond planned urban service areas.

Under the recommended plan, most new residential development would occur at high and medium densities, equating to an average lot size of about 15,000 square feet. About 28,000 housing units, or 95% of the total projected increase in housing units in the County between 2000 and 2035, would occur at high and medium densities. About 1,500 housing units, or 5% of the projected increase, would occur at low density (equating to lot sizes between 15,000 and 65,000 square feet). Urban residential development would occur in a variety of residential neighborhoods providing a full complement of basic neighborhood amenities including a school, park, and shopping area, as well as in more mixed-use settings.

The plan envisions neighborhood, community, and regional commercial centers, including both mixed-use areas with a residential component and areas devoted more exclusively to commercial uses; and both community-level and regional industrial centers. The plan envisions a continuation of the trend toward mixing industrial and commercial activities in the same area. Under the plan, the largest commercial and industrial areas are identified as major economic activity centers—areas with concentrations of commercial and/or industrial land that would accommodate at least 3,500 total jobs or 2,000 retail jobs. The plan envisions five major economic activity centers in Kenosha County in 2035: the City of Kenosha central business district, Pleasant Prairie Village Green Center, and the intersections of State Trunk Highways (STH) 50 and 31, STH 31 and STH 165, I-94 and STH 50 and I-94 and STH 165.

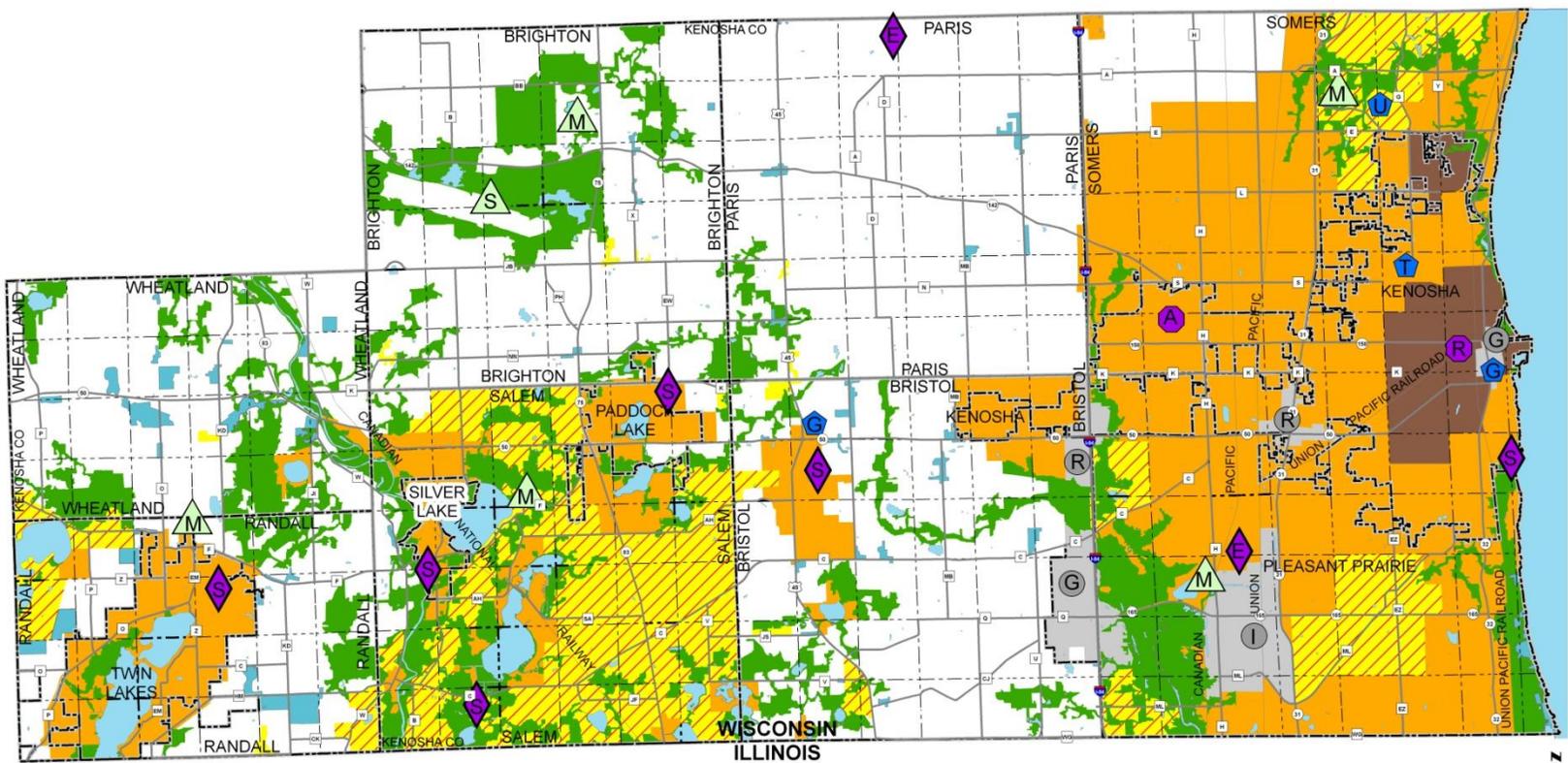
Sub-urban Density Residential Land

Additional sub-urban density residential development—residential development at a density of 1.5 to 5 acres per home—would be restricted to areas that have already been committed to such use through subdivision plats and certified surveys. Sub-urban density residential land is neither truly urban nor rural in character. Development at this density generally precludes the provision of centralized sanitary sewer and water supply service and other urban amenities. The regional plan does not recommend any additional development at this density.

Environmentally Significant Lands

The plan recommends the preservation of the Region's primary environmental corridors in essentially natural, open use. The plan further recommends the preservation of secondary environmental corridors and isolated natural resource areas, as determined in county and local plans. The plan recognizes that certain development may be accommodated in such areas without jeopardizing their overall integrity. Guidelines for uses in environmental corridors from the regional plan are set forth in Table 2-1a.

MAP 2-1a 2035 REGIONAL LAND USE PLAN AS IT PERTAINS TO KENOSHA COUNTY



- HIGH DENSITY URBAN AREA
- MEDIUM DENSITY AREA
- LOW DENSITY URBAN AREA
- SUB - URBAN DENSITY AREA
- MAJOR ECONOMIC ACTIVITY AREA
- RURAL AREA
- PRIMARY ENVIRONMENTAL CORRIDOR
- SURFACE WATER
- MAJOR OUTDOOR RECREATION CENTER
- M - MULTI-USE SITE
- S - SPECIAL USE SITE
- MAJOR TRANSPORTATION CENTER
- A - AIRPORT
- R - PASSENGER RAIL TERMINAL
- MAJOR UTILITY CENTER
- S - PUBLIC SEWAGE TREATMENT PLANT
- E - ELECTRIC POWER GENERATION PLANT
- MAJOR GOVERNMENTAL OR INSTITUTIONAL CENTER
- G - COUNTY, STATE, OR FEDERAL ADMINISTRATION OFFICE
- U - UNIVERSITY
- T - TECHNICAL COLLEGE

Source: SEWRPC.



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Urban Land

Urban land is defined as land devoted to high, medium, and low density residential use as well as to commercial, industrial, governmental and institutional, recreational, and transportation, communication, and utility uses. Under the plan, urban development would occur within urban service areas served by public sanitary sewerage facilities and other public utilities and services. Urban development beyond planned urban service areas would be limited to low density residential development in areas already committed to such use, along with highway-oriented business uses, utility uses, and recreational uses that may, of necessity, have to be located beyond planned urban service areas.

Under the recommended plan, most new residential development would occur at high and medium densities, equating to an average lot size of about 15,000 square feet. About 28,000 housing units, or 95% of the total projected increase in housing units in the County between 2000 and 2035, would occur at high and medium densities. About 1,500 housing units, or 5% of the projected increase, would occur at low density (equating to lot sizes between 15,000 and 65,000 square feet). Urban residential development would occur in a variety of residential neighborhoods providing a full complement of basic neighborhood amenities including a school, park, and shopping area, as well as in more mixed-use settings.

The plan envisions neighborhood, community, and regional commercial centers, including both mixed-use areas with a residential component and areas devoted more exclusively to commercial uses; and both community-level and regional industrial centers. The plan envisions a continuation of the trend toward mixing industrial and commercial activities in the same area. Under the plan, the largest commercial and industrial areas are identified as major economic activity centers—areas with concentrations of commercial and/or industrial land that would accommodate at least 3,500 total jobs or 2,000 retail jobs. The plan envisions five major economic activity centers in Kenosha County in 2035: the City of Kenosha central business district, Pleasant Prairie Village Green Center, and the intersections of State Trunk Highways (STH) 50 and 31, STH 31 and STH 165, I-94 and STH 50 and I-94 and STH 165.

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Environmentally Significant Lands

The plan recommends the preservation of the Region's primary environmental corridors in essentially natural, open use. The plan further recommends the preservation of secondary environmental corridors and isolated natural resource areas, as determined in county and local plans. The plan recognizes that certain development may be accommodated in such areas without jeopardizing their overall integrity. Guidelines for uses in environmental corridors from the regional plan are set forth in Table 2-1a.

The guidelines recognize that certain transportation and utility uses may of necessity have to be located within such areas and that limited residential and recreational uses may be accommodated in such areas. Residential development in environmental corridors would be limited to upland environmental corridors at an overall density of no more than one dwelling unit per five upland acres, with conservation subdivision designs strongly encouraged where residential development is accommodated. Under the guidelines, in lieu of rural density residential development, up to 10% of the upland corridor area may be disturbed in order to accommodate urban-density residential, commercial, industrial, or other urban development.

The regional plan recommends the preservation of all remaining natural areas and critical species habitat sites identified in the regional natural areas and critical species habitat protection and management plan. Almost all of these sites in the Village are located within environmental corridors or isolated natural resource areas, and are mapped and described in the Agricultural, Natural and Cultural Resources Element (Chapter 6).

Rural Lands

Areas of the Region beyond the planned urban service areas are recommended to remain in primarily agricultural use or rural density residential use. Prime agricultural land in this area—the land best suited for agricultural use—is recommended to be preserved for farming, with residential development generally limited to no more than one dwelling unit per 35 acres. The regional plan recommends that counties in the Region, in cooperation with the concerned local units of government, carry out planning programs to identify prime agricultural land. The regional plan holds out the preservation of the most productive soils—soils in U.S. Natural Resources Conservation Service (NRCS) Agricultural Capability Class I and Class II²—as a key consideration in efforts to identify prime farmland, recognizing, however, that other factors, such as farm size and the overall size of the farming area, should also be considered. Most county planning in this regard was carried out more than 20 years ago and needs to be reviewed and updated. The Kenosha County Farmland Protection Plan was adopted in 1981, and is described later in this chapter.

