3. FRANKSVILLE NEIGHBORHOOD (W1)
ADOPTED MARCH 2004

3.1 PUBLIC PARTICIPATION AND PLANNING PROCESS

Public Meeting #1

Public Input/Kick-off Meeting – On July 17th, 2002, a Public Input Session was held at the Caledonia/Mt. Pleasant Park Building to gather public input regarding issues and opportunities within the neighborhood.

Special Drainage Meeting

Because there were a large number of residents who voiced concern at the Public Input Session regarding drainage issues within the neighborhood, the Project Management Team decided to conduct a special drainage meeting on July 29th, 2002. This meeting was held to specifically address drainage issues. Prior to the meeting, a 'drainage complaint' form was mailed to all residents in the neighborhood. Responses were noted and actions were taken. As a result of the neighborhood reaction, the Village Drainage Commission authorized a study of the "Hoods Creek Watershed". This study was completed with recommendations in 2003.

Workgroup Meetings

Neighborhood resident volunteers, Village Board Members and Village Plan Commission Members formed the Neighborhood Workgroup and met over a five month period to develop the Neighborhood Plan.

Public Meeting #2

Open House

On August 21st, 2002 the first Open House was held at Gifford School. Preliminary plan developments were illustrated on display boards. The primary purpose of the Open House was to conduct a Design Preference Survey where resident 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 then tabulated and presented at the next neighborhood open house.

Public Meeting #3

Open House

On October 23rd, 2002 the second Open House was held at Gifford School. At this open house, the plan concepts were discussed. Revisions to the plan were made in response to public comment received at this meeting.

Public Meeting #4

Village Committee Meeting – On February 18, 2004 a meeting was held at the Caledonia 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, Police Chief, Fire Chief, Highway Superintendent, Village Administrator and W1 Workgroup members.

Public Meeting #5

Public Hearing – On February 25, 2004, the Neighborhood Plan was presented to the Plan Commission and Village Board at a Public Hearing.

W1 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
Nick Orno - Plan Commission Member
Jennifer Pennings - Plan Commission Member
Susan Greenfield - Former Town Chairperson
Howard Stacey - Village Trustee

Neighborhood Residents

James Gill - Neighborhood Resident
Jane Rohner - Neighborhood Resident
Marcia Helland - Neighborhood Resident
Sue Svendsen - Neighborhood Resident
Richard Mielke - Neighborhood Resident
Cheryl Rothering - Neighborhood Resident
Roger Therkelson - Neighborhood Resident
Joseph Nowak - Neighborhood Resident
Diane Nowak - Neighborhood Resident
Nich Siler - Neighborhood Resident
Joyce Treffert - Neighborhood Resident

Village & County Staff

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

Resource People

Gordy Kacala - Racine County EDC
Roger Cupps - Wisconsin Department of Transportation
Nancy Anderson - SEWRPC

3.2 NEIGHBORHOOD ISSUES

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

Traffic and Circulation

Industrial traffic through residential areas and access to/from the Industrial Park

Currently industrial traffic is forced to travel on residential roads to access the Industrial Park. This poses both safety and quality of life concerns for the neighbors in this area, especially as development continues in the industrial park. In addition, the marketability of the industrial park is greatly diminished due to the lack of a direct route between the I-94 and the industrial park.

Nicholson Road alignment

The current alignment of Nicholson Road is discontinuous between Dunkelow Road and County Trunk Highway K. If development occurs in this area according to the uses and densities determined by the Village of Caledonia Land Use Plan, the intersections at Nicholson and Dunkelow Roads and Nicholson Road and CTH K will likely experience significant increased traffic counts. The increased traffic will likely create a public safety issue, and will certainly create a nuisance.

Nicholson Road is also part of a jurisdictional study being conducted by SEWRPC and Racine County. This study is proposing the future of Nicholson Road to be an arterial road.

Future Traffic Counts and Road Design of County Trunk Highway K

The State of Wisconsin Department of Transportation (WISDOT) indicated that County Trunk Highway K would likely be re-designated as State Highway 164. This is consistent with SEWRPC's 2020 Plan. The time frame for this change was not specified. This will be a jurisdictional change, but functionally the road will remain unchanged, with the primary purpose of the roadway to carry through traffic. The traffic volume will determine the necessity for expansion of the number of lanes. It is predicted that traffic volumes will increase in the future. When traffic volume increase, the roadway will likely be expanded to four lanes from Interstate 94 to Highway 38. WISDOT also indicated that future intersections should be spaced at ¼ to ½ mile intervals and a 'X' configuration (two streets intersecting perpendicular to one another) was preferred over a 'T' configuration (one street terminating at a cross street) for safety reasons. Expansion of this roadway could have dramatic impacts on the small-town scale of the Franksville Business District. Removal of on-street parking will be one of the most critical issues for the Franksville businesses. The Village of Caledonia can have some influence over the roadway cross-section design, which was explored in the neighborhood planning process.

The disjointed nature of County Trunk Highway H at the intersection with County Trunk Highway K

The Village of Mt. Pleasant has proposed on the Village Highway Plan to realign CTH H from State Highway 20 north to CTH K. The proposed new alignment will intersect CTH K west of the Franksville railroad tracks, bypassing the Franksville commercial center. This alignment would provide another important north/south connection, especially in light of the de-mapping of the Lake Park Arterial extension. Although this connection is technically outside of the W1 study area and will be explored in detail in the W2 neighborhood, its effects must be examined in the regional context.

Lack of Pedestrian/bicycle access to parks and trails

Lack of pedestrian/bicycle access connecting residential areas to area parks and trail systems was identified as a concern within the neighborhood. Industrial traffic and lack of walking paths or bicycle lanes were cited as the main issues.

STH 38 Corridor Study

STH 38 is the eastern edge of the W1 neighborhood. Its rural character and scenic views were identified as an important asset to preserve in the neighborhood. In addition, traffic speed and safety at key intersections along the highway were identified as concerns among citizens. WISDOT has been continually working on an improvement plan for the STH 38 corridor. On October 20, 2004, the study team at WISDOT identified the Railroad Corridor Alternative as its preferred alternative among four options. This alternative would follow CTH H from Six Mile Road to Five Mile Road, then follow Five Mile Road to a point just west of the Union Pacific Railroad. The road would run parallel to the railroad between Five Mile Road and the Caledonia Business Park before reconnecting with the existing STH 38 near Hoods Creek Road.

At this time, construction of the project is not in WISDOT's construction program. The study team's estimate is that the STH 38

improvement plan would not be implemented for at least ten years. The study is being done at this time to preserve the future highway corridor from further development.

Environmental

Drainage Issues

There were several areas within the neighborhood identified as having drainage problems. These issues have been documented and addressed at the special drainage meeting held on July 29th and were taken into account as the neighborhood plan developed.

Environmental Corridors

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

Lack of Neighborhood Parks

The Caledonia/Mt. Pleasant Joint Park and RASA soccer fields is currently the only park within the W1 neighborhood. Johnson's Park borders the neighborhood to the east. The Village of Caledonia Park and Open Space Plan (2000) identifies two additional areas that should be targeted for neighborhood parks. These recommendations will be incorporated into the neighborhood plan. The proposed parks are indicated by a red triangle on the neighborhood planning diagram.

Environmental Inventory of Existing Conditions

Surface Water Resources

The entire project study area occurs within the Root River Watershed. The Root River and its tributaries drains the central and eastern portion of the County to the east, where they ultimately discharge into Lake Michigan and the Laurentian drainage system.

The WDNR has identified the water use objectives for the Root River, through the year 2010, to be as a warmwater sport fish community.

Surface water resources and associated floodlands form a particularly important element of the natural resource base of the Town of Caledonia. Lakes and streams provide water-related activities, and attractive setting for properly planned residential development, and enhance the aesthetic quality of the Town.

According to Racine County Planning records, the priority issues facing the Root Pike River watershed, regarding water quality, include:

1. Providing and enhancing stormwater management plans and construction site erosion control plans.

a. Limited maintenance of existing stormwater detention basins as well as storm sewers and storm drains,

b. Limited monitoring and enforcement of stormwater management regulations,

c. Limited monitoring of construction site best management practices,

d. Waste dumping in storm sewer drains, and

e. Urban nonpoint source pollution.

2. Need for the protection of existing environmental corridors and natural areas.

3. The loss of open space, and

4. Increased stormwater runoff causing drainage and flooding problems.

Hoods Creek

Hoods Creek originates at Sorenson Road one-half mile east of I-94 and flows northerly to the community of Franksville, then easterly to Arline Road. From Arline Road the creek flows northerly to its confluence with the Root River at the western end of Johnson Park. The total length of Hoods Creek is 8.6 miles.

There are significant wetlands and woodlands within the SEWRPC-defined Primary Environmental Corridor enclosing Hoods Creek through this area (see discussion on Primary Environmental Corridors).

Hoods Creek is classified for limited aquatic life until it crosses State Highway 20, at which point it is upgraded to a warmwater forage fish community. It maintains this classification up to its confluence with the main stem of the Root River. The total drainage area of this creek is 15.80 square miles.

The waterway's biotic index, as determined by the WDNR is Fair-poor. There have been recorded fish kills, it exhibits problems with dissolved oxygen levels as well as fecal coliform levels. It has not exhibited high levels of ammonia or other nutrients.

The WDNR has identified the water use objectives for Hoods Creek, through the year 2010, to be a limited forage fish community.

Un-named Tributary

There is a tributary to the Root River, flowing west to east along the northern section of this neighborhood just south of Four Mile Road. It flows primarily as an agricultural ditch; however, it maintains year-round flow.

SEWRPC has identified a wetland area associated with this waterway, located just east of the point where this waterway crosses the railroad tracks.

Open Water Systems

There are two man-made ponds within this neighborhood. Each of these has been created to function as stormwater detention basins. These open water systems are located on the east side of Red Berry Road, and on both sides of Taurus Drive, south of Chesapeake Road. There are also two natural open water areas. Both of these are located within the environmental corridors identified by SEWRPC, along the Root River corridor. These ponds are located at the northern end of Taurus Drive, north of Northwestern Avenue, and northwest of Walter Raleigh Lane.

Floodlands

Floodlands are areas, excluding the channel, subject to inundation be the 100-year recurrence interval flood event. This is the event that would be reached or exceeded in severity once on average every 100 years, or stated another way, there is 1 percent chance of this event being reached or exceeded in severity in any given year.

