

COLUMBUS NEIGHBORHOOD PLAN

PREPARED BY:

DEPARTMENT OF CITY DEVELOPMENT

IN COOPERATION WITH NEIGHBORHOOD BUSINESSES, RESIDENTS

AND THE ALDERMEN FOR THE DISTRICT

CITY OF KENOSHA, WISCONSIN

DECEMBER 2008

CITY PLAN COMMISSION

ADOPTION AND CERTIFICATION – AUGUST 8, 2002

NEIGHBORHOOD PLAN AMENDMENT

CITY PLAN COMMISSION – DECEMBER 4, 2008

CITY PLAN COMMISSION RESOLUTION NO. 06-08

BY: THE MAYOR

Amendment to the Columbus Neighborhood Plan
Properties located at 1800 and 1830 60th Street

WHEREAS, under Wisconsin State Statutes 62.23(3), cities have the responsibility for the preparation and adoption of a Master Plan for the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development; and

WHEREAS, the Department of City Development previously adopted the *Columbus Neighborhood Plan* per City Plan Commission Resolution #05-02; and

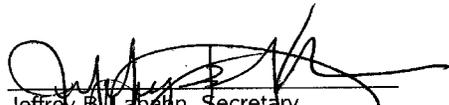
WHEREAS, the City Plan Commission has received a request to amend the land use designation of properties located at 1800 and 1830 60th Street from "Single-Family Residential" to Multi-Family Residential" with a maximum density of 30 units per acre; and

WHEREAS, the City Plan Commission, at their meeting on December 4, 2008, conducted a public hearing and subsequently approved the Amendment to the *Columbus Neighborhood Plan* and certified said plan to the Common Council on January 5, 2009.

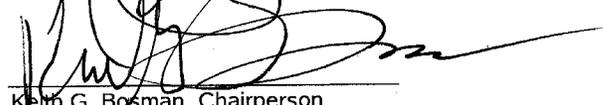
NOW, THEREFORE, BE IT RESOLVED that the City Plan Commission adopts and certifies an Amendment to the *Columbus Neighborhood Plan* as shown in Exhibit "A".

Adopted this 4th day of December, 2008.

ATTEST:


Jeffrey B. Labahn, Secretary

APPROVE:


Keith G. Bosman, Chairperson

Drafted by: Department of City Development
1CPC/2008/Dec4/resol-cpc-06-08

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Part 1

Inventory and Analysis of Existing Conditions

Chapter 1 – Introduction

The purpose of this plan is to provide a framework for the City departments, non-profit agencies and private developers when implementing neighborhood revitalization and redevelopment activities in the Columbus Neighborhood. This framework will assist the Department of City Development in preparing specific neighborhood strategies.

The Columbus Neighborhood is roughly bounded by 52nd Street, the Union Pacific Railroad elevation, 63rd Street, and 30th Avenue. Refer to Map 1.1 below.

A few of this mature neighborhood's assets are its centralized location and residential character, proximity to downtown Kenosha and the commuter train station, and the expanded Frank Elementary School.

The neighborhood's strength of maturity, however, has also been one of its greatest challenges during the last two decades.

In response, the alderman representing part of the neighborhood's deteriorating housing, residential conversions, underutilized and obsolete commercial and industrial facilities and vacant industrial properties have contributed to the neighborhood's loss of vibrancy and vitality, requested that the Department of City Development lead a cooperative effort to prepare a neighborhood plan. As a result, the Columbus Neighborhood Vision Project was born, and since its creation, the Department of City Development has had several neighborhood meetings and has worked with neighborhood residents, businesses, and the aldermen of the district in creating this plan.

The plan consists of two parts. The first includes an inventory and analysis of the existing conditions and features of the Columbus Neighborhood. The second presents revitalization recommendations for the Columbus Neighborhood. The overall intent of these recommendations is to establish starting points for planning, programming, and evaluating the neighborhood revitalization and redevelopment strategies and activities.

Map 1.1 - Neighborhood Boundary Map



Chapter 2 – Socioeconomic Characteristics

Census data provides the most reliable and detailed information for describing local areas such as neighborhoods, cities, and counties. The data provided in this chapter was obtained exclusively from the U.S. Bureau of the Census. The Columbus Neighborhood consists of three census tracts. Two of the census tracts extend beyond the neighborhood boundaries. Refer to Map 2.1, page 8.

Each census tract is further subdivided into block groups and blocks. For the most part, the Census Bureau provides only general population characteristics such as the total number of persons at the block level due to concerns regarding anonymity. The analysis of census data was conducted at the block group level, which is a further subdivision of a census tract that combines contiguous groups of blocks together into specific geographic areas.

Census Tracts

Census Tract 9 contains only one block group (#2) which is bounded by 52nd Street, the Union Pacific and Kenosha Division Railroad lines, and 22nd Avenue.

Census Tract 11 consists of three block groups (#1, 2, 3) which cover the central and south portion of the Columbus Neighborhood. Census Tract 11 is bounded by the Kenosha Division and Union Pacific Railroad lines, 63rd Street, 22nd Avenue, and 60th Street.

Census Tract 12 contains only one block group (#1) which is bounded by 52nd Street, 22nd Avenue, the Kenosha Division Railroad Line, 60th Street, and 30th Avenue.

The purpose of this chapter is to compare different aspects of the census data relative to the average for the Columbus Neighborhood and the City of Kenosha. As depicted in Table 2.1, page 11, the analysis of local census data compares the composition of the five general areas in 1980 and 1990:

Housing - The dwellings people live in and the cost of housing.

Households - The person(s) who occupy a housing unit (this includes families as well as persons who are unrelated to one another).

Population - The number, age, and race of persons living in the area.

Economic - Income and poverty levels and unemployment behavior.

Transportation - The number of workers who use public transportation, drive alone, carpool, walk.

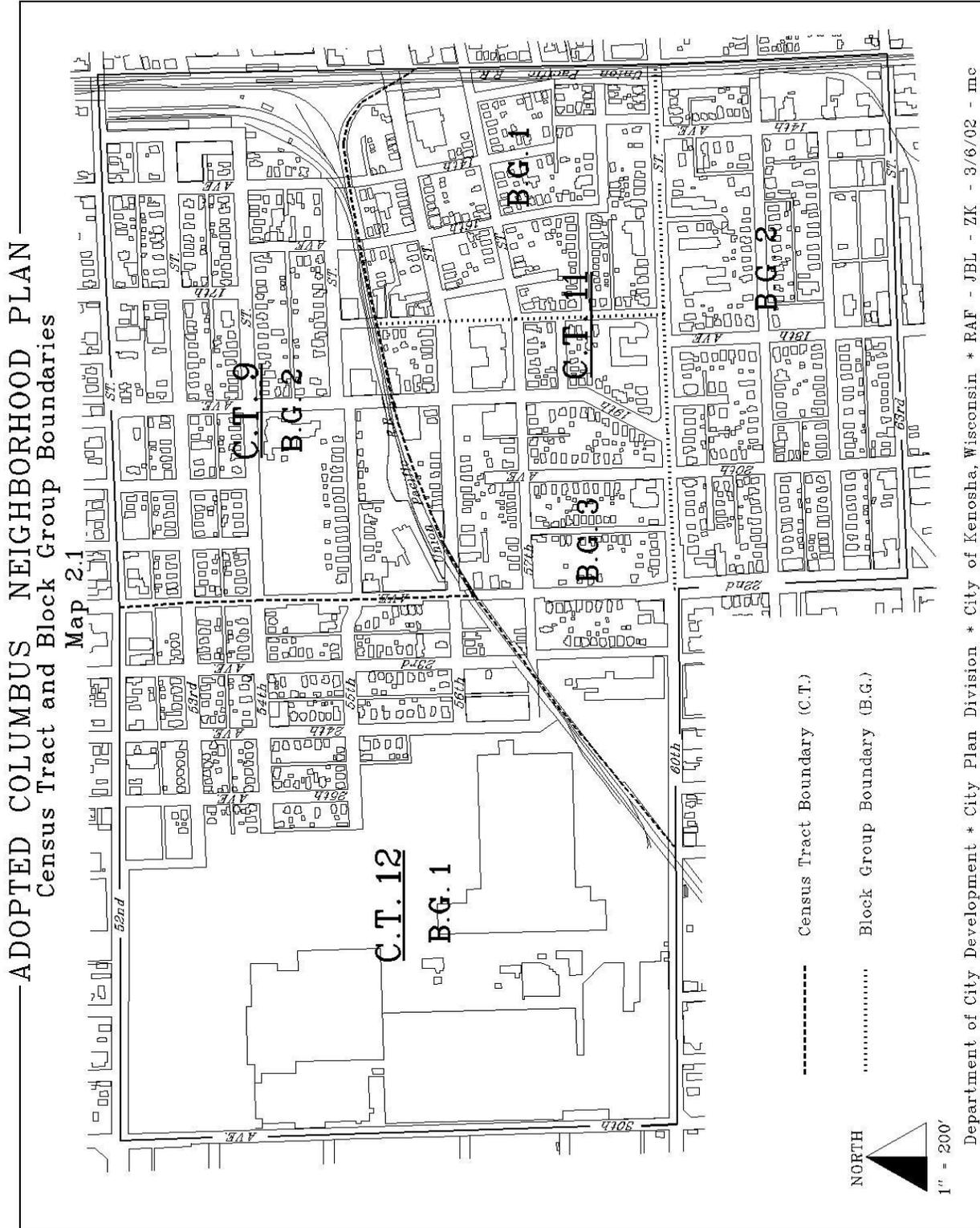
Housing

The most basic housing characteristic is whether a unit is owner-occupied or renter-occupied. Home ownership is widely regarded as an indicator of neighborhood stability. A decline in the home ownership rate often signals a corresponding decline in the well-being of the neighborhood.

Home ownership has declined by more than 20 percent between 1980 and 1990 in the Columbus Neighborhood. Census Tract 9 represents the only increase in owner-occupied housing units, while the largest decrease occurred in Census Tract 12. Renter-occupied housing units remained relatively stable with only a two percent increase for the neighborhood. The neighborhood housing vacancy rate is almost twice that of the city.

The percentage of pre-1940 housing units has generally decreased about 10 percent throughout the neighborhood, which is twice the city's rate. New housing construction was almost non-existent until the 1990s. The average median housing value of \$35,300 is about 60 percent of the city's average. The median contract rent for the neighborhood is approximately 88 percent of the city's average. Median contract rent is consistent with the rental increases for the city. The largest increase in median housing values and contract rent occurred in Census Tract 11 (Block Group #2).

Map 2.1 - Census Tract and Block Group Boundaries



Households

The most basic household characteristic is household size. The median number of persons per household is 2.95, which has increased approximately 15 percent for the Columbus Neighborhood by 1990. In comparison, household size decreased three percent for the city to approximately 2.68 persons per household in 1990. The largest increase in household size occurred in Census Tract 11 (Block Group #1). Female householders with children increased almost 35 percent for the neighborhood, or 2.5 times more than the city between 1980 and 1990. Male households with children increased about one-half the rate as female households in the neighborhood.

The percentage of married couples with children is about 21 percent of the households in the neighborhood in 1990. This represents an increase of seven percent, which corresponds to an almost six percent decrease in married couples with children for the city. Substantial increases in the number of married couples occurred in Census Tracts 11 and 12 between 1980 and 1990. The number of persons living alone, referred to as one-person households, has generally decreased throughout the neighborhood while the city has remained constant. As much as 67 percent of the housing units are occupied by households who have lived less than five years in the neighborhood. This represents a short-term occupancy rate, which is more than 18 percent higher than the city. Long-term occupancy of 10 or more years has decreased slightly to about 24 percent for the neighborhood compared to 38 percent for the city.

Population

The population age structure offers the most detail on the life cycle of the Columbus Neighborhood. The age distribution of the neighborhood population is growing younger with persons under 18 years of age increasing from about 29 percent in 1980 to 35% in 1990. Census Tract 9 represents the only decrease in persons under 18 years of age, but it was not significant for the neighborhood. The percentage of persons between 18 and 64 years of age has remained relatively constant for both the neighborhood and the city. Except for Census Tract 9, the senior population, which is persons 65 years and over, decreased more than eight percent for the neighborhood by 1990.

The most important characteristic is race and Hispanic origin and the change in the composition of the population. African-Americans represented less than six percent of the neighborhood population in 1980 and increased to above 16 percent in 1990. Persons of Hispanic origin, which may be of any race, increased from about 16 percent in 1980 to 18 percent in 1990 for the Columbus Neighborhood. The African-American and Hispanic populations are both about six percent for the city in 1990. The highest increase in the African-American and Hispanic populations occurred in Census Tract 11 (Block Group #1) between 1980 and 1990.

Economic

Median household income was used to measure the income level of the Columbus Neighborhood and the city. The median household income includes families as well as persons and groups not related by blood, marriage, or adoption. The average median household income for the neighborhood increased from \$12,864 to \$16,047, which is almost a 25 percent increase between 1980 and 1990. For the city, the median household income increased almost 47 percent to \$27,770 by 1990. The neighborhood's median income was 68 percent of the city's median in 1980 and dropped to 57 percent in 1990. After adjusting for inflation using the Consumer Price Index (CPI), the median household income declined (in real dollars) 27 percent for the neighborhood and 14 percent for the city, which shows that both the Columbus Neighborhood and city did not keep pace with inflation from 1980 to 1990.

Household incomes are also classified as being above or below poverty by comparing total income to a poverty threshold. In the Columbus Neighborhood, about 38 percent of all persons lived below the poverty level in 1990, which is almost twice the number in 1980. Almost one-half of all persons are below the poverty level in Census Tract 11 (Block Group #1), which increased the most since 1980.

Unemployment in the neighborhood decreased from 18 percent to about 17 percent between 1980 and 1990. The unemployment rate for the neighborhood is more than twice the city's rate in 1990.

Transportation

The most significant changes occurred in public transportation usage for the purpose of employment. The use of public transportation increased for the Columbus Neighborhood, which is about seven percent in 1990. Public transportation decreased to slightly above two percent for the city. The percentage of persons who carpool has remained relatively constant at about 20 percent for the neighborhood compared to a decrease for the city to about 13 percent. Persons who drove alone increased modestly to almost 58 percent for the neighborhood compared to more than 78 percent for the city in 1990. The percentage of persons who walked to work or worked at home decreased to above 13 percent for the neighborhood and six percent for the city in 1990.