While much progress has been made in preserving primary environmental corridors and other environmentally significant lands in the Region, the preservation of prime farmland remains a difficult and challenging issue, one that involves the balancing of land use planning objectives and the economic realities faced by farmers. Historically, efforts to ensure the preservation of farmland within the Region have relied on zoning and other land use controls. Mechanisms designed to compensate landowners for committing their land to agricultural use—such as the purchase or transfer of development rights—have not yet been widely embraced within the Region. The regional plan thus reaffirms the importance of preserving prime agricultural land in southeastern Wisconsin while acknowledging the difficulties inherent in achieving this goal.

The plan also encourages the preservation of nonprime farmland for agricultural use. This could be in the form of traditional agricultural use or alternative agricultural uses such as smaller hobby farms or specialty farms including community supported agricultural operations. The regional plan recommends that the development of nonprime farmland in planned rural areas be limited to rural residential development at a density of no more than one dwelling unit per five acres. Where rural residential development is accommodated, the regional plan encourages the use of conservation subdivision designs.

² A map of NRCS Soil Capability Classes for the Village is included in Chapter 6 of this Plan. Chapter 6 also includes the land evaluation (LE) rating for farmlands in the Village. LE ratings were developed by the NRCS based on soil type, slope, soil capability class, and soil productivity for producing crops.



**TABLE 2-1a
GUIDELINES FOR DEVELOPMENT CONSIDERED COMPATIBLE WITH ENVIRONMENTAL
CORRIDORS AND ISOLATED NATURAL AREAS**

Component Natural Resource and Related Features within Environmental Corridors ^a	Permitted Development			
	Transportation and Utility Facilities (see General Development Guidelines below)			
	Streets and Highways	Utility Lines and Related Facilities	Engineered Stormwater Management Facilities	Engineered Flood Control Facilities ^b
Lakes, Rivers and Streams	e	f, g	--	h
Shoreland ^j	X	X	X	X
Floodplain ^k	l	X	X	X
Wetland ^m	l	X	--	--
Wet Soils	X	X	X	X
Woodland	X	X	X, p	--
Wildlife Habitat	X	X	X	--
Steep Slope	X	X	--	--
Prairie	--	g	--	--
Park	X	X	X	X
Historic Site	--	g	--	--
Scenic Viewpoint	X	X	--	--
Natural Area or Critical Species Habitat Site	--	--	--	--

Component Natural Resource and Related Features within Environmental Corridors ^a	Permitted Development	
	Rural Density Residential Development (see General Development Guidelines below)	Other Development (See General Development Guidelines below)
Lakes, Rivers and Streams	--	--
Shoreland ^j	--	--
Floodplain ^k	--	--
Wetland ^m	--	--
Wet Soils	--	--
Woodland	X	X
Wildlife Habitat	X	X
Steep Slope	--	--
Prairie	--	--
Park	--	--
Historic Site	--	--
Scenic Viewpoint	X	X
Natural Area or Critical Species Habitat Site	--	--



Component Natural Resource and Related Features within Environmental Corridors ^a	Permitted Development					
	Recreational Facilities (see General Development Guidelines below)					
	Trails ^c	Picnic Areas	Family Camping ^d	Swimming Beaches	Boat Access	Ski Hills
Lakes, Rivers and Streams	i	--	--	X	X	--
Shoreland ^j	X	X	--	X	X	--
Floodplain ^k	X	X	--	X	X	--
Wetland ^m	X, n	--	--	--	X	--
Wet Soils	X	--	--	X	X	--
Woodland	X	X	X	--	X	X
Wildlife Habitat	X	X	X	--	X	X
Steep Slope	r	--	--	--	--	X, s
Prairie	r	--	--	--	--	--
Park	X	X	X	X	X	X
Historic Site..	r	--	--	--	--	--
Scenic Viewpoint	X	X	X	--	X	X
Natural Area or Critical Species Habitat Site	q	--	--	--	--	--

Component Natural Resource and Related Features within Environmental Corridors ^a	Permitted Development				
	Recreational Facilities (see General Development Guidelines below)				
	Golf	Playfields	Hard- Surface Courts	Parking	Buildings
Lakes, Rivers and Streams	--	--	--	--	--
Shoreland ^j	X	--	--	X	X
Floodplain ^k	X	X	--	X	X
Wetland ^m	o	--	--	--	--
Wet Soils	X	--	--	X	--
Woodland	X	X	X	X	X, q
Wildlife Habitat	X	X	X	X	X
Steep Slope	X	--	--	--	--
Prairie	--	--	--	--	--
Park	X	X	X	X	X
Historic Site..	--	--	--	X	--
Scenic Viewpoint	X	--	--	X	X
Natural Area or Critical Species Habitat Site	--	--	--	--	--

NOTE: An "X" indicates that facility development is permitted within the specified natural resource feature. In those portions of the environmental corridors having more than one of the listed natural resource features, the natural resource feature with the most restrictive development limitation should take precedence.



APPLICABILITY: These guidelines indicate the types of development that can be accommodated within primary and secondary environmental corridors and isolated natural resource areas while maintaining the basic integrity of those areas. Throughout this table, the term “environmental corridors” refers to primary and secondary environmental corridors and isolated natural resource areas.

Under regional plans: As regionally significant resource areas, primary environmental corridors should be preserved in essentially natural, open use—in accordance with the guidelines in this table. Secondary environmental corridors and isolated natural resource areas warrant consideration for preservation in essentially natural open use, as determined in county and local plans and in a manner consistent with State and Federal regulations. Local units of government may choose to apply the guidelines in this table to secondary environmental corridors and isolated natural resource areas.

GENERAL DEVELOPMENT GUIDELINES

Transportation and Utility Facilities: All transportation and utility facilities proposed to be located within the important natural resources should be evaluated on a case-by-case basis to consider alternative locations for such facilities. If it is determined that such facilities should be located within natural resources, development activities should be sensitive to, and minimize disturbance of, these resources, and, to the extent possible following construction, such resources should be restored to preconstruction conditions. The above table presents development guidelines for major transportation and utility facilities. These guidelines may be extended to other similar facilities not specifically listed in the table.

Recreational Facilities: In general, no more than 20% of the total environmental corridor area should be developed for recreational facilities. Furthermore, no more than 20% of the environmental corridor area consisting of upland wildlife habitat and woodlands should be developed for recreational facilities. It is recognized, however, that in certain cases these percentages may be exceeded in efforts to accommodate needed public recreational and game and fish management facilities within appropriate natural settings. In all cases however, the proposed recreational development should not threaten the integrity of the remaining corridor lands nor destroy particularly significant resource elements in that corridor. Each such proposal should be reviewed on a site-by-site basis. The above table presents development guidelines for major recreational facilities. These guidelines may be extended to other similar facilities not specifically listed in the table.

Rural Density Residential Development: Rural density residential development may be accommodated in upland environmental corridors, provided that buildings are kept off steep slopes. The maximum number of housing units accommodated at a proposed development site within the environmental corridor should be limited to the number determined by dividing the total corridor acreage within the site, less the acreage covered by surface water and wetlands, by five (5). The permitted housing units may be in single-family or multi-family structures. When rural residential development is accommodated, conservation subdivision designs are strongly encouraged.

Other Development: In lieu of recreational or rural density residential development, up to 10% of the upland corridor area in a parcel may be disturbed in order to accommodate urban-density residential development and certain commercial and other urban development under all of the following conditions: 1) the area to be disturbed is compact rather than scattered in nature; 2) the disturbance area is located on the edge of a corridor or on marginal resources within a corridor; 3) the development is compatible with and does not threaten the integrity of the remaining corridor; 4) the development does not result in significant adverse water quality impacts; and 5) development of the remaining corridor lands is prohibited by a conservation easement or deed restriction. Each such proposal must be reviewed on a site-by-site basis. Under this arrangement, while the developed area would no longer be part of the environmental corridor, the entirety of the remaining corridor would be permanently preserved from disturbance. From a resource protection point of view, preserving a minimum of 90% of the environmental corridor in this manner may be preferable over accommodating scattered home sites and attendant access roads at an overall density of one dwelling unit per five acres throughout the upland corridor areas.

Pre-Existing Lots: Single-family development on existing lots of record should be permitted as provided for under county or local zoning at the time of adoption of the land use plan.

All permitted development presumes that sound land and water management practices are utilized.

FOOTNOTES

^a The natural resource and related features are defined as follows:

Lakes, Rivers, and Streams: Includes all lakes greater than five acres in area and all perennial and intermittent streams as shown on U. S. Geological Survey quadrangle maps.

Shoreland: Includes a band 50 feet in depth along both sides of intermittent streams; a band 75 feet in depth along both sides of perennial streams; a band 75 feet in depth around lakes; and a band 200 feet in depth along the Lake Michigan shoreline.

Floodplain: Includes areas, excluding stream channels and lake beds, subject to inundation by the 100-year recurrence interval flood event.

Wetlands: Includes areas that are inundated or saturated by surface water or groundwater at a frequency, and with a duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Wet Soils: Includes areas covered by wet, poorly drained, and organic soils.

Woodlands: Includes areas one acre or more in size having 17 or more deciduous trees per acre with at least a 50% canopy cover as well as coniferous tree plantations and reforestation projects; excludes lowland woodlands, such as tamarack swamps, which are classified as wetlands.

Wildlife Habitat: Includes areas devoted to natural open uses of a size and with a vegetative cover capable of supporting a balanced diversity of wildlife.

Steep Slope: Includes areas with land slopes of 12% or greater.

Prairies: Includes open, generally treeless areas which are dominated by native grasses; also includes savannas.

Park: Includes public and nonpublic park and open space sites.

Historic Site: Includes sites listed on the National Register of Historic Places. Most historic sites located within environmental corridors are archeological features such as American Indian settlements and effigy mounds and cultural features such as small, old cemeteries. On a limited basis, small historic buildings may also be encompassed within delineated corridors.

Scenic Viewpoint: Includes vantage points from which a diversity of natural features such as surface waters, wetlands, woodlands, and agricultural lands can be observed.