Floodland areas are generally not well suited to urban development, not only because of the flood hazard, but because of the presence of high water tables and of soils poorly suited to urban use. The floodland areas however, generally contain such important elements of the natural resource base as woodlands, wetlands and wildlife habitat and therefore, constitute prime locations for needed open space areas. According to SEWRPC, "Every effort should be made to discourage indiscriminate and incompatible urban development on floodlands." There are 66 acres of floodlands along the Root River.

Soils

The regional soil survey conducted by SEWRPC and USNRCS includes interpretations of the suitability of mapped soils for various types of urban and rural development.

There are two general soil associations occurring within this neighborhood. These are described below.

1. Verna-Elliott-Ashkum Association: These soils are well drained to poorly drained. They exhibit a silty clay loam to clay subsoil. This soil association extends north from the Caledonia-Mt. Pleasant boundary to beyond this neighborhood, and from just west of Nicholson Road and extending eastward to immediately east of Highway 38.

2. Hebron-Montgomery-Aztalan Association: These are well drained to poorly drained soils that have a loam to silty clay subsoil. They are overlain by clayey to loamy lacustrine and outwash material on hills, knobs, and lake plains. Within this neighborhood, this association extends north to south following the environmental corridors identified by SEWRPC along Hoods Creek, and northward from the Town border, near Highway H.

SEWRPC has identified all the soils within this neighborhood as unsuitable for the use of conventional on-site sewage disposal systems. Accordingly, the soils have high

probability of not meeting the criteria of Chapter Comm. 83 of the Wisconsin Administrative Code governing conventional on-site sewage disposal systems. However, these soils have also been classified as prime and valuable agricultural soils.

Groundwater

According to SEWRPC, the region following the Hoods Creek corridor (containing the environmental corridors), exhibits a 0-25 foot seasonal depth to groundwater. The remainder of this neighborhood exhibits season depths from 25 to greater than 50 feet to groundwater.

The two greatest concerns of the groundwater supply include contamination and over-usage.

Wetlands

Wetlands are as areas in which the water table is at, near, or above the land surface and which is characterized by both hydric soils and growth of sedges, cattails, and other wetland vegetation. Wetlands generally occur in depressions and near the bottom of slopes, particularly along lakeshores and streambanks, and on large land areas that are poorly drained. Wetlands perform an important set of functions which include supporting a wide variety of desirable and sometimes unique, forms of plant and animal life; stabilization of lake levels and stream flows, thus reducing the rate of enrichment of surface waters and noxious weed and algae growth; contribution to the atmospheric oxygen and water supplies; reduction in stormwater runoff by providing areas for floodwater impoundment and storage; protection of shorelines from erosion; entrapment of soil particles suspended in runoff and reduction of stream sedimentation; provision of groundwater recharge and discharge areas; and provision of opportunities for certain scientific, educational and recreation pursuits.

Woodlands

SEWRPC defines them as "upland areas one acre or more in size having 17 or more deciduous trees per acre, each measuring at least four inches in diameter at breast height, and having 50% or more tree canopy coverage.

Natural Areas and Critical Species Habitat

SEWRPC has identified one area of critical species habitat within the Hoods Creek Swamp primary environmental corridor. This area extends along both sides of Hoods Creek, from Hoods Creek Road north to just north of Brook Road. This area has been designated Critical Species habitat because SEWRPC has noted the occurrence of red trillium (Trillium recurvatum) within this environmental community. This plant species is a State-designated "rare" species. In its 2000 Park and Open Space Plan for the Town of Caledonia, SEWRPC recommends Town acquisition of this 20-acre habitat area. As of 2000, none of this area had been under protective ownership.

Environmental Corridors (as designated by SEWRPC)

The preservation of the natural resources located within environmental corridors as well as isolated natural areas, can assist in flood flow attenuation and water pollution abatement. SEWRPC recommends protection of primary environmental corridors from incompatible land uses in order to preserve the areas from degradation or destruction. Although not as critical as Primary Environmental Corridors, the protection and preservation of Secondary Environmental Corridors and Isolated Natural Areas should be ensured to the greatest extent practicable.

SEWRPC has developed guidelines for compatible land use development within designated environmental corridors (Figure 3-1). According to these guidelines, the following development is permitted within the natural resource communities occurring within this neighborhood.

Primary Environmental Corridors

Primary Environmental Corridors are concentrations of significant natural resources at least 400 acres in area, at least two miles in length, and at least 200 feet in width. They include a wide variety of the important natural resource and resource-related elements.
Within this neighborhood, SEWRPC has

Natural Resource Community	Permitted Recreational Development
Floodplain	Utility lines and related facilities, Stormwater management facilities, Engineered flood control facilities, Trails, Picnic areas, Swimming beach, Boat access, Golf, Playfield, Parking, Buildings
Wetland	Utility lines and related facilities, Stormwater management facilities, Engineered flood control facilities, Trails, Boat access,
Woodland	Utility lines and related facilities, Stormwater management facilities, Trails, Picnic areas, Camping, Boat access,, Golf, Playfield, Hardsurface courts, Parking, Buildings, Rural density single family residential development.

Figure 3-1. Compatible Land Use Development.

designated an area along Hoods Creek, extending north of Highway 38 (Northwestern Avenue), to north of Brooks Road. They have identified the following environmental communities as occurring within this corridors:

1. Wetlands are the dominant natural system occurring within this environmental corridor.

2. Woodlands

3. Open water – The pond is located north-east of the end of Gifford Road.

4. Urban unused land – This narrow area is located immediately east of Gifford Road, north of its intersection with South Lane.

Secondary Environmental Corridors

Secondary environmental corridors generally connect with the primary environmental corridors and are concentrations of significant natural resources.

SEWRPC has classified 20 acres as Secondary Environmental Corridor within this neighborhood. The area extends along Hoods Creek, south of Highway 38 (Northwestern Avenue). It is in effect a continuation of the primary environmental corridor described above. SEWRPC has identified the following environmental corridors as occurring within this area:

1. Woodlands – This community occurs at the corridor's northern portion, extending along County Road K and State Highway 38.

2. Rural unused land – This is the dominant land classification within this corridor. It extends along both sides of Hoods Creek.

3. Urban unused land – A small area, located southeast of Fence Line Road and north west of the corridors open water area.

4. Wetlands – There are two wetland areas within this corridor. One area extends along the Hoods Creek waterway as it flows southward out of the study area. The second wetland system appears to be located in the area currently supporting an stormwater detention basin, east of Taurus Drive.

5. Open water – This small pond is located west of Walter Raleigh Lane.

Isolated Natural Resource Areas

Isolated natural resource areas are those remaining significant natural resources that consist of smaller concentrations of natural resource base elements. They are at least five acres in area and at least 200 feet in width and are separated physically from the environmental corridors by intensive urban or agricultural land uses.

There are no isolated natural resource areas classified by SEWRPC within this neighborhood.

Visual Character

Historic Franksville

The Franksville commercial district is viewed as a strong community asset. Its historic character should be preserved.

Protection of scenic views

There are several significant scenic views within the neighborhood. These views should be preserved where possible.

Social and Economic

Industrial Land Use

There was some concern among residents regarding the size and location of the Industrial Park. Concern seemed to arise from the potential increase in Industrial traffic as well as aesthetic issues of how the industrial and residential uses could mix. The Industrial Land Use is a highly desirable use for the Village due to its positive impacts on the Village's tax base. According to Racine County Economic Development Corporation, industrial land in Racine County is limited. Hence, it is in the interest of the Village of Caledonia to maintain all of the land designated for industrial purposes. Access to the Industrial park is inadequate at the present time and will continue to be problematic as it develops.

Franksville Commercial District

The commercial district in Franksville has enormous potential for revitalization. Residents expressed concern that if the area was redeveloped, it would lose its 'rural small-town' feeling. The planned expansion of CTH K could have enormous impacts for the businesses. Parking would no longer be permitted on the street and must be planned for to ensure survival of the businesses.

3.3
EXISTING LAND USE PLAN

Figure 3-2 is the Village's Land Use Plan for the W1 Neighborhood Area. The primary land uses include low density residential (0.7 – 2.2 dwelling units per acre), industrial uses, and a small amount of commercial land use around the Franksville area and along CTH K.

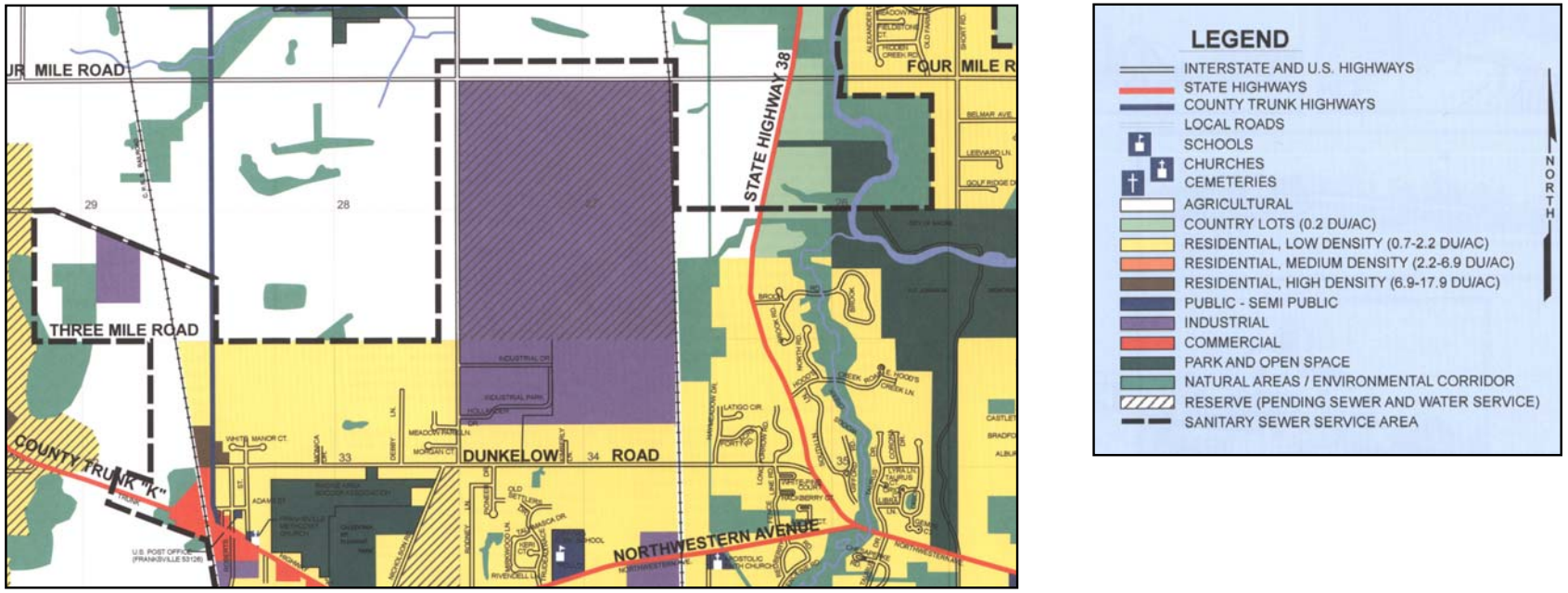


Figure 3-2. Existing Land Use Plan.

