9. EAST SIDE NEIGHBORHOOD (E1/E2)

ADOPTED FEBRUARY 2006

9.1 PUBLIC PARTICIPATION AND PLANNING PROCESS

Public Meeting #1 - Public Input/Kick-Off Meeting

On April 26, 2005, a Public Input Session was held at Olympia Brown School to gather public input regarding issues and opportunities within the neighborhood. Due to the uncertainty of attendance, it was decided to hold the Design Preference Survey at a later date.

Workgroup Meetings

Neighborhood business owners, neighborhood resident volunteers, Village Board members, and Village Plan Commission members formed the Neighborhood Workgroup and met over a nine month period to develop the Neighborhood Plan. All workgroup meetings were open to the public. Time was allotted at the end of each workgroup meeting for non-workgroup "observers" to voice comments, questions, and concerns.

Design Preference Survey

On August 29, 2005 a Design Preference Survey was conducted at the East Side Community Center. Residents were asked to rate various images. After the images were rated, the audience was asked to discuss the pros and cons of each image. The results of the survey were tabulated and presented to the Workgroup on September 26th, 2005.

Public Meeting #2 - Public Open House

On November 28, 2005 a Public Open House was held at the East Side Community Center. The primary purpose of the Open House was to gain feedback on the draft E1/E2 Neighborhood Plan. The main issue of discussion by residents during the Open House revolved around traffic concerns (i.e. congestion, improvements, funding mechanism, priority of improvements, etc.) and how these concerns may be addressed in a short-term and long-term time period. Revisions to the plan were made in response to public comment received at this meeting.

Vulcan Quarry Property Meeting

On January 9, 2006 a special Workgroup meeting was held to address issues and concerns regarding the Vulcan Materials Property. A representative from Vulcan Materials gave a presentation regarding the property that they own, and answered questions raised by the public regarding land use and general operation issues of the quarry.

Public Meeting #3 - Village Committee Meeting

On January 16, 2006 a meeting was held at the East Side Community Center to update various Village Committees and Commissions and solicit feedback on the draft plan. The

following groups were invited to attend and sent a copy of the draft plan: Planning Commission, Village Board, Park Commission and Director, Caledonia #1 Sanitary District, E1/E2 Workgroup, Police Chief, Fire Chief, and Highway Superintendent.

Public Meeting #4 - Public Hearing

On January 25, 2006, a public hearing was held at the East Side Community Center before the Village Plan Commission and Village Board.

E1/E2 Neighborhood Workgroup Members

Village Officials

Linda Mielke - Plan Commission Chairperson
William Sasse - Plan Commission Member
Dan Grosse - Plan Commission Member
Jim Morrill - Plan Commission Member
Raymond Olley - Plan Commission Member
Bill Folk - Plan Commission Member
Elaine Radwanski - Plan Commission Member
Jonathan Delagrave - Village President
Howard Stacey - Village Trustee
David Prott - Village Trustee
Ron Coutts - Village Trustee
Kevin Wanggaard - Village Trustee

Village and County Staff

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

Citizen Members

Heather Doebereiner - Neighborhood Resident
Chris Gracyalny - Neighborhood Resident
Loren Heather - Neighborhood Resident
Bill Infusino - Neighborhood Resident
Curt Kubert - Neighborhood Resident
Donald Lindner - Vulcan Materials Business Rep.
Bill Lister - Neighborhood Resident
Stan Matson - Neighborhood Resident
Alison McCulloch - Neighborhood Resident
Gene Pagel - Neighborhood Resident
Jennifer Pennings - Neighborhood Resident
Ron Schulgit - Neighborhood Resident
Dinah Sparks - Neighborhood Resident
Ellen Troitzsch - Neighborhood Resident
Sue Woiteshek - Neighborhood Resident

Resource People

Jerry Nelson - Crestview Sanitary District Rep.
Paul Orlowski - Drainage Commissioner
Mike Rousey - North Park Sanitary District Rep.

9.2
NEIGHBORHOOD ISSUES

The E1/E2 neighborhood is a unique area of the Village of Caledonia. This neighborhood is the most built-out of all the neighborhoods in the Village. This neighborhood offers a variety of social and economic opportunities for the Village's residents and therefore is viewed as the core of the Village.

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

Traffic and Circulation

Existing Network

The existing road network offers adequate local access within the Village of Caledonia; however, the access between neighborhoods and beyond is incomplete in some areas and inadequate in others. The main transportation issues in the E1/E2 Neighborhood include completing the road network and maintaining a hierarchy of roads to preserve neighborhoods. The main areas of concern are the collector and arterial classifications of roads between the subdivisions and neighborhoods.

The identification of primary routes through and around the East Side of the Village was completed using a field review, discussions with staff, and a review of existing traffic volumes. The field review was completed on the morning of September 7, 2005. Village Staff and the Workgroup identified the roads listed below as the primary areas of concern with the following observations:

6 Mile Road

1. Area east of railroad tracks is heavily residential with many driveways on side roads.

2. There exist a number of subdivisions that feed onto the road.

3. A railroad crossing is scheduled to be separated by a bridge over 6 Mile Road.

4. 7 Mile Road is scheduled to be closed at the railroad tracks moving access to the properties east of the railroad tracks to 6 Mile Road.

5. Opportunities for large scale development including commercial at STH 32 intersection exist west of the railroad tracks.

6. 2002 Average Daily Traffic (ADT) - 2900 vehicles east of Middle Road and 7000 vehicles west of STH 31.

5 Mile Road

1. Gaps exist at Klema Ditch and Erie Street.

2. East of Middle Road is a new subdivision.

3. Additional new subdivisions exist east of Klema Ditch.

4. There exists a narrow rural road west of Middle Road with at grade railroad crossing.

5. There is a two-way stop sign control at the intersection with STH 32.

4 ½ Mile Road

1. Gap exists at Erie Street.

2. The development pattern is largely residential from Middle Road to the east.

3. Subdivisions access out to 4 ½ Mile Road.

4. Intersection with Middle Road is very close to STH 32.

4 Mile Road (CTH G)

1. There exists a large commercial node at STH 32.

2. A small commercial node exists at Charles Street.

3. There are isolated businesses located from Chester to Main Streets.

4. Observed constant traffic stream from Main Street to STH 32 during non-peak traffic volume time period.

5. 5 Mile Road provides access to I-94.

6. 2002 ADT - 7600 vehicles east of Erie Street, 8800 vehicles east of Charles Street, 8900 vehicles east of STH 32, and 10,200 vehicles west of STH 32.

3 Mile Road

1. Commercial areas exist at the east end in the City of Racine.

2. There exists a large industrial user at Charles Street (Vulcan Quarry).

3. Commercial nodes exist at STH 32.

4. Traffic stream is constant with large volume to and from the City of Racine.

5. 2002 ADT - 2700 vehicles east of Main Street, 6300 vehicles east of Erie Street, 6600 vehicles west of Erie Street, 9000 vehicles east of Charles Street, and 9800 vehicles east of STH 32.

Middle Road

1. At the north end of Middle Road, most of the driveways are located on side streets.

2. Road is widened with a parking lane on the east side of the road north of Thorn Apple Court.

3. Provides north/south access to a subdivision east of the railroad tracks.

4. Intersection at STH 32 provides only existing grade separation crossing of the railroad in E1/E2 neighborhood.

5. The road is narrow and driveway access is difficult.

6. There exists a large volume of northbound movement from STH 32 to Middle Road.

7. 2002 ADT - 3700 vehicles north of 4 ½ Mile Road.

Erie Street

1. Very distinct character differentiation at 4 Mile Road and 3 Mile Road.

2. Dense urban setting present at 3 Mile Road with multi-family and commercial development.

3. The north end of Erie Street is residential in nature with large vacant lands in between lots.

4. There are several subdivisions that feed onto Erie Street.

5. 2002 ADT – 4,000 vehicles north of 3 Mile Road, and 3700 vehicles north of 4 Mile Road.

Main Street

1. Commercial and multi-family development exist at the south end.

2. Subdivision access is provided.

3. There is a steady stream of traffic from the south to CTH G.

4. 2002 ADT – 8,400 vehicles south of 3 Mile Road, and 5,600 vehicles between 3 Mile and 4 Mile Roads.