Natural Area and Critical Species Habitat Sites: Includes natural areas and critical species habitat sites as identified in the regional natural areas and critical species habitat protection and management plan.

bIncludes such improvements as stream channel modifications and such facilities as dams.

cIncludes trails for such activities as hiking, bicycling, cross-country skiing, nature study, and horseback riding, and excludes all motorized trail activities. It should be recognized that trails for motorized activities such as snowmobiling that are located outside the environmental corridors may of necessity have to cross environmental corridor lands. Proposals for such crossings should be evaluated on a case-by-case basis, and if it is determined that they are necessary, such trail crossings should be designed to ensure minimum disturbance of the natural resources.

dIncludes areas intended to accommodate camping in tents, trailers, or recreational vehicles which remain at the site for short periods of time, typically ranging from an overnight stay to a two-week stay.

eCertain transportation facilities such as bridges may be constructed over such resources.

fUtility facilities such as sanitary sewers may be located in or under such resources.

gElectric power transmission lines and similar lines may be suspended over such resources.

hCertain flood control facilities such as dams and channel modifications may need to be provided in such resources to reduce or eliminate flood damage to existing development.

iBridges for trail facilities may be constructed over such resources.

jConsistent with Chapter NR 115 of the Wisconsin Administrative Code.

kConsistent with Chapter NR 116 of the Wisconsin Administrative Code.

lStreets and highways may cross such resources. Where this occurs, there should be no net loss of flood storage capacity or wetlands. Guidelines for mitigation of impacts on wetlands by Wisconsin Department of Transportation facility projects are set forth in Chapter Trans 400 of the Wisconsin Administrative Code.

mAny development affecting wetlands must adhere to the water quality standards for wetlands established under Chapter NR 103 of the Wisconsin Administrative Code.

nOnly an appropriately designed boardwalk/trail should be permitted.

oWetlands may be incorporated as part of a golf course, provided there is no disturbance of the wetlands.



^PGenerally excludes detention, retention, and infiltration basins. Such facilities should be permitted only if no reasonable alternative is available.

^QOnly if no alternative is available.

^ROnly appropriately designed and located hiking and cross-country ski trails should be permitted.

^SOnly appropriately designed, vegetated, and maintained ski hills should be permitted.

Source: SEWRPC.

Regional Transportation System Plan

The regional transportation system plan³ is intended to provide a vision for, and guide to, transportation system development in the Region for 20 or more years into the future. It is a multimodal plan of recommended transportation actions designed to address existing and anticipated future transportation problems and needs. The plan consists of five principal elements: public transit, bicycle and pedestrian facilities, transportation systems management, travel demand management, and arterial streets and highways. Future needs for transit, street and highway, and other transportation improvements considered in the regional transportation planning process are derived from the future growth proposed in the regional land use plan. The 2035 regional transportation system plan elements are summarized in the following sections.

Public Transit Element

The public transit element of the 2035 regional transportation plan envisions significant improvement and expansion of public transit in southeastern Wisconsin, including development within the Region of a rapid transit and express transit system, improvement of existing local bus service, and the integration of local bus service with the proposed rapid and express transit services. The proposed expansion of public transit in southeastern Wisconsin would represent a doubling of transit service by the year 2035. The public transit element of the 2035 regional transportation plan as it pertains to Kenosha County is shown on Map 2-1b.

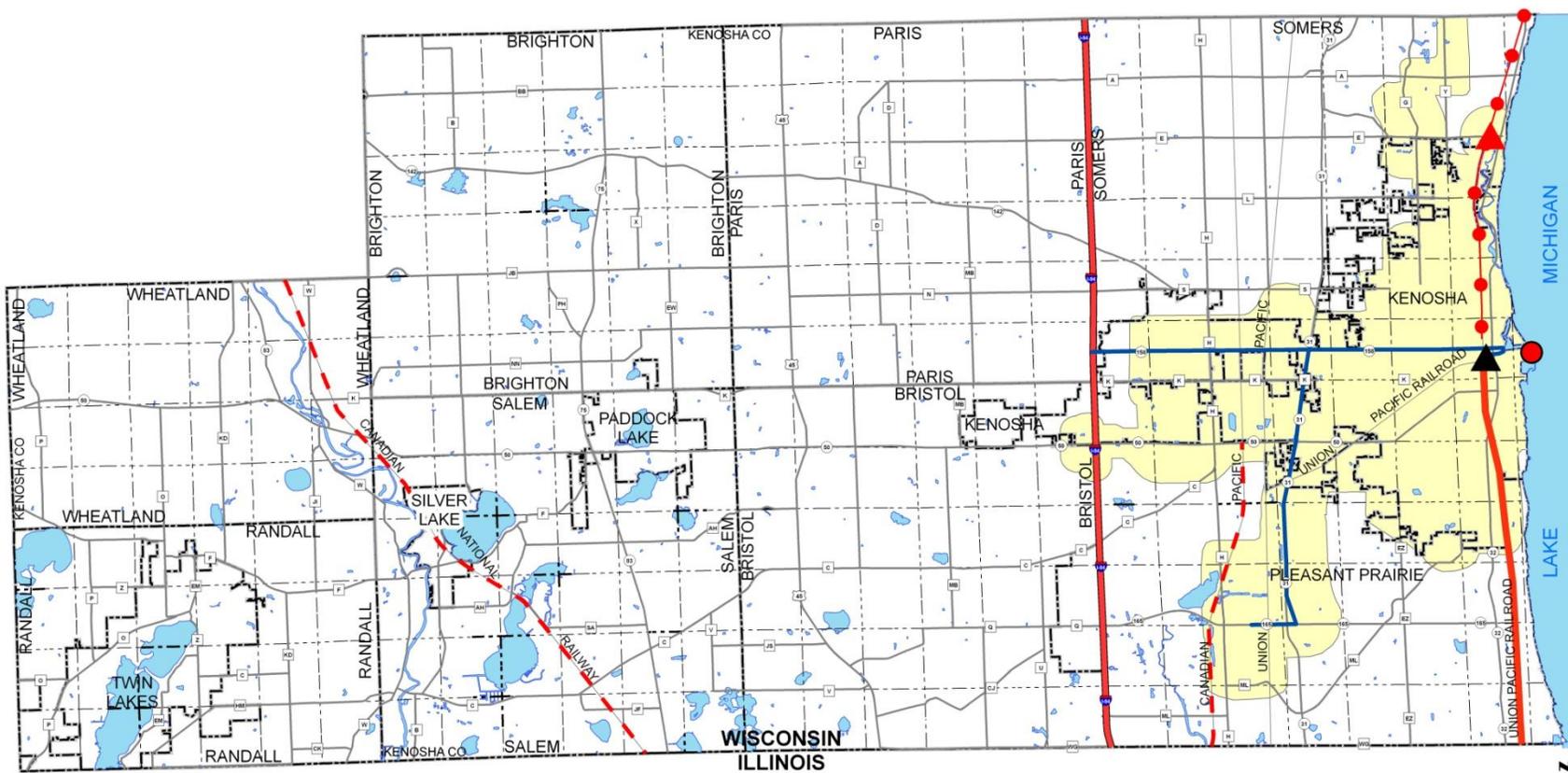
These increases will provide for enhanced transit service levels on the City of Kenosha Area Transit System (KATS), including more attractive peak and non-peak service frequency levels and faster connections to employment centers located along STH 31 in eastern Kenosha County and in both Racine and Milwaukee Counties. The plan also identifies the potential to upgrade rapid and express bus services to guideway transit services, including from Kenosha through eastern Kenosha County to downtown Milwaukee. The specific long-range plan recommendations for Kenosha County include the following:

- The provision of rapid transit service between eastern Kenosha County and the Milwaukee Central Business District (CBD). The plan envisions a new commuter rail line passing through eastern Kenosha County over tracks owned by the Union Pacific Railroad and providing service between Kenosha and downtown Milwaukee. As shown on Map XI-2, this new service would connect with the existing Metra service which ends in Kenosha and serves the Chicago area. The new commuter rail route would be designed to provide bi-directional service to allow Kenosha County residents to travel to jobs in Milwaukee County, as well as travel by residents of Milwaukee and Racine Counties to jobs in Kenosha County and Northeastern Illinois. Connections would also be available via local and express bus services to major employment centers in eastern Kenosha County and around the IH 94-STH 50 freeway interchange.

³ Documented in SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035, June 2006, and amended June 2007.*

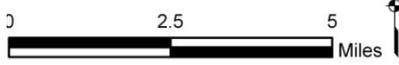


MAP 2-1b PUBLIC TRANSIT ELEMENT OF THE 2035 REGIONAL TRANSPORTATION SYSTEM PLAN AS IT PERTAINS TO KENOSHA COUNTY



- BUS ROUTE**
 - EXPRESS BUS ROUTE
 - COMMUTER RAIL**
 - EXISTING COMMUTER RAIL
 - RECOMMENDED KENOSHA-RACINE-MILWAUKEE (KRM) COMMUTER RAIL
 - - - POTENTIAL COMMUTER RAIL TO BE CONSIDERED IN CORRIDOR STUDIES
- ^aA CORRIDOR FEASIBILITY STUDY WAS COMPLETED FOR THE CHICAGO-BASED COMMUTER RAIL EXTENSION TO THE CITY OF BURLINGTON. THE STUDY CONCLUDED THAT IT WAS NOT FEASIBLE OR COST EFFECTIVE AT THIS TIME, BUT COULD BE CONSIDERED AGAIN IN THE FUTURE.

- TRANSIT STATIONS (WITH PARKING)**
 - ▲ EXISTING
 - ▲ RECOMMENDED
 - SERVICE AREA**
 - WALK AREA SERVED BY KENOSHA TRANSIT SYSTEM
- ^bIN SEPTEMBER 2007, THE KENOSHA COUNTY DEPARTMENT OF HUMAN SERVICES INITIATED THE OPERATION OF PUBLIC TRANSIT SERVICES IN WESTERN KENOSHA COUNTY INCLUDING FIXED-ROUTE BUS SERVICES FOR THE TWIN LAKES, SILVER LAKE, AND PADDOCK LAKE AREAS AND ADVANCE-RESERVATION DOOR TO DOOR SERVICE FOR THE REMAINING PORTIONS OF WESTERN KENOSHA COUNTY. THE PLAN ENCOURAGES THE DEVELOPMENT, OPERATION AND EXPANSION OF SUCH PUBLIC TRANSIT SERVICES.
- AREA SERVED BY KENOSHA TRANSIT SYSTEM STREET CARS



Source: SEWRPC.



In addition, a corridor feasibility study was completed for the Chicago-based commuter rail extension to the City of Burlington. The commuter rail corridor was envisioned to pass through western Kenosha County in the Village of Silver Lake and the Towns of Salem and Wheatland over tracks owned by the Canadian National Railroad and providing service between Chicago and Burlington. Conclusion of the study indicated that the commuter rail extension was not feasible or cost effective, but could be reconsidered in the near future. Map 2-1b shows the potential commuter rail in western Kenosha County.