3.4
DEVELOPMENT GUIDELINES

Neighborhood Plan Subareas

In order to describe the neighborhood planning issues in detail, the W1 (Franksville) Neighborhood has been subdivided into the following areas (Figure 3-3).

A. Historic Franksville commercial district
B. Residential development between Nicholson Road and the railroad to the west and north of Dunkelow Road
C. Nicholson Road alignment
D. Industrial park development
E. West of railroad tracks between Dunkelow Road and the Villageline
F. East of railroad tracks between Dunkelow Road and CTH K
G. East of railroad tracks between north of Dunkelow and west of State Hwy. 38

The plan illustration accompanying these subarea descriptions is intended to be used as a guide for future development and to illustrate possible connections within the neighborhood and the surrounding community. On the plan, public access point connections are indicated with a = symbol. These include critical points that should be protected by the Village of Caledonia as it plans for its future. The proposed public ROW connections are indicated with a ●●● symbol indicating conceptual road alignments. It is essential to note that these alignments are intended to be used as a guide for development, and must undergo several action steps before implementation.

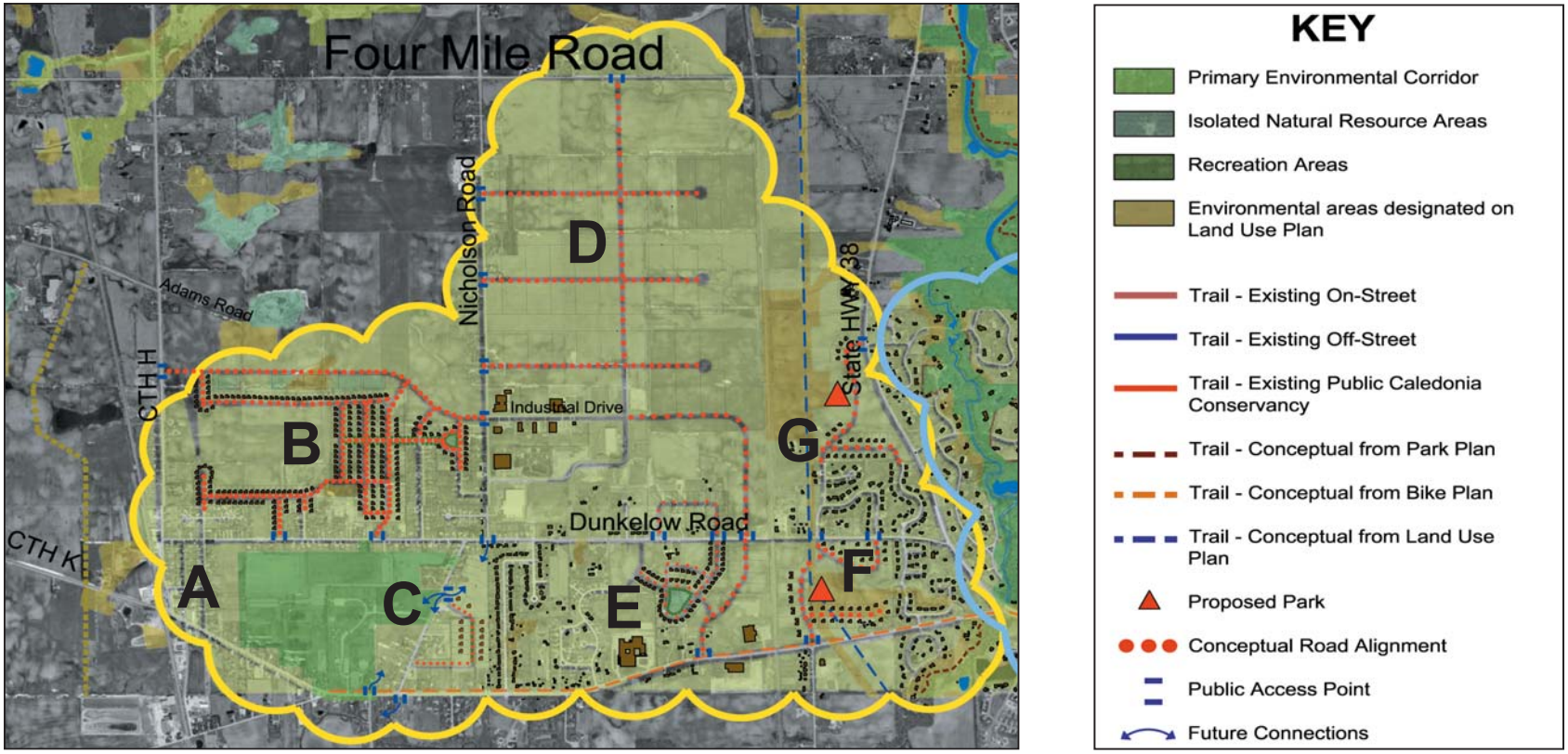


Figure 3-3. Franksville Neighborhood Subareas.

A. Historic Franksville Commercial District

Goals:

Allow for future development while preserving and protecting the historic nature of the Franksville Commercial District.

Issues:

If CTH K is expanded to four lanes, the Village of Caledonia must be involved in the road cross-section design. The highest level of design control would be achieved if the Village petitioned the State for Connecting Highway Status. This would allow full control of road cross-section design, however, the Village would be responsible for maintenance of the roadway. The Village should explore the financial feasibility of this option.

Effort should be made to maintain and preserve any historic structures in the Franksville Commercial District (Figure 3-4). The map and table in Appendix C identify historic structures in the Franksville Commercial District. This inventory of historic sites has been developed as a starting point for the Village's Historical Society to document buildings of historic significance within the Village. The inventory identifies residential buildings constructed prior to 1900. These properties are in the process of being field verified and evaluated for their historic significance by the Village's Historical Society. Other historically significant structures should be researched and added to this inventory. This inventory does not include commercial properties and properties that are tax exempt such as churches and civic buildings. These structures should also be evaluated by the Historic Society. As new development is proposed in the Franksville area, the Village can exercise a high degree of design control by providing design guidelines that are intended to maintain the historic character (Figures 3-15 and 3-16). The photographs to the right represent a sampling of the existing buildings in the Franksville Commercial District.

The Franksville Commercial District was the focus of a graduate level planning course at the University of Wisconsin-Milwaukee School of Architecture and Urban Planning. The students prepared a report focusing on redevelopment opportunities and market analysis that was presented to the Village in May of 2004 (Appendix II).

Action Steps:

1. Develop road cross-section design with WISDOT to the greatest extent possible, including the exploration of Connecting Highway designation, which would allow local control of the roadway through the Franksville Neighborhood.

2. Identify and verify additional historically significant buildings within Franksville.

3. Adopt redevelopment standards and design guidelines to ensure compatible development. The main focus of the guidelines should be to maintain historic character and community culture. The following section provides general guidance for the district. These guidelines should be expanded upon as development pressure increases in this area.

Figure 3-4. Examples of historic structures in the Franksville Commercial District.

General Guidelines for the Historic Franksville Commercial District

Facades and Architectural Features

Objective: Building facades and architecture shall bring life to the street on all sides of the building. Entries for both customers and service shall be accommodated.

Facades that are clean, neat and well maintained are essential for the success of a commercial district. Properly designed and inviting facades can enliven and activate the street.

Many buildings in the Franksville Business District could benefit from facade improvements and updates. The following building facade guidelines provide a general guide for addressing building facade improvements as well as the construction of new buildings with in the district.

Facade Improvement Guidelines for Existing Buildings

Before any changes are made to an historic building, it is important to thoroughly understand the contribution of the existing conditions to the integrity of the historic structure. To that end, there is a need for the owners of historic and/or more traditional buildings to undertake the necessary research to establish how the building was originally designed and constructed. This should be the starting point for all future changes. Special attention should be paid to building details such as doors and windows, trim and ornamentation, storefronts and awnings, proportion and rhythm of architectural elements, use of color, materials, and facade composition. Signage, another important element of the building facade, is discussed in detail in the next section.

Any changes made to existing building facades should maintain or enhance the visual richness of detail and add interest to the street level of the building (Figure 3-5).

Materials should be high quality and consistent with the architectural style of the building.

Primary entrances should be maintained on the major arterial street.

Rear entrances intended as secondary entrances for customers as well as service entrances, should be maintained with the same care as the primary facade.

Permanent blocking of window openings or any portion of the window opening on the street facade should not be permitted. This is not intended to prohibit seasonal display signage.

Trash receptacles should be screened from public view.

Consideration should be given to shared trash and refuse collection between business owners.

Facade and Architectural Feature Guidelines for New Buildings

All facades shall be pedestrian friendly with activity facing the street. The treatment shall be predominantly windows along the primary facade(s) and a mix of windows with areas of more solid mass along secondary facades. Solid mass areas also may be utilized for the

Figure 3-5. Individual storefronts created with a pedestrian scale and focus.

service areas located on the rear or side of the building (preferably the least prominent and visible facade). The visual connection to the interior activities contributes to the overall image and character of the street.

Primary and secondary facades are determined by where customers enter. Primary is the "front" entrance, secondary is the side where customers can see into the interior and may have access and/or where service may be accommodated (Figure 3-6).