Road Improvements and Upgrading

Village Staff and Workgroup members identified several roads that are in need of improvements. These improvements range from pavement resurfacing to upgrading from a two lane road to a four lane road to accommodate increasing traffic volumes. The roads that have been identified in this neighborhood are as follows:

1. Three Mile Road (Hwy 32 to Main Street)
2. Middle Road (Hwy 32 to Six Mile Road)
3. Six Mile Road (Novak Road to Hwy 32)
4. Erie Street (Three Mile to Four Mile Road)
5. Four Mile (Hwy 32 to Main Street)

Figure 9-1 best illustrates the discussion of road classifications. The amount of access versus increasing movement (speed) is obviously quite different between a cul-de-sac and freeway. The gray area is between arterials and collectors. In general, the collector services local neighborhood traffic while the arterials service the collectors and traffic moving between neighborhoods.

The volume of traffic within each classification can accommodate overlaps. There is also the issue of multiple access points along a road that develops into an arterial over time. The number of access points would ideally be reduced as changes in property usage occur. The large number of access points on an arterial also impedes free flow movement that can be improved with the addition of a median.

The roads noted in the existing section fall into two categories, arterials and collectors. There are also subcategories of major and minor within each one. The differences in volumes are not the issue so much as the character of the traffic that would be using it.

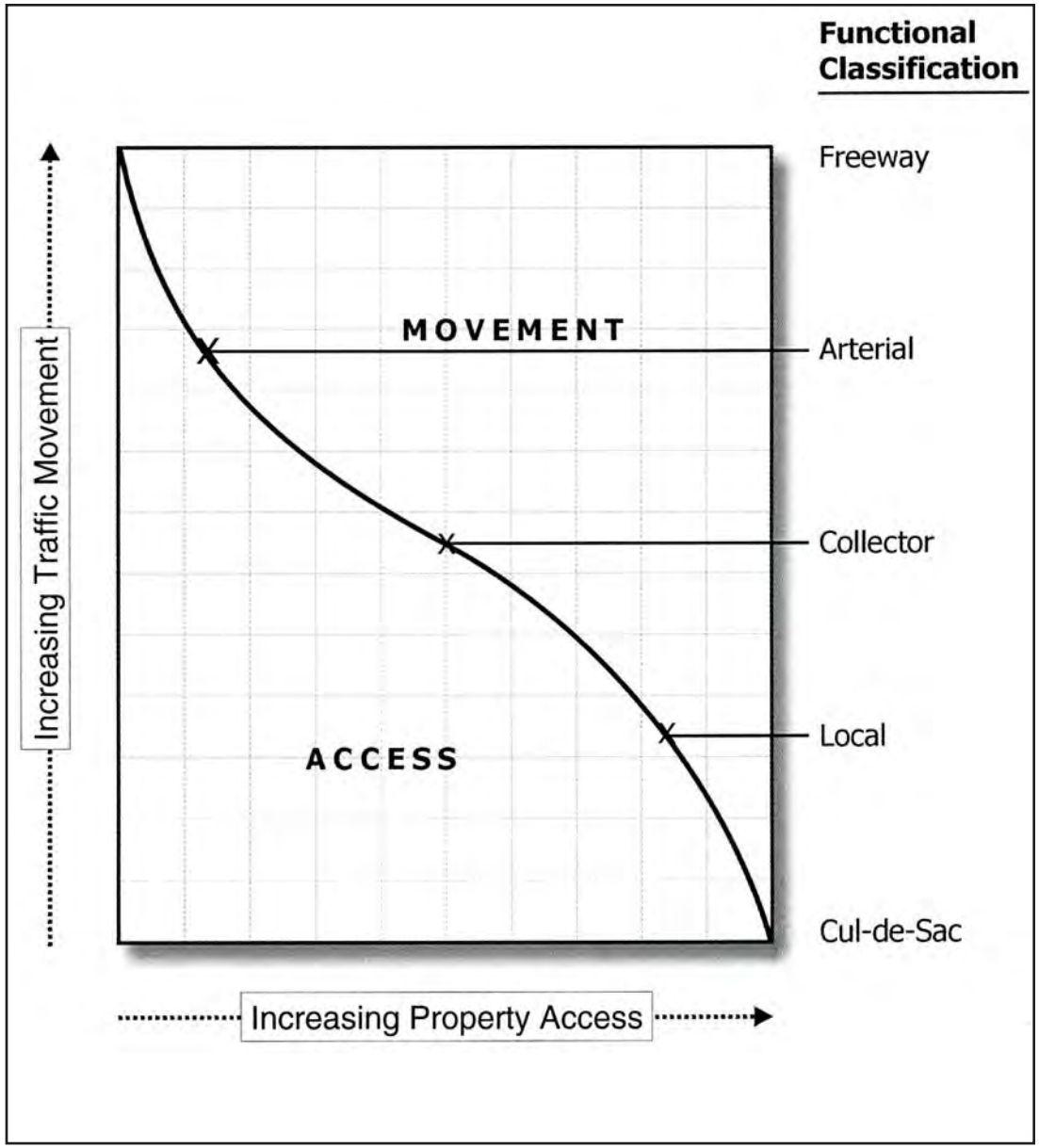


Figure 9-1. Functional Classification - Source: GAS.

The roads noted by the Village Staff and Workgroup are classified by the primary functions that need to be served in the community. The existing roads may not currently meet the classification needs noted below. The classifications are recommended to be used as policies for future needs as each road segment is addressed for maintenance or under-capacity issues.

The roads classified as Arterials (Figure 9-2) which may require upgrades are:

1. 6 Mile Road (west of Middle Road)
2. 4 Mile Road
3. 3 Mile Road
4. Main Street

The typical sections show four different options. All four options assume a four-lane facility. The remaining features often can be mixed or matched to meet the needs of a particular location. The right-of-way required for the different options is also shown. The location of a walk path or trail off the road for pedestrians, and potentially bikes, is recommended for safety reasons. The higher speeds and traffic volumes normally associated with an arterial presents a safety concern for the youngsters of the community.

The roads noted above provide considerable through movement to other destinations beyond the neighborhoods and adjacent lands. Frequently four lanes are required to adequately address the volume of traffic through the corridor. The higher volume corridors also should include a median, which would promote safer access from local roads. The median would also reduce the number of locations traffic would be impeded, ultimately improving traffic flow.