Table 2.1 - Summary Profile of the Columbus Neighborhood

	<i>COLUMBUS NEIGHBORHOOD</i>						<i>CITY OF KENOSHA</i>					
	<i>1980</i>		<i>1990</i>				<i>1980</i>		<i>1990</i>			
	<i>Aggregate</i>	<i>%</i>	<i>Aggregate</i>	<i>%</i>	<i>Aggregate</i>	<i>% Change</i>	<i>Aggregate</i>	<i>%</i>	<i>Aggregate</i>	<i>%</i>	<i>Aggregate</i>	<i>% Change</i>
<i>Housing</i>												
Owner-occupied units	709	30.1	552	25.2	-157	-22.1	18,174	61.8	18,528	59.4	354	1.9
Renter-occupied units	1,435	60.9	1,463	66.7	28	2.0	9,790	33.3	11,380	36.5	1,590	16.2
Vacant units	211	9.0	177	8.1	-34	-16.1	1,424	4.8	1,268	4.1	-156	-11.0
New units (1980 or later)	0	0.0	50	2.3	50	N/A	0	0.0	2,952	9.5	2,952	N/A
1940-1979	623	26.5	587	26.8	-36	-5.8	18,255	62.1	17,662	56.7	-593	-3.2
Pre-1940	1,732	73.5	1,555	70.9	-177	-10.2	11,133	37.9	10,562	33.9	-571	-5.1
Median owner value	\$28,900		\$35,300		\$6,400	22.1	\$45,700		\$58,700		\$13,000	28.4
Median contract rent	\$166		\$297		\$131	78.7	\$188		\$338		\$150	79.8
Occupied housing units	2,144		2,015		-129	-6.0	27,964		29,908		1,944	7.0
Total Housing Units	2,355		2,192		-163	-6.9	29,388		31,176		1,788	6.1
<i>Households</i>												
Persons per household	2.56		2.95		0.39	15.4	2.76		2.68		-0.08	-3.0
Persons living alone	716	33.9	600	29.1	-116	-16.2	7,033	25.0	7,650	25.5	617	8.8
Married families with children	410	19.4	439	21.3	29	7.1	8,250	29.4	7,782	25.9	-468	-5.7
Female head with children	275	13.0	371	18.0	96	34.9	2,149	7.6	2,452	8.2	303	14.1
Male head with children	51	2.4	60	2.9	9	17.6	385	1.4	447	1.5	62	16.1
Households without children	658	31.2	591	28.7	-67	-10.2	10,292	36.6	11,677	38.9	1,385	13.5
Occupants < 5 years	1,353	63.9	1,348	66.9	-5	-0.4	14,027	50.2	14,562	48.7	535	3.8
Occupants 5 to 9 years	232	11.0	187	9.3	-45	-19.4	3,746	13.4	3,849	12.9	103	2.7
Long-time occupants 10+ years	559	26.4	480	23.8	-79	-14.1	10,191	36.4	11,497	38.4	1,306	12.8
Total households	2,110		2,061		-49	-2.3	28,109		30,008		1,899	6.8

	COLUMBUS NEIGHBORHOOD						CITY OF KENOSHA					
	1980		1990				1980		1990			
	<i>Aggregate</i>	<i>%</i>	<i>Aggregate</i>	<i>%</i>	<i>Aggregate</i>	<i>% Change</i>	<i>Aggregate</i>	<i>%</i>	<i>Aggregate</i>	<i>%</i>	<i>Aggregate</i>	<i>% Change</i>
Population												
Under 18 years	1,560	28.6	2,127	35.2	567	36.3	21,931	28.2	21,786	27.1	-145	-0.7
18 to 64 years	3,195	58.6	3,273	54.2	78	2.4	46,719	60.1	47,707	59.4	988	2.1
65 years & over	696	12.8	638	10.6	-58	-8.3	9,035	11.6	10,882	13.5	1,847	20.4
African-Americans	306	5.6	982	16.3	676	220.9	3,062	3.9	5,070	6.3	2,008	65.6
American Indian-Eskimo-Aleut	37	0.7	18	0.3	-19	-51.4	283	0.4	305	0.4	22	7.8
Asian-Pacific Islander	0	0.0	67	1.1	67	N/A	370	0.5	487	0.6	117	3.16
Hispanic Origin	860	15.8	1,072	17.8	212	24.7	2,913	3.7	4,611	5.7	1,698	58.3
Total Population	5,451		6,038		587	10.8	77,685		80,375		2,690	3.5
Economic												
Median HH income	\$12,864		\$16,047		\$3,184	24.7	\$18,927		\$27,770		\$8,843	46.7
All persons in poverty	1,101	20.8	2,212	37.9	1,111	100.9	6,026	7.8	9,923	14.6	3,897	64.7
Persons unemployed	412	18.0	428	17.2	16	3.9	2,852	7.6	3,061	7.8	209	7.3
Persons w/work disability	100	24.0	185	7.4	85	85.0	1,590	4.3	1,592	4.1	2	0.1
Persons prevented from working w/work disability	248	10.8	282	11.3	34	13.7	1,563	4.2	2,148	5.5	585	37.4
Transportation												
Drove alone	949	53.6	1,156	57.7	207	21.8	22,642	67.8	27,445	78.3	4,803	21.2
Carpooled	386	21.8	402	20.0	16	4.1	6,976	20.9	4,715	13.5	-2,261	-32.4
Public transportation	105	5.9	146	7.3	41	39.0	1,117	3.3	782	2.2	-335	30.0
Walked or worked at home	294	16.6	262	13.1	-32	-10.9	2,243	6.7	2,236	6.4	-7	-0.3
Total using transportation	1,772		2,005		233	13.1	33,416		35,364		1,948	5.8

Chapter 3 - Existing Land Uses

A variety of methods were used to identify land uses in the neighborhood. These methods included field analysis, aerial photographs, subdivision plats or lot maps, and zoning maps.

Existing land use in the neighborhood includes residential, commercial, institutional, industrial, open space and parkland, vacant land and buildings, and railroad and public street rights-of-way.

Map 3.1, page 14, shows the land use and development that exist to date within the neighborhood. The map has been generalized and represents the most predominant land uses in the neighborhood due to the scale of the map. Specific locations of existing land uses are available from the Department of City Development.

Residential Uses

The Columbus Neighborhood is essentially a medium-density residential neighborhood consisting primarily of single-family and two-family homes as shown on Map 3.1, page 14. Residential density for single-family and two-family units is about 12 units per acre.

Residential uses consist of almost 31 percent of the land in the neighborhood. Refer to Table 3.1 below. Single- and two-family uses occupy as much as 89 percent of the residential land consisting of approximately 1,283 units on a total of about 106 acres of land. Multi-family uses occupy the remaining 11 percent of residential land consisting of approximately 354 units on about 14 acres of land.

Residential uses were identified through a field analysis by counting the number of entrances, electric and gas meters, and mailboxes.

Table 3.1 - Existing Land Uses

<i>Uses</i>	<i>Acres</i>	<i>Percent</i>
Residential	120	31
Commercial	17	4
Institutional	15	4
Industrial	107	28
Open Space / Parklands	5	1
Underdeveloped Land / Vacant	15	4
Vacant Buildings	9	2
Railroad Rights-of-Way	15	4
Public Street Rights-of-Way	85	22
TOTAL	388	100

Single-Family Residential

Single-family residential refers to detached houses on their own separate lot. Single-family homes account for about 49 acres of land, or approximately 41 percent of the residential land. Refer to Table 3.2, page 15.

Map 3.1 - Existing Land Use

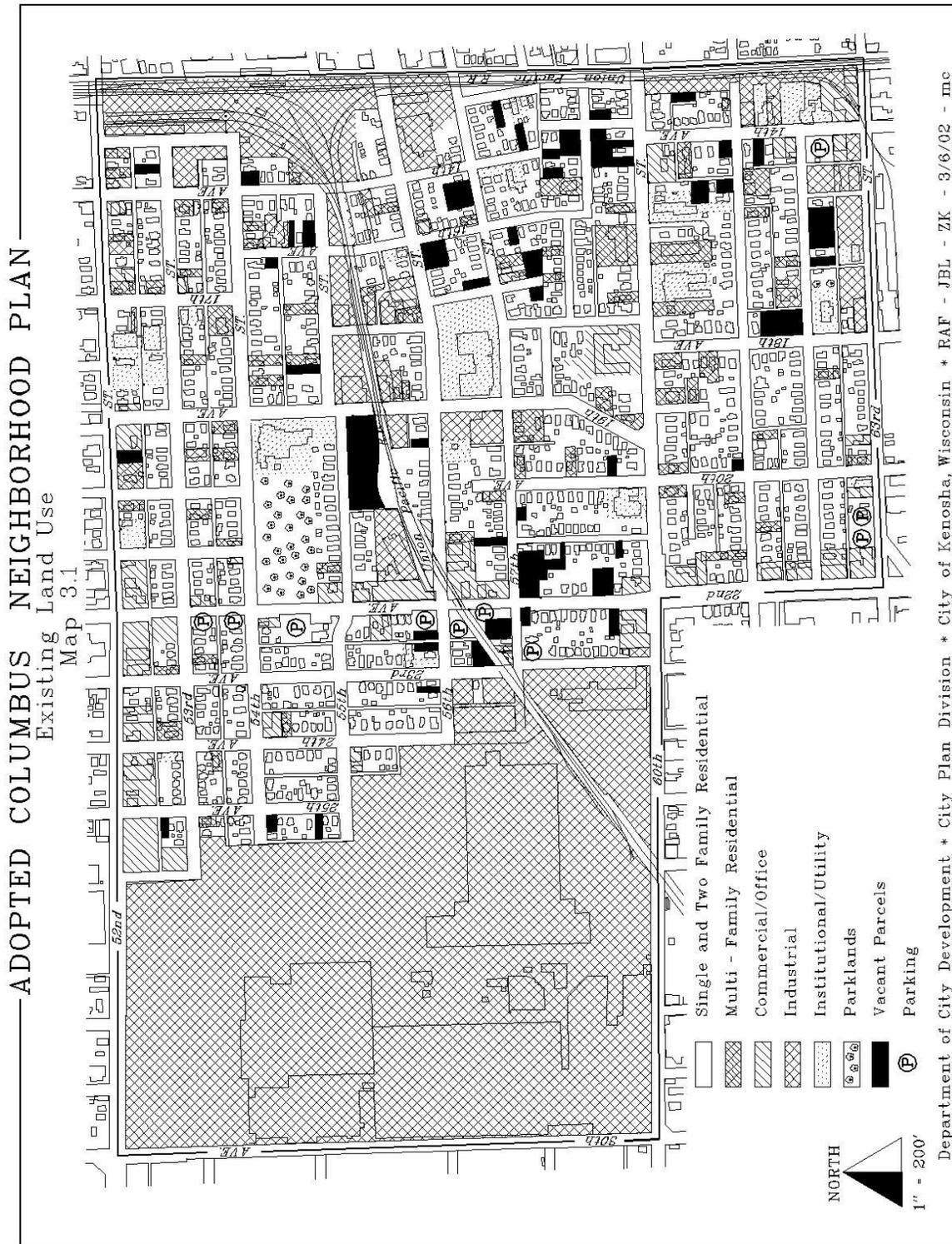


Table 3.3, below, shows that the neighborhood consists of 371 single-family homes. Single-family residential density equals about 7.6 units per acre. The average single-family lots size is approximately 5,685 square feet for the neighborhood.

Map 3.1, page 14, shows that single-family homes are not concentrated in any particular area. Rather, these homes are interspersed among the two-family and multi-family residences in the neighborhood.

Table 3.2 - Existing Residential Uses

<i>Uses</i>	<i>Acres</i>	<i>Percent</i>
Single-family	49	41
Two-family	57	48
Multi-family*	14	11
TOTAL	120	100

Table 3.3 - Existing Residential Units

<i>Uses</i>	<i>Units</i>	<i>Percent</i>
Single-family	371	23
Two-family	912	56
Multi-family*	354	21
TOTAL	1,637	100

* Multi-family uses consist of 3 or more units.

Two-family Residential

Two-family residential refers to two housing units which are attached to each other in one building. Two-family uses account for about 57 acres of land, or approximately 48 percent of the total residential land in the neighborhood. Refer to Table 3.2, above.

The large majority of existing two-family houses were initially constructed to accommodate two housing units as residential *flats* where one housing unit was located above the other. However, a significant number of older single-family units have been either legally or illegally converted to two-family residences.

Multi-family Residential

Multi-family residential refers to any structure that contains at least three housing units. Multi-family uses account for about 14 acres of land, or approximately 11 percent of the total land in residential use. Refer to Table 3.2, above.

Multi-family residential units are widely scattered throughout the neighborhood. These units include older single-family and two-family homes that were illegally converted to serve more than two units, the upper floors of businesses and offices in the Uptown Business Improvement District and along 52nd Street and 22nd Avenue, and larger, more recently constructed developments along and near 60th Street. Refer to Map 3.1, page 14.

The neighborhood also contains nine licensed Community-Based Residential Facilities (CBRFs). A CBRF is defined as a community living arrangement which includes foster homes, foster treatment homes, or adult family homes. These are the type of places where three or more unrelated adults reside in which care, treatment, or other services are provided above the level of a typical rooming or boarding house.

Commercial Uses

Commercial uses occupy about 17 acres of land, or more than four percent of the total land area in the neighborhood. Refer to Table 3.1, page 13.

Commercial uses are widely scattered throughout the neighborhood, consisting of almost 80 small retail and office establishments ranging from convenience shopping goods to personal and professional services. Most

commercial uses are located along 52nd Street and 22nd Avenue in the Columbus Neighborhood. Refer to Map 3.1, page 14.

The largest concentration of commercial uses are located in the Uptown Business Improvement District. Only the eastern-half of the district is located within the Columbus Neighborhood. The Uptown District more closely resembles a typical community shopping facility than a neighborhood-serving center.

Additional commercial uses are concentrated in the Midtown commercial area on 52nd Street, and in distinct locations along 22nd Avenue and 60th Street. A number of commercial uses are clustered where the east-west railroad corridor intersects near 22nd Avenue and 56th Street.

Commercial businesses that primarily serve the residents of the neighborhood are located in residential areas and include three convenience stores east of 22nd Avenue and a neighborhood market west of 22nd Avenue

The neighborhood has its fair share of taverns and bars which are located on the main streets of the neighborhood, such as 52nd Street, 22nd Avenue, and 63rd Street. One tavern is located west of 22nd Avenue in a residential area.

Institutional / Office Uses

Institutional and office development currently accounts for about 15 acres of land or approximately four percent of the total land in the neighborhood. Refer to Table 3.1, page 13.

Institutional uses in the area consist of schools, churches, community facilities, and other public and governmental facilities.

As shown on Map 3.1, page 14, Frank Elementary School is the predominant institutional use in the neighborhood. The elementary school occupies one square block in the most central part of the neighborhood between 56th and 57th Streets from 17th to 19th Avenues. The existing school campus is situated on approximately 3.4 acres of land, which comprises about 23 percent of the total institutional land in the neighborhood.

Our Lady of Mount Carmel Parish on 19th Avenue and 54th Street is the largest church in the neighborhood. Additional churches include Grace Lutheran Church on 60th Street, Church of Christ on 23rd Avenue, Kenosha Christian Fellowship on 52nd Street, and Apostolic Church of Jesus Christ on 17th Avenue. The B'nai Zedek Congregation occupies an historic synagogue on the northwest corner of 56th Street and 16th Avenue.

The Italian-American Club on 52nd Street and 22nd Avenue is a significant cultural and neighborhood landmark. The club historically served the local Italian-American community in Kenosha and continues to serve that community and the general public with a restaurant and banquet facilities.

Christian Youth Council (CYC), a youth recreational facility, occupies a central portion of one block from 52nd to 53rd Street between 17th and 19th Avenues. An enclosed bridge over the alley connects the older building on 52nd Street with the newer facility on 53rd Street. The two parking lots, located west of the existing facilities, are separated by a commercial property and a single-family residence.