The majority of the surface on the primary facade should be windows to allow visual access in and out of the space. Storefront windows can establish a distinct visual identity for a business image. Quality display windows should be considered as essential as an attractive sign. Display windows typically frame the entryways and should be designed to attract customers.

The secondary facades should include a large amount of glass for display, but less than on the primary facade in order to accommodate service entrances and necessary storage on the interior.

For buildings which lie along the edge of a major street, primary entrances should be located on the major street.

Service entrances for the buildings should occur along the rear of the building and be incorporated into the overall design of the building, including similar quality of materials and care for aesthetic quality (Figure 3-7).

Mechanical equipment that must be located on the roof of buildings should not be visible from the side of the street opposite the building.
The architectural composition of building elevations shall express base, middle, and top articulation on all facades, and the base of buildings should include elements that relate to the human scale. These should include doors and windows, material texture, projections, awnings and canopies, ornament, etc.

Side and rear facades shall be compatible with the overall building design concept and treated architecturally to avoid blank walls and monotonous elevations unless otherwise obscured from view.

The architectural character of buildings should be enhanced with natural materials and special features to define entrances, corners and links to other buildings and public places.

Signs, awnings, and facade treatments should be integrated with the architectural character.

The relationship between building footprint and street shall be parallel or perpendicular rather than oblique or diagonal to all streets (except in the case of diagonal streets in which the footprint should be parallel and perpendicular to at least one street front). Front facades shall be parallel to the street with the major roof ridges either parallel or perpendicular to at least one street front.

Where public places are desired, the buildings should be used to form the public place by emphasizing the shape of plazas or square with appropriately scaled design details and windows to enhance pedestrian movement (Figure 3-8).

Signage Design Guidelines

Objective: Exterior signs should be located within the first floor (not on upper floors) of the

Figure 3-6. Both sides of the building have a pedestrian focus and are well-designed.

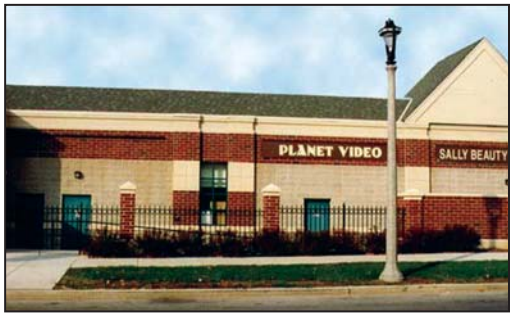


Figure 3-7. The back of the building should have been designed to focus on the street.

Figure 3-8. Contemporary style and use of details.

building with concern for the appropriateness of location, size, color, and lighting.

Signs are an integral part of the commercial character of any Business District. However, lack of control can lead to visual chaos. The base of the building is the most visible part of the building for both pedestrians and motorists. To be effective, signs should call attention to the business and create an identity while still contributing to the overall image of the street. Signs add variety and liveliness to both building facades and streetscapes. Rules for special exceptions for signs located above the first floor might be created if there is a clear improvement of the aesthetic character and quality of the facade as a result of the sign.

Sign Message

Business signs should only include the formal name of the business, the nature of the business, and the address. There should be no advertising of brand names. Avoid an accumulation of outdated service club affiliations, credit card decals, and other sign clutter. Building signs (as opposed to business signs) should include the name of the building and the street address of the property. Professional office buildings may list the occupants of the building.

Location and Size

Appropriate locations for signs include: (1) on the spandrel panel of the building immediately above the storefront, (2) within the transom of doors or windows, (3) on the glass of doors or windows, (4) on wall areas adjacent to doors, (5) on the valance / skirt of awnings or the edge of canopies, or (6) on projecting signs hung within the base area of the building. (See Figure 3-9).

Spandrel panel signs should be contained within a structural bay of the building in terms of width, generally not exceeding 20 feet. The height of the lettering for the sign should be no more than 75% of the height of the spandrel.

Transom panel signs should not completely obscure the clear glass on the transom of the door or display windows. If the transom is divided into sectioned panels, the sign location should respect and therefore not cross or otherwise obscure those divisions. Signs in the transom should not exceed 65% of the width of the panel or 75% of the height. Letter height should not exceed 18 inches.

Display window signs applied directly to the glass should consist only of lettering and/or a logo without an opaque background. On the display window, signs should not cover more than 20% of the total area of glass. Window signs should not obscure the display area. The color of the letters should be contrasting with the display in the background. Light colored or gold-leaf letters with dark borders are generally most effective.

Banners and projecting signs can be appropriate if they are executed tastefully. Projecting signs should be small (no more than 12 square feet) and mounted onto the structural piers of the building. They should

Figure 3-9. Possible Signage Placements.

be externally lit in such a way to prevent glare from reaching the eyes of people on the street. No internally lit, flashing, or moving signs should be used. No sign can project past the curbline of the street. All projecting signs should maintain a minimum height of nine feet to the bottom of the sign.

Awning and canopy signs can also serve as signs with contrasting letters painted or sewn onto the valance or skirt of the awning or painted onto the edge of the canopy (Figure 3-10). Usually six to eight inch letters are sufficient. Lettering should not be used on any other portion of the awning. Lettering should also not be used that exceeds the height of the canopy edge.

Ground signs can be used at the entry point or gateways to parking lots to provide direction and signage for nearby businesses (Figure 3-11). Signs mounted on single poles are generally discouraged. Ground signs should appear monumental and their design should be carefully coordinated throughout the District (Figure 3-12). They should be supported by a substantial structure that utilizes materials such as stone or brick. This type of sign should not be used within any vision triangle at street intersections. Ground signs may be designed to include seating areas or planting areas (Figure 3-13).

Exceptions for the inclusion of artfully created neon signs or images should be provided, especially for businesses that have significant hours of operation throughout the evening. Such signs should use narrow neon tubes and letters should be no larger than the letters allowed in the above descriptions.

Style and Size of Letters

There are thousands of letter styles available. A letter style should be chosen that is easy to read and that represents the image of the business it is presenting (Figure 3-14). The maximum height of the letters should not exceed 75% of the height of the background on which they appear.

Color

It is recommended that colors are compatible with the color(s) of the building facade and the nature of the business. No more than three colors should be used, plus white, black or a metallic accent. Fewer than three colors is acceptable and often preferred. Fluorescent colors should not be used.

Illumination

No sign should be illuminated by intermittent, rotating, or flashing lights. Signs can be can externally illuminated provided that any external light utilizes a hood to avoid any direct view of the light source by pedestrians or passing motorists. Internally illuminated signs are discouraged.

Off-street Parking Guidelines

Objective: Provide convenient, plentiful, free parking for customers within the Business District.

Parking Courts

It is recommended that all parking areas be developed as parking courts, to include decorative paving and a stronger sense of enclosure via enhanced landscape buffers or new buildings to create stronger edge conditions.

Design of Parking Courts

When considering new parking or improvement of existing parking within the district, or addressing circulation issues, the following guidelines should be followed:

Figure 3-10. Example of signage combined with the use of an awning.

Figure 3-11. Freestanding ground sign for informational purposes.

1. Restrict the size of prime parking courts to periods of reasonable demand rather than peak demand. Provide for peak parking in overflow areas, such as underutilized private parking areas.

2. Encourage and plan for shared parking among adjacent uses.

3. Define parking areas as strong public places with a continuous wall of buildings, fences, and attractive structures along either three of the edges or two opposite edges. This creates a courtyard atmosphere. Include openings at key locations for vehicles and pedestrians.

4. Shape parking areas as simple geometric forms.

5. While landscaped edges (trees, garden walls, or ornamental fences) should be used along the perimeter, interior, fragmented landscape patterns (such as one tree every 5 or 10 parking spaces) should be discouraged. When trees are included in the interior of parking courts they should be groped together to create significant green spaces.

6. Design parking areas as hard-surfaced, public spaces with shared, visually integrated parking and pedestrian areas as the primary focus and landscape elements or sculptural features located along the edges and within lots.

7. Use paving patterns to reinforce the shape of the parking court as well as the parking and circulation patterns. Create geometries that give the space greater visual order.

8. Use decorative light poles and other visual amenities to reinforce the design of public parking places.

9. Wherever possible, provide sites for temporary structures that can be used for daily, weekly, or seasonal events.

10. Create strong edges using landscape elements on major circulation routes that cross open areas on larger parking courts.

11. Design street entries into parking areas as visually prominent gateways that have adjacent, but distinct vehicular and pedestrian entrances.

12. Bicycle parking may be shared and should be centrally located, easily accessible, and visible from streets or parking lots.

Public Streetscape

Many elements make up the public streetscape, including lighting, street furniture, and landscape, paving and public art. All of these elements in combination contribute to the identity and character of a business district. The current streetscape within the Franksville Business District is minimal and could be improved.

Lighting

Objective: Lighting should enhance the pedestrian character of the Franksville Business District while functioning for both vehicles and pedestrians.

Lighting is very important in retail and commercial districts. It not only creates an identity for the area, but also contributes to the success of the local businesses. Lighting can have a dramatic effect on the overall image of the street.

When considering lighting options for the Business District, the following guidelines should be followed:

Figure 3-12. Example of a basic ground sign using brick and other natural materials.

Figure 3-13. Example of a ground sign signifying an entry.

Figure 3-14. Hanging sign appropriate to size and style of building.

1. Street lights should be simple rather than overly ornate and their placement shall not obstruct storefronts.

2. Lights should be spaced and located according to the function of the public space. For example, lights should be used to emphasize entrances, intersections, and special features. They should follow a consistent rhythm along the streets and create a feeling of place within the business district. Alternating heights may be used for pedestrian lighting and overall street lighting.

3. The lights should be scaled to the pedestrian between 10 and 14 feet high. Lighting standards should maintain visibility at intersections, but residential areas should not be over lighted.

4. The use of cobra head and highway style lighting should be avoided.

5. Banners may be attached to the lights at selected areas to advertise Village events, seasons, or retailers. Banners could be used on lights at entrances, at the ends of the Street, and surrounding special areas such as a market plaza, or parking court.

Street Furniture

Objective: The use of furniture should be functional and add to the overall character of the Franksville Business District.