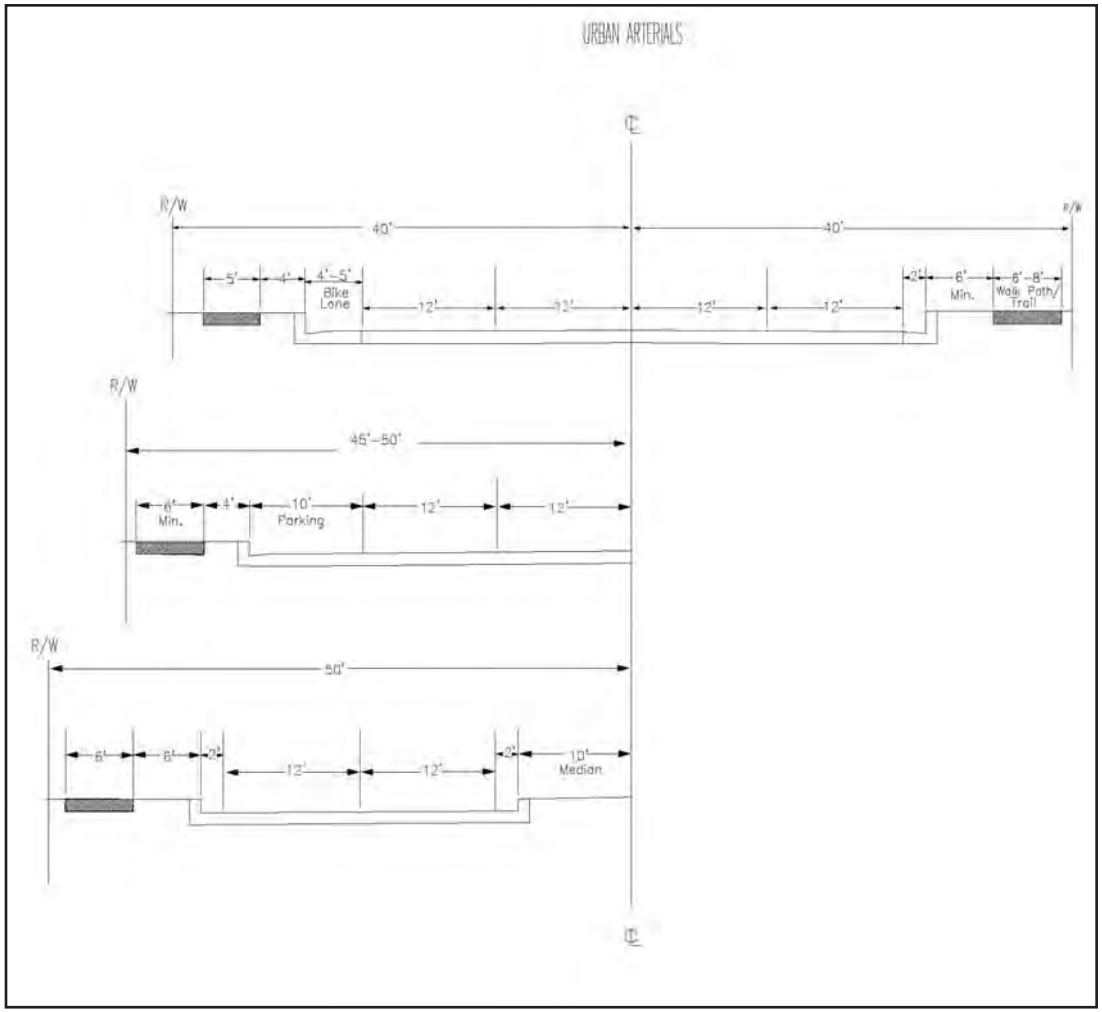


Figure 9-2. Urban Arterials - Source: GAS.

The roads classified as Major Collectors (Figure 9-3) which may require upgrades are:

1. 6 Mile Road, east of Middle Road
2. 4 ½ Mile Road
3. Middle Road
4. Erie Street

The typical sections show three different options. All three options assume a two-lane facility. The remaining features often can, again, be mixed or matched to meet the needs of a particular location. The right-of-way required for the different options is also shown. The location of a walk path or trail off the road for pedestrians, and potentially bikes, is recommended for safety reasons. The speeds and traffic volumes normally associated with a major collector presents a safety concern for children in the community. The roads noted above are the higher volume of the collectors. While abutting property access is important, providing a cross section that will handle the traffic volumes anticipated is equally important.

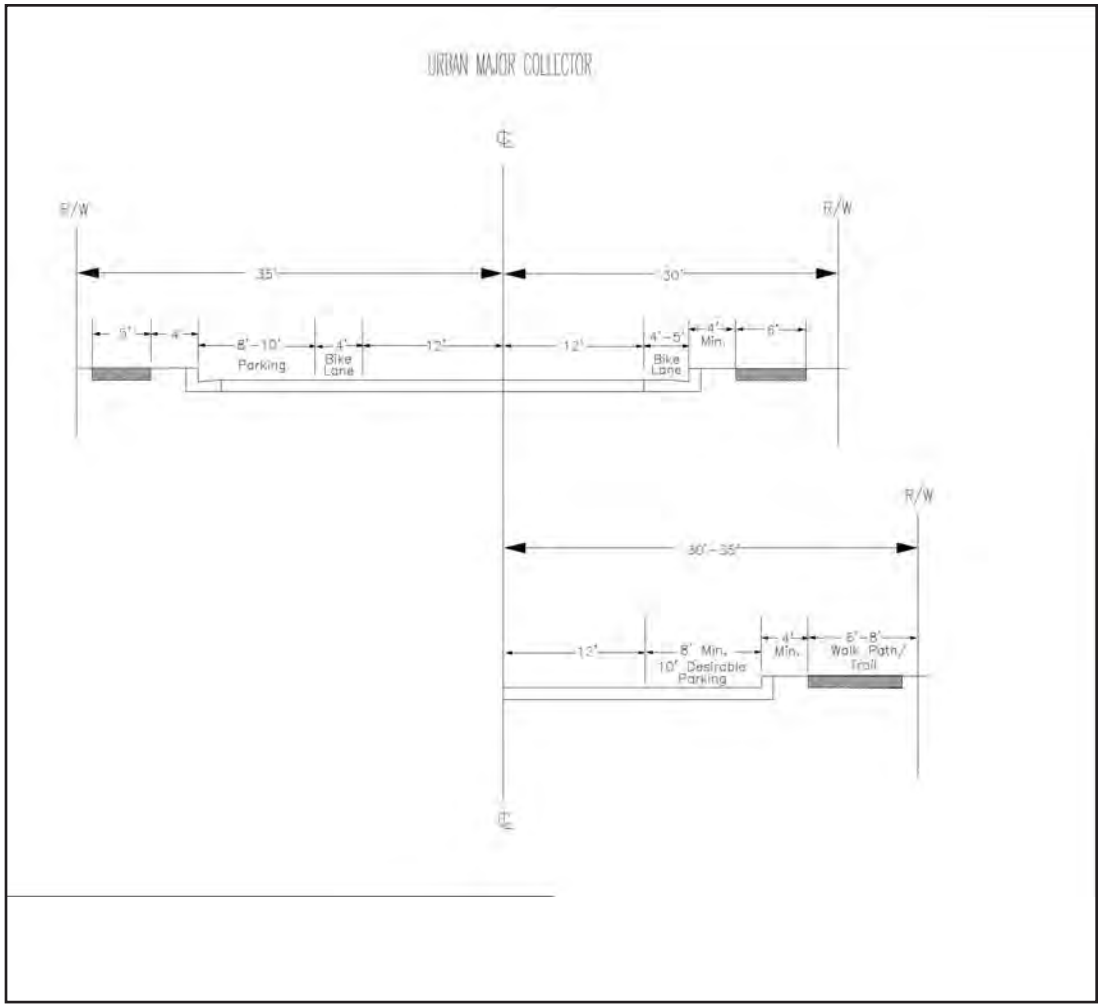


Figure 9-3. Urban Major Collectors - Source: GAS.

The roads classified as Minor Collectors (Figure 9-4) which may require upgrades are:

1. Five Mile Road

The typical sections show two different options. Both options assume a two-lane facility. The remaining features often can, again, be mixed or matched to meet the needs of a particular location. The right-of-way required for the different options is also shown. The location of a walk path or trail off the road is a viable option. The lower speeds and traffic volumes normally associated with a minor collector presents less of a safety concern. The provision of a shared parking/ shared lane reinforces that idea.
The minor collectors are still bringing together the traffic from local neighborhoods but do not include the higher volumes. These areas tend to connect to higher or major collectors or to the arterial system directly as a minor intersection. An example is Novak Road, as shown in Figure 9-5.

Other areas of concern include maintaining reasonable speeds through residential areas, establishing safe locations for pedestrians and bicyclists, and addressing spot locations that hamper safe access to neighborhoods.

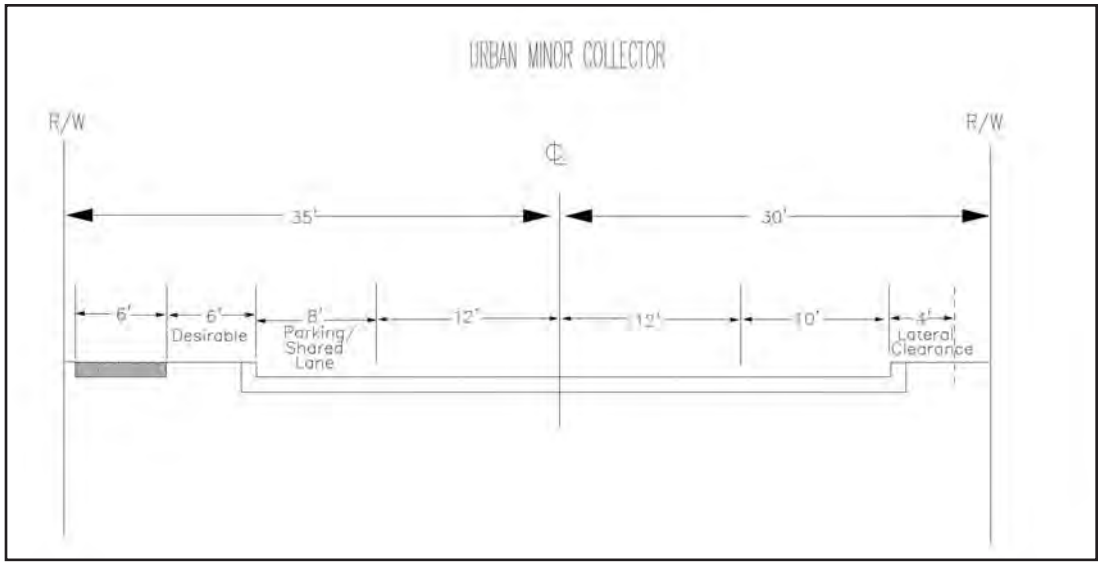


Figure 9-4. Urban Minor Collector - Source: GAS.