The Shalom Center is an emergency shelter facility located in the former Deming Elementary School building on the southeast corner of 62nd Street and 18th Avenue. St. Vincent DePaul is a clothing collection and distribution center located on 14th Avenue north of 63rd Street adjacent to the railroad embankment.

The Kenosha Care Center, a nursing home, and Clairidge House, a convalescent center, are located on the south side of 60th Street. Both facilities occupy more than two acres of land. Additional off-street parking for the Clairidge House extends further south into the adjacent residential area on 61st Street.

Kenosha Rotary Safety Center is located on the west side of 14th Avenue south of 57th Street. The center provides educational training programs for school children. Kenosha Alpine Club is a private clubhouse surrounded by residential homes on 13th Court.

Public parking facilities consist of four separate lots along the west side of 22nd Avenue from 53rd to 57th Street. The parking lots were the result of 22nd Avenue being widened to four lanes leaving narrow strips of land which could not be redeveloped for any other use. A fifth lot serving the Uptown Business District is located on 63rd Street.

Industrial Uses

Industrial land uses represent the largest proportion of nonresidential developed land in the neighborhood.

Industrial development consists of heavy- and light-manufacturing uses which account for about 107 acres of land or about 28 percent of the total land in the neighborhood. Refer to Table 3.1, page 13.

The most dominant heavy industrial or manufacturing use is the Daimler-Chrysler Corporation Engine Plant along the western edge of the Columbus Neighborhood. The Daimler-Chrysler facilities occupy almost 90 acres of land, or about 83 percent of the total industrial land in the neighborhood.

Light-industrial or manufacturing uses include a number of small industries along the KD Railroad line which runs east-west through the neighborhood as shown on Map 3.1, page 14. Jockey International, located on 60th Street west of 23rd Avenue, is the predominant use along the corridor and occupies almost seven percent of the industrial land in the neighborhood.

Open Space / Parklands

Open space and parkland areas account for less than five acres of land, or about one percent of the total land in the neighborhood. In comparison, the amount of open space and parkland in the Lincoln and Washington Neighborhoods is 15 and 22 per cent respectively.

Columbus Park, with slightly more than four acres of land, represents the only major source of recreation and open space for the Columbus Neighborhood. Columbus Park consists of new playground equipment (swing set, tot area, sandbox, etc.), lighted baseball diamond, restroom building, drinking fountain, flower bed, and a large, repaved asphalt parking lot.

One of Columbus Park's major assets is the farmers market which utilizes the paved parking lot twice a week during the summer. The parking lot is also used as basketball courts and off-street parking for Our Lady of Mount Carmel Church.

The only other open space in the neighborhood is Tiny's Park, a rather small and narrow park of 6,250 square feet on the south side of 52nd Street east of 18th Avenue.

Vacant Parcels

Undeveloped land or vacant lots currently account for about 15 acres of land, or approximately four percent of the total land in the neighborhood. Refer to Table 3.1, page 13. As many as 72 parcels of land are vacant or undeveloped within the Columbus Neighborhood. Most of the vacant lots are relatively small and scattered throughout the neighborhood. Refer to Map 3.1, page 14.

The smallest vacant lot is about 3,000 square feet. One of the largest vacant parcels covers almost two acres of land west of 19th Avenue adjacent to the Kenosha Division Railroad line. About two-thirds of this vacant parcel consisted of the former Kenosha Iron and Metal site which had a long history of intensive industrial use resulting in an extensive environmental cleanup effort.

There is a high concentration of vacant lots or sites along the KD Railroad line and on the blocks north of Outokumpu Copper on 63rd Street.

Several vacant lots were also created as a result of houses being removed for the construction of the Kenosha Water Utility's sewer interceptor or "deep tunnel" project through the neighborhood. The sewer interceptor rights-of-way (easement) extends from the northern segment of 14th Avenue at 58th Street to 14th Avenue south of 60th Street.

Vacant Buildings

Vacant buildings or structures occupy a total area of almost nine acres, or slightly more than two percent of the total land in the neighborhood.

There may be additional vacant buildings, or even portions of buildings, that were not identified due to the limit of the field analysis. For the most part, the analysis accounts for buildings that were constructed for uses other than residential purposes, i.e., commercial, institutional, and industrial structures.

The most visible vacant structures are the former Kenosha Poultry and Linear Rubber buildings south of KD Railroad line, the former Budget American Motel on 60th Street, and the former American Brass office building on 63rd Street.

Public Street Rights-of-Way

The public street rights-of-way within the neighborhood currently account for about 85 acres of land, or approximately 22 percent of the total land in the neighborhood. Refer to Table 3.1, page 13.

Public rights-of-way include the street pavement, parkway between the street and sidewalk, and the sidewalk. The public rights-of-way also accommodate public utilities such as sewer and water. They may be located either in the street or the parkway or both.

Only one-half of the total width of the public rights-of-way that border the study area were included as part of the total land area in the neighborhood.

Railroad Rights-of-Way

The neighborhood consists of two separate railroad tracks. Both railroad rights-of-way account for more than 15 acres of land, or about four percent of the total land. Refer to Table 3.1, page 13.

The Union Pacific Railroad rights-of-way range from about 16 to 18 feet above grade and provide the eastern boundary of the neighborhood. The KD Railroad rights-of-way consist of one at-grade track that runs east and west through the central portion of the neighborhood.

Chapter 4 - Existing Zoning

The primary purpose for zoning is promote the health, safety, morals, prosperity, aesthetics, and the general welfare of the community.

Permitted uses and specific development regulations for each district are detailed in the City of Kenosha Zoning Ordinance. It should be noted, however, that there may be discrepancies between the existing land uses or development and the actual zoning classifications that were adopted for the neighborhood.

Refer to Map 4.1, page 20, to review current zoning classifications in the neighborhood.

Community Living Arrangements with a capacity for fifteen or fewer persons are permitted in all residential and commercial districts and the institutional-park district in conformance with the Wisconsin State Statutes.

Residential Districts

Residential zoning classifications in the area include general residential (Rg-2) and multi-family (Rm-1 and Rm-2) districts as shown on Map 4.1, page 20.

As depicted in Table 4.1, below, residential zoning consisting of Rg2, Rm-1, and Rm-2 districts account for about 122 acres of land, or approximately 31 percent of the total land in the neighborhood.

Table 4.1 - Existing Zoning

	<i>Acres</i>	<i>Percent</i>
Residential (Rg-2, Rm-1, Rm-2)	122	31
Commercial (B-1, B-2, B-3)	31	8
Institutional Park (IP)	15	4
Industrial (M-1, M-2)	120	31
Railroad Rights-of-Way	15	4
Public Street Rights-of Way	85	22
TOTAL	388	100

Table 4.2 - Existing Residential Zoning

	<i>Acres</i>	<i>Percent</i>
Residential (R-2)	120	98
Multi-Family Residential (Rm-1)*	1	1
Multi-Family Residential (Rm-2)	2	1
TOTAL	122	100

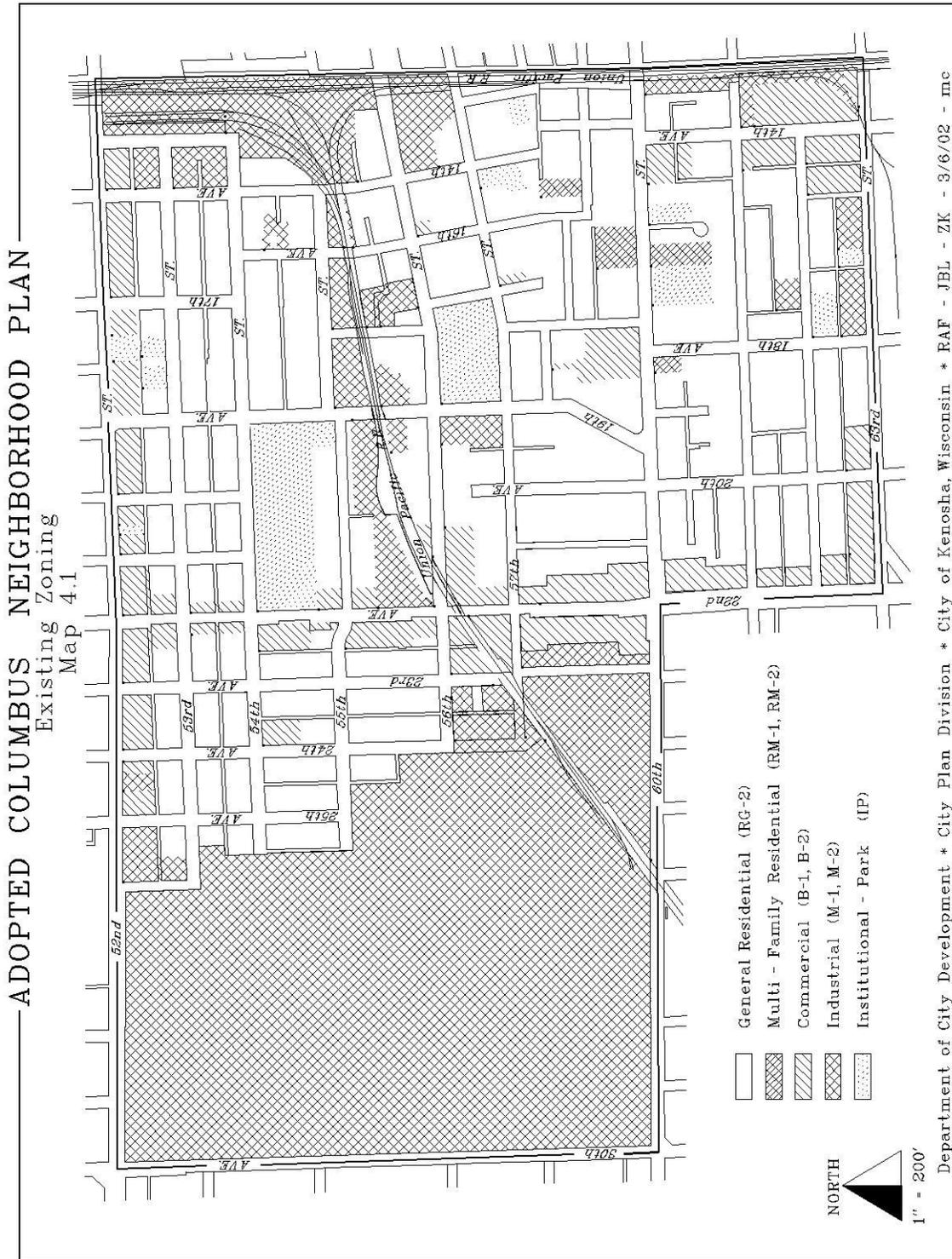
*Rm-1 district consists of less than one acre.

Table 4.3 - Existing Residential Units

	<i>Units</i>	<i>Percent</i>
General Residential (Rg-2)	1,537	94
Multi-Family Residential (Rm-1)*	6	1
Multi-Family Residential (Rm-2)	94	5
TOTAL	1,637	100

*Rm-1 district consists of less than one percent.

Map 4.1 - Existing Zones



General Residential

The Rg-2 district applies to single-family and two-family residences and multi-family residences not exceeding five units per acre. These are often characterized by smaller lots located generally in the central area of the city.

The Rg-2 district is located throughout the entire neighborhood as shown on Map 4.1, page 20. The district consists of about 120 acres of land, or approximately 98 percent of the total residentially-zoned land, as shown in Table 4.2, page 19, and 1,537 units or nearly 94 percent of the units zoned for residential use, as shown in Table 4.3, page 19.

Single-family homes in the Rg-2 district shall have a minimum residential lot area of 5,000 square feet and a minimum width of 40 feet. Two-family or multi-family homes shall have a minimum of 6,000 square feet and a minimum width of 50 feet.

When two or more vacant existing lots are abutting in the Rg-2 residential district, all new construction shall have a minimum lot area of 5,000 square feet and a minimum width of 50 feet.

Land may be rezoned to the Rg-2 district only if the property is contiguous to an existing Rg-2 district and does not extend across streets or public rights-of-way.

Multi-Family Residential

Multi-family residential zoning classifications in the area are represented as Rm-1 and Rm-2 Multi-Family Residential Districts. New multi-family residential development shall not exceed a density of 12 units per acre except where specified in an adopted plan for a particular area or neighborhood.

The Rm-1 district applies to areas which are occupied by multi-family residences that do not exceed 11 dwelling units per lot. The Rm-1 district shall have a minimum lot area of 8,000 square feet and a minimum width of 70 feet. The Rm-1 district consists of only residential property containing six units on the southwest corner of 60th Street and 18th Avenue.

The Rm-2 district applies to areas which are occupied by multi-family residences containing at least three dwelling units or more per lot. The Rm-2 district shall have a minimum lot area of 25,000 square feet and a minimum width of 100 feet. Table 4.3, page 19, shows that the Rm-2 district consists of about 94 residential units, or approximately five percent of the units zoned for residential use in the neighborhood.

The Rm-2 district units are found in three residential properties located along 59th and 60th Streets near 16th Avenue as shown on Map 4.1, page 20. The two residential properties located on 60th Street contain as many as 39 apartment units in each building. The third property contains about 16 apartment units in the building located on 59th Street.

Commercial Districts

Commercial zoning classifications in the area include neighborhood, community, and central business districts as shown on Map 4.1, page 20.

As depicted in Table 4.1, page 19, commercial zoning districts consist of about 31 acres of land, or approximately eight percent of the total land in the neighborhood.

Commercial zoning districts are represented as B-1 Neighborhood Business, B-2 Community Business, and B-3 Central Business District.

Neighborhood Business

The B-1 district applies to limited commercial, retail, and service establishments in areas where the surrounding neighborhood is predominantly residential and the character and operation is compatible with the surrounding neighborhood area.

The B-1 districts consist of almost one acre of land, or approximately four percent of the total land zoned for commercial use in the neighborhood.

The B-1 districts consist of three parcels of land located in predominantly residential areas of the neighborhood. The parcels include an office building on 56th Street and 16th Avenue, a convenience store on 57th Street and 17th Avenue, and a neighborhood market on 54th Street and 24th Avenue.

Community Business

The B-2 district applies to substantial commercial, retail, and service establishments that accommodate the needs of a larger consumer population, thereby permitting a wide range of uses and development sizes for both convenience and community shopping.

The B-2 districts consist of about 27 acres of land, or approximately 87 percent of the total land zoned for commercial use in the neighborhood.

The B-2 districts are located in the Midtown business district on 52nd Street and along 22nd Avenue and the other major streets and roads in the neighborhood as shown on Map 4.1, page 20. The B-2 districts are also concentrated between 56th and 57th Streets west of 22nd Avenue and in the vicinity of 63rd Street and 14th Avenue.

Central Business

The B-3 district applies to commercial, retail, and service establishments that accommodate retail, service, office, and institutional uses characteristic of the Lakeshore Business District and the Uptown Business District.

The B-3 district is located exclusively in the Uptown Business District. Map 4.1, page 20, shows a portion of the Uptown District extending along the east side of 22nd Avenue from 60th to 63rd Street within the Columbus Neighborhood.

The B-3 district consists of three acres of land or approximately nine percent of the total land zoned for commercial use in the neighborhood.

Institutional Districts

Institutional zoning classifications in the area are represented as IP Institutional Park and are shown on Map 4.1, page 20.