Street furniture can provide visual interest and a human scale to the Franksville Business District. It should be used to attract customers to stores and provide a place to visit with other residents. Designated areas should be established that add to the character of the business district without conflicting with the buildings and walkways. For example, benches should be oriented to provide clear views of storefronts.

Furniture items that may be selected include: benches, flower containers, trash receptacles, bike racks, and kiosks. The style and character of furniture should compliment the building architecture, and be consistent throughout the district.

Types of Street Furniture

1. Benches will provide pedestrian activity along the street and shall be located along the street edge to allow a walking path between the bench and the building front. They may also be located in the green areas and open spaces. Seating may be included in the design of a ground sign or may include planting containers. Benches should also be considered along portions of facades that do not have windows and along fences, especially when such benches can add diversity to the architectural character of the facade and can be located such that persons sitting on the bench will view particularly active areas of movement and pedestrian activity.

2. Flower containers should be used along building fronts and within furniture groupings to add variety and color.

3. Trash receptacles should be strategically placed at corners and within furniture groupings in the middle and ends of blocks.

4. Bike racks may be located in several areas throughout the business district. The style should compliment the other street furniture.

5. Kiosks may not block any building fronts and may be placed with in public open spaces or adjacent to furniture groupings.

Landscape

Objective: The use of carefully selected landscaping and paving shall enhance the space surrounding the buildings.

Landscaping of the pedestrian environment around the building and parking areas will increase the visual impact of the business district and improve the transition from parking areas to the buildings. Existing and proposed parking areas should be appropriately screen with a green landscaped edge.

The landscape treatment should be of quality materials but should not be overly designed as to compete with the attraction of the storefronts. Attention should also be paid to the height of landscaped buffers to ensure that they provide adequate screening, but also do not completely impair vision for safety concerns.

Trees should not be located so as to block the year-round visibility of business signs. Trees are more effectively used along street edges that do not include buildings (such as parking areas or other gaps between buildings).

Alternatives to tree plantings include garden walls and fences, especially those which integrate multiple materials, such as an ornamental iron fence with masonry posts and a hedge located behind the fence. While such elements are more costly they are effective in creating a strong, pleasant street edge, screening parking areas, and yet and still allowing visibility of businesses and traffic movements.

Paving Patterns

Objective: The use of varied paving materials shall enhance the street and parking courts.

Incorporation of varied paving materials with in the right of way can act as a traffic-calming device. Recently in this area a variety of stamped concrete treatments have proved successful (especially for heavily trafficked areas). A variety of paving can also be used in less trafficked areas that do not require snow removal (these may occur near fence lines, building edges, service areas, along the side of entries, and similar places). Brick and natural paver materials are the preferred paving treatment over stamped concrete.

Paving patterns can help provide way finding for vehicular and pedestrian circulation systems.

Paving should be of a quality material but kept fairly simple. Overly detailed designs may distract or disorient shoppers.

Attractive paving should not be limited to crosswalks and intersections. Parking areas should also be carefully detailed and include paving patterns. Too often parking areas are considered unworthy of appropriate aesthetic treatment, yet they are active, occupied areas, frequented by almost all customers, employees, and the general public. Special paving in parking areas also signals drivers that the area is intended for pedestrian use and therefore slower driving and vehicular movements are appropriate.

Fences

Objective: Selective use of fencing will be used to enhance the pedestrian experience within the Business District.

Fences shall be used for 1) visual screening of parking lots or service areas which can not be incorporated into the design of the building, 2) security, and 3) safety for pedestrians. Recommended materials:

1. Hedges — formal, well-maintained shrubs which are opaque
2. Decorative metal or ironwork
3. Masonry walls

A combination of two fence materials may be used. For example, an ironwork fence may include masonry columns. As noted previously, carefully crafted fences and garden walls are effective in creating a strong, pleasant street edge, screening parking areas, and yet and still allowing visibility of businesses and traffic movements.

Public Art

Objective: Use public art to create a strong sense of place and community.

Public art can be incorporated into the streetscape design of the Franksville Business District in several ways including:

1. Signage systems
2. Painted Murals on blank or secondary facades
3. Banner design
4. Street furniture design
5. Formal or interactive sculptures in key public places within the Franksville Business District

Public art should be considered seriously and respectfully. Many communities often consider public art as a decorative feature. There are many serious public artists in Wisconsin who can bring substantial meaning and beauty to public places.

Procedures for engaging artists, reviewing their credentials, conducting modest competitions among artists, and establishing a peer-review process for selecting art should be given strong consideration.

The use of public art should also be considered as a basis for reflecting the history of Franksville, enhancing major public places and other cultural events.

Maintenance and Management

Objective: Maintain clean and neat streetscape to enhance and promote healthy business climate and community pride.

Cleanliness and maintenance are essential for the successes of any business district. The Franksville Business District should consider the following policies regarding maintenance and management of the public streetscape elements:

1. Follow customary procedures for maintenance and management (where property owners maintain the pedestrian areas in the right-of-way and public agencies maintain and manage the infrastructure)

2. Assign maintenance and management of special features such as banners or seating to local property owners, businesses or the business association. Alternatively, establish a financing mechanism that provides additional funds to public agencies for maintenance and management of these features.

3. Encourage the formation of a Business Improvement District (BID) as an organization that can ensure effective maintenance and management of the area.

4. Establish clear procedures for maintenance and management of service areas, including trash and rubbish collection and screening of dumpsters.

Use of Public ROW

Objective: Allow uses within the public right

of way that will enhance the pedestrian experience.

Uses within the public right of way can enhance the level of activity on the street. Uses may include outdoor dining or decorative sandwich board signs.

Circulation

Objective: Create an efficient, multi-modal circulation system within the Business District that does not negatively impact the surrounding residential neighborhoods.

Gateways

Objective: Gateways shall signal the entrance into the neighborhood business district. They should serve as a feature and be designed to emphasize the transition into significant streets or developments.

Major gateway elements are recommended at the main entry points into the Business District. Smaller gateway elements should be considered at the entry into all parking courts, and the movement into residential areas.

When considering the design of gateways within the Franksville Business District, the following guidelines should be followed:

1. Create strong vertical elements located symmetrically on each side of the street. These elements should be sufficiently large so they are perceived as a unified visual composition on both sides of the street.

2. Use building forms, landscaping, topography, or environmental features to form the gateway.

3. Reinforce the shape of the gateway with trees, plantings, and streetlights.

4. When appropriate for local activities, use banners, flags, or other colorful elements that make the gateway a special place.

5. Coordinate other features, such as traffic signs or landscaping, to emphasize the gateway.

6. Use gateways as symbolic and psychological entries but not as securable fences. Public gateways should not limit public access.

7. Slow traffic while creating a higher quality, pleasant driving experience, and attractive pedestrian experience.

8. Use gateways to increase the pride of local residents in the street and the likelihood that they will be more watchful of issues related to public safety and security on the street.

Pedestrian Activity and Traffic Calming
Objective: Employ a variety of techniques to encourage street level pedestrian activity and calm traffic

Various traffic calming devises should be employed to slow traffic and promote pedestrian activity. Care must be taken to avoid over calming of traffic such that traffic moves off of the major arterials serving the Franksville Business District, as a certain amount of traffic is critical to support a healthy business district. Traffic calming devises can include:

1. Traffic signals could be added at key intersections. While installation and maintenance of such signals can be expensive, they may be especially effective to increase pedestrian movement. Precise location of additional signals should be considered as part of an overall redevelopment plan.

2. Raised or varied road surface should be created at pedestrian crossings. This could include tinted concrete, which resembles cobblestones. Stamped, painted asphalt is also an option. While cost effective initially, the asphalt treatment requires annual maintenance and its smooth nature does not provide as great of a traffic calming effect.

3. The perception of a narrower roadway also has been shown to slow traffic. This can be accomplished via a strong street edge created by streetscape elements such a frequently spaced light poles.

4. Curb bump outs should be created at key intersections; especially where pedestrians are likely to be crossing should be used to slow traffic.

Other methods to encourage pedestrian activity include:

1. Design the parking paving with strong visual distinctions to illustrate the flow of pedestrians and vehicles through the parking areas.

2. Create continuous linkages designed for pedestrian movement and bike paths

3. Bump out curbs to reduce the distance of street crossings at key intersections

4. Provide a smooth paved surface for pedestrian movement across streets.

5. Create enforceable policies that require traffic to yield to pedestrians

It is recommended that a combination of the above design techniques be employed when a detailed streetscape plan for the Franksville Business District is completed.

B. Residential development between Nicholson and CTH H and North of Dunkelow Road

Goals:

Create guidelines that allow for compatible residential development in accordance with the Village's Conservation Subdivision Ordinance.

Issues and action steps in this area have been broken down into the following four categories.

Circulation

Issues:

Access to this land is limited. Efforts should be made to provide as many access points as possible into the area.

Action Steps

1. Maintain several public access points within this area to ensure that there are multiple circulation paths.

2. Develop pedestrian and bicycle paths within the neighborhood to link residents with the surrounding community.

3. Extend Industrial Drive west to CTH H to provide a strong east/west connection. This road extension should be viewed as a local connector street to move traffic from CTH H to Nicholson Road. It is not intended to carry industrial traffic.

Figure 3-15. Commercial buildings with high quality architecture and pedestrian friendly amenities were among the highest rated commercial images in the design preference survey.

Figure 3-16. Buildings that lacked landscaping or quality architectural design were among the lowest rated commercial images in the design preference survey.

Drainage

Issues:

Due to the extent of classified hydric soils and other possible environmental conditions such as wetlands (Figure 3-17), which effect development on this site, it may not be possible to meet the development densities permitted by the current zoning. Additional studies must be conducted to determine the extent to which this land can be developed.

The Village has identified and maintains a parcel of land for a storm water detention on the south side of Dunkelow Road, adjacent to the Racine Area Soccer Association Fields.

Action Steps:

1. Assess associated storm water runoff and drainage for all development, and conduct a thorough evaluation of existing drainage patterns, soil conditions and presence of wetlands. Per state regulations, all development must meet the requirements of Comm 83.

2. Encourage creative and multiple use design plans for site storm water management in accordance with conservation subdivision regulations. Aesthetic regulations in this residential area should be required.

3. Field map all wetlands and drainage ways within development area. Limit disturbances to natural systems to the greatest degree possible. Explore the possibility of incorporating poor wetland systems or existing drainage pathways into storm water management plan.