Improvement Priorities

The E1/E2 Workgroup and Village Staff have identified three projects as priorities for road improvements. The current priorities are identified as:

1. Middle Road (STH 32 to Six Mile Road including the intersection of 4-1/2 Mile Road and Middle Road: Figure 9-6)
2. 4-1/2 Mile Road Extension
3. 4 Mile Road (Main Street to STH 32)

The priority list will be updated as a part of the Capital Improvement Program (CIP) on a biannual basis by Village Staff. A safety audit is also recommended to identify spot issues that may need to be addressed.

Pedestrians/Bicyclists

The typical sections show options for handling pedestrian and bicycle traffic between neighborhoods. To ensure safety, off-street options need to be offered in high traffic volume areas. On a minor collector street, it is desirable to have a walking path or bike trail to allow safe shared usage of the street. Major collectors and arterials have higher traffic volumes and speeds. Safe separation of traffic from pedestrians and bicyclists is strongly encouraged (Appendix H).

Spot Improvements

Village Staff noted problems at 4-1/2 Mile and Middle Road intersection due to extended queuing on 4-1/2 Mile Road during the peak traffic hours. Generally this occurs because of both the close proximity of STH 32 intersection with Middle Road and the priority of movement that Middle Road receives. A detailed traffic study will need to be conducted to develop options for improvements without creating new problems adjacent to it.

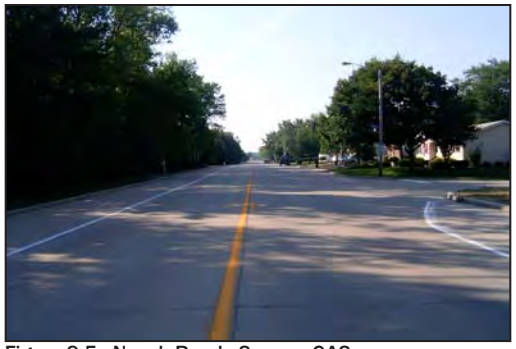


Figure 9-5. Novak Road - Source: GAS.

Figure 9-6. Middle Road & 4½ Mile Road - Source: GAS.

Intersection Design

Intersection improvements, in general, can be undertaken using a number of different options. Before any option can be selected, a detailed engineering study must be completed to properly identify specific problems, and analyze different solutions to determine which one is most effective. The addition of a traffic signal or stop sign requires the analysis of a set of warrants to determine if those devices should be installed, or a different set of options considered. The warrants are based on traffic volumes, accidents, and visibility.
Some of the options that can improve an intersection problem include:

Raised Intersection - Source: GAS

Speed Table - Source: GAS

Speed Hump - Source: GAS

Figure 9-7. Examples of Traffic Calming Devices.

1. Adding turn lanes
2. Adding through lanes
3. Changing existing lane usage at multilane approaches
4. Clearing out vision corners to improve sight distance
5. Installing stop signs
6. Installing traffic signals
7. Installing a roundabout

Traffic Calming

Traffic calming is a popular buzzword in neighborhood planning today. It can take many forms depending on the impact that is desired (Figure 9-7). The two major outcomes are 1) controlling speed, and 2) controlling or discouraging through traffic and volume control. While there are many benefits to implementing these measures, there are also downsides. Improperly or misunderstood applications can lead to a backlash from the abutting neighbors requesting removal of the particular application.

Speed control can take three recommended forms for lower speed (under 35 mph) arterials and collectors including the raised intersection, speed table and speed hump. The roundabout solution noted above for solving intersection operational issues can also be used to control speed. Consideration needs to be given to abutting land uses, desired impact, undesirable results (is the traffic cutting through local streets instead?), and protective services response times.

The raised intersections are flat raised areas covering an entire intersection, with ramps on all approaches. Often, the flat section is textured. Improved safety for both pedestrians and vehicles, is one advantage, along with a positive aesthetic value and the capacity to calm two streets at once. It provides a visual cue that the area belongs to pedestrians. Locations selected for this type of treatment tend to have substantial pedestrian activity. The image to the right is an example used in a downtown village setting.

The speed table is essentially a flat-topped speed hump that is often constructed with textured materials on the flat section. They are typically long enough for the entire wheelbase of a passenger car to rest on the flat section. A location to consider is at the intersection of Middle Road and 6 Mile Road. At this intersection, a change in character of the abutting properties lends itself to a change in speed limit. The downside of this option is that it tends to increase traffic noise. This may or may not be a disturbance to the adjacent landowners. The photo to the right shows a sample installation.

The speed hump is a rounded raised area placed across the road. It is not recommended for arterials. For collectors the application reduces speeds in selected blocks by placing 10 to 14 foot long humps in the road, generally raised three inches above the pavement. It slows traffic down without bringing the traffic to almost a stop, such as a speed bump would. The downside to the speed hump is that studies show there has been driver 'backlash' by improperly placed speed humps. The 'backlash' has included driving along the gutter to avoid the full impact of the slow down, peeling out and other noisy exits intended to disturb the neighbors. A sample installation is illustrated to the right. Additional measures are available to reduce volume and speed of traffic through local streets.

The major experience in Wisconsin has been the need to have substantial neighborhood buy-in on the proposed measure. A policy needs to be established that requires a neighborhood to request the measures; temporary installations to demonstrate the effects on the neighborhood; and individual ballots from abutting property owners approving the permanent installation of the measure. The policy also needs to consider potential impacts on how fire and police vehicles can access the areas, as well as response times.

The City of Madison has a good model on which to base a policy, titled "Neighborhood Traffic Management Program, Objectives, Policies and Procedure". The table of contents lists the following under Procedure/ Process:

1. Apply to Participate
2. Determine Project Type
3. Develop Plan
4. Priority Rank Projects
5. Petition-to-test/ Install Traffic Management Devices
6. Evaluate Test Traffic Management Device
7. Neighborhood Approves Permanent Installation
8. City Council Action
9. Board of Public Works
10. Construct Permanent Traffic Management Device(s)
11. Maintenance
12. Follow-up Evaluation

The step-by-step procedure is very clear and gives a strong methodology for a neighborhood to participate or decline to participate.

Road Extensions and Connections

The Village Staff and Workgroup members have identified two roads within the neighborhood that should be extended and connected in the future. The two roads are

Four and One Half Mile Road (extending road to Erie Street) and Five Mile Road (spanning Klema Ditch and extending road to Erie Street). The implications of these connections on traffic counts, land use, and land value needs to be further studied.

GAS has identified two locations where the existing road network is incomplete. These locations are:

1. 5 Mile Road - spanning Klema Ditch and extending the road to Erie Street
2. 4-1/2 Mile Road - extending the road to Erie Street

The completion of the road network reduces the concentration of traffic in a few locations without putting undue pressure on adjacent neighborhoods.

Both of these road extensions are physically possible and allow better east/west access from the far East Side of the neighborhood. There is also the benefit of providing reduced response time for protective services such as fire and police services.

Completion of the road network has benefits to the village as a whole. The opportunity to fill the gaps may not occur with proposed development. The village may choose to complete these road segments as a village project. A policy to determine what road segments are eligible is required. Funding of the projects will need to be determined as well. The issues that will need to be addressed to develop a policy are:

1. Eligibility of a project to receive village funding. This can be addressed by stating that the road must be included in the neighborhood plan as an identified segment needing completion.

2. Determination that the project is providing a safety improvement, such as fire and police response times.

3. Determination of an assessment fee, narrow impact fee, and shared costs. The option of how to fund a project needs to be included in the policy prior to acceptance of the first project.

Jurisdiction of Roads

Southeastern Wisconsin Regional Planning Commission (SEWRPC) is currently conducting a jurisdictional study. Roads within the Village of Caledonia that are part of this jurisdictional study are as follows:

1. Seven Mile Road (I-94 to Hwy 32)
Currently a Village road, under consideration to be a County road

2. Nicholson Road (CTH K to Milwaukee County Line)
Currently a Village road, under consideration to be a County road

3. Four Mile Road (Hwy 31 to Hwy 32)
Currently a Village road, under consideration to be a County road

4. Four Mile Road (Hwy 32 to Main Street)
Currently a County road, under consideration to be a Village road

5. Main Street (Three Mile Road to Four Mile Road)
Currently a Village road, under consideration to be a Wind Point road

6. CTH K (I-94 to Hwy 38)
Currently a County road, under consideration to be a State road

Pedestrian Circulation

Pedestrian circulation should be incorporated in any future development plans for the E1/E2 Neighborhood Plan. This Workgroup and Workgroups that have completed plans in adjacent neighborhoods have indicated that they value the ability to walk or bike to various areas within the Village. Pedestrian walkways and bicycle paths should be included as part of the street cross-section.