The IP district applies to areas which are primarily devoted to public, institutional, and recreational uses. Office uses, which are related to the character and operation of permitted civic, governmental, and institutional uses, are permitted as appropriate mixed uses. Public and institutional uses include community facilities such as schools, churches, and other governmental facilities.

As depicted in Table 4.1, page 19, the Institutional Park district consists of about 15 acres of land, or approximately four percent of the total land in the neighborhood.

The only recreational use in the IP district consists of Columbus Park. Columbus Park accounts for slightly more than four acres of land, or about 27 percent of the total land zoned for institutional use in the neighborhood. Frank Elementary School is the largest public facility in the Columbus Neighborhood. The Frank School site accounts for about 3.4 acres of land zoned for institutional use in the neighborhood.

The remaining IP district consists of the neighborhood's churches, public facilities such as the Christian Youth Council, Shalom Center, and Kenosha Rotary Safety Center, and institutional facilities such as the Kenosha Care Center and Clairidge House.

Industrial Districts

Industrial zoning classifications in the area include light and heavy manufacturing and are shown on Map 4.1, page 20.

As depicted in Table, 4.1, page 19, industrial zoning districts consist of about 120 acres of land, or approximately 31 percent of the total land in the neighborhood.

Industrial zoning districts are represented as M-1 Light Manufacturing and M-2 Heavy Manufacturing.

Light Manufacturing

The M-1 district applies to light manufacturing and industrial uses of a limited nature and size that do not create appreciable nuisances or hazards.

The M-1 district consists of about 33 acres of land, or approximately 28 percent of the total land zoned for industrial use in the neighborhood. Jockey International on 60th Street is the largest facility which accounts for almost 25 percent of the land zoned for light-industrial use in the neighborhood.

The M-1 districts are primarily concentrated east of 22nd Avenue along the KD Railroad line as shown on Map 4.1, page 20.

The M-1 districts north of the railroad corridor consist of retail fixture and erecting equipment industries on 55th Street between 16th and 19th Avenues, the vacant Kenosha Iron and Metal site west of 19th Avenue, and the McCall Building east of 22nd Avenue and north of 56th Street.

The M-1 district south of the railroad corridor consist of the vacant Kenosha Poultry facility on the southeast corner of 55th Place and 18th Avenue.

The M-1 district also includes a lumber supply and wholesale produce company between 56th and 57th Streets east of 14th Avenue and in areas east of 18th Avenue on 63rd Street, north of 54th Street on 14th Avenue, and west of 19th Avenue from 56th and 57th Streets.

Heavy Manufacturing

The M-2 district applies to heavy manufacturing and industrial uses.

The M-2 district account for about 87 acres of land, or approximately 72 percent of the total land zoned for industrial use in the neighborhood.

The predominant heavy industrial facility in the M-2 district is the Daimler-Chrysler Engine Plant which extends from about 25th and 26th Avenues to 30th Avenue and is from 52nd Street to 60th Street. The engine plant occupies a site of about 78 acres of land, or nearly 65 percent of all land zoned for light and heavy-industrial uses in the Columbus Neighborhood.

The M-2 district also consists of Anaya's Auto Repair located on the southeast corner of 52nd Street from 25th to 26th Avenue and a vacant lot south of the auto repair shop on the northwest corner of 53rd Street and 26th Avenue.

Chapter 5 - Existing Transportation

The existing transportation system within the neighborhood consists primarily of public streets and public transit service.

The overall purpose of analyzing the existing transportation and circulation system is to identify how people get around, into, through, and out of the neighborhood. This could be accomplished in a number of different ways, whether it be driving, taking the bus, or walking.

Traffic Circulation

The existing street system for the Columbus Neighborhood was analyzed on a functional basis of classifying streets as arterial, collector, and local streets.

Arterial streets are designed to carry large volumes of vehicles which are allowed to move rapidly without interruption and with a limited number of traffic signals or stop signs.

Map 5.1, page 25, shows the arterial streets in the neighborhood which consist of 52nd Street, 60th Street, 63rd Street east of 22nd Avenue, 22nd Avenue, 30th Avenue, and Roosevelt Road.

Collector streets are designed to carry lesser volumes of vehicles with more traffic controls and are intended to connect or link arterials to local streets. The collector streets were further divided into major and minor collector streets.

The major collector streets consist of 56th Street east of 22nd Avenue and 63rd Street west of 22nd Avenue. The minor collector streets consist of 14th, 18th, and 19th Avenues and 57th Street. Only two of these streets run without interruption, 19th Avenue between 52nd and 60th Streets, and 57th Street from 22nd Avenue through the Union Pacific Railroad line and continuing to the downtown area and lakefront.

Local streets are designed to carry even less traffic with lower posted speed limits and many more stop signs and other traffic controls. The local streets consist of the remaining streets which have not been identified above as arterial or collector streets.

The location of *major intersections* in the neighborhood were identified on the basis of the placement of traffic signals as shown on Map 5.1, page 25. These intersections are areas where traffic congestion may occur during peak travel hours of the day.

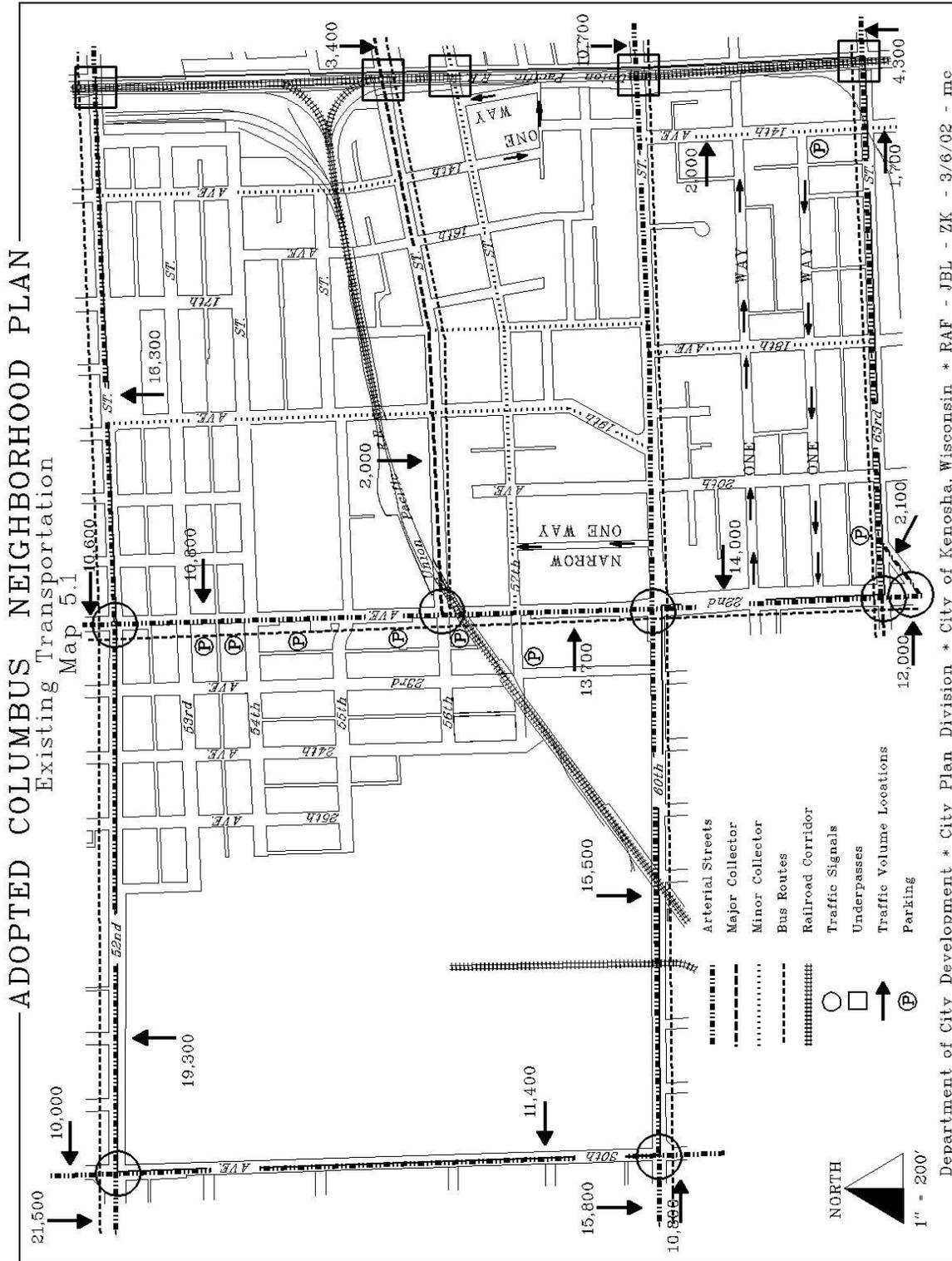
Except for some traffic congestion at the major intersections, no significant traffic problems have been identified within the neighborhood. The actuated signal at 56th Street and 22nd Avenue is activated by traffic on 56th Street. Consequently, vehicles on 56th Street may experience longer cycles between traffic signals.

A number of *one-way* streets exist in the Columbus Neighborhood. One area in particular contains three one-way streets consisting of 14th Avenue, 58th Street, and 13th Court. Fourteenth Avenue runs south and 13th Court runs north between 57th and 58th Streets and 58th Street is a one-way paved alley that runs west connecting 14th Avenue to 13th Court.

Sixty-first and 62nd Streets are a pair of one-way streets that continue for eight blocks without interruption. Sixty-first Street runs west and 62nd Street runs east from 14th to 22nd Avenue. Two narrow one-way streets consist of 21st Avenue which runs north between 57th and 60th Streets and 55th Place, which is an alley to the rear of the former Kenosha Poultry building between 16th and 18th Avenues.

There are two railroad lines which run through the neighborhood. The Union Pacific Railroad corridor traverses the eastern boundary of the neighborhood. Circulation is, therefore, limited to and from the east by the elevated corridor. Map 5.1, page 25, shows the locations of underpasses, which include 52nd, 56th, 57th, 60th, and 63rd Streets.

Map 5.1 - Existing Transportation



The Kenosha Division Railroad line consists of one set of east-west tracks which run through the central portion of the neighborhood. There are a number of local or neighborhood streets that cross the tracks which include 14th, 16th, 18th, and 19th Avenues, 56th Street east of 22nd Avenue, and 57th Street and 23rd Avenue.

Public transportation is provided by Kenosha Transit which has five bus routes serving the neighborhood. The bus routes run along all of the arterial streets in the neighborhood and are within three to four blocks of any area in the neighborhood.

Average Daily Traffic Volumes

Average daily traffic (ADT) volumes are compiled to determine the volume of traffic that a particular street or road carries at specific locations. In return, the ADT volumes are typically used to indicate whether the volume of traffic has exceeded the capacity of a street or road.

The Wisconsin Department of Transportation provides ADT counts every three years to the City of Kenosha. The most recent counts for ADT volumes were taken in 1996.

There are 20 locations where traffic counts were taken in and around the neighborhood. Map 5.1, page 25, shows the approximate locations of these counts.

Chapter 6 - Building Conditions

An analysis of building conditions was undertaken to assess and record the structural conditions of all buildings within the Columbus Neighborhood. Refer to Map 6.1, page 28.

The purpose of analyzing building conditions is to identify where deterioration is most prevalent. The building condition analysis is based on an exterior "windshield" survey of all buildings on an individual block-by-block basis in the neighborhood.

While a more detailed survey of the interior and exterior conditions of all buildings would produce a more accurate indication of the condition of certain buildings, windshield survey results are sufficient to determine the overall improvement needs and to provide a method of determining specific areas of concentration within the neighborhood.

The condition of the buildings was classified into four categories as follows:

Sound - Buildings containing relatively few or no defects, are efficiently maintained, and require no substantial structural maintenance.

Minor Deficient - Buildings containing one or more minor defects which can be corrected through normal maintenance. Defects are related to the structural components visible from the exterior of the building.

Major Deficient - Buildings containing one or more major defects over a widespread area and would be difficult to correct through normal maintenance. Buildings in the major deficient category would require replacement or rebuilding of exterior components by skilled building trades people. (Several minor defects alone do not produce a final building rating of major deficient.)

Substandard - Buildings containing two or more major defects which are so extensive that the cost of repairs would be excessive in terms of producing a sufficient return on the investment required. Substandard buildings are presumed to be so advanced in deterioration that clearance may be the only viable remedy.

Blocks with Less than 20 Percent of Buildings Minor Deficient

Blocks in the neighborhood with less than 20 percent of buildings with minor deficiencies are restricted to the Daimler-Chrysler and Jockey Manufacturing facilities, Frank Elementary School, Columbus Park and Mount Carmel Church.

Blocks with More than 20 Percent of Buildings Minor Deficient

Minor building deficiencies are concentrated primarily in the blocks surrounded by 53rd and 54th Streets, the residential blocks east of the Uptown retail district, and the block north of 60th Street between 14th and 18th Avenues. Refer to Map 6.1, page 28. Property owners within these areas should be encouraged to undertake normal preventative activities before these conditions worsen.

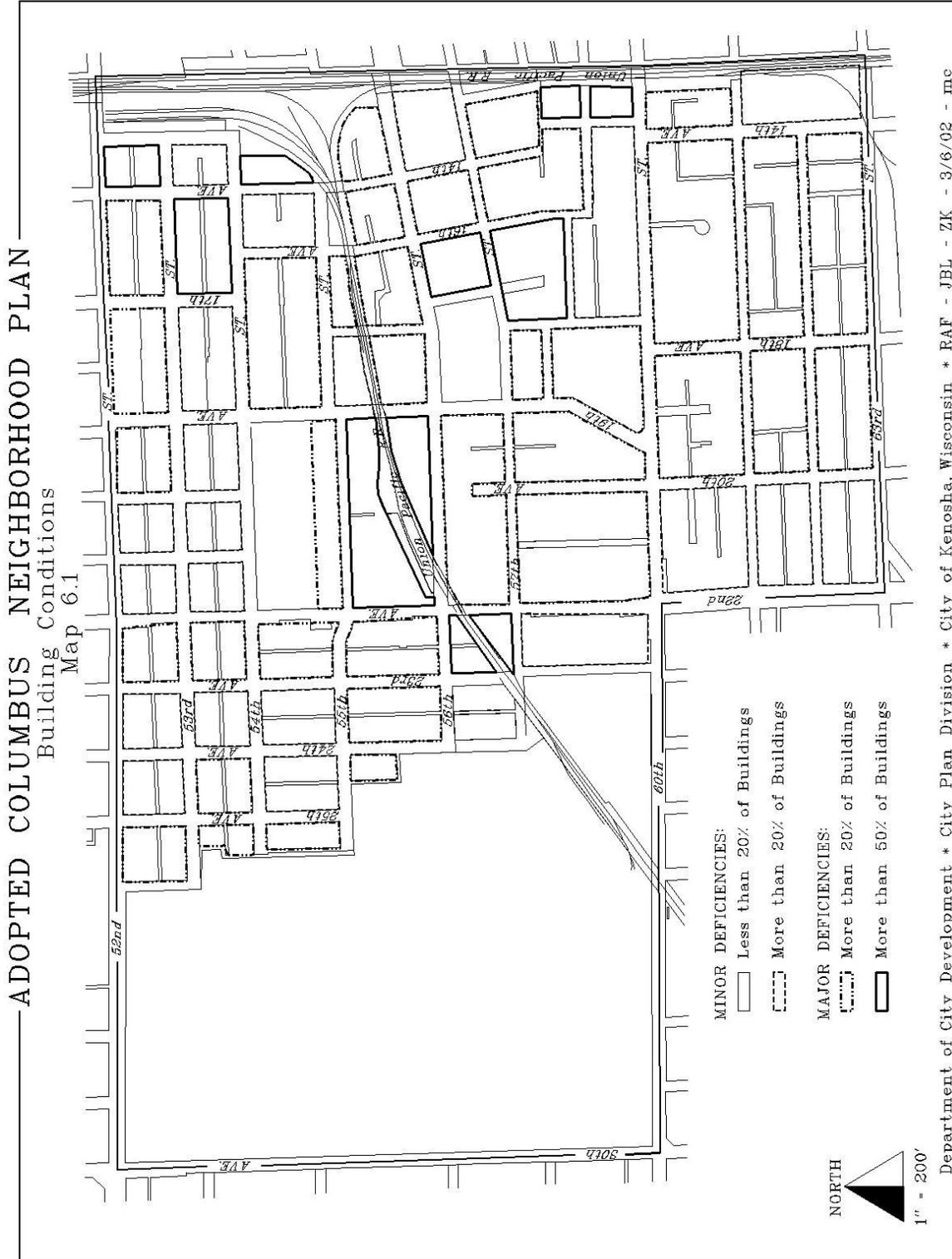
Blocks with More than 20 Percent of Buildings Either Major Deficient or Substandard

Major building deficiencies dominate almost every section of the neighborhood. Map 6.1, page 28, shows the highest concentration of blocks where more than 20 percent of the buildings have major structural deficiencies.