4. Explore the possibility of relocating the storm water detention area to this location.

Parks and Open Space

Issues:

Under the Conservation Subdivision Ordinance, at least forty percent of the land must be preserved as common open space.

Action Steps:

1. Connect green space within the development to parkland to provide a corridor and link to other existing neighborhood pedestrian and bicycle paths.

2. Use open space within this area to buffer between the residential uses and the agricultural uses. This buffer zone could be used for additional Village park land and include several recreational play fields.

3. Consider land swaps to be used for parks in the hydric soil areas.

Figure 3-17. Diagrammatic illustration of soil conditions. Before any development occurs in this area, a detailed soils analysis must be completed.

Residential Development

Issues:

Drainage, limited site access and lack of existing significant natural features to preserve are all challenges to a successful conservation subdivision development.

Action Steps:

1. Monitor conformity of residential development in this area to the conservation subdivision ordinance.

2. Create a network of streets to allow multiple connections through the development in order to disperse traffic as much as possible.

3. Create a significant public boulevard to provide an amenity to those residential lots surrounding it. This boulevard should be part of a larger storm water drainage system. The boulevard can run east/west as illustrated in the design diagram (Figure 3-18.) or north/south depending on the ultimate street layout for this area.

4. Terminate the boulevard at each end with significant green spaces. The illustration (Figure 3-18) depicts a formal green space at the west end and a more informal greenbelt at the east end. The greenbelt is intended to tie into an interconnected series of green ways throughout the Village.

5. Monitor drainage to ensure that any new development does not adversely affect drainage in the area.

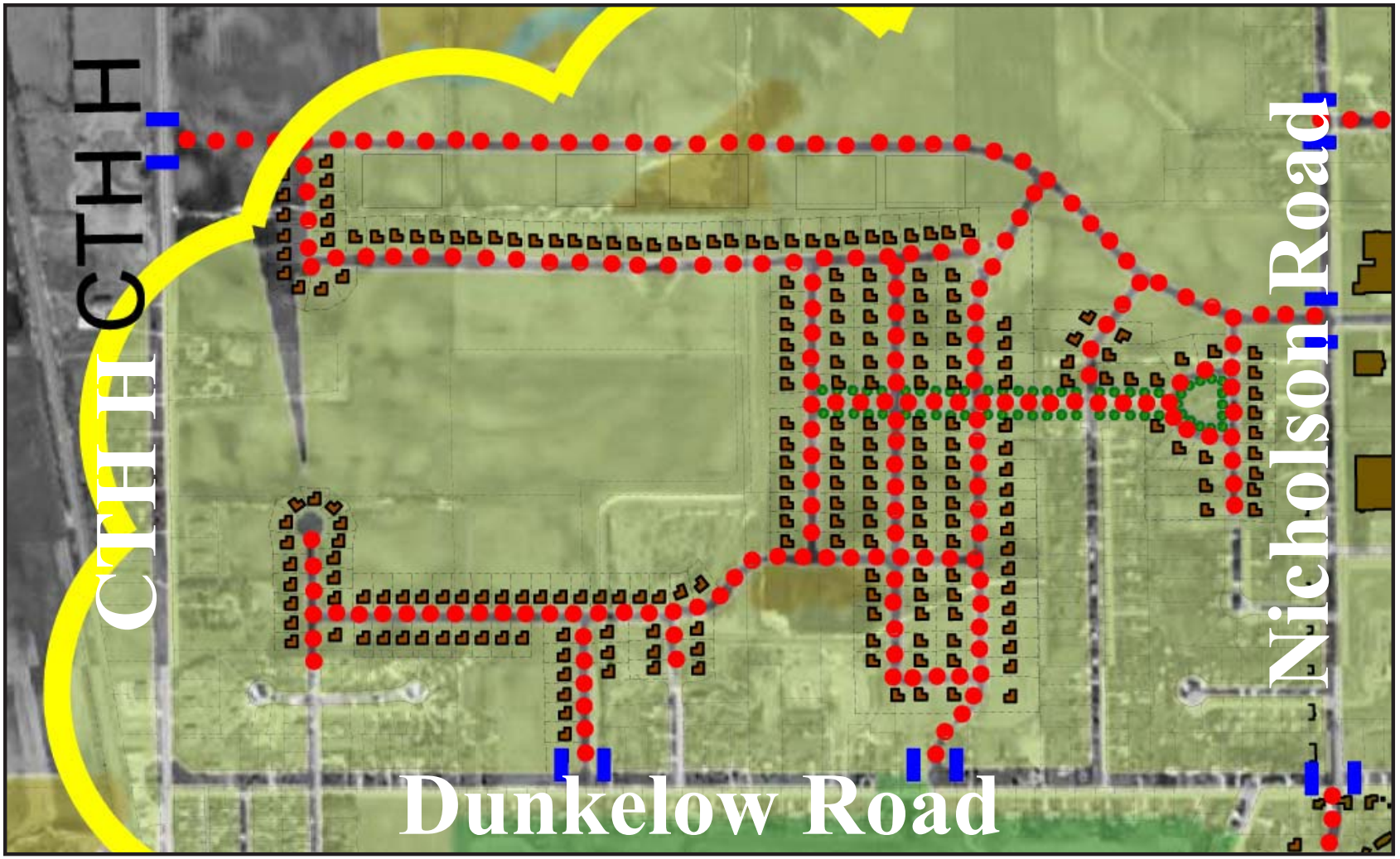
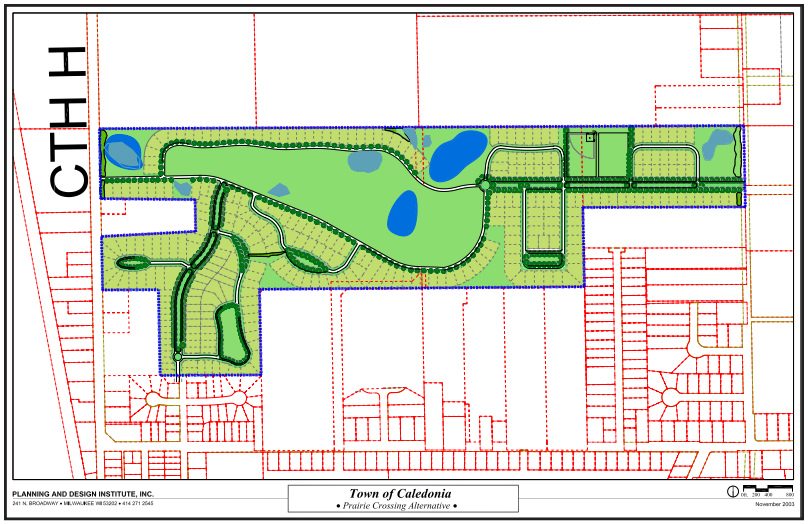


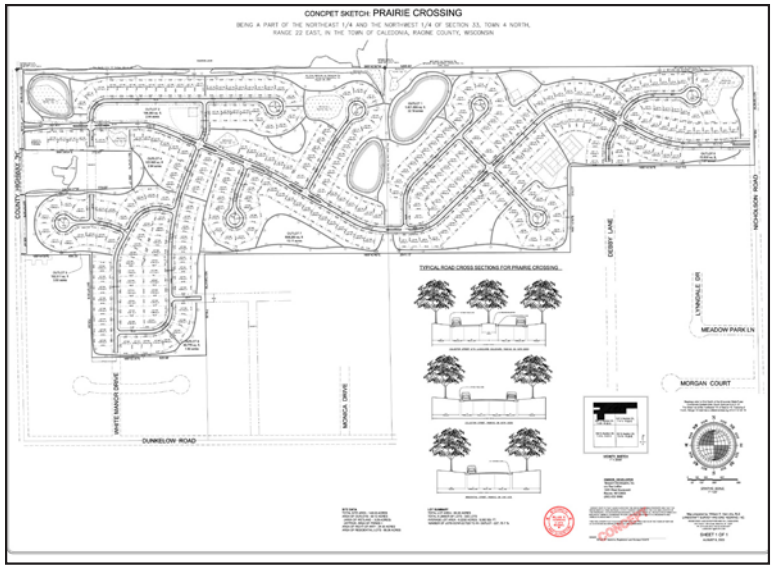
Figure 3-18. This diagram represents one conceptual site plan for Subarea B. This plan maintains critical access points and preserves a substantial amount of green space, including several sports fields to serve as a buffer between the rural area and the new development.

The Development Process

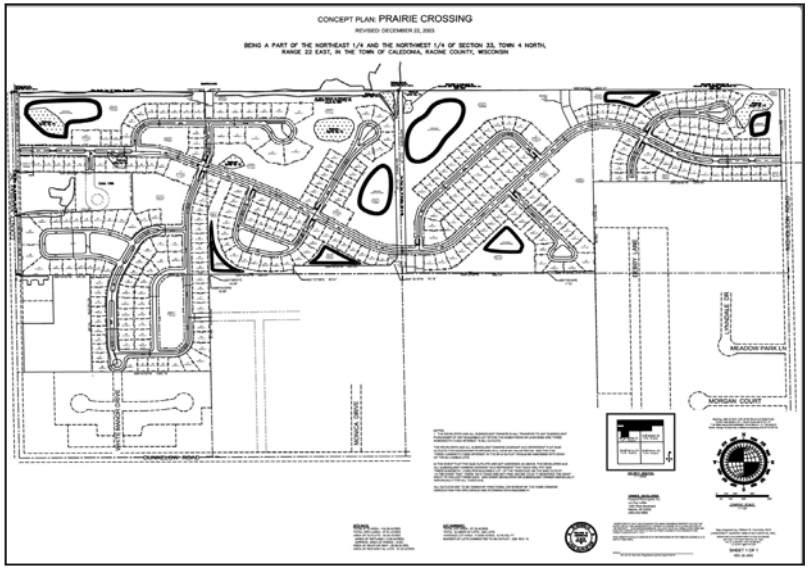
As the development of this neighborhood plan progressed, a property owner came forward with conceptual plans for portions of this area (Plan A). The planning consultant reviewed the conceptual plan and proposed some changes to the site plan to meet the overall planning goals the neighborhood plan had identified (Plan B). Finally, the developer submitted Plan C for consideration by the Planning Commission and Village Board.