- Increasing the number of park-ride lots served by public transit. In addition to the existing lot at the Metra station in downtown Kenosha, the plan also recommends a new lot be developed at the proposed commuter rail station in the Town of Somers.
- The provision of express bus service between downtown Kenosha and commercial and industrial development in eastern Kenosha County. The express routes would directly serve various industrial, office, and commercial developments including the Business Park of Kenosha, the LakeView Corporate Park, and the IH 94 and STH 50 interchange area.
- Local transit service improvements on the City of Kenosha transit system, including extending service throughout the Kenosha urbanized area; increasing the frequency of local service on weekdays to between 15 and 30 minutes during peak periods and to 30 minutes during the middle of the day, and on Saturdays to between 30 and 60 minutes; extending service periods on weekdays and Saturdays to at least 10:30 p.m. at 60-minute intervals; and adding Sunday service at 60-minute intervals. Existing local City bus routes would be modified and new shuttle bus routes created to connect with the KRM commuter rail line to take passengers to and from the industrial, office, and commercial developments identified above.
- Increase the use of the streetcar as a development and transportation tool for the core area of the City of Kenosha.

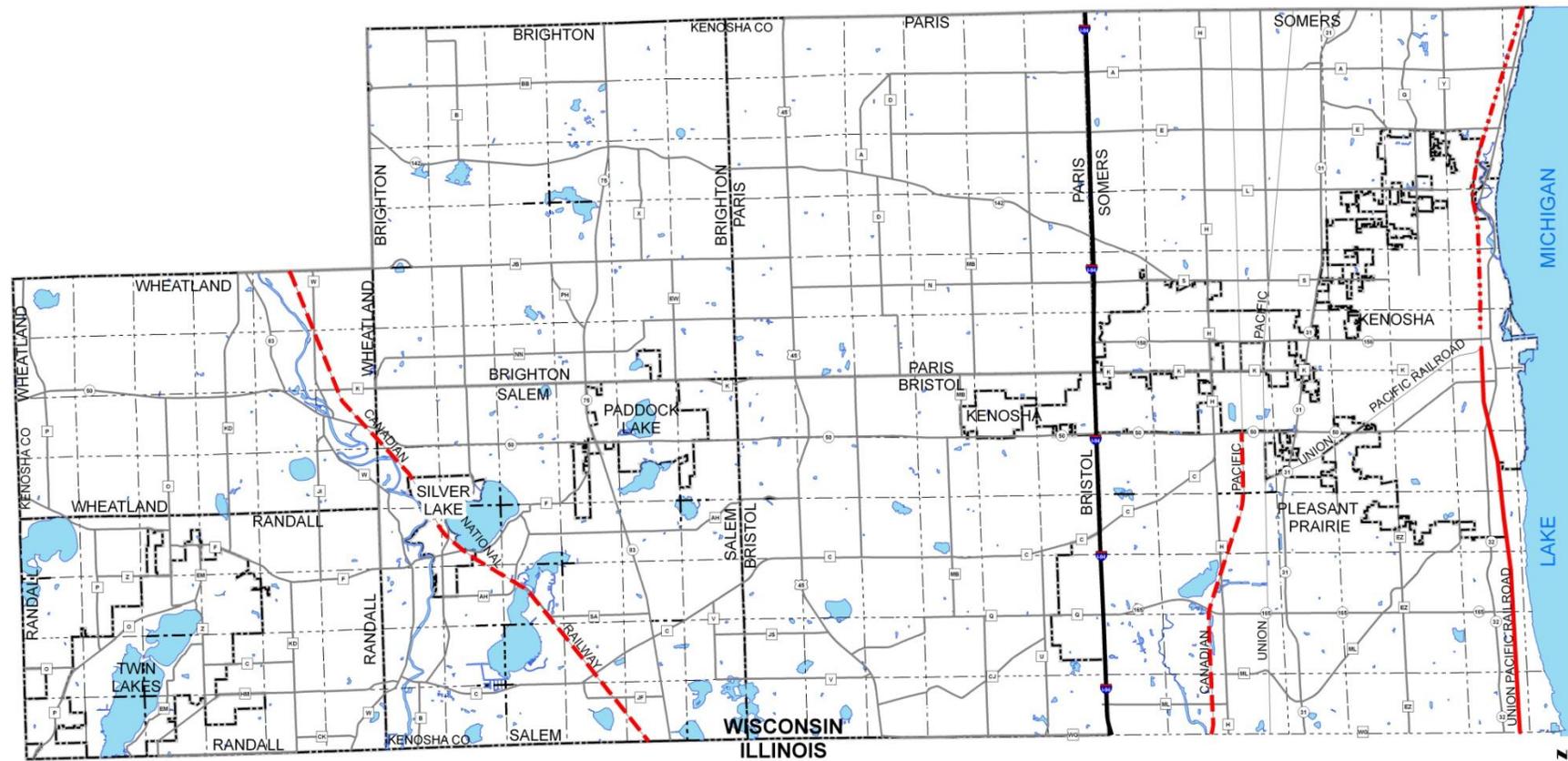
The 2005-2007 State budget created a three-county regional transit authority for Kenosha, Milwaukee, and Racine Counties, which would be the operator of the proposed commuter rail service. Map 2-1c displays the existing and potential future portions of the KRM commuter rail line identified in the 2035 regional transportation plan. The regional plan also recognizes potential commuter rail corridors along the Canadian National Railway from the State Line to the City of Burlington in the western part of Racine County, and along the Union Pacific railway line from the State Line to STH 50, just east of I 94.

SEWRPC prepares a short-range transit plan for each transit operator which refines the recommendations of the Regional Transportation System Plan and provides recommendations to be considered for implementation over a five-year period. The 1998-2002 transit development plan (TDP) for the City of Kenosha transit system is the most recent TDP for the Kenosha area, and is in the process of being updated by SEWRPC and the City.

Bicycle and Pedestrian Facility Element

The bicycle and pedestrian facility element of the regional plan is intended to promote safe accommodation of bicycle and pedestrian travel, and to encourage bicycle and pedestrian travel as an alternative to personal vehicle travel. The plan envisions that as the surface arterial street system of about 3,300 miles in the Region is resurfaced and reconstructed segment-by-segment, facilities for bicycle travel would be considered and implemented, if feasible, through bicycle lanes, widened outside travel lanes, widened shoulders, or separate bicycle paths. A system of off-street bicycle paths is also recommended to connect cities and villages with a population of 5,000 or more. The bicycle way system element of the 2035 regional transportation plan for Kenosha County is shown on Map 2-1d.

**MAP 2-1c
RECOMMENDED COMMUTER RAIL SERVICE IN THE KENOSHA-RACINE-MILWAUKEE CORRIDOR**



- EXISTING COMMUTER RAIL
- - - - POTENTIAL COMMUTER RAIL - CORRIDOR STUDY COMPLETED, TO BE ADVANCED INTO PRELIMINARY ENGINEERING
- - - - POTENTIAL COMMUTER RAIL - TO BE CONSIDERED IN CORRIDOR STUDIES
- FREEWAY

NOTE: A CORRIDOR FEASIBILITY STUDY WAS COMPLETED FOR THE CHICAGO - BASED COMMUTER RAIL EXTENSION TO THE CITY OF BURLINGTON. THE STUDY CONCLUDED THAT IT WAS NOT FEASIBLE OR COST EFFECTIVE AT THIS TIME, BUT COULD BE CONSIDERED AGAIN IN THE FUTURE.



Source: SEWRPC.



The regional plan recommends that county and local governments prepare bicycle system plans for their jurisdictions that would supplement and refine the regional plan. Existing bikeways in the Village are inventoried in the Transportation Element (Chapter 4).

The pedestrian facilities portion of the proposed bicycle and pedestrian facilities plan element is envisioned as a policy plan, rather than a system plan. It proposes that the various units and agencies of government responsible for the construction and maintenance of pedestrian facilities in southeastern Wisconsin adopt and follow a series of recommended standards and guidelines with regard to the development of those facilities, particularly within urban neighborhoods. These standards include providing sidewalks in urban portions of the Region.

Transportation Systems Management Element

The transportation systems management element of the 2035 regional transportation plan includes measures intended to manage and operate existing transportation facilities to their maximum carrying capacity and travel efficiency. Recommended measures include installing ramp-meters at all freeway on-ramps within the Region; providing variable message signs on the entire freeway system, and on surface arterials leading to the most heavily used freeway system on-ramps; expanding the closed-circuit television network to the entire regional freeway system; enhancing reference markers on the entire regional freeway system; and evaluation and expansion of crash investigation sites to better serve the entire regional freeway system. Existing systems management facilities (crash investigation sites and monitoring equipment) in the Village are inventoried in Transportation Element (Chapter 4).

Travel Demand Management Element

The transportation demand management element of the 2035 regional transportation plan includes measures intended to reduce personal and vehicular travel or to shift such travel to alternative times and routes, allowing for more efficient use of the existing capacity of the transportation system. Such measures are recommended in addition to the public transit and pedestrian and bicycle plan elements, and include development or expansion of high-occupancy vehicle preferential lanes, park-ride lots, transit pricing, personal vehicle pricing, travel demand management promotion, transit information and marketing, and detailed site-specific neighborhood and major activity center land use plans.