Blocks with More than 50 Percent of Buildings Either Major Deficient or Substandard

Severe building deterioration is most evident in certain blocks in close proximity to the Union Pacific Railroad yard and KD Railroad line, as shown on Map 6.1, page 28. Aggressive actions should be undertaken to prevent further deterioration, reverse trends, and upgrade the residential environment.

Map 6.1 - Building Conditions



Chapter 7 - Areas of Land Use Concern

The areas of greatest land use concern within the Columbus Neighborhood were identified to determine where the focus should be for the neighborhood revitalization and redevelopment efforts. These areas include conflicts between residential, commercial, and industrial uses and other related problems. Refer to Map 7.1, page 30.

Land Use Conflicts Between Residential and Non-Residential Uses

A number of factors have contributed to land use conflicts and other related problems in older, central city neighborhoods. A major factor is that historically a mixture of land uses such as residential, commercial, industrial, and institutional was found acceptable in creating a viable and sustainable neighborhood. However, what was once considered desirable has resulted in negative impacts to and conflicts between residential and non-residential (commercial, industrial, institutional) uses in the neighborhood. The areas of concern include the 52nd Street Corridor, Uptown Business District, Kenosha Iron and Metal/McCall building site, and 60th and 63rd Streets.

52nd Street Corridor

Fifty-second Street contains a mixture of residential, commercial, institutional, and industrial uses from 13th Court to 21st Avenue. The residential uses consist of single- and two-family homes that are scattered between the commercial and institutional uses, as well as a vacant lot which is used to store heavy equipment. Fifty-second Street from 21st to 26th Avenues contain a concentration of commercial uses except for three residential properties. The overall condition of the commercial and residential uses is a concern in this area.

Uptown Business District

The Uptown Business Improvement District primarily contains commercial retail uses, although four residential properties exist along the east side of 22nd Avenue and two additional residences are located on the north side of 63rd Street between a retail property and Uptown public parking lot.

These residential uses detract from the commercial emphasis of the Uptown District, thus a major concern is how to delineate the boundary between the commercial uses on 22nd Avenue and the adjacent residential area.

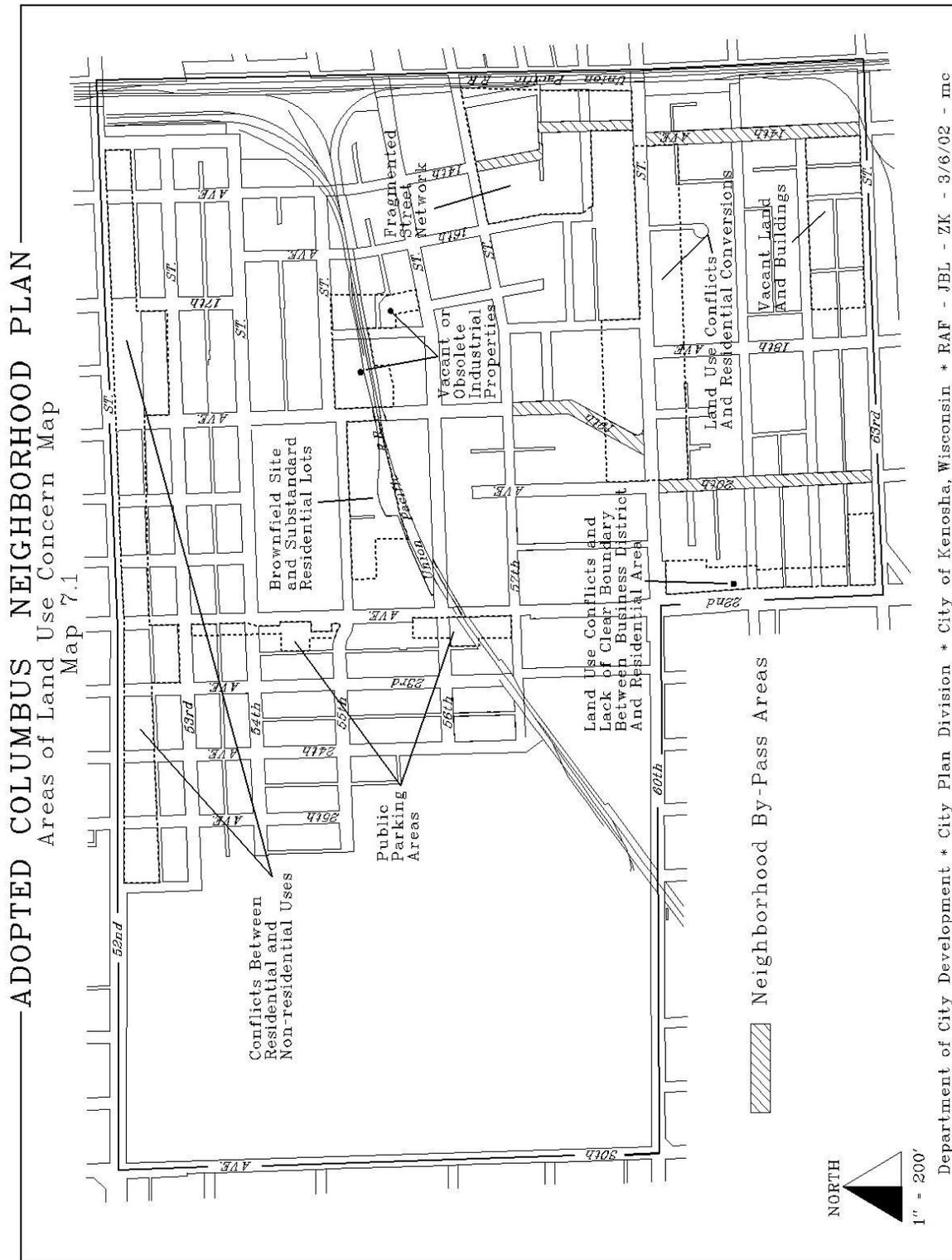
Kenosha Iron and Metal

This site, bounded by 55th Street, 19th Avenue, the KD Railroad line, and 22nd Avenue, contains a mixture of industrial, commercial, and residential uses. The former Kenosha Iron and Metal site, located west of 19th Avenue, was used as a coal storage yard, scrap yard, and reclamation facility for used batteries. Although an effort to remediate the pollution on the site was made, additional testing and remediation efforts are planned. The Vincent McCall Building located on 22nd Avenue was a manufacturing facility and is currently occupied by marginal commercial businesses. Both of these sites have had a negative impact on the residential uses on the south side of 55th Street, which also suffer due to their shallow rear yards.

60th and 63rd Streets

Although 60th Street from the Union Pacific Railroad to 22nd Avenue has a more balanced mix of residential, commercial, and institutional uses than the 52nd Street Corridor, a significant number of the original single-family properties were converted to or redeveloped for multi-family, commercial, and institutional uses. As a result, the residential character of this area has been weakened. A significant problem is the commercial motel building which does not fit into and has adversely impacted the immediate area.

Map 7.1 - Areas of Land Use Concern



As for 63rd Street, the greatest concern is the negative impact that the former American Brass site has had on the north side of the street. From 14th to 18th Avenues, the majority of the area is vacant or underutilized including the former American Brass office building, and from 18th to 20th Avenues, the majority of the residential properties have major structural deficiencies.

Impact of the Union Pacific and Kenosha Division Railroads

The Union Pacific and Kenosha Division Railroad lines negatively impact the adjacent residential properties in the Columbus Neighborhood. The poor appearance of the Union Pacific Railroad elevation and lack of maintenance on the KD Railroad line have contributed to the decline of the adjacent building conditions. Train noise and property appearance are the major concerns for rehabilitation or construction of residential uses or redevelopment of industrial uses adjacent to the railroad lines.

Vacant Manufacturing Facilities

Industrial areas in central city neighborhoods have been in transition for more than 40 years. Historically, industrial and manufacturing facilities were located in central city neighborhoods to take advantage of the large labor supply and railroad transportation linkages. A number of factors have contributed to the demise of many industrial uses, including limited expansion capabilities, obsolete buildings, and alternative forms of transportation. Several vacant or underutilized industrial buildings located along the Kenosha Division Railroad line and in scattered sites in the neighborhood act as deterrents to neighborhood improvements.

Traffic Circulation and Public Parking

The basic grid street pattern in the Columbus Neighborhood is impacted by the existing railroad lines. The local street network between 57th and 60th Streets from the Union Pacific Railroad and 22nd Avenue is quite irregular, resulting in numerous dead ends and substandard rights-of-way. Of particular concern to the neighborhood is the irregular alignment of 14th Avenue near 58th Street which has negatively impacted the development of this area.

Another concern is the use of 14th and 20th Avenues to bypass the traffic congestion found on 52nd and 60th Streets and in the Uptown Business District. The use of these avenues as a bypass has created undesirable traffic levels thereby degrading these predominately residential areas.

A final concern is the public parking lots located on the west side of 22nd Avenue. These lots are located on the narrow strips of land which were created when 22nd Avenue was widened and exist only because the land could not be redeveloped for any other use. These lots are underutilized, collect trash and debris, and are a maintenance burden for the city.

Chapter 8 - Significant Neighborhood Features

Significant neighborhood features are those elements that give the Columbus Neighborhood its strength and/or character. These features include the neighborhood's architectural styles, historic properties, community facilities, commercial districts, and manufacturing facilities. These features also include the edges of and entryways to the neighborhood.

Significant Structures or Sites

Columbus Park

Columbus Park is the only major park within the Columbus Neighborhood. It is a neighborhood park of less than five acres in size. Columbus Park represents about one percent of the total land in the neighborhood. Recreational opportunities are limited to a playground with new equipment (swing set, tot area, sandbox, etc.), lighted baseball diamond, and basketball courts. The park amenities include a restroom building, drinking fountain, flower bed, and an asphalt parking lot that was recently paved.

The most prominent attraction to Columbus Park is the farmers market. The farmers market occupies the paved parking lot twice a week during the summer months. The parking lot is also used by Our Lady of Mount Carmel Parish.

Frank Elementary School

In 1893, the Board of Education purchased land on 57th Street for a new school site. The Board decided to name the elementary school after Colonel Michael Frank, the "Father of Wisconsin Public Education." The Frank School was constructed in 1896 according to the plans of Green Bay architect J. E. Clancy. Kenosha architects, Charles Dickhaut and Howard Hahn, designed the building additions in 1897 and 1911, respectively.

On June 19, 1996, Frank Elementary School, 1816 57th Street, was designated a local historic structure and placed on the City's Landmark List. Frank School is architecturally significant because it is a fine example of the Romanesque Revival style. The 1897 and 1911 additions replicated this type of construction with a high degree of historical integrity. Despite alterations to its windows and a modern one-story gymnasium addition constructed in 1965, the school has retained a high level of preservation and historical significance.

The final renovation and addition was completed in October 1997. The new windows resemble the original windows and the reconstruction of the two larger dormers on the south facade resemble the original dormers that had been previously removed. The school now consists of approximately 85,000 square feet, more than twice its original size. The east addition consists primarily of classrooms and offices that replaced the incompatible gymnasium addition. The west addition houses the gymnasium/multi-purpose space that is also designed to function as a community center.

The Historic Preservation Commission considered this project to be worthy of recognition for historic preservation, continued use of an historic building, and the design and construction of compatible building additions. On November 1, 1997, the Kenosha Unified School District No. 1 received an award for the additions to and renovation of Frank School from the Wisconsin Trust for Historic Preservation.

Designated Historic Properties

In addition to Frank School, there are five historic properties in the Columbus Neighborhood.

The *Summers Garden Flower Shop* at 2122 60th Street was the former Gregario Gallo Auto Accessories and Gas Station. The State of Wisconsin made a determination of eligibility and listed the former gas station as a local landmark. The City has submitted the gas station as a possible site to be placed on the National Register of Historic Places.

The *McCaffary House* at 5732 13th Court is listed on the National Register of Historic Places. Historic structures and sites which are on the National Register must be designated as a City historic structure or site. Constructed in 1842, the house is associated with the abolition of capital punishment in the State of Wisconsin in 1853.

The *George and Mary Washburn House*, 6030 14th Avenue, is a local landmark because it is a good and interesting interpretation of the Shingle style. The building has attractive features and a high level of preservation, making it a fine example of a late century Victorian house.

The *Alexander M. Kent House*, 1320 60th Street, is a local landmark because it has some fine Queen Anne features and a high level of preservation. The building is a simple, but well-crafted middle class Queen Anne style house that is a good example of this type of construction.

The *B'nai Zedek Synagogue*, 1602 56th Street, is a local landmark because it is a fine example of concrete block construction and simple Classical Revival details. Constructed in 1911, the synagogue is also historically significant because it is associated with one of the historic ethnic groups that settled in Kenosha in the early 20th Century.

Cultural Landmarks

The following four properties are significant cultural and neighborhood landmarks because they have historically served the Italian-American community in Kenosha.

The *Italian-American (IA) Club*, 2217 52nd Street, continues to serve the Italian-American community as well as the general public with a restaurant and banquet facilities. The IA Club also has the potential to become a local historic landmark because of the building's attractive features and high level of preservation.

Cardinali's Bakery, 2225 52nd Street, is located adjacent to the IA Club.

The *Model Market*, 2327 54th Street, is a neighborhood grocery store.

Our Lady of Mount Carmel Parish, 1919 54th Street, was first established in 1906. The parish today includes a church building and private elementary school building.

Churches

In addition to the B'nai Zedek Synagogue and Our Lady of Mount Carmel, the other highly visible churches include Grace Lutheran Church on 60th Street, Church of Christ on 23rd Avenue, Kenosha Christian Fellowship on 52nd Street, and Apostolic Church of Jesus Christ on 17th Avenue.