Environment

Environmental Corridors

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

Existing and Proposed Parks and Trails

The existing and proposed park and trail system in this neighborhood are a valuable part of the neighborhood. Appendix H illustrates the park and trail system within the Village of Caledonia.

Currently there are two conceptual trails to the west that should be extended eastward into the E1/E2 Neighborhood to improve public access. Extending these trails to the lake should also be considered as currently public access to the lake is generally restricted in this neighborhood.

Lack of Neighborhood Parks

Cliffside Park, Crawford Park, Chapla Park, Five and One Half Mile Park Marsh, Klema Ditch, and the Village's Stormwater Pond (Markay Basin) currently provide recreational amenities to the E1/E2 neighborhood. Of those, Workgroup members view Cliffside Park, Crawford Park, and Chapla Park as regional parks that serve the Village. Additional neighborhood parks should be incorporated in any future development plans for the area. For example, widening the buffer of Klema Ditch to create a park would be an appropriate form of land use along the ditch, and would also enhance the natural connections between the Klema Ditch, Lake Michigan to the east, and the C3 Neighborhood (Tabor Woods) to the west. The additional park spaces should meet the requirements of the Village's Park and Open Space Plan. Park spaces that do not meet the Village's standards need to be reviewed based on the costs and benefits to the neighborhood.

Crestview Park

Village Staff and Workgroup members have identified several issues with the common open space and park areas within Crestview Park as being sub-standard. Figure 9-8 illustrates the common open space and park areas. The issues identified are as follows: a) the common open space and park areas are located in the back of the lots, b) overtime adjacent property owners have to maintain parts of these areas as extensions of their property, c) there are limited public access points to these areas, and d) the role and responsibilities of the neighborhood association have not been enforced.

Lakefront Access Opportunities

There currently is limited public access to Lake Michigan within the E1/E2 neighborhood. Cliffside Park, Chapla Park, and the end of Five Mile Road and Erie Street are the only public access points to the lake. It is important to maintain these access points and work with lake property owners to increase opportunities for additional public access. Installing new public trails to allow for passive recreation is a potential solution.

Visual Character

Gateways into the Community

There currently is no significant gateway feature as one enters the Village of Caledonia from the north or south. Improvements to the intersection of Six Mile Road and Three Mile Road may serve as potential gateway features for the community.

Vulcan Materials Property

Vulcan Materials along Douglas Avenue has the potential to be a significant gateway feature for the Village at its south border. Representatives from Vulcan should work with Village Staff to create a well defined, highly visible entry piece that is well landscaped.

The Vulcan Materials property also has many dramatic vistas that should not be considered a liability. When properly framed and bordered by appropriate landscaping, these vistas can be aesthetically appealing. New landscaping and streetscaping should be considered to enhance these views.

Historic Sites

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

Social and Economic

The E1/E2 neighborhood is a unique area in the Village of Caledonia. This neighborhood is the most built-out in the Village. The neighborhood offers a variety of social and economic opportunities for residents and therefore is viewed as the core of the Village.

Potential Impacts of Road Improvements

The economic impacts of the suggested road improvements must be carefully studied to ensure that these changes do not limit future development/redevelopment or negatively impact existing land uses.

Development Opportunities - Residential

A majority of the E1/E2 neighborhood is currently built-out. Remaining development opportunities are small undeveloped parcels. Workgroup members have agreed that residential development should be allowed if it is compatible with the existing surrounding character of that area.

Figure 9-8. Crestview Subdivision.

Development Opportunities - Olympia Brown School Dormitories

The site of the abandoned Olympia Brown School dormitories (5945 Erie Street) (Figures 9-9 and 9-10) represents a unique problem and opportunity for the E1/E2 neighborhood area. The site offers the opportunity to establish potential connections to the lakefront and, at the same time, add significant value to the community. This site also presents some major challenges for redevelopment. They are as follows:

1. Adaptive reuse of the existing building seems difficult. The existing building has remained vacant for several years. No developer has been able to find a successful approach to accomplishing such a renovation. Consequently, it is likely that the building will require demolition, adding significantly to the cost of redevelopment.

2. Land costs for this site, given its unique location near the lakefront, will be substantially higher. This implies that any redevelopment process has to involve a much higher value development which would require higher densities and concepts that fit the immediate area.

3. The surrounding neighborhood will be benefited by converting an abandoned building into a useful project, but only if it such redevelopment is compatible with the immediate area. Much of the E1/E2 neighborhood has single-family detached homes on moderately sized lots; however, this site is surrounded by different building types and uses.

4. Redevelopment of the site will likely require legal action to amend or remove existing deed restrictions.

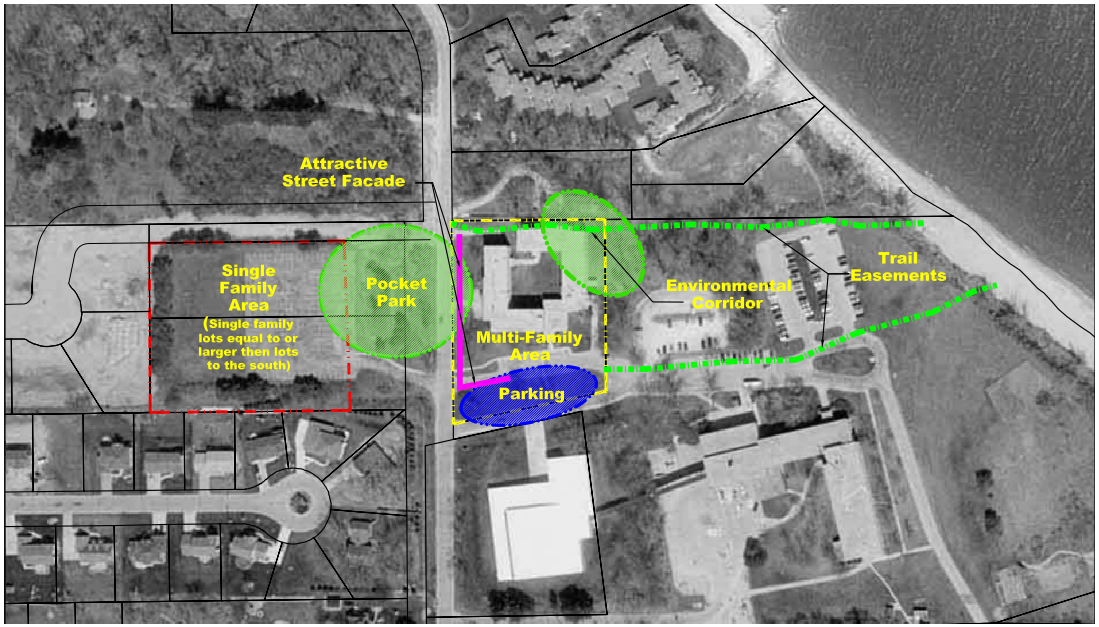


Figure 9-9. Site Diagram for Erie Street.

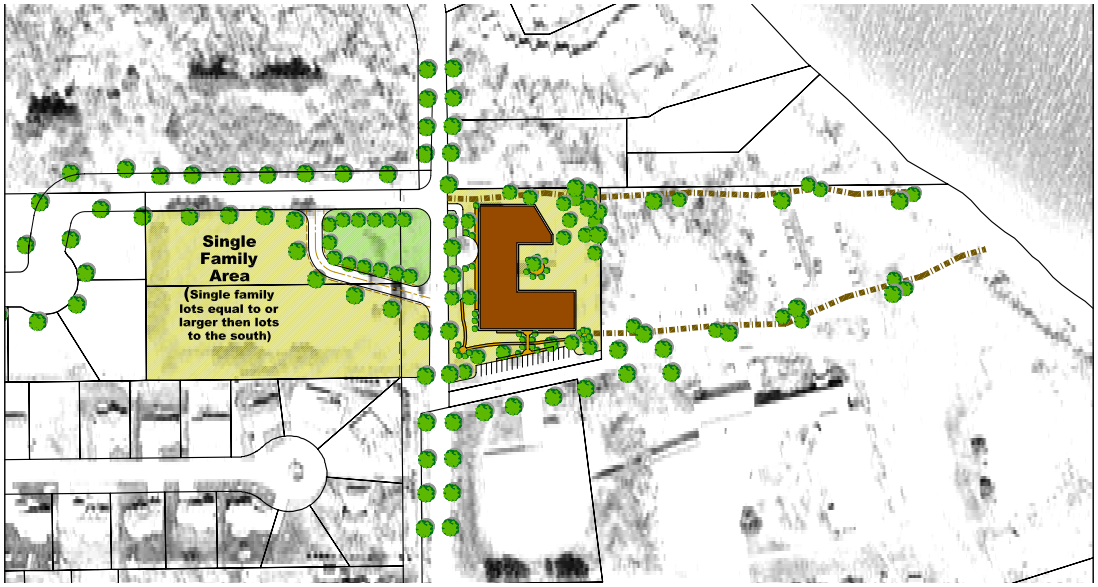


Figure 9-10. Conceptual Development for Erie Street.