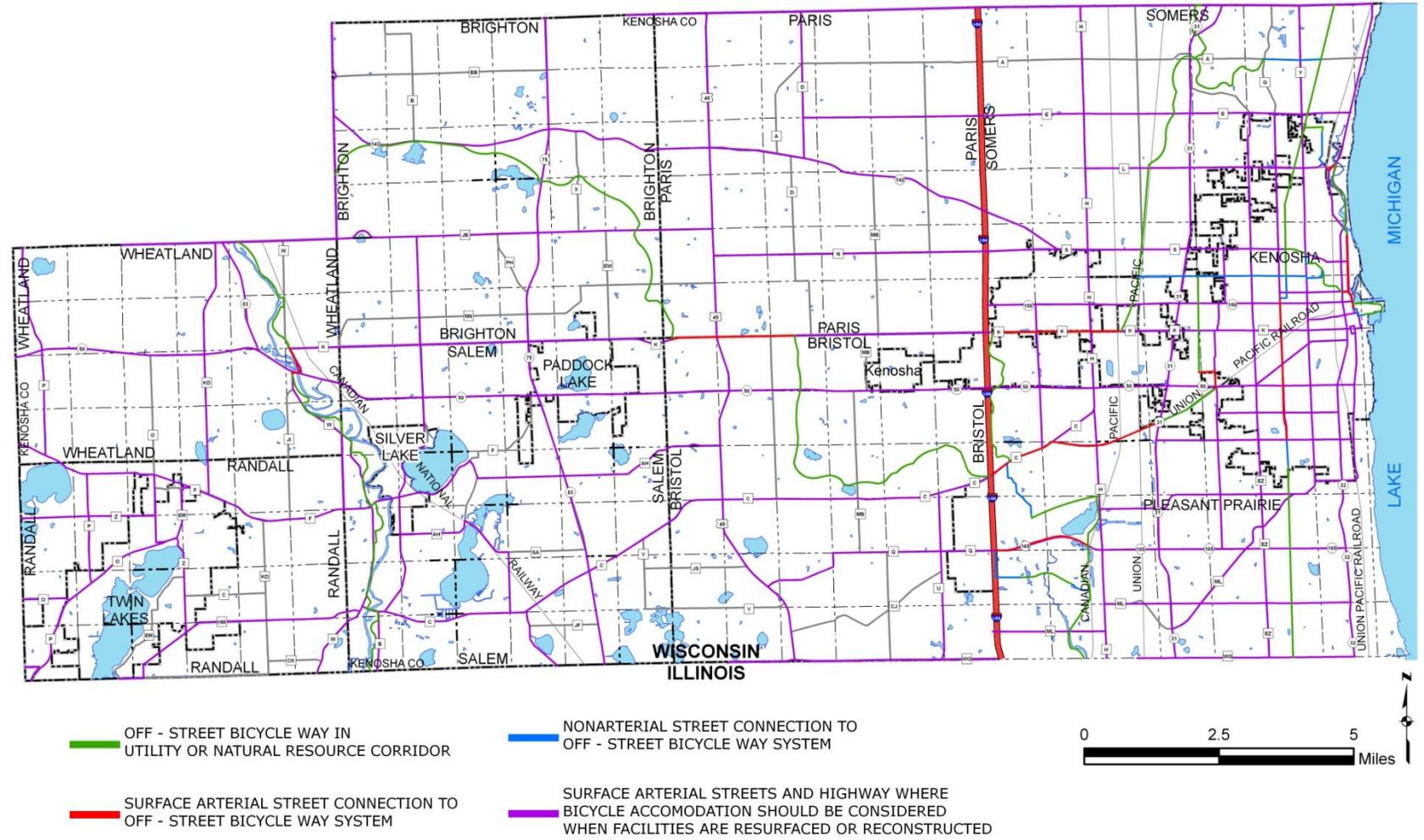
Arterial Street and Highway Element

The arterial street and highway element of the regional transportation plan includes recommendations for *functional* improvements; that is, roadway capacity maintenance, improvement, or expansion; and also makes recommendations on which unit of government (State, County, or Local) should have *jurisdiction* over each arterial street and highway. The unit of government having jurisdiction over the street or highway is responsible for maintaining and improving the facility.

The arterial street and highway system capacity improvement and expansion recommendations of the year 2035 regional transportation plan within Kenosha County are shown on Map2-1e and listed in Table 2-1b. The functional improvements are based on anticipated future land use development patterns and the related forecasts of future traffic volumes, not current traffic volumes. The improvements were recommended to address the residual congestion which would not be alleviated by proposed land use, public transit, bicycle and pedestrian facilities, systems management, and demand management measures proposed in the plan. Under the plan, there would be approximately 361 miles of arterial streets and highways in Kenosha County in 2035. Approximately 86%, or 312 miles, are recommended to be resurfaced and reconstructed to their same capacity. Approximately 46 miles, or 13%, are recommended for widening to provide additional traffic lanes, including 12 miles of freeways (the entire length of I-94 through Kenosha County). The remaining four miles, or about 1% of the total arterial street and highway mileage, are proposed new arterial facilities.



MAP 2-1d BICYCLE WAY SYSTEM ELEMENT OF THE 2035 REGIONAL TRANSPORTATION SYSTEM PLAN AS IT PERTAINS TO KENOSHA COUNTY



Source: SEWRPC.



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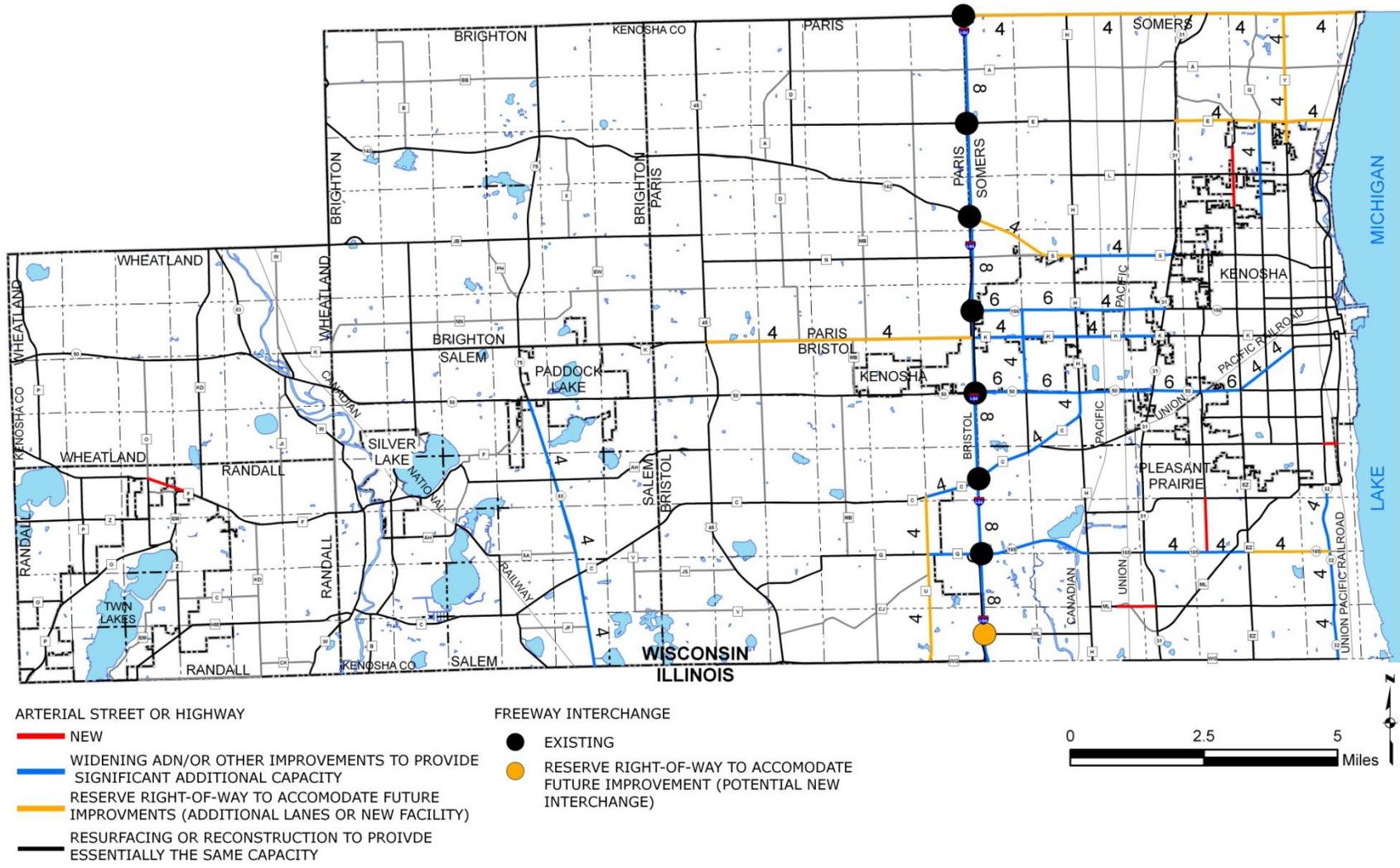
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MAP 2-1e ARTERIAL STREET AND HIGHWAY SYSTEM FUNCTIONAL IMPROVEMENT ELEMENT OF THE 2035 REGIONAL TRANSPORTATION SYSTEM PLAN AS IT PERTAINS TO KENOSHA COUNTY



Source: SEWRPC.



TABLE 2-1b
RECOMMENDED ARTERIAL STREET AND HIGHWAY FUNCTIONAL IMPROVEMENTS
WITHIN KENOSHA COUNTY
IN THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

Recommended Jurisdiction	Improvement	Facility	Termini	Description
State	Widening	I-94/ USH 41	Racine County line to Illinois border	Widen from six to eight traffic lanes
		STH 75/83	STH 50/83 in Village of Paddock Lake to Illinois/Town of Salem border	Widen from two to four traffic lanes ^a
		STH 32	91 st Street at the City of Kenosha/Village of Pleasant Prairie border to Illinois border	Widen from two to four traffic lanes
		STH 50	I-94 in the City of Kenosha/Village of Pleasant Prairie to 39 th Avenue in the City of Kenosha	Widen from four to six traffic lanes
		STH 50	39 th Avenue to 22 nd Avenue in the City of Kenosha	Widen from two to four traffic lanes
		STH 158	I-94 in the Town of Somers to CTH H in the City of Kenosha	Widen from four to six traffic lanes
		STH 158	CTH H in the City of Kenosha/Town of Somers to STH 31 in the City of Kenosha	Widen from two to four traffic lanes
		STH 165	STH 31 to CTH EZ in the Village of Pleasant Prairie	Widen from two to four traffic lanes
County	Widening	CTH C	CTH U in the Town of Bristol to CTH H in the Village of Pleasant Prairie	Widen from two to four traffic lanes
		CTH G	CTH E in the City of Kenosha/Town of Somers to 16 th Street in the City of Kenosha	Widen from two to four traffic lanes
		CTH K	I-94 in the Town of Somers to STH 31 in the Town of Somers/City of Kenosha	Widen from two to four traffic lanes
		CTH Q	CTH U in the Town of Bristol to I-94 in the Village of Pleasant Prairie	Widen from two to four traffic lanes
	Widening	CTH S	CTH H in the City of Kenosha/Town of Somers to STH 31 in the Town of Somers	Widen from two to four traffic lanes
	Expansion	CTH F realignment	CTH O in the Town of Randall to CTH EM/F in the Village of Twin	Construct two lanes on new alignment
Local				
City of Kenosha	Widening	104 th Avenue	STH 50 to STH 158 in the City of Kenosha	Widen from two to four traffic lanes
City of Kenosha	Expansion	39 th Avenue extension	CTH L in the Town of Somers to 24 th Street in the City of Kenosha/Town of Pleasant Prairie	Construct two lanes on new alignment
Village of Pleasant Prairie		51 st Avenue extension	93 rd Street to STH 165 in the Village of Pleasant Prairie	Construct two lanes on new alignment
Village of Pleasant Prairie		116 th Street extension	STH 31 to 80 th Avenue in the Village of Pleasant Prairie	Construct two lanes on new alignment



Recommended Jurisdiction	Improvement	Facility	Termini	Description
State	Right of Way Reservation ^b	I-94/USH 41 and CTH ML	--	Construct interchange
		STH 165	CTH EZ to STH 32	Widen from two to four traffic lanes
County	Right of Way Reservation ^b	CTH E	STH 31 to STH 32 in the City of Kenosha and Town of Somers	Widen from two to four traffic lanes
		CTH K	I-94 to USH 45 in the Towns of Bristol and Paris	Widen from two to four traffic lanes
		CTH KR	I-94 to STH 32 in the Town of Somers	Widen from two to four traffic lanes
		CTH S	I-94 in the Town of Somers to CTH H in the City of Kenosha/Town of Somers	Widen from two to four traffic lanes
		CTH U	CTH C in the Town of Bristol to Illinois border	Widen from two to four traffic lanes
		CTH Y	Racine County line and Town of Somers to CTH EE in the City of	Widen from two to four traffic lanes

^aProject has been completed.