Other Public Institutional Uses

The Kenosha Care Center, a nursing home, and Clairidge House, a therapy center, are located adjacent to one another on the south side of 60th Street. The parking lot for Clairidge House extends south into the residential area on 61st Street.

The Christian Youth Council (CYC) occupies two buildings which contain three gymnasiums located on 52nd Street between 53rd Street, 17th Avenue, and 19th Avenue. An enclosed bridge connects the two buildings.

The Shalom Center is an emergency shelter which occupies the former Deming Elementary School on the southeast corner of 62nd Street and 18th Avenue. The center provides food, commodity distribution, and other support services.

Uptown Business District

The Uptown Business Improvement District is an older secondary central business district, located in a compact geographic area of about 30 acres. The district represents the second largest concentration of commercial activity within the city. Approximately one-quarter of the existing commercial space in the district

has been recently renovated or constructed. An overall master plan has been recommended that specifies guidelines for building facades and related physical improvements, and related design issues such as parking, access, and where to delineate the edge between the business district and the surrounding residential neighborhood. In 2000, the City constructed \$2 million of streetscape improvements.

Midtown Area

Commercial development is also concentrated within a two block area of 52nd Street and 22nd Avenue which is often referred to as the Midtown area. It is difficult to determine where Midtown begins and ends.

Major Manufacturing Facilities

The Daimler-Chrysler Engine Plant and Jockey International, located on 60th Street between 23rd and 30th Avenues, are the predominant manufacturing facilities and have a significant physical presence. While the Chrysler facility is in the midst of an expansion, Jockey has announced plans to vacate their current location.

Neighborhood Edges

Edges are used to define the boundaries of a neighborhood or district.

The strongest neighborhood edges are the Daimler-Chrysler engine plant and Union Pacific Railroad elevation. The Daimler-Chrysler facility prohibits movement beyond the neighborhood, while the railroad elevation only restricts movement, as east-west access is limited to 52nd, 56th, 57th, 60th and 63rd Streets. Fifty-second Street and the former Outokumpu Copper industrial buildings on 63rd Street are also very strong neighborhood edges.

The Kenosha Division Railroad line, 22nd Avenue, and 60th Street are strong edges within the neighborhood and, as a result, they have created sub-neighborhoods.

Entryways

Entryways are an important urban design feature because they provide access to a neighborhood or district as well as promoting a sense of having arrived at a particular place. Entryways can be further described as strong or weak.

The strongest entryway into the neighborhood is 56th Street because it extends all the way to the downtown area and HarborPark. Other entryways are 22nd Avenue at 52nd Street and at 60th Street, and 60th Street at the Union Pacific Railroad and at 22nd Avenue.

Housing Type and Age

The Columbus Neighborhood consists primarily of single- and two-family houses on individual lots with detached garages in the rear yard. A number of the larger, older homes have been converted to serve three or more units. Many of the houses were constructed prior to 1950. Based upon the growth of the city, it is anticipated that these homes were built between 1880 and 1900.

A number of architectural styles were constructed during this period. Many of the houses in the neighborhood, however, do not fit neatly into one of the architectural categories. There were many combinations of styles experimented with from about 1890 to 1915. Architectural styles as different as Colonial Revival, Neoclassical, Prairie, Tudor, Mission, and Craftsman were being built simultaneously.

The Greek Revival movement dominated housing styles in the Columbus Neighborhood. The popularity of the movement led it to be called the National style. Many of the houses commonly used the front-gabled shape to echo the pedimented facade of typical Greek temples. Most are narrow, two-story houses with relatively steep roofs. Gable-front houses were particularly suited to the narrow lots in the neighborhood. Additional gable-front shapes include the Italianate and the Craftsman style.

In most situations, detailing from the Italianate style was added to the simple front-gabled rectangular box of the Greek Revival style. The primary details of the Italianate style are windows, cornices, porches, columns, and doorways. Arched or segmentally arched window tops are common along with the traditional rectangular top. Large eave brackets dominate the cornice line.

The Craftsman style is typically identified by a low to moderately pitched gable roof. A front-gabled roof is commonly used on one-and-one-half and two-story houses with porches extending the full or partial width of the house. A side-gabled roof is found only on one-and-one-half story houses with a center shed or gabled dormers. One-story examples of the Craftsman style are often referred to as bungalows.

Part 2

Recommended Neighborhood Plan

Chapter 9 - General Revitalization Recommendations

The recommendations contained in this chapter represent a comprehensive long-range program for the revitalization and the redevelopment of the Columbus Neighborhood. The overall recommendation for the Columbus Neighborhood is to maintain and enhance the neighborhood as an attractive and desirable place to live. The major goals of the revitalization efforts are to promote neighborhood stability, increase property values, lower residential density, improve the physical character, provide a safe environment, and enhance the locational advantages and affordability of the neighborhood.

Even though the neighborhood will continue to contain some commercial, industrial, and other nonresidential development, the focus of the revitalization program is to strengthen and preserve the residential character of the Columbus Neighborhood. However, financial resources available to the City and neighborhood are not sufficient to immediately carry out all of the recommendations in the plan. Consequently, neighborhood revitalization must be staged over a period of time. The City has worked closely with neighborhood representatives to identify priority recommendations with an emphasis on improving housing conditions and the physical infrastructure of the Columbus Neighborhood.

Recommended policies and actions for the neighborhood are presented below and in the subsequent chapter, including those related to: (1) residential development; (2) commercial/office development; (3) industrial development; (4) community facilities; (5) transportation; and (6) neighborhood image and identity. Refer to Map 9.1, page 39, for the Recommended Land Use Plan.

Residential Development

GOAL: Residential uses should continue to occupy the central portions of the neighborhood with existing commercial and industrial development limited to the edges of the neighborhood. The existing housing should be improved and the most deficient or substandard buildings removed. Compatible new residential development should occur in selected locations. The central sub-neighborhood should be targeted for more aggressive residential revitalization and redevelopment action.

Increase homeownership within the neighborhood.

A strong base of homeowners is essential to long-term neighborhood revitalization. A full range of financial and technical assistance measures should be made available to encourage prospective new homeowners to move into the neighborhood. The major portion of new housing development should be owner-occupied, single-family units, particularly in the central portion of the neighborhood.

Enhance housing opportunities and distribute information on available housing programs.

Existing programs such as homebuyers education should be continued and expanded to encourage an increase in homeownership within the neighborhood. As part of the program, comprehensive homeownership incentives should be provided in the form of technical and financial assistance to prospective new homeowners.

Preserve existing single-family character of the neighborhood.

Illegal residential conversions should be reduced and incompatible commercial and industrial uses removed to strengthen the residential character of the neighborhood, particularly in the central portion of the neighborhood. Single-family houses should be considered first for any new residential infill construction within the neighborhood. Major new nonresidential development should not occur within this neighborhood.

Upgrade housing conditions throughout the neighborhood.

Building condition problems are widespread within the Columbus Neighborhood. At least 20 percent of the buildings in almost every block are to some degree deficient. A high level of maintenance of buildings with

only minor deficiencies is required to stabilize property values and to prevent the spread of deterioration. Financial and technical assistance should be made available to encourage property owners to undertake corrective maintenance as described in the housing rehabilitation policies and guidelines. This is particularly important in residential blocks where more than 50 percent of the homes are deficient or substandard. The existing housing in the neighborhood must be improved before new investment and development can be expected. The City's systematic housing inspection program should be expanded to halt deterioration, reverse negative trends, and upgrade the residential environment throughout the neighborhood.

Establish housing rehabilitation and new construction policies and guidelines.

The City should adopt design guidelines and standards to ensure that housing rehabilitation and new construction are consistent with the architectural and spatial characteristics of the existing residential and nonresidential uses in the neighborhood. Financial and technical assistance should only be provided to activities that are consistent with the established policies and guidelines.

The rehabilitation guidelines should include types of architectural materials that are acceptable for exterior building improvements such as windows, doors, porches, siding, etc. The overall scale and massing of any exterior improvement should also be considered. The new construction guidelines should also designate the acceptable types of architectural materials as well as acceptable architectural styles, lot sizes, setbacks, building heights, scale, and massing. In either case, the quality and diversity of the existing housing in the neighborhood, which is considered an important asset, should be preserved and enhanced in the future. As a result, any housing rehabilitation or new construction should be appropriate to the surrounding area.

New construction should also create linear edges that are parallel to or continue the alignment of existing streets. If larger-scale residential development requires the construction of new streets, circulation should be planned to discourage through-traffic by using narrower, tighter street widths. Any new street patterns should be compatible with the existing street network bordering the site.

Provide housing resources and capital development.

The City needs to provide financial incentives that will make housing rehabilitation, new homebuyer opportunities, and new housing construction as attractive as possible in the neighborhood's target areas. Refer to Map 10.1, page 49, for the boundaries of the neighborhood target areas. Some incentives that the City might consider include land assembly, write downs, and acquisition for housing rehabilitation, and new housing development.

Potential financial incentives that can be used as resources to promote housing rehabilitation, new homebuyer opportunities, and new residential construction include the following: Community Development Block Grant, Home Investment Partnership, and the Housing Cost Reduction Initiative. A number of other public sector programs exist that can potentially be used to finance residential redevelopment. These include but are not limited to local general obligation bonds; tax increment financing; grants and loans through the Wisconsin Housing and Economic Development Authority, and other local, state, and federal programs. Large residential development projects would require leveraging public and private investment in cooperation with lending institutions as required under the federal Community Reinvestment Act.

Target the central portion of the neighborhood for more aggressive housing improvement action.

Severe housing deterioration is most evident in the central portion of the neighborhood where more than 20 percent of the houses are either major deficient or substandard. In response to the overall decline and deterioration of housing conditions and public infrastructure, the central portion of the neighborhood has been designated as a revitalization area. The central target area generally extends from 54th Street to 60th Street and from 22nd Avenue to the Union Pacific Railroad. Refer to Map 10.1, page 49. The City should consider this area a priority when providing financial and technical assistance for housing and housing-related improvements to the Columbus Neighborhood.

Aggressive actions should be taken to halt deterioration, reverse trends, and upgrade the residential environment in this area. In addition to providing financing and technical assistance, this area will require systematic code enforcement and the acquisition and removal of dilapidated structures. Where possible, the City should acquire vacant or abandoned commercial and industrial property in the target area to be replaced by residential development, preferably single-family homes. For additional recommendations, refer to Chapter 10, Neighborhood Target Areas.

Construct compatible new residential infill development on remaining vacant lots.

While the Columbus Neighborhood is essentially developed, small vacant lots are widely scattered throughout the neighborhood where new residential infill development could be promoted. New single-family housing should be constructed on these parcels to restore the continuity of residential frontages and to strengthen the appearance and quality of the area as a complete neighborhood. It is essential that new housing enhance and reinforce the existing residential fabric of the area in which it is located. New infill housing should be similar in quality, size, mass, and architectural style to the homes in the surrounding area.

Locate new multi-family in neighborhood target areas.

Where specific site constraints restrict new single-family development or other types of housing, such as two-family houses and townhomes, in the neighborhood target areas, new multi-family development should be considered.

The two target areas where multi-family development can be considered are: (1) the Kenosha Iron target area, and (2) the Brass North target area. Refer to Map 10.1, page 49, for the boundaries of these target areas.

Community Living Arrangements.

A shift from institutional to community-based care has evolved into a movement towards developing numerous residential alternatives, such as group homes, foster homes, halfway homes, and other forms of Community Living Arrangements, in or near residential neighborhoods. As defined in the Wisconsin State Statutes, these are the types of places where three or more unrelated adults reside in which care treatment or services are provided above the level of a typical rooming or boarding house.

The Wisconsin Statutes have established a dispersal requirement for approving Community Living Arrangements (CLAs) after March 28, 1978. As required by the State Statutes, the City Plan Commission adopted a local ordinance which specifies distance and density standards governing CLAs. The Plan Commission has also adopted standards for reviewing requests for exceptions to the distance and/or density standards. The density standards are used to determine the total permitted capacity of CLAs for aldermanic districts. The Columbus Neighborhood consists largely of two aldermanic districts with a total of 49 licensed beds permitted within each district.

The southern portion of the neighborhood contains almost twice the number of beds that is currently permitted in the area. To prevent a potential clustering of CLAs into a limited geographic area which may recreate an institutional environment, it is recommended that the City Plan Commission and Common Council strictly adhere to the adopted City standards and that exceptions only be granted if all City standards and requirements are met. The northern portion of the neighborhood contains about one-half of its total permitted licensed bed capacity. Additional CLAs may be permitted to locate in this area provided that the density and/or distance standards and all other City and State requirements are met.

Commercial Development

GOAL: Existing commercial development in the designated business areas should be improved and upgraded, and should not expand beyond their current boundaries. Commercial businesses, except for well-established cultural and neighborhood landmarks, located within residential blocks of the neighborhood should be converted to residential uses when they become vacant.

Limit commercial development to areas that are already used for commercial purposes.

New commercial development in the neighborhood should be limited to the Uptown and Midtown business districts and to selected locations along the major streets in the neighborhood. Refer to Map 9.1, page 39, for the designated commercial areas.

Strengthen existing commercial uses in designated commercial areas, particularly in the Uptown and Midtown business districts.

Existing businesses within the Midtown and Uptown business districts should be assisted and supported to ensure that they remain healthy and attractive and enhance the overall character and image of the Columbus Neighborhood. To assist in this effort, any residential buildings in the Uptown District should be acquired and replaced by commercial buildings. The Uptown Business Improvement District and the 52nd Street Business Association, e.g., Midtown, have provided assistance to businesses for building and site improvements within their districts.

The overall image and appearance of the commercial properties should be improved through landscaping, facade improvements, special signage, grounds maintenance, paving and repair of parking areas, lighting, and new pedestrian facilities. Planting trees and other vegetation will create a more attractive streetscape environment along the front of the existing commercial buildings. In 2000, streetscape improvements were constructed in the Uptown District.

Consider alternative uses for commercial development within the residential areas of the neighborhood.

When commercial property becomes vacant or abandoned outside the designated commercial areas as adopted in the plan, the property should be converted to more compatible uses. An exception should be made for any well-established cultural and neighborhood landmarks. Single-family residential uses should first be considered to replace marginal commercial uses in order to improve and enhance the residential character and image of the neighborhood.

Where single-family housing is not feasible, two-family homes and townhouses are acceptable provided that they adhere to the established policies and guidelines for new residential development. Future rezoning requests should be restricted to residential uses.

Maintain the Uptown Business District as a commercial focal point for the neighborhood.

In 1993, a study referred to as the "Market Analysis and Development Strategy" was completed for the Uptown Business District. Although the Uptown District is an established Business Improvement District, this plan needs to be updated and improved as a comprehensive plan to ensure the district's long-term viability and competitiveness. It is important to ensure that the management structure, which is responsible for leasing, marketing, and communication, is maintained in the future.

Maintain the Midtown Business District as a commercial area.

Efforts should be continued to support and strengthen the existing businesses in the Midtown area. This may include financial assistance to improve building facades and site improvements, or technical assistance to

develop a more unified image. The proposed widening of 52nd Street from four to six lanes by the Wisconsin Department of Transportation should be considered prior to implementing any improvements.