The E1/E2 neighborhood plan should establish a direction whereby this site can be redeveloped in a way which fits the neighborhood and brings new value to the community.

Based on this analysis and related discussions, redevelopment of this site is recommended. Such redevelopment should follow the following policies:

1. Review Process

a. The concepts, conditions, and uses proposed for this subarea should be considered contingent upon a neighborhood review process that results in support from local residents. This review process should be conducted by the Village.

b. If, in the opinion of Village officials, this neighborhood review process results in a significant negative response from local residents then these concepts, conditions, and uses, should not be allowed and revisions to the plan, derived from the neighborhood review process, should be considered by the Village.

c. If, in the opinion of Village officials, this neighborhood review process results in a positive response from local residents then further consideration and review of proposals should occur, based on the concepts, conditions, and uses contained in the subarea plan.

d. Submission guidelines for new uses should include drawings that show, in detail, the relationship of the use of this site to the surrounding streets and all vistas approaching the site.

e. The site should be developed as a Planned Unit Development.

2. Land Use West of Erie Street

a. The linked site, west of Erie Street should be single family housing that is equal to or larger then the lots to the south.

3. Land Use East of Erie Street

a. The density should be considered less important than the height, views of the building, and the architectural character and composition of the proposed building.

b. Height limits must meet the needs for fire protection and should not exceed four stories.

c. The size and footprint of the new building should be comparable to the existing building.

d. If significant concerns are raised about traffic impacts, an abbreviated traffic impact analysis might be needed.

e. Higher density housing on this site should be allowed, up to 48 units, provided that it meets the other recommendations for redevelopment.

f. Higher density housing should be aimed at occupants that will place a high value on proximity to the lakefront. This includes views of the lake, access to the lake, as well as other opportunities to appreciate the lakefront.

4. Site Plan and Building Design

a. The Village should establish specific guidelines for the site design and architecture.

b. The buildings should face and parallel the street with significant landscape, front porches, entries and similar amenities that make the front pedestrian-friendly and attractive to nearby residents and passers-by.

c. There should be at least 2 parking spaces for all new residential units located below ground.

d. Surface parking should be allowed only for visitors and service. Such parking should be minimized and located only on the side or the rear of the building.

e. The buildings should be designed as four-sided buildings (i.e. all building elevations must illustrate high quality architecture).

f. The site design should extend Five Mile Road.

g. The Village and Developer should establish an assessment process for payment of the Five Mile Road extension.

h. The site design should incorporate shared parking for Olympia Brown School during hours of operation and visitor parking on evenings and weekends.

5. Open Space and Environment

a. The site design should include an attractive street edge with small green spaces and pocket park areas that are available to the general public.

b. The site design should include a public easement for walking from the public rights-of-way toward the lakefront. This easement should be located according to the Village. The easement should be planned to connect to other easements that would allow public pedestrian access to the lakefront. As part of the planning process for the redevelopment, the neighborhood plan should be expanded to

include a proposed trail system and options to accomplish lakefront access.

c. The plans for such easement should be discussed with conservation groups.

d. The site design should reflect concern for preservation of the environmental corridor along the lakefront.

Development Opportunities - Commercial/ Retail

Most commercial/retail uses in this area are located along Hwy 32. However, there are scattered commercial/retail uses along Four Mile Road. Workgroup members encourage the continuation of small scale commercial/ retail uses and would be open to additional destination uses such as a Hallmark store.

Development Opportunities - Park and Open Space

As identified in the Environment Section, Workgroup members feel that the E1/E2 neighborhood lacks ample neighborhood parks. Any future development plans for this area should incorporate additional park and/ or open space as part of the development plan. The additional park and/or open space should meet the requirements of the Village's Park and Open Space Plan. Park spaces that do not meet the Village's standards need to be reviewed based on their costs and benefits to the neighborhood.

Long-Term Future of Four Mile Road

The future of Four Mile Road between Hwy 32 and Main Street has been identified as an area that needs more detailed study. Issues with this section of Four Mile Road revolve around traffic. Early in the planning process, Village planning staff identified two scenarios for Four Mile Road: a) expand Four Mile Road to a four-lane road and maintain adjacent properties as they currently are for the long-term; or b) expand Four Mile Road to a four-lane road and allow adjacent properties to change their use over the long-term.

Vulcan Materials Property

The Vulcan Materials Quarry has operated for many years and is a significant component to the Village's tax base. It is important for representatives of Vulcan Materials and the Village to continue this relationship. The E1/E2 Neighborhood planning process recommended that a citizen advisory committee be formed. This committee would be a liaison between the Quarry and the surrounding residents. The committee would deal with dust, noise, traffic, and property issues regarding the Quarry.

Public Transportation

Adjacent neighborhood Workgroups have expressed a desire to improve public transportation within the Village of Caledonia. This system could be linked to existing systems servicing the City of Racine and Milwaukee County, and could work in tandem with the proposed commuter rail.

Design Preference Survey

The images on the following pages depict the results of the Design Preference Survey conducted for the E1/E2 Neighborhood. At the end of the Design Preference Survey the audience was asked to discuss the pros and cons of each image, which are listed below:

Single Family Residential

Most neighborhoods do not have sidewalks
Deep setbacks are nice
Enjoy natural amenities (resort feel)
Like the mix of residential types

Multi-Family Residential

Prefer a variety of architecture between units
Prefer shared garages between units
Concerned about density
Alleys bring crime
Don't like the massing on garages up front

Commercial

Amount of asphalt
Prefer high-end quality
Don't see parking
Feel of a Village square

Civic

Balance between architecture and tax dollars
Community pride can be seen in Village hall
Train station

Signage

Sign is too short; blocks views (visibility)
Fit within the character of the place

Parking

Off-street parking and landscape
No parking meters
Angled parking is easier for larger vehicles

Road Design (Residential)

Maintenance and snow removal
Larger asphalt and striped shoulders
Balance of road cross-sections

Above - highest rated single-family residential images; and Below - lowest rated single family residential images in the design preference survey.

Above - highest rated multi-family residential images; and Below - lowest rated multi-family residential images in the design preference survey.

Above - highest rated commercial images; and Below - lowest rated commercial images in the design preference survey.

Above - highest rated sign images; and Below - lowest rated sign images in the design preference survey.

Above - highest rated industrial/business park images; and Below - lowest rated industrial/business park images in the design preference survey.

Above - highest rated civic images; and Below - lowest rated civic images in the design preference survey.

Above - highest rated parking images; and Below - lowest rated parking images in the design preference survey.

Above - highest rated Open Space images; and Below - lowest rated Open Space images in the design preference survey.

Above - highest rated road design images; and Below - lowest rated road design images in the design preference survey.

9.3
EXISTING LAND USE PLAN

Figure 9-11 is the Village's existing Land Use Plan for the E1/E2 (East Side) Neighborhood area. The primary land uses include mixed density residential and commercial.