^bAlthough the design year 2035 forecast average weekday traffic volumes are not expected to equal or exceed the design capacity of the facilities identified by the year 2035, the forecast average weekday traffic volumes are expected to approach the design capacity of these facilities by the year 2035, indicating a potential need to widen these facilities beyond 2035. Accordingly, the 2035 regional transportation system plan recommends that, as local officials consider development proposals adjacent to these facilities, consideration be given to reserving sufficient right-of-way to accommodate that potential future widening need.

Source: SEWRPC 2035 Regional Transportation System Plan.

Proposed new arterial facilities include a segment connecting 87th Street and Bassett Road north of the Village of Twin Lakes (also referred to as the County Trunk Highway (CTH) F realignment from CTH O to CTH EM/F). New arterial facilities in the Village of Pleasant Prairie would include a continuous east-west arterial facility at 116th Street between STH 31 and 80th Avenue and a north-south arterial facility at Cooper Road between STH 165 and 93rd Street.

New arterial facilities are also proposed in the City of Kenosha and Town of Somers, including a continuous north-south arterial facility at 39th Avenue between CTH L and 24th Street and a continuous east-west arterial facility connecting 85th Street between STH 32 and 7th Avenue. Additionally, the plan recommends the preservation of the necessary right-of-way to accommodate the potential future construction of an interchange at I-94 and CTH ML in the Village of Pleasant Prairie. The Village of Pleasant Prairie has identified additional functional improvements, such as widening 85th Street between 51st Avenue and 65th Avenue from two lanes to four lanes (which is under construction in 2009); the realignment of 88th Avenue at CTH C; widening 93rd Street between 39th Avenue and 63rd Avenue; and widening 116th Street from STH 31 to Sheridan Road (STH 32). The functional improvements identified by the Village will be considered during preparation of the Kenosha County Jurisdictional Highway System Plan update.

The regional transportation plan also makes recommendations for arterial street and highway system *jurisdictional* responsibility. The regional plan recommendations are refined through the preparation of a county jurisdictional highway system plan. An updated Kenosha County jurisdictional highway system plan will be prepared in 2009 and 2010 under the guidance of an advisory committee that includes representatives from each city, village, and town, the County, the Wisconsin Department of Transportation, and the Federal Highway Administration.



Map 2-1f shows the jurisdictional highway system recommended by the regional transportation plan, which will be reviewed and potentially modified by the Kenosha County Jurisdictional Highway Committee.

Regional Natural Areas Plan

The natural areas plan⁴ identifies the most significant remaining natural areas, critical species habitats, geological sites, and archaeological sites in the Region, and recommends means for their protection and management. The plan identifies potential sites to be placed in public or private protective ownership, and other sites to be protected, insofar as it is possible, through zoning or other regulatory means without protective ownership. It also recommends that a detailed management plan be prepared and implemented for each site placed under protective ownership. The Kenosha County Board adopted the natural areas plan in 1999.

An inventory of natural areas, critical species habitat sites, and geological areas in the Village and recommendations for the acquisition and management of natural areas, critical species habitat sites, and geological areas are presented in the Agricultural, Natural and Cultural Resources Element (Chapter 6).

Water Quality Management Plan

In 1979, the Regional Planning Commission adopted an area-wide water quality management plan⁵ for Southeastern Wisconsin as a guide to achieving clean and healthy surface waters within the seven-county Region. The plan has five elements: a land use element; a point source pollution abatement element; a non-point source pollution abatement element; a sludge management element; and a water quality monitoring element.

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

Sanitary sewer service areas in the Village are shown on Map 5.2 in the Utilities and Community Facilities Element (Chapter 5). Additional information regarding areas provided with sewer service and sewerage facilities is provided in the Chapter 5.

Regional Water Supply Plan

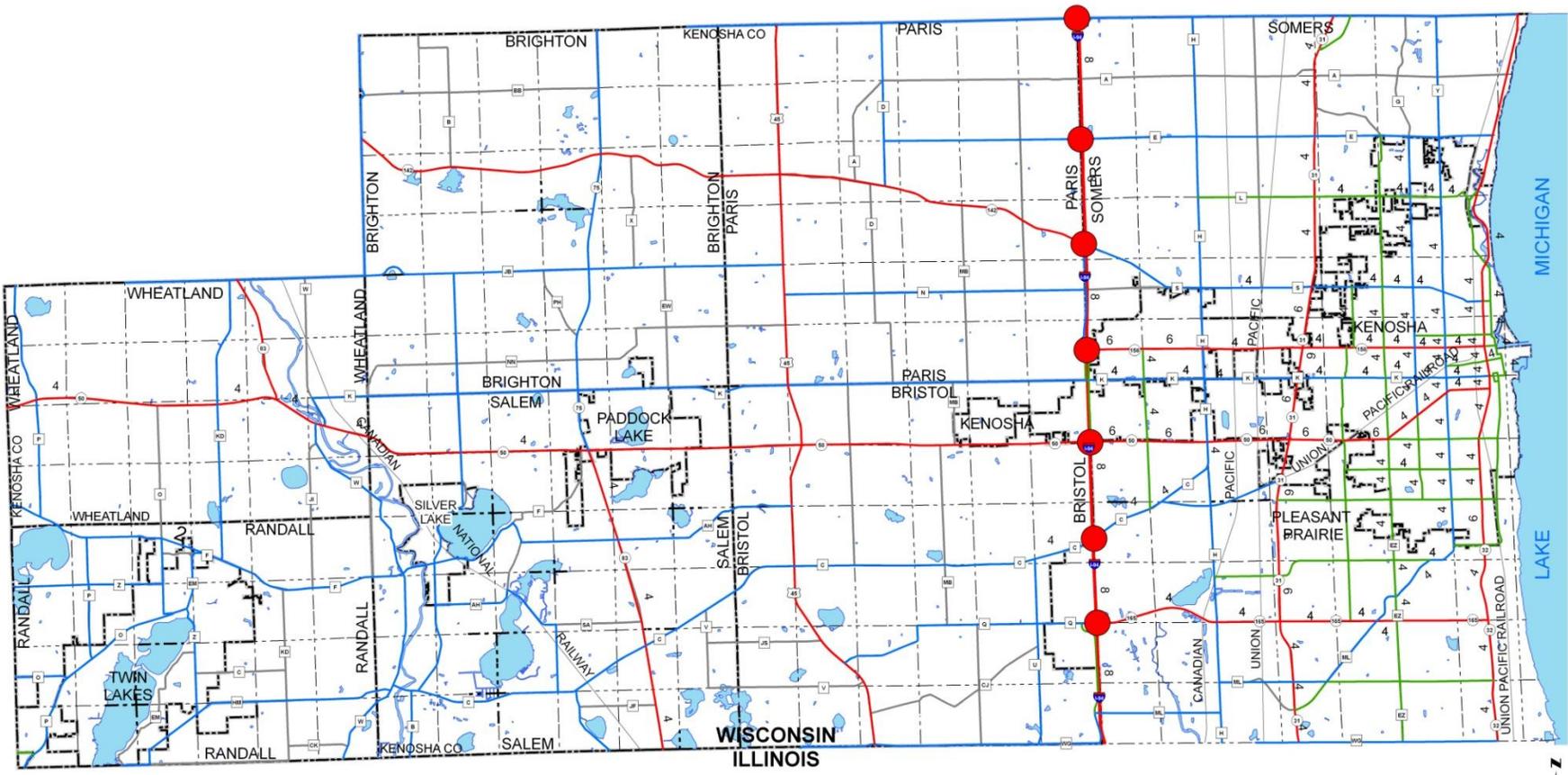
The Commission is conducting a regional water supply study for the Southeastern Wisconsin Region. The regional water supply plan together with the abovementioned groundwater inventories and a groundwater simulation model will form the SEWRPC regional water supply management program. The preparation of these three elements includes interagency partnerships with the U.S. Geological Survey, the Wisconsin Geological and Natural History Survey, the University of Wisconsin-Milwaukee, the Wisconsin Department of Natural Resources, and many of the area's water supply utilities.

⁴ Documented in SEWRPC Planning Report No. 42, *A Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin*, September 1997. The plan is currently being updated.

⁵ Documented in the three-volume SEWRPC Planning Report No. 30, *A Regional Water Quality Management Plan for Southeastern Wisconsin: 2000, as amended*.

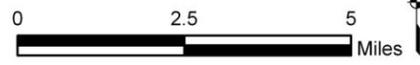


MAP 2-1f JURISDICTIONAL HIGHWAY SYSTEM PLAN OF THE 2035 REGIONAL TRANSPORTATION SYSTEM PLAN AS IT PERTAINS TO KENOSHA COUNTY



- STANDARD ARTERIAL
- STATE TRUNK HIGHWAY
- INTERCHANGE
- STANDARD ARTERIAL
- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- 4 NUMBER OF TRAFFIC LANES (2 WHERE UNNUMBERED)

Source: SEWRPC.



The regional water supply plan will include the following major components:

- Water supply service areas and forecast demand for water use.
- Recommendations for water conservation efforts to reduce water demand.
- Evaluation of alternative sources of supply, recommended sources of supply, and recommendations for development of the basic infrastructure required to deliver that supply.
- Identification of groundwater recharge areas to be protected from incompatible development.
- Specification of new institutional structures necessary to carry out plan recommendations.
- Identification of constraints to development levels in subareas of the Region due to water supply sustainability concerns.