Plan B



Plan A



Plan C

C. Nicholson Road Alignment

Goals:

Provide a safe and efficient alignment of Nicholson Road, balancing public good and property rights.

Issues:

The realignment of Nicholson Road is critical as this area grows. Both the intersection of Nicholson Road and Dunkelow Road and Nicholson Road and CTH K pose potential problems as traffic counts increase in this area.

This issue was given considerable thought and evaluation in the workgroup meetings. A clear solution was not achieved during this planning process; however, several alternatives were discussed.

After evaluating several potential realignments, two options have been preliminarily identified as feasible. Figures 3-19 and 3-20 represent these options. The blue arrows represent a desire to connect the critical public access points (blue hatch marks). There are several possible ways to connect these points. There could be other solutions that arise from a reevaluation of the park facilities including access points to the park and more detailed engineering study.

Figure 3-19 indicates proposed public access connections to CTH H at CTH K to the south and at the intersection of Nicholson and Dunkelow Road to the north. CTH H is a controlled intersection and this option would provide a safe access to CTH K. This option does require some disruption of the Caledonia Mount Pleasant Joint Park land, specifically a large stand of approximately 45 mature white and burr oak trees. Depending on the right of way design, approximately 12 trees could be lost. Recognizing that there is a deed restriction on the park parcel indicating its use for park purposes only, State law provides a mechanism for review of this restriction for the betterment of the community.

Disruption of parkland was met with great community resistance. Therefore other options should be given greater consideration due to the high value the residents place on the parkland.

After discussion of this first option with workgroup members and park commissioners, a second option was developed. Figure 3-20 makes the connection to CTH K at the existing Nicholson Road intersection. This option proposed that the road would be continued south, curving west to intersect with CTH H. Much of this road realignment is within the Village of Mt. Pleasant and would require a great deal of intergovernmental cooperation between the Villages. In addition, this option requires the acquisition of several dwelling units and possibly the reconfiguration of the grounds of Fire Station #3.

In order to serve the public demand for parkland (if parkland is required for the realignment of Nicholson Road), it should be replaced in other suitable areas at a greater than one to one exchange.

It is essential to note that these proposed solutions for the alignment of Nicholson Road should only be considered if public safety becomes an issue.

In order to assess the need for a new alignment and minimize potential impacts, several steps need to be undertaken.

Figure 3-19. Conceptual road alignment for Nicholson Road represented by the larger red dots. For additional key symbols, see Page 39.

Figure 3-20. Conceptual road alignment for Nicholson Road represented by the larger red dots. For additional key symbols, see Page 39.

Action Steps:

1. Carefully monitor area traffic counts to provide accurate data regarding the need for safer intersections at Nicholson and Dunkelow Roads and Nicholson Road and CTH K.

2. Hold discussions with Caledonia and Mount Pleasant Parks Departments, RASA, and all impacted property owners.

3. Perform exploration and cost estimation of acquiring other parkland/playfields in the area in order to replace the disturbed parkland at a ratio of 2:1.

4. Survey of all existing mature trees and landscape in the area to assure minimal impact.

5. Provide detailed engineering of the road to identify additional alignment options, minimize impact on surrounding properties, and mature the landscape.

6. Create a detailed park plan for the future development of the park, including redesign of entry and gateways into park.

7. Schedule discussions with Mt. Pleasant regarding the feasibility, cost sharing and acquisition costs of Figure 3-19 and Figure 3-20.

D. Industrial Park Development

Goals:

1. Create safer and more efficient means of access to the Industrial Park to allow for the development of the Industrial Park without harm to the residential neighborhood.

2. Facilitate the residential and industrial mixed use within this area.

Issues:

As the Industrial Park develops, it will need alternative means of access (Figure 3-21). The proposed realignment of STH 38 will provide effective access that will minimize truck traffic through surrounding residential areas. In addition the proposals in the W2 Neighborhood Plan for the west end of Four Mile Road would also accommodate significant amounts of truck traffic to I-94.

As a means of providing a better transition between residential and industrial uses along Nicholson Road, it is recommended that the Land Use of the Industrial Park be slightly modified to allow the following types of uses:

1. Higher architectural quality business and light industrial uses with strict landscaping requirements along Nicholson Road and Four Mile Road in areas where current businesses are located (Figure 3-22).

2. Medium industrial uses in the central area of the Industrial Park. Light industrial uses are compatible with the existing buildings in the Industrial Park (Figure 3-22).

3. Outdoor storage uses along the railroad tracks, with appropriate visual buffering (Figure 3-22).

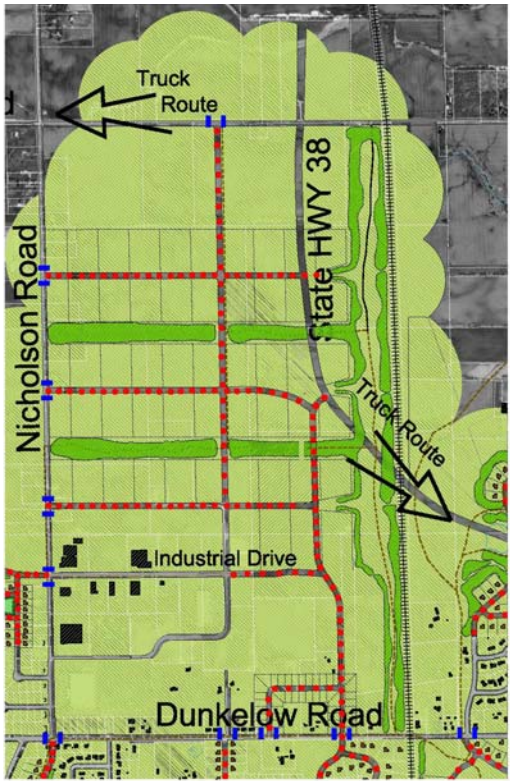


Figure 3-21. This diagram represents one conceptual site plan for Subarea D. This plan maintains critical access points. In order to deter industrial traffic from the residential areas, an access point is identified to the north and east, allowing a direct access to STH 38 and CTH K. An access point to Four Mile Road at the north is intended as a possible long range solution for moving industrial traffic to the interstate. This long term solution must be further investigated when additional areas of the industrial park are developed. For additional key symbols, see Page 39.

4. Adjust the Land Use of the Industrial Park as STH 38 finalizes (Figures 3-21 & 3-22).

5. Allow vehicular circulation from Hwy K to Dunkelow Road and north to the Industrial Park minimizing turning movements (Figure 3-21).

It is also recommended that the northwestern portion of the Industrial Park, especially along Nicholson Road, be considered as a transitional area for either industrial development or compatible residential development (with buffers to the industrial area). This will encourage more compact industrial development and provide an alternative if the market does not prove strong enough to support the given amount of industrial development.

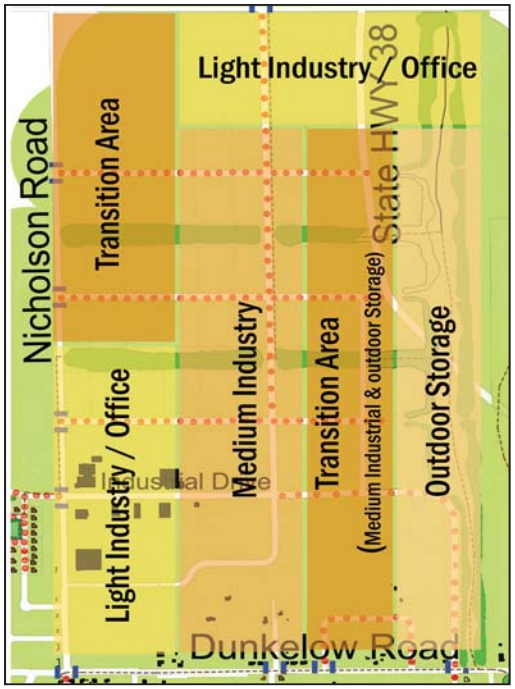


Figure 3-22. Diagrammatic illustration of industrial 'land uses' to be considered.

As the northern portion of the Industrial Park is developed, it is critical to provide access to Four Mile Road. This would allow a more direct connection to I-94. This connection, in combination with the newly proposed alignment for STH 38 will provide effective options for truck traffic to and from the Industrial Park. Four Mile Road is not currently built to handle truck traffic and should be added to the Jurisdictional Highway Study to be completed by SEWRPC and Racine County.

It is also important to create significant green spaces within the Industrial Park (Figure 3-23) to connect to the larger Village wide green trail system, creating circulation and wildlife corridors.

Figure 3-23. The images above are among the highest rated in the Design Preference Survey. High ranking images exhibited a high degree of architectural and landscape quality, and appropriate screening of parking areas. The top image was taken in the existing Caledonia Industrial Park.

Action Steps:

1. Meet with property owners to discuss land use changes.

2. Create significant green spaces and trail connections within the Industrial Park

3. Request the Four Mile Road be placed on the Jurisdictional Highway Study.

4. Create a comprehensive stormwater management design for site development. Correlate storm water control measures with the open space plan.

The images above were among the lowest rated images in the Design Preference Survey. Lack of screened parking and service areas were a dominant trait of all the lowest ranked images.

5. Field map wetlands and drainageways within the industrial park area. Limit any disturbance to existing systems to the greatest degree possible. The Regional Planning Commission, upon request by the municipality, can conduct field mapping.

E. West of Railroad tracks between Dunkelow and CTH K

Goals:

1. Create safer and more efficient means of access to the Industrial Park to allow for the development of the Industrial Park without harm to the residential neighborhood.

2. Create residential development that follows the Village's Conservation Subdivision Ordinance.

Issues:

This area should be developed as a residential neighborhood comparable to the surrounding residential development. Currently truck traffic through this area, due to the nearby Industrial Park, is a major problem that diminishes the likelihood of effective residential development. This problem should be resolved by the realignment of STH 38 as well as the proposed realignment of Four Mile Road near I-94 which was identified in the W2 Neighborhood Plan.

A new residential subdivision can be created by connecting the existing ROW with new proposed north/south roadway between Dunkelow Road and CTH K. The open space in this area should be visible from surrounding roadways and act as a significant neighborhood amenity.