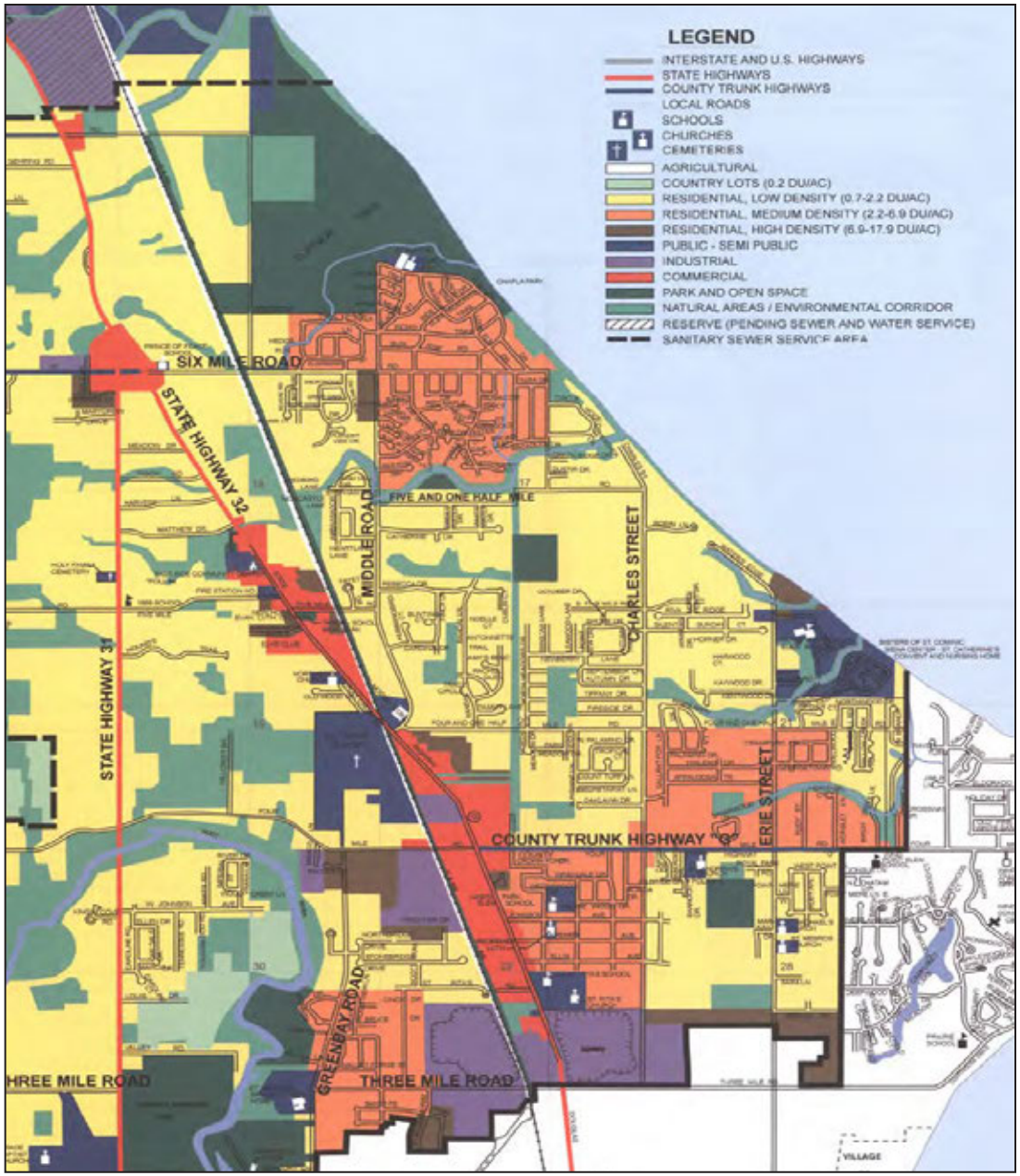


Figure 9-11. Village of Caledonia's Existing Land Use Plan for the E1/E2 Neighborhood.

9.4
DEVELOPMENT GUIDELINES

Several issues were identified that pose opportunities and challenges for the E1/E2 neighborhood's future (Figure 9-12). The following are recommended goals and action steps for each of the issues.

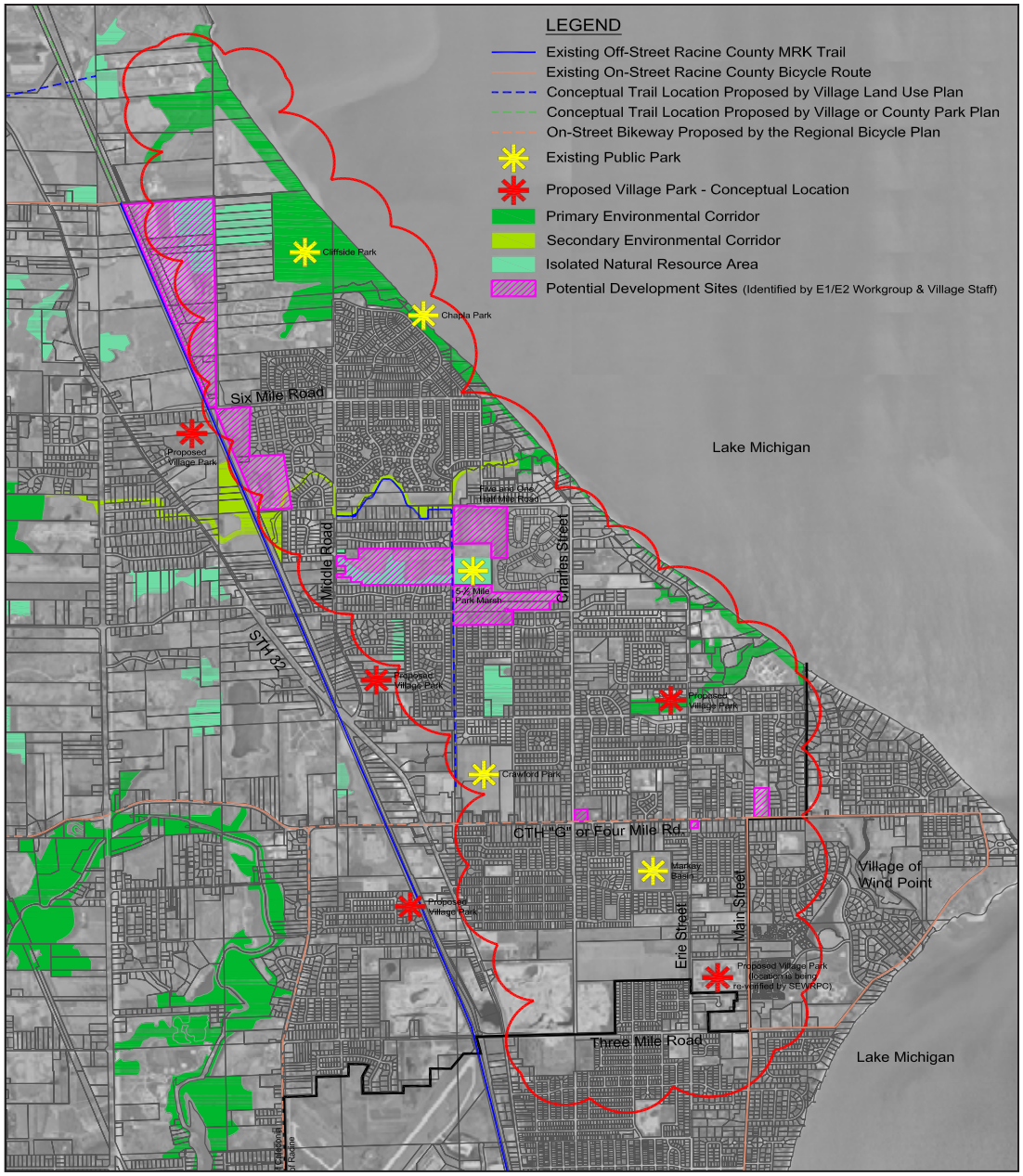


Figure 9-12. Potential Development Sites and Park/Recreational Improvements.

Traffic and Circulation

Existing Network

Goal

Identify the primary routes within the E1/E2 Neighborhood.

Action Step

1. Work with Graef, Anhalt, Schloemer & Associates (GAS) to identify the primary routes and any areas of concern dealing with those routes. Currently Middle Road has been considered the priority route by the Workgroup assisting in the development of the Neighborhood Plan.

Road Improvements and Upgrading

Goal

Improve and upgrade the existing road network to meet the capacity and function of the community (Figure 9-13).

Action Steps

1. Develop a road classification for the existing road network.

2. Develop an ongoing infrastructure improvements program for roads in the neighborhood according to the following policies:

a) Consult with each neighborhood to determine preferred street cross-sections.
b) Install curb and gutter on all streets except when the street edge abuts a park or open space.
c) Include the continuation of planned or existing pedestrian walking and bicycle paths on all street cross-sections.

Road Extensions and Connections

Goal

Encourage the completion of 5 Mile Road and 4-1/2 Mile Road.

Action Step

1. Encourage one of the following options to complete 5 Mile Road and 4-1/2 Mile Road:

a) Encourage the road completion as part of an adjacent development opportunity.
b) Explore state or federal funding options.
c) Implement an assessment fee or impact fee to fund the road completion.