Regional Telecommunications Plan

The regional telecommunications planning program was initiated by SEWRPC in 2003 to provide a comprehensive broadband telecommunications infrastructure plan for the Region. Such an advanced infrastructure is necessary for Southeastern Wisconsin to compete in a global economy. Ten years after the 1996 Telecommunications Act, which was supposed to accelerate the introduction of high-speed communications systems, the United States has dropped from first to 15th in the world for percentage of residents with high-speed Internet access, according to the International Telecommunications Union (ITU). The country performs even more poorly in the ITU's "digital opportunity" index which considers price and capacity as well as other factors, coming in 21st in international ranking. American broadband subscribers in the United States pay twice as much as those in Europe or Asia for one twentieth of the speed.

Prospects for future upgrades of the telecommunications infrastructure do not look promising. Nationally, approximately 98% of high-speed Internet connections come from cable or telephone companies. In Southeastern Wisconsin, the major cable company is Time Warner Cable and the primary telephone carrier is AT&T. These two (2) companies dominate broadband communications in the Region. Only AT&T under Project Lightspeed has begun to expand their broadband infrastructure to the fourth generation performance standard of 20 megabits per second. Even this plan, however, will cover only 25 of the 147 communities in Southeastern Wisconsin, with no assurance that even these communities will be completely covered geographically.

It is in this context that SEWRPC launched its telecommunications planning program. The first major planning effort took place in the area of wireless communications. Wireless communications has been the premier technology for growth and innovation over the past twenty years. It also offers the lowest infrastructure costs of any broadband communications technology.

SEWRPC Planning Report No. 51, *A Wireless Antenna Siting and Related Infrastructure Plan for Southeastern Wisconsin*, sets forth the basic principles and objectives that should be met by an advanced broadband telecommunications system, presents both infrastructure and performance inventories for the existing cellular/PCS mobile wireless networks operating in the Region, describes a recommended wireless telecommunications plan for the Region, and sets forth an approach to implement the plan.

The wireless communications plan consists of two levels of wireless networks – a wireless backhaul network⁶ plan and a community-level wireless access network plan. The plan sets

⁶ A backhaul network is designed to convey wireless communications data from multiple users in a relatively small service area to a centralized access point. Multiple access points in a larger service area in turn transmit wireless data

forth an approach to implement both the regional wireless backhaul network and community level wireless network plans. The proposed plan implementation process is intended to influence, rather than replace, existing competitive private sector, market-driven planning in order to promote the public interest within the Region.

A regional broadband access plan, which built upon the wireless telecommunications plan, was completed in 2007.⁷ Upon implementation, this plan will support a mix of wireline and wireless networks that will provide fourth generation (4G) video, voice, and data communications services to the entire Region. A central feature of the recommended plan is the potential for cooperative efforts between the public and private sectors in which infrastructure costs are shared between the public safety and commercial networks. Implementation of the recommended plan will require county or multi-county action, although partial implementation can be achieved at the community or multi-community level.

KENOSHA COUNTY AND MULTI-JURISDICTIONAL PLANS

Kenosha Urban Planning District Plan

Kenosha County, the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers worked with SEWRPC to prepare a comprehensive plan⁸ for that portion of the County east of I-94, known as the Kenosha Urban Planning District, in the mid-1990s. The plan included land use, transportation, and park and open space elements with a design year of 2010.

Kenosha County Park and Open Space Plan

A County park and open space plan⁹ was adopted by the Kenosha County Board in October 1988 and amended in October 1999 to include a proposed major park in the western portion of the County. The plan consists of both an open space preservation element and an outdoor recreation element, intended to, respectively, protect areas containing important natural resources and to provide major parks, area wide trails, and resource-oriented recreational facilities. Major parks are defined as publicly-owned parks at least 100 acres in size providing opportunities for such resource-oriented activities as camping, golfing, picnicking, and swimming. Responsibility for providing community parks, neighborhood parks, and local trails is assigned to cities, villages, and towns. Map 2-1g shows the outdoor recreation element of the park and open space plan.

The Kenosha County Park and Open Space Plan provides for new facilities and improvements at three existing County parks: Brighton Dale Park, Petrifying Springs Park, and Silver Lake Park. Two new major county parks were proposed in the original plan, Bristol Woods Park and Fox River Park, which have since been developed. The plan also recommends that the County acquire a new County Park along the Des Plaines River in the Village of Pleasant Prairie; this park was acquired and has been developed by the Village of Pleasant Prairie (Prairie Springs Park). Several plan recommendations for facility improvements to the Bong State Recreation Area have been implemented including the development of an all-terrain vehicle trail, beach and shoreline improvements, and construction of a handicapped-accessible fishing pier. A 1999 amendment to the plan recommends that the County acquire and develop a new major park in

to a cable Internet connection (gateway) maintained by a local exchange company. Information is also disseminated from the Internet to the access network, then to local users through the backhaul network.

⁷ Documented in SEWRPC Planning Report No. 53, *A Regional Broadband Telecommunications Plan for Southeastern Wisconsin*, October 2007.

⁸ Documented in SEWRPC Community Assistance Planning Report No. 212, *A Comprehensive Plan for the Kenosha Urban Planning District*, December 1995. The plan pre-dates the comprehensive planning law and therefore does not meet all current State requirements for a comprehensive plan.

⁹ Documented in SEWRPC Community Assistance Planning Report No. 131, *A Park and Open Space Plan for Kenosha County*, Wisconsin, November 1987. The County park plan was amended in April 1999.



western Kenosha County, specifically a site of about 550 acres in the Towns of Randall and Wheatland. Site amenities include a wetland providing habitat for two critical bird species, steep and rolling topography, and an abandoned gravel pit that is proposed to be developed for a swimming beach and non-motorized boating access. Proposed facility development also includes informal and group picnicking facilities, primitive group camping facilities, trails for hiking and cross-county skiing, soccer fields, ball diamonds, and a handicapped-accessible walking path and fishing pier. As of 2007, the County has acquired the site and is developing a park master plan.

Map 2-1d also shows bikeways recommended in the adopted Kenosha County Park and Open Space Plan, existing recreational trails within the State-owned Bong Recreation Area, and existing snowmobile trails. The County park plan recommends the development of a Fox River Trail. The proposed 10-mile trail would extend from the Wisconsin-Illinois State line north along the Fox River through Kenosha County and connect with the Fox River Trail proposed in Racine County. The County park plan further recommends that a 60-mile portion of the Fox River extending from the City of Waukesha downstream through Waukesha, Racine, and Kenosha Counties to the Illinois-Wisconsin State line be designated as a water trail. Canoe access and support facilities are recommended at regular intervals, not exceeding 15 miles, along the Fox River. A recommended canoe access point has been provided at Fox River Park.

The County park plan further recommends that adequate boat access be provided at all major inland lakes. Inland lakes are classified as lakes having a surface area of 50 acres or more. Public access has been provided at Benedict Lake, Camp Lake, Center Lake, East Lake Flowage (Vern Wolf Lake), Elizabeth Lake, George Lake, Hooker Lake, Lake Andrea, Lake Mary, Lilly Lake, Montgomery Lake, Paddock Lake, Powers Lake, Rock Lake, Shangri-la-Benet Lake, at Silver Lake. The County park plan recommends that a boat access facility be provided at Cross Lake and Voltz Lake by the Wisconsin Department of Natural Resources (DNR).

The open space preservation element of the plan recommends that the County acquire about 2,800 acres of land within a variety of park, parkway, and other open space sites in the County.

Kenosha County Farmland Preservation Plan

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

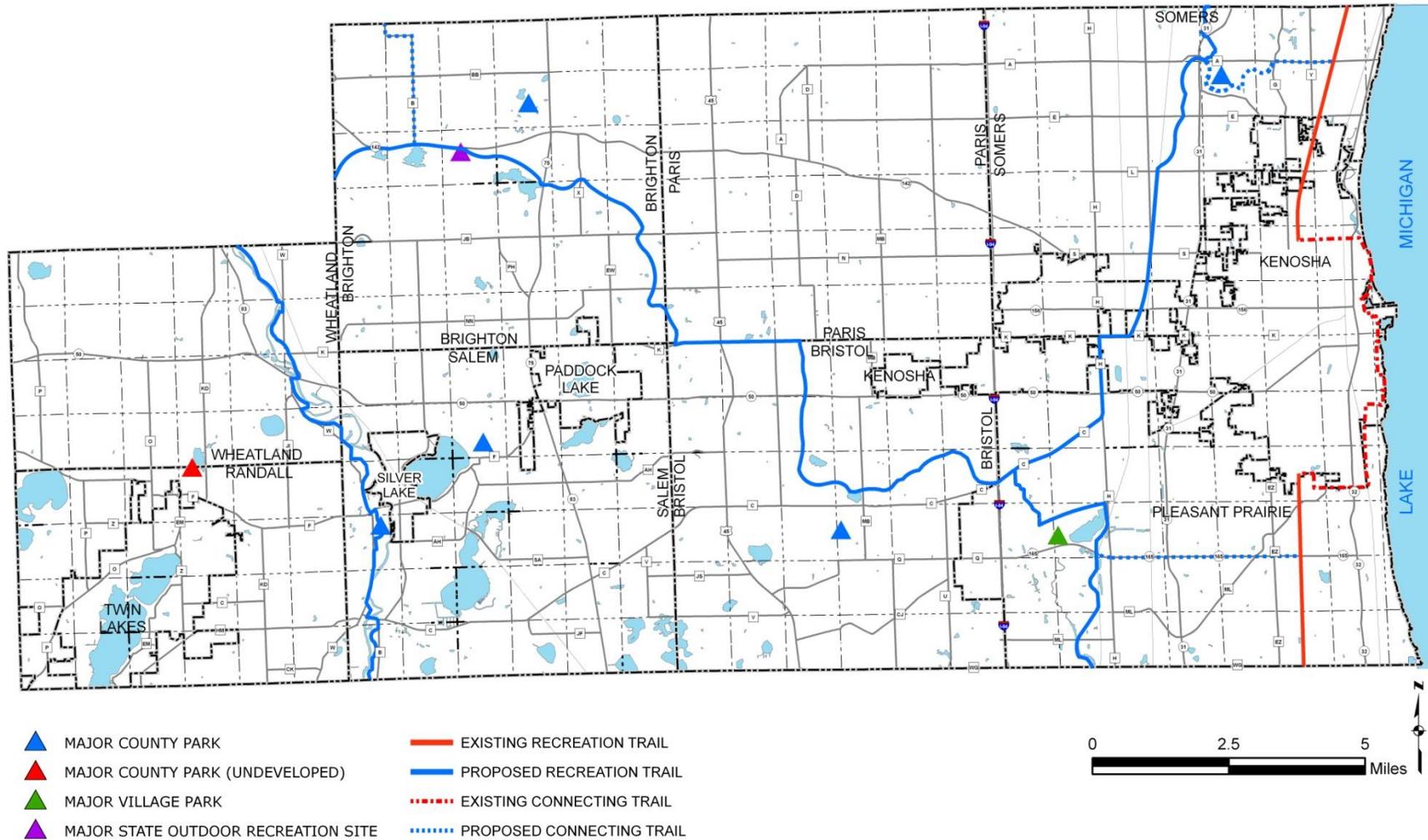
Prime agricultural lands in Kenosha County were identified by the Kenosha County farmland preservation plan,¹⁰ which was adopted by the Kenosha County Board in June 1981. Prime agricultural land was defined based on the following criteria: each farm must be at least 35 acres in size; at least 50% of the farm must be covered by soils which meet Soil Conservation Service (now the USDA Natural Resources Conservation Service) criteria for "Prime Farmland" or "Farmland of Statewide Importance" (generally Class I, II, or III soils); and the farm should be located in a contiguous farming area at least 100 acres in size.