Action Steps:

1. Meet with property owners to discuss land use changes.

2. Protect the access points on Dunkelow Road and CTH K illustrated in the plan diagram (Figure 3-24).

3. Create a road reservation for a through road from Dunkelow Road to CTH K (Figure 3-24).

4. Manage the creation of new open space as an effective neighborhood amenity (Figure 3-24).

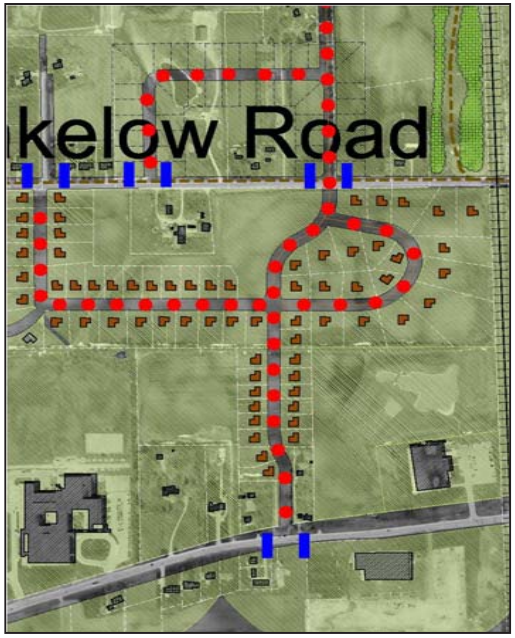


Figure 3-24. This diagram represents one conceptual site plan for Subarea E. This plan maintains critical access points and preserves a substantial amount of greenspace. For additional key symbols, see Page 39.

F. East of Railroad tracks between Dunkelow and CTH K

Goals:

1. Create residential development that follows the Village's Conservation Subdivision Ordinance.

2. Provide park space within this residential neighborhood

Issues:

Providing a connection to Airline Road at CTH K is the critical public access point to protect in this area. In the plan illustration (Figure 3-25) this connection is made. However, the connection is not a direct link between CTH K and Dunkelow Rd. to deter cut through traffic. Attention should be paid to ensure the road and parcel layout is compatible with the existing power lines in this area that run between CTH K and Dunkelow Road. Duplex or other small-scale multi-family units may serve as a suitable buffer between the tracks and single family homes in this area.

Critical connections along Dunkelow should be protected at the existing intersections on Dunkelow Rd.

A substantial open space is preserved along the creek and Dunkelow Road in the plan diagram as well as in the northwestern section of this Area F adjacent to the rail lines. This is proposed to be park space as indicated by SEWRPC in the Village of Caledonia Park and Open Space Plan. The plan calls for a 10-acre park. Facilities proposed for this site include basketball courts, a playfield/soccer practice field, a playground, a sandlot softball diamond and appropriate support facilities. The plan suggests that this site should be a high priority for acquisition due to development pressures.

Figure 3-25. This diagram represents one conceptual site plan for Subarea F. This plan maintains critical access points and preserves a substantial amount of greenspace including land for a proposed park. For additional key symbols, see Page 39.

Due to drainageways and open waterways on this site, the development densities as indicated on the Village's Land Use Plan may not be feasible.

Action Steps:

1. Conduct a feasibility study to determine if the Village can acquire the park space illustrated.

2. Maintain or enhance existing drainageways through this area and protect open water/ waterways by incorporating them into the shared open space.

3. Work with the Parks Commission regarding the placement, ownership and program for the recommended neighborhood park.

4. Plan for connections to surrounding area parks via trails, pathways, bike lanes, etc..

5. Develop alternative methods of obtaining funding for parkland should be explores including:

- *Developer agreements associated with conservation subdivisions*
- *Land Trusts*
- *Increasing Park Impact Fees*
- *Grant funds*

G. East of Railroad tracks between North of Dunkelow and west of State Hwy. 38

Goals:

1. Create residential development that follows the Village's Conservation Subdivision Ordinance.

2. Provide park space within this residential neighborhood.

Issues:

Providing connections to existing Gifford Farms subdivision ROW points.

Connections to State Hwy. 38 should be minimal and create X intersections rather than T intersections.

Residential lots that abut State Hwy. 38 should have a high quality green buffer along the roadway.

A substantial open space is preserved in the plan diagram (Figure 3-26). This is proposed to be park space as indicated in the Village of Caledonia Park and Open Space Plan. The plan calls for a 20-acre park. Facilities proposed for this site include a playfield, a playground, league softball diamonds and a sandlot softball diamond, an area for picnicking and other passive recreation use, and appropriate support facilities, including rest rooms. The plan suggests that this site should be a medium priority for acquisition.

Action Steps:

1. Conduct a feasibility study to determine if the Village can acquire the park space illustrated.

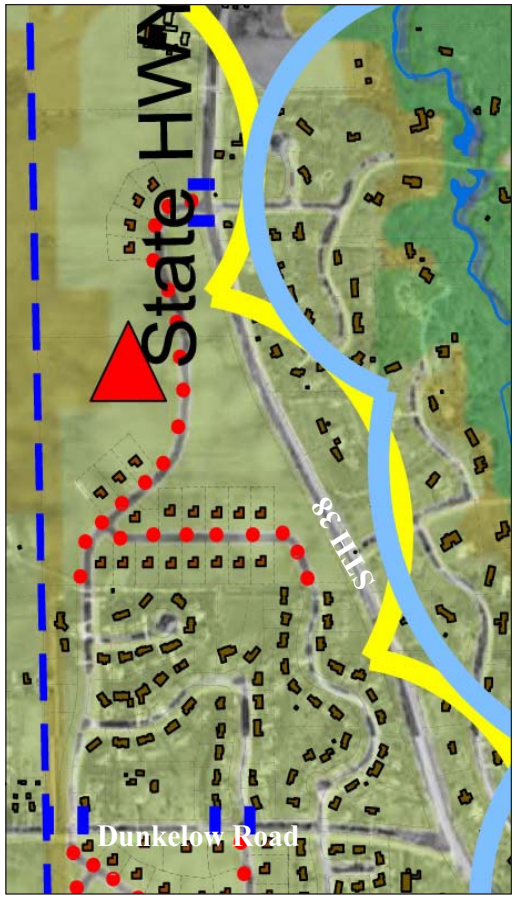


Figure 3-26. This diagram represents one conceptual site plan for Subarea G. This plan maintains critical access points and preserves a substantial amount of greenspace including land for a proposed park. For additional key symbols, see Page 39.

2. Plan for park connections: trails to and through environmental corridors, to the industrial park area and south to parks accessible from Dunkelow Road.

3. Work with the Parks Commission regarding the placement, ownership and program for the recommended neighborhood park.

4. Explore alternative methods of obtaining funding for parkland including:

- Developer agreements associated with conservation subdivisions
- Land Trusts
- Increasing Park Impact Fees
- Grant funds

3.5
W1 NEIGHBORHOOD PLAN NOTES

Possible realignment of County Trunk Highway H

Goals:

1. Provide a road alignment consistent with the Mt. Pleasant proposed highway plan.

2. Create another north/south roadway to provide alternative routes.

Issues:

If CTH H were realigned, major through traffic would be diverted from downtown Franksville. Care must be taken to ensure that the amount of traffic diverted from the existing CTH H does not harm the existing businesses.

The major challenge to the realignment of CTH H north of CTH K is a suitable option of crossing the rail lines providing connection back to the existing CTH H north of Franksville.

The proposed alignment (Figure 3-27) is located in study area (W2) to the west of the Franksville Neighborhood, thus this connection and realignment will be studied in much greater detail as the W2 plan is developed. The Franksville plan may need minor adjustment with regard to the possible realignment of CTH H as the W2 area is developed.

The realignment of CTH H should be a subject for the Jurisdictional Highway Study that will be completed by SEWRPC.

Action Steps:

1. Study detailed possibilities for realignment of CTH north of CTH K as part of the W2 Neighborhood Planning Process.

2. Request that this road be placed on the Jurisdictional Highway System Plan.

3. Engage the commercial district business association in discussions about the effect of road realignment on commercial activity.

4. Work cooperatively with Mt. Pleasant to ensure an appropriate regional alignment of the roadway.

5. Explore possibilities for alternative railroad crossings in collaboration with the County.

6. Develop clear access rules limiting private drive access to the new CTH H between CTH K and Adams Road.

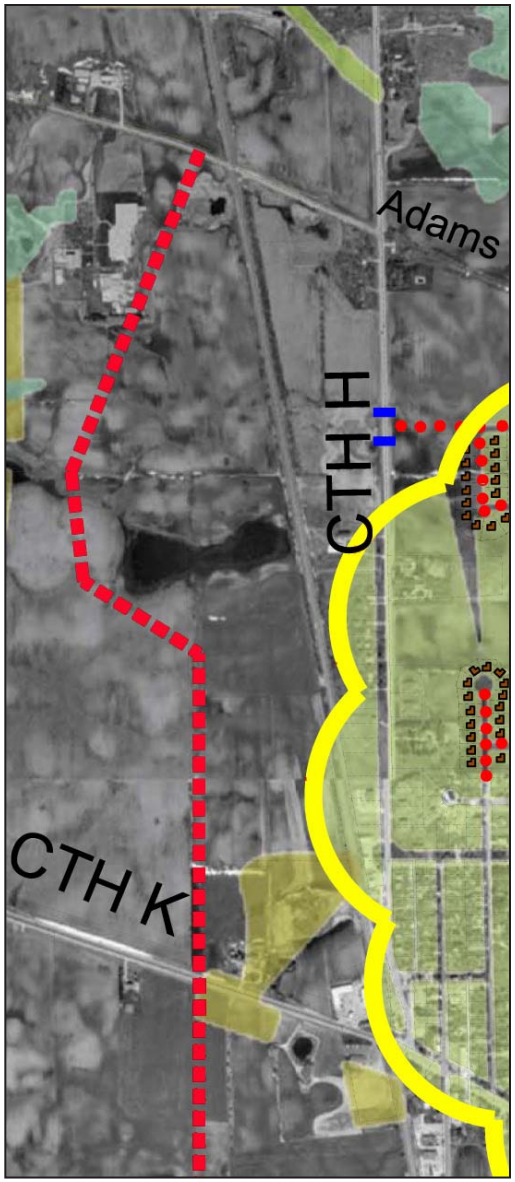


Figure 3-27. Proposed Realignment of County Trunk Highway H.