Industrial Development

GOAL: Industrial development within the central portion of the neighborhood should be phased out and alternative uses considered. Measures should be undertaken to minimize the negative impact of the other industrial uses in the neighborhood. No new industrial development or expansion should be permitted in the central target area of the neighborhood.

Strive to phase out or relocate existing industrial uses in the central portion of the neighborhood.

Industrial development is not compatible with the residential character of the central portion of the neighborhood. Viable industrial uses should be encouraged to relocate into newer industrial parks located elsewhere in Kenosha, where access, infrastructure, and land is more readily available. The City should consider providing technical assistance in identifying other acceptable sites for these industrial uses. New industrial development or expansion should be discouraged within the Columbus Neighborhood.

Undertake industrial site and building improvements for industrial uses that remain in the neighborhood.

The City should closely monitor industrial sites which remain to minimize traffic, noise, odor, and other adverse impacts on the surrounding residential areas. These sites should be encouraged to make improvements.

Guide expansion of Daimler-Chrysler Engine Plant.

Although new industrial development and expansion will be discouraged, the Daimler-Chrysler Engine Plant may expand. In the event that this facility is expanded, the City should encourage Daimler-Chrysler to follow the 56th Street corridor east to 22nd Avenue.

Consider alternative uses for the industrial areas of the neighborhood.

When industrial property becomes vacant or abandoned in predominantly residential areas of the neighborhood, the property should be converted to more compatible uses. Single-family residential uses should be considered first to replace marginal industrial uses in order to improve and enhance the residential character of the neighborhood. Where single-family housing is not feasible, two-family homes and townhouses are acceptable provided that they adhere to the established policies and guidelines for new residential development. Where the potential for environmental contamination complicates any residential development, conversion to public or institutional uses such as parkland and open space should be considered.

Institutional Development

GOAL: Existing institutional development should be improved and upgraded. Existing parkland and open space should be improved, upgraded, and where possible, expanded.

Continue to update Frank Elementary School.

Although the 1997 renovation and addition to Frank School vastly improved the school campus, the site is not equivalent in size and character to newer elementary schools. If the school district decides to further expand the school campus to achieve equivalency, it should coordinate its efforts with the City and neighborhood to ensure that any future plans are consistent with the revitalization and redevelopment policies and guidelines for the Columbus Neighborhood. Of particular concern is the closure of 56th Street, 57th Street, and 19th Avenue which border Frank School and serve as major streets through the central portion of the neighborhood. Any further expansion beyond the recent addition to the school campus must include an expansion of the overall campus site.

Expand and improve Columbus Park.

Columbus Park is the only public park facility within the Columbus Neighborhood and offers limited recreational opportunities. A master plan has been prepared to improve and upgrade the park. Expansion of the park should also be considered.

Create a pedestrian parkway or bike path for the Columbus Neighborhood.

When the industrial properties located north of the KD Railroad line become vacant or abandoned from 16th to 19th Avenue, the City should acquire the properties for additional parks and open space. Specifically, this area should be targeted for a pedestrian parkway or bike path. The parkway would initially extend from 14th to 19th Avenue south of 55th Street. The parkway could expand south if the former Kenosha Iron and Metal site cannot be developed for residential uses or north if the Union Pacific Railroad yard is vacated. The latter expansion would then link to the larger system of parks and parkways to the north. Specific measures should be taken to ensure safe crossings in areas where the parkway or path intersect with through-streets in the neighborhood.

Consider park and open space reuse of industrial properties in target areas.

While the conversion of vacant industrial properties to residential use is preferable, the nature of many industrial uses may have resulted in soil contamination that will complicate future redevelopment of these sites for any type of residential development. Of particular concern is the reuse of specific sites with a long history of intensive industrial uses. Where residential development is not feasible due to potential environmental constraints of past industrial uses, whether on all or part of a site, additional parkland and other related open space uses are acceptable. The development of these sites for parkland and open space uses can include the construction of community or institutional buildings as long as an adequate amount of parkland and open space is permitted.

Transportation and Circulation

GOAL: The key roadways in the neighborhood should be targeted for streetscape improvements. Additional street and sidewalk improvements should be coordinated with other neighborhood improvements. The removal of existing discontinuous or dead end streets should be further explored.

Improve the appearance of key roadways.

Implement a program of street trees, landscaping, street lighting, and signage to improve and help visually unify the overall appearance of the major streets within the neighborhood. Special improvements should be considered for streets and roads which pass through the heart of the neighborhood. The types of trees, light fixtures, and signage could all be unique to the neighborhood, and could create a new visual identity for the central portion of the neighborhood.

Upgrade street and sidewalk surfaces.

Street and sidewalk conditions within the neighborhood vary considerably from block to block. As neighborhood improvement and revitalization continue in the future, traffic conditions along other frequently used streets and roads, particularly in the central portion of the neighborhood, e.g., 56th Street, should be monitored to determine if additional street improvements and modifications are warranted. While the City's ongoing program of repair and resurfacing work is adequate, improvements to the streets and sidewalks within the neighborhood should be encouraged on a periodic basis. The improvements should be closely coordinated with housing rehabilitation, new housing construction, and neighborhood revitalization.

For example, if the central portion of the neighborhood is targeted for more aggressive housing improvement and neighborhood revitalization efforts, this area should also become the focus for related street, sidewalk, and other public infrastructure improvements. Refer to Map 10.1, page 49, for the boundaries to the

Central Target Area. In some cases, street and sidewalk reconstruction may be preferable to continued corrective maintenance.

Improve the street pattern and traffic circulation within the neighborhood.

The local street system is quite irregular creating circulation difficulties, inhibiting emergency access and snow removal, and isolating residential properties. Opportunities for improving the situation should be explored in more detail while still restricting the number of through streets as revitalization and redevelopment occur in the Columbus Neighborhood. Existing discontinuous or dead end streets should only be removed or modified where the neighborhood equally benefits from such improvements. Cul-de-sacs, turn arounds, and other similar devices should be avoided. Where possible, the discontinuous or dead end street should be extended, widened, relocated, or a combination thereof, to improve traffic circulation and safety. The discontinuous street alignment at 14th Avenue and 58th Street was included in the City's Capital Improvement Plan for the years 1998 and 1999 and the project is scheduled for completion in 2001.

Neighborhood Image and Identity

GOAL: Additional efforts to improve the appearance and perception of the neighborhood should be implemented. Several are listed below which would demonstrate a strong public commitment to improving the neighborhood image and identity.

Maintain and enhance the neighborhood streetscape.

The mature tree-lined streets are an important neighborhood asset. The City should continually maintain and replace trees within the public rights-of-way and property owners should be encouraged to do the same. Under the City's forestry program, neighborhood residents can request additional street trees within the parkway located between the sidewalk and the street. The City might also consider extending this program to encourage neighborhood businesses and industries to landscape their properties where they are located adjacent to residential areas.

Special signage and graphics depicting the neighborhood entryways, in addition to pedestrian lighting which reinforces the residential character and identity of the neighborhood, must also be considered in certain areas. These activities could take place in conjunction with other public improvements to the neighborhood's infrastructure such as streets and sidewalks.

Utilize or maintain vacant lots to improve the appearance of the neighborhood.

The Columbus Neighborhood has a number of smaller vacant lots scattered throughout the neighborhood that detract from the overall residential image and character of the neighborhood. Several of these lots are located between older homes and are not suitable for new residential development. These vacant parcels should be transferred to the adjacent property owners for clean-up and reuse as private yards. At a minimum, the vacant lots should be maintained, parking lots paved and kept in good repair, and outdoor storage areas screened and buffered.

Improve the appearance of the Union Pacific Railroad corridor.

The City entered into a "beautification lease" that became effective October 1, 1991 with the Chicago and Northwestern Transportation Company, e.g., Union Pacific Railroad. The lease agreement allows the City or interested parties working with the City to clean up and maintain the railroad corridor along the eastern edge of the neighborhood and the KD line running east/west through the neighborhood. The City should continue to maintain the appearance of railroad overpasses on a period basis. More extensive landscaping and ground cover should be considered as specified in the beautification agreement. Special attention should be given to improving the appearance of the marshaling yards between 52nd and 56th Street and the KD line.

Promote the Columbus Neighborhood as an attractive and desirable place to live and invest through marketing and public relations.

Special marketing and public relations should be undertaken to promote the strengths and advantages of the Columbus Neighborhood. Some of these assets are the neighborhood's excellent location, proximity to shopping, services and public transportation; strong residential areas which include the character and quality of the housing stock, diverse architectural styles and larger older homes of historic interest; neighborhood schools and churches; and tree-lined streets. The promotion effort should also address that a cooperative public and private effort is underway to improve and enhance the Columbus Neighborhood in the future.

The actual program should be comprised of: (1) development of a promotional brochure; (2) distribution of the brochure to relocation centers, Realtors, Chamber of Commerce, and other groups that promote investment in the City; (3) regular communication with the groups mentioned above; and (4) press releases and news articles for special neighborhood events and activities.

Improve safety and security within the neighborhood.

Issues regarding crime, including theft, gangs, drugs, and vandalism, are concerns frequently mentioned by the residents of the neighborhood. If long-term neighborhood revitalization is to be successful, these concerns must be alleviated. The removal of the most severely deteriorated and underutilized buildings will help. In addition, communication should be continued and maintained between the neighborhood and police department. Foot patrols might be increased and new crime prevention programs implemented. Neighborhood organizations, schools, and churches should become more involved to increase public awareness and stimulate new pride and interest in the neighborhood.

Additional street lighting should be implemented throughout the neighborhood as part of the other revitalization activities such as public street and sidewalk improvements and housing rehabilitation and related housing improvements. A demonstration project providing new street lights was completed for 62nd Street from 18th to 22nd Avenue. The purpose of the project was to improve visibility at the pedestrian level with decorative street lights on each block, and it should be expanded to provide additional lighting for security and safety in other areas of the Columbus Neighborhood.

Schedule new neighborhood activities and events.

Special neighborhood activities, events, and celebrations can do much to strengthen overall image and identity. These might include block parties, arts and craft shows, food fests, holiday fairs, commemorative celebrations, etc. Special events could be sponsored by the City, neighborhood organizations, schools, churches, businesses, etc.

Expand Neighborhood Watch Program.

A neighborhood watch program currently exists on many residential blocks throughout the Columbus Neighborhood. The Neighborhood Watch Program is one of the most effective and least costly responses to crime and should be actively promoted and expanded within the Columbus Neighborhood. Block watches are successful based on the assumption that the residents in the area are more immediately aware of suspicious activity than the police. A criminal activity reported by more than one resident is more likely to ensure prompt police action. A distinctive Neighborhood Watch Program sign that is displayed in highly visible locations alerts criminals that the neighborhood is serious about reporting all crimes and suspicious activities.

Promote landlord education.

Maintaining housing standards is important to the public welfare and as a protection against the deterioration of the overall neighborhood image and decline in property values. The efforts of Kenosha's landlord associations to educate new landlords should be encouraged.

Restrict adult beverage licenses to larger commercial districts such as the Uptown Business District.

The Plan recommends that the Common Council *prohibit* any additional requests for commercial establishments to sell or serve alcoholic beverages within the Columbus Neighborhood. Exceptions will be considered on a case-by-case basis for the Uptown Business Improvement District.

When a commercial property becomes vacant and/or the adult beverage license expires, the property should be converted to more compatible uses.

Chapter 10 - Neighborhood Target Areas

Central Target Area

Of particular concern to the neighborhood is the overall decline and deterioration of housing conditions and public infrastructure within the central portion of the neighborhood. A central target area where substandard and deteriorating residential buildings are in the most need of major rehabilitation and improvement has been established. The central target area generally extends from 54th Street to 60th Street and from 22nd Avenue to the Union Pacific Railroad. Refer to Map 10.1, page 49, for the boundaries of the central target area.

If the City hopes to retain existing homeowners and attract new homeowners to this area of the neighborhood, it will need to make housing rehabilitation and new housing construction as attractive as possible. Therefore, the City should consider this area a priority when providing financial and technical assistance for housing rehabilitation, new housing construction, and other related public street and infrastructure improvements to the Columbus Neighborhood. If public financial assistance was made available to the neighborhood, this area should be considered first in order to restore the central portion of the neighborhood as a quality living environment.

Aggressive actions should, therefore, be taken to halt deterioration, reverse negative trends, and upgrade the residential environment in this area of the Columbus Neighborhood.

Kenosha Iron

The former Kenosha Iron and Metal site located west of 19th Avenue has had a long history of intensive industrial use adjacent to the Union Pacific Railroad spur. If this site is redeveloped in the future, the remaining buildings on this block and the block to the north should be included to create a larger redevelopment area. The buildings on this block include the single-family homes on the south side of 55th Street and the McCall building and two other commercial businesses on 22nd Avenue. The block to the north includes Columbus Park, Our Lady of Mount Carmel Church on 19th Avenue, the single-family homes on the north side of 55th Street, and one commercial business on 22nd Avenue. Refer to Map 10.1, page 49, for the boundaries of this target area.

Two alternatives have been developed for this target area. Refer to Map 10.2, page 50, for Alternative A and Map 10.3, page 51, for Alternative B.

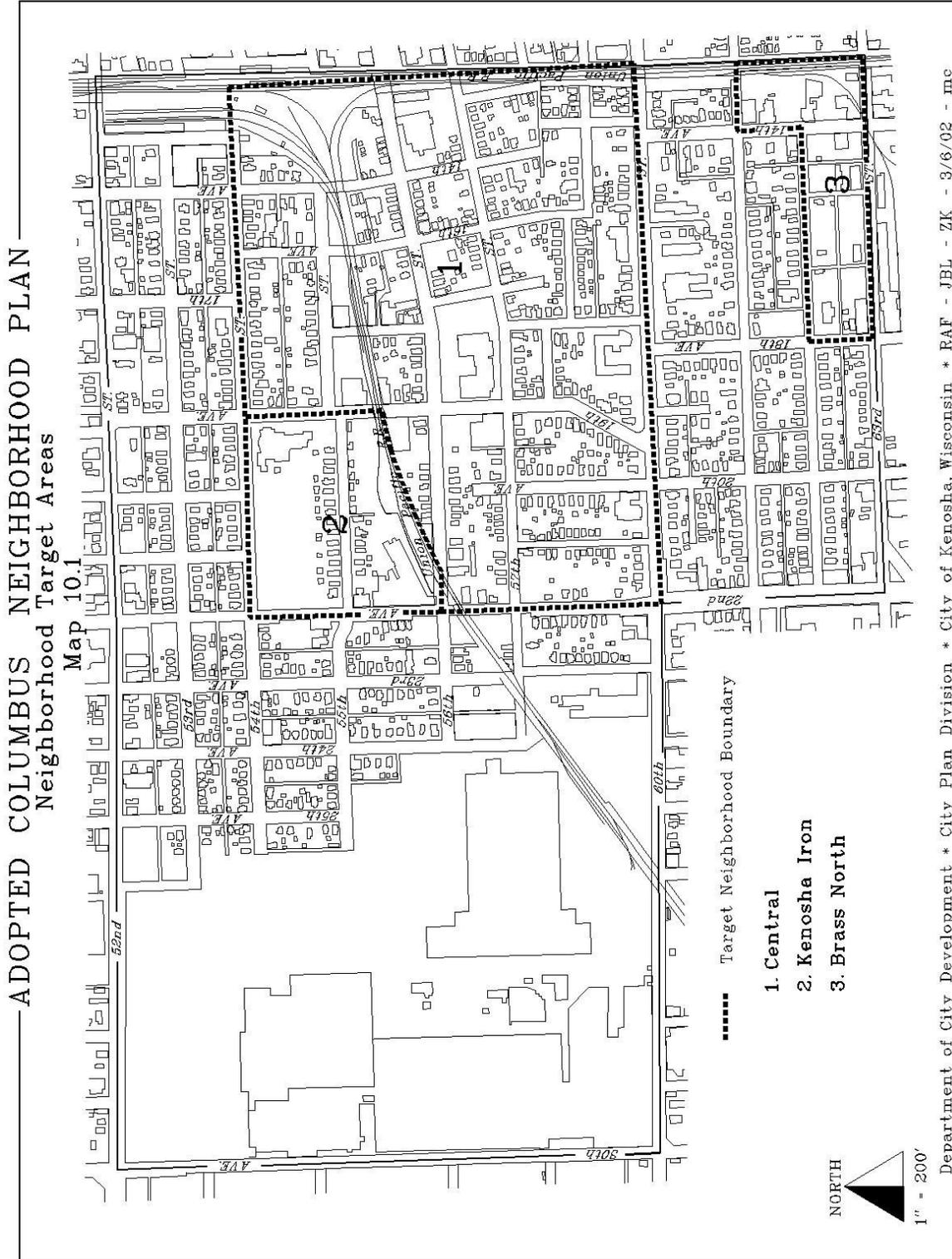
Alternative A

The main purpose of Alternative A is to retain and upgrade the residential properties located on 55th Street to improve and enhance this area as a quality residential neighborhood. The residential properties on the south side of 55th Street suffer because of their shallow rear yards. This alternative calls for expanding these rear yards into the former Kenosha Iron and Metal site.