Areas recommended for long-term farmland preservation were identified as part of this comprehensive plan and are set forth in the Agricultural, Natural, and Cultural Resources and Land Use elements.

¹⁰ Documented in SEWRPC Community Assistance Planning Report No. 45, *A Farmland Preservation Plan for Kenosha County, Wisconsin, June 1981*.



MAP 2-1g OUTDOOR RECREATION ELEMENT OF THE KENOSHA COUNTY PARK AND OPEN SPACE PLAN



Source: SEWRPC.



Following adoption of this plan, and depending on the status of the Wisconsin Farmland Protection plan¹¹, Kenosha County will consider updating the County farmland preservation plan.

Land and Water Resources Management Plan

A land and water resources management plan¹² was adopted by the County Board in September 2000 and updated in 2007. The plan identifies a set of priority issues related to County land and water resources, including: stormwater management, sedimentation, animal waste runoff, yard waste management, illicit dumping of waste, excessive fertilizer and pesticide application, wetland resource protection, groundwater degradation, loss of farmland and open space, and lack of riparian buffers. These concerns and issues were used as a basis for developing the goals, objectives, and recommended actions for the plan. Recommendations specific to each of the County's five watersheds were divided into the following categories: agricultural land use, nonagricultural and urban land use, water quality and wildlife habitat, educational programming, and groundwater. To address these issues the plan identifies the following goals: reduce agricultural and non-agricultural nonpoint source pollution; reduce sedimentation in agricultural drainageways; encourage urban density land use only within identified urban service areas; improve the overall water quality and wildlife habitat; continue to implement and enhance the County's shoreland management program; reduce the threat to groundwater contamination; and increase education and awareness on groundwater resources, natural resources, and the environment. The plan defines a work plan, which sets forth the objectives and actions that will be carried out in order to achieve the goals associated with each issue and identifies the agency or organization responsible for carrying out the listed action steps.

Des Plaines River Watershed Plan

The Des Plaines River Watershed Plan¹³ was adopted by the Kenosha County Board in October 2003. The Des Plaines River Watershed encompasses 133 square miles in the southeastern portion of the County. The plan delineates new floodplain boundaries and updates existing boundaries along all streams in the watershed. Plan recommendations were developed for future land uses, park and open space needs, stormwater and floodplain management, water quality management, and fisheries management. The watershed plan also recommends the continued maintenance and preservation in open uses of primary and secondary environmental corridors and isolated natural resource areas, and the preservation and restoration of potential prairie areas.

Flood Mitigation Plan for Kenosha County

The Kenosha County Board adopted a Flood Mitigation Plan¹⁴ for Kenosha County in December 2001. The plan is designed to update flood mitigation recommendations and minimize flood damage in the County. The study area for the plan includes the unincorporated areas within the Des Plaines River watershed, the Fox River watershed, and the Pike River watershed, and a portion of the Fox River watershed within the Village of Silver Lake.

¹¹ Several changes to the Wisconsin Farmland Preservation Program were proposed in 2006 as part of the State of Wisconsin Working Lands Initiative, which is summarized in Appendix 6-1.

¹² Documented in SEWRPC Community Assistance Planning Report No. 255(2nd Edition), A Land and Water Resources Management Plan for Kenosha County: 2008-2012, October 2007.

¹³ Documented in SEWRPC Planning Report No. 44, A Comprehensive Plan for the Des Plaines River Watershed, June 2003.

¹⁴ Documented in SEWRPC Community Assistance Planning Report No. 269, Flood Mitigation Plan for Kenosha County, Wisconsin, December 2001, with assistance from the Kenosha County Housing Authority.



The flood mitigation plan identifies the 100-year floodplain adjacent to the Fox River and around inland lakes within the County. Flood damage to structures within the Fox River floodplain has been identified as particularly severe and the removal of structures within the floodplain is identified as a high priority. To enable the County to accomplish its flood mitigation goal, the following five objectives were identified: 1) continue the voluntary acquisition/relocation program of residential and commercial properties in the Fox River floodplain; 2) ensure that all property acquired in the Fox River floodplain is set aside as permanent open space; 3) maintain stringent zoning regulations that prohibit the expansion of existing and the development of new residential and commercial structure in the 100-year floodplain; 4) maintain an inventory of structures at risk of flooding; and 5) disseminate information related to flood prone areas. As of mid-2007, 119 parcels along the Fox River had been acquired by the County.

I-94 South Freeway Corridor Plan

The I-94 South Freeway Corridor Plan¹⁵ sets forth a land use and transportation system development plan for an approximately six-mile wide corridor on either side of I-94 extending from the Wisconsin-Illinois State line north into the Cities of Franklin and Oak Creek in southern Milwaukee County. The plan included recommendations to modernize freeway interchanges; particularly the unbraiding, or separation, of all freeway on- and off-ramps in Kenosha County from the network of frontage roads. Wisconsin Department of Transportation (WisDOT) has completed an environmental assessment and preliminary engineering for the I-94 freeway segment in Kenosha and Racine Counties, including modernization of the interchanges. Plans for the new interchanges were incorporated into the freeway reconstruction study completed by SEWRPC in 2003.¹⁶ The interchanges will be improved prior to or coincident with freeway reconstruction. This work commenced in the summer of 2009.

In accordance with Section 84.295(10) of the *Wisconsin Statutes*, deed restrictions have been placed on all properties affected by the new interchange designs. Property owners must notify WisDOT by registered mail at least 60 days prior to selling an affected parcel or constructing or altering a building on an affected parcel. A property owner is not prohibited from selling or developing an affected parcel, but no damages are paid for any construction or alterations made without the 60-day notice to the WisDOT. WisDOT also has the option of acquiring the parcel following the required notification.

The plan also recommends the reservation of larger areas for residential, commercial and industrial development to meet anticipated development needs further into the 21st century. Importantly, the recommended plan seeks to place new commercial and industrial development at strategic locations along the freeway, including in the vicinity of the STH 165 and STH 50 interchanges, and conversely, seeks to avoid a pattern of continuous strip development along the 30-mile freeway corridor.

Highway Access and Development Plan for STH 50 between I-94 and 60th Avenue

Completed in 1986, this plan was developed cooperatively by the former Town of Pleasant Prairie, the City of Kenosha, and WisDOT in response to anticipated development along STH 50 between I-94 and 60th Avenue. This plan recommends limited access along STH 50 as a key strategy to ensuring that the highway is able to properly handle the expected increase in traffic volumes typically associated with new development. Specifically, the plan recommends the number and location of private and public access points and median openings, as well as the

¹⁵ Documented in SEWRPC Planning Report No. 200, *A Land Use and Transportation System Plan for the I-94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties, Wisconsin, December 1991.*

¹⁶ Documented in SEWRPC Planning Report No. 47, *A Regional Freeway System Reconstruction Plan for Southeastern Wisconsin, May 2003.*



location and configuration of frontage roads. Currently, WisDOT is conducting a study on STH 50 between I-94 and 43rd Avenue to evaluate the need for additional lanes, to study access points to improve highway efficiency, and to analyze traffic at intersections. The outcomes of this study will be used to develop a traffic signal plan, an Environmental Assessment (EA), a functional plan outlining the preferred option, and a Design Study Report (DSR). Additionally, study findings will be used in collaborative planning efforts between WisDOT, Kenosha County, the City of Kenosha, and the Village of Pleasant Prairie to create an access management plan for additional developments along the corridor. An update to this Plan is being completed by the WisDOT with cooperation from the Village and the City of Kenosha.

Economic Summit Reports

In August 2001, the first Kenosha County Economic Summit¹⁷ was hosted by the Blue Ribbon Strategic Plan Task Force, a subcommittee of the Kenosha County Workforce Development Board, appointed by the County Executive. The format of the Summit divided attendees into focus groups. The following recommendations were put forth by the infrastructure focus group: inventory the communications and technology assets owned by private companies; coordinate the development of a comprehensive plan; develop a set of "best practices" for infrastructure development; foster discussion on specific responsibilities of each level of government; explore funding opportunities for transportation infrastructure improvements; complete data sharing agreements among various levels of County government; and strengthen relationships with government and business counterparts in Lake and McHenry Counties in Illinois. Additional focus groups developed recommendations on topics including education, quality of life, economic base and diversification, income and ability to pay, and technology zones.

In March 2007, over 150 business, government, education, and community service leaders attended a second Kenosha County economic summit, "Solutions for the Future"¹⁸. A subcommittee of the Kenosha County Workforce Development Board, appointed by the County Executive, developed the summit program. The morning session gave attendees information about the County's growth, economic issues to consider, and links with the Chicago region.

Attendees broke into focus groups charged with developing specific action plans that the County should consider to ensure that Kenosha County is poised to grow and have high-skill, high-wage jobs while maintaining and improving the quality of life. The following recommendations were put forth by the Infrastructure for the Future focus group:

- Support the expansion of commuter rail
- Fully fund infrastructure support
- Build telecommunications structure for broadband
- Improve lakefront access for quality of life

Additional focus groups developed recommendations on topics including Meeting Employer Training Needs in a Non-Traditional Way, Employing the Hard-to-Employ, Supporting Entrepreneurship, Directions for Economic Development, and Recruitment and Retention. Recommendations were developed to: attract creative and non-traditional industries; engage and involve the younger generation (ages 24-45) especially in community leadership; rehabilitate the older infrastructure and add new infrastructure; develop a strategy for involving and attracting retirees; and develop a healthy downtown Kenosha.

¹⁷ Documented in *Kenosha County Economic Summit Report, November 2001, prepared by the Office of the Kenosha County Executive, Kenosha County Workforce Development Board, and the Blue Ribbon Strategic Plan Task Force.*

¹⁸ Documented in the forthcoming *Kenosha County Economic Summit Report, being prepared by the Office of the Kenosha County Executive, Kenosha County Workforce Development Board, and the Blue Ribbon Strategic Plan Task Force.*