Jurisdiction of Roads

Goal

Balance the Village's benefits of control and access at local level against the increased costs that may be associated with changing of jurisdiction.

Action Step

1. Continue to work with SEWRPC and Racine County concerning roads in the Village that are part of the jurisdictional study.

Pedestrian Circulation

Goal

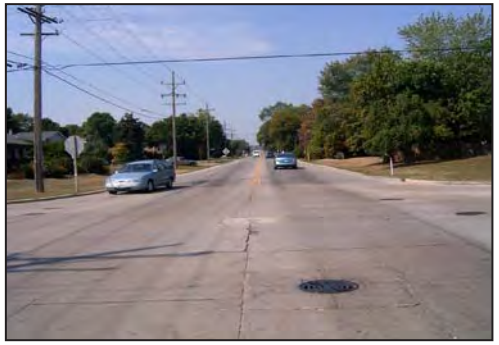
Incorporate pedestrian circulation in any future redevelopment or development plans for the E1/E2 Neighborhood.

Action Step

1. Incorporate pedestrian walkways and bicycle paths as part of new and improved street cross-sections.

Six Mile Road (looking west at Whitewater Road)
Source: GAS

Middle Road (looking north at Rebecca Drive)
Source: GAS



Four Mile Road (looking west at Charles Street)
Source: GAS

Figure 9-13. Example of Roads in Need of Improvements and Upgrading.

Environment

Environmental Corridors

Goal

Maintain, protect, and buffer areas identified as environmental corridors by SEWRPC.

Action Steps

1. Review future developments for impacts that they may have on the environmental corridors.
2. Encourage linkages between environmental corridors to expand their overall protection.
3. Establish park areas and trails around the environmental corridors.

Existing and Proposed Parks and Trails

Goal

Create and maintain and attractive network of parks and trails for the E1/E2 Neighborhood.

Action Steps

1. Encourage the creation of additional parks and trails, that meet the Village's Park and Open Space Plan, as part of future development.

2. Connect trails and existing and proposed parks through new or improvement infrastructure where possible.

Lack of Neighborhood Parks

Goal

Encourage additional neighborhood parks in any future development plans in the E1/E2 Neighborhood.

Action Steps

1. Encourage additional park space to meet the Village's Park and Open Space Plan. Park spaces that do not meet the Village's standards need to be reviewed based on the costs and benefits to the neighborhood.

2. Encourage multi-modal linkages to the park spaces from surrounding land uses (i.e. Klema Ditch).

Crestview Park

Goal

Work with Crestview Neighborhood Association to enhance the condition of the common park and open space areas.

Action Steps

1. Develop a detailed Park and Open Space Plan that facilitates the management of the area.

2. Identify clear, effective markings of public paths that encourage use and do not inhibit use by local residents.

3. Act on the legal opinion the Village received to improve the common park and open space areas and assess the cost to the Crestview Neighborhood Association.

Lakefront Access Opportunities

Goal

Include lakefront shoreline/bluff park space if and when the land changes in use or intensity.

Action Steps

1. Require additional lakefront linkages as part of future development/redevelopments.

2. Connect existing and proposed lakefront shoreline/bluff park spaces through new or improvement infrastructure or trails, where possible.

3. Work with property owners to plan for these park spaces and linkages in the future. The shoreline along the Olympia Brown School and Sisters of St. Dominic Siena Center properties should be considered as an opportunity for a lakefront park if and when the use or configuration of the current structures are changed.

Visual Character

Gateways into the Community

Goal

Create an attractive north and south entrance into the Village of Caledonia.

Action Step

1. Work with current property owners to create a gateway feature at the north and south entrances to the Village.

Patterns of Buildings and Lots

Goal

Maintain the existing pattern of buildings and lots.

Action Step

1. Maintain the general visual character of existing buildings and lots. Any changes should be subject to architectural design standards.

Vulcan Materials Property

Goal

Create an attractive south entrance into the Village of Caledonia, as well as, enhancing the dramatic vistas of the Vulcan Materials Property.

Action Steps

1. Encourage improved streetscape and landscape improvements along the roadside edge of the quarry.

2. Consider lighting, garden/fence walls, tree plantings, and views as part of the improved streetscape and landscape.

3. Enhance the dramatic vistas of the quarry by properly framing and bordering the views with appropriate landscaping.

Historic Sites

Goal

Maintain and protect the historic sites identified in this neighborhood.

Action Steps

1. Review future developments for impacts that they may have on the historic sites.

2. Explore funding sources to maintain and enhance these sites.

Social and Economic

Potential Impacts of Road Improvements

Goal

Create a network of roads that efficiently services the E1/E2 Neighborhood.

Action Steps

1. Develop a road plan that ensures the vitality of existing and proposed development.

2. Develop a road plan that ensures the vision of maximizing value and allows development flexibility.

Development Opportunities - Residential

Goal

Maintain and protect the existing residential neighborhood while allowing residential development on the remaining undeveloped parcels.

Action Step

1. Allow for residential development that is compatible with the surrounding character and density of the neighborhood.

Development Opportunities - Commercial/ Retail

Goal

Maintain and protect existing commercial/ retail nodes while incorporating high-quality developments within the E1/E2 neighborhood where the market demands.

Action Steps

1. Encourage small scale commercial/retail developments along Four Mile Road.

2. Protect critical access points along major arterials and collectors to ensure the vitality of the existing and proposed developments.

Development Opportunities - Park and Open Space

Goal

Incorporate additional neighborhood parks in any future development plans in the E1/E2 Neighborhood.

Action Steps

1. Promote additional park and open space in future development plans.

2. Encourage additional park and open space to meet the Village's future Park and Open Space Plan.

3. Encourage multi-modal linkages to the park and open space from surrounding land uses.

Long-Term Future of Four Mile Road

Goal

Upgrade Four Mile Road to efficiently service the E1/E2 Neighborhood.

Action Steps

1. Preserve Four Mile Road as an appropriate residential street.

2. Develop a road plan that ensures the vitality of existing and proposed development.

3. Develop a road plan that ensures the vision of maximizing value and allows development flexibility.

4. Explore street cross-sections that allow development flexibility.

5. Involve neighbors and property owners in any process involving the redesign of the street cross-sections.

6. Consider options for pedestrian walkways, bicycle lanes, and landscape treatments that provide an attractive and safe roadside condition.

Vulcan Materials Property

Goal

Maintain effective communications with the Vulcan Materials Quarry.

Action Steps

1. Establish a neighborhood committee to monitor changes in the quarry's operations and to provide input into future plans for the quarry and the surrounding area.

2. Require the Village Board to determine membership in this committee. Membership should include residents from the immediate area, businesses in the area, quarry representatives, Village Officials, and technical staff from the Village.

3. Encourage intermediate or temporary uses, by the Village and immediate neighbors, of land owned by the quarry operator that has not yet been subject to surface mining. Such uses should be considered provided that they provide safeguards to the operator for future mining operations.

4. Consider the following issues when reviewing quarry operations and plans:

a) Environmental impact study (including: air, water, sound and vibration)
b) Impacts of dust, noise and vibration
c) Impacts of traffic
d) Impact fees (including: "tipping" fees)
e) Options for underground mining
f) Mitigation plans
g) Operation plans
h) Reclamation plans
i) Property value research and guarantees
j) Well protection measures and guarantees
k) Evidence of compliance with all governing agencies and jurisdictions (including: EPA, DNR, and Mining, Safety and Health agencies)

5. Consider the above mentioned items if/when new plans are developed for the subarea around the quarry and if/when any conditional use permits are requested regarding a change in quarry operations or development.

6. Consider further coordination of this process with the City of Racine residents as this planning process unfolds.

WE Energies Property

Goal

Plan for the future use of the We Energies property. The future land use for this property should be identified as Natural Areas / Environmental Corridor and Park and Open Space.

Action Steps

1. Work with We Energies to create a detailed development plan for this area.

2. Amend the existing Land Use Plan to allow for the recommended future land use.

Public Transportation

Goal

Promote an extension of a public transportation system from the City of Racine to the E1/E2 Neighborhood.

Action Steps

1. Work with the Racine County, City of Racine, and local transportation providers to develop a public transportation plan.

2. Explore funding sources to develop and maintain a public transportation system.

Design Preference Survey

Goal

Create a vision for future development in the E1/E2 Neighborhood.

Action Step

1. Encourage the use of the Design Preference Survey results when reviewing development/ redevelopment concepts for this area.