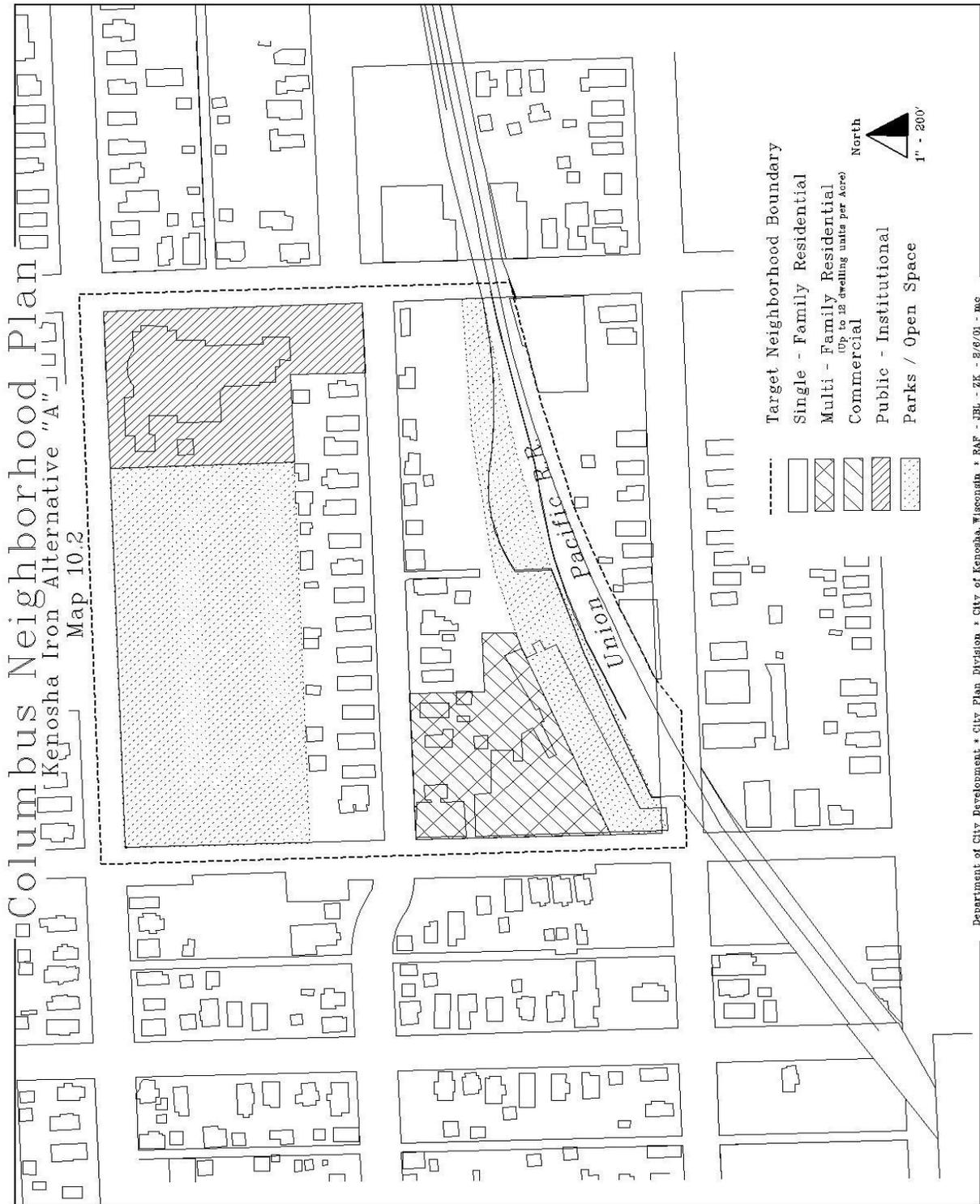
This alternative also includes the creation of a bike path/pedestrian parkway adjacent to the Kenosha Division Railroad. The bike path/pedestrian parkway will act as a buffer between the residential properties and the railroad, manage the depth of the expanding rear yards, and possibly incorporate the area into a larger parkway system that would follow the KD Railroad line and marshaling yards and connect to Nedweski Park north of the Columbus Neighborhood.

A multi-family residential development is proposed for the southeast corner of 55th Street and 22nd Avenue as the final component of this alternative. Single-family residential is not recommended at this location because the distance between 55th Street and the KD Railroad line is excessive for single-family residential lots and the bike path/pedestrian parkway. Multi-family residential is preferred to the existing commercial uses in this area.

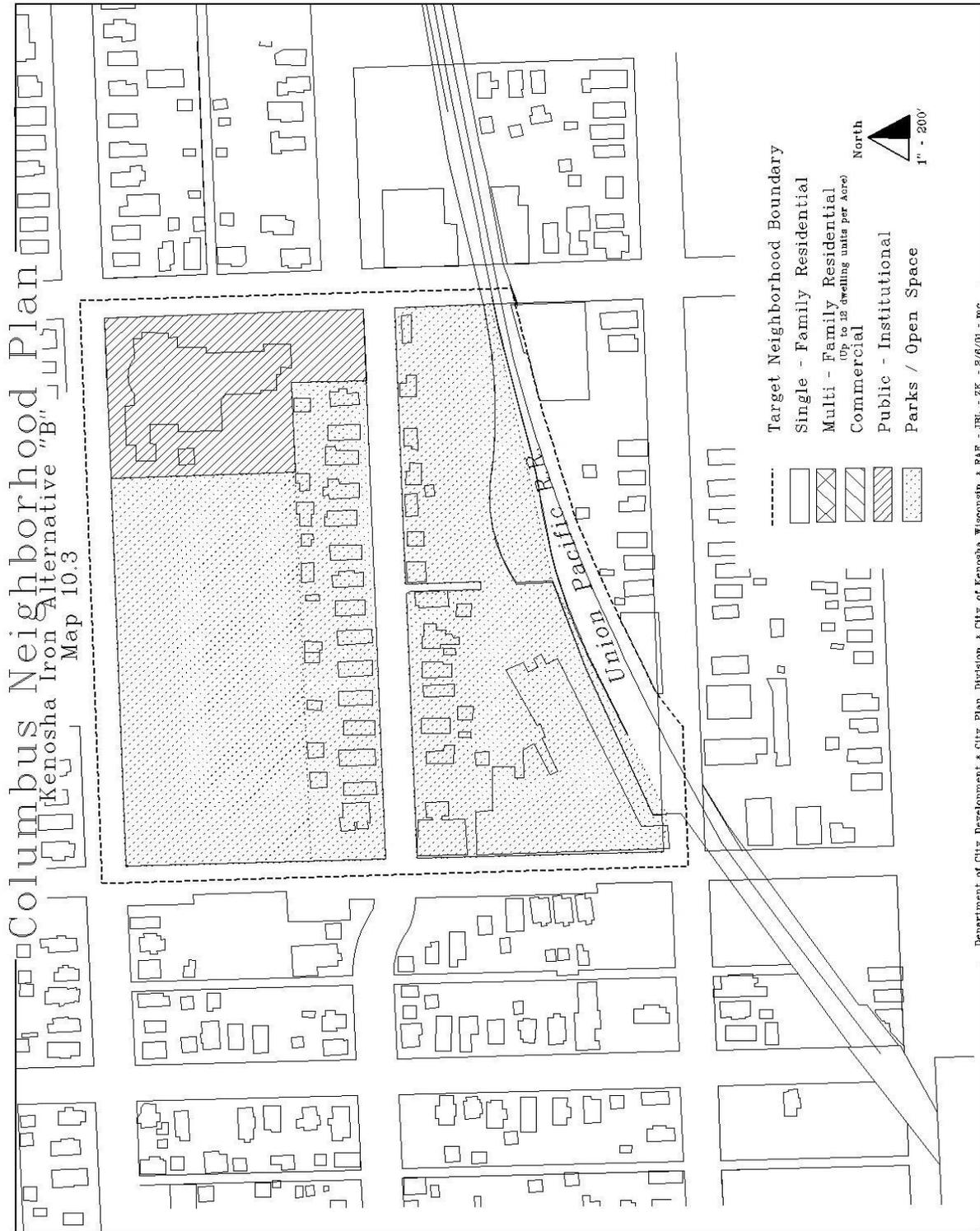
Map 10.1 - Neighborhood Target Areas



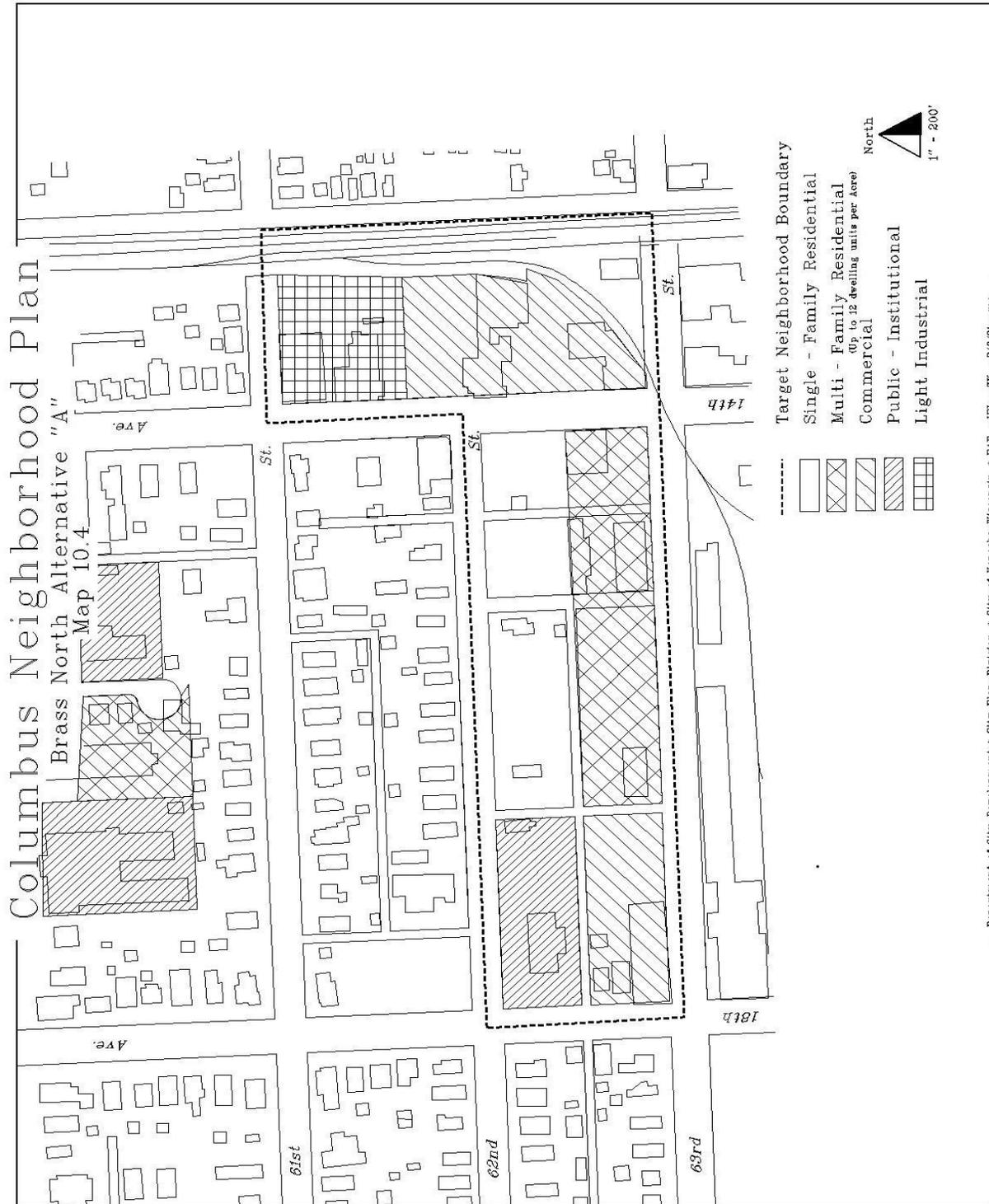
Map 10.2 - Kenosha Iron - Alternative A



Map 10.3 - Kenosha Iron - Alternative B



Map 10.4 - Brass North - Alternative A



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Map 10.5 - Brass North - Alternative B



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Alternative B

The sole purpose of Alternative B is to convert the entire target area, except for Our Lady of Mount Carmel Church, to parkland and open space. This alternative would address the need to improve and expand Columbus Park as well as possibly incorporate the area into a larger parkway system that would follow the KD Railroad line and marshaling yards and connect to Nedweski Park north of the Columbus Neighborhood. This alternative can include the construction of community or institutional uses as long as an adequate amount of parks and open space is permitted.

Restrict new commercial and industrial uses from the target area.

Under either alternative, if commercial and industrial uses are to remain in the future, even on an interim basis, code enforcement should be undertaken to improve the overall image and appearance of these properties. However, when these properties become vacant, they should be converted for more compatible uses. New commercial and industrial uses should be restricted from this target area.

Brass North

There are a number of vacant or underutilized sites that are found in the area north of 63rd Street between 14th and 18th Avenues. This site is in need of redevelopment and the commercial and light industrial uses east of 14th Avenue should be included as part of a larger redevelopment area. Refer to Map 10.1, page 49, for the boundaries of this target area.

Construct new single-family housing on 62nd Street.

New single-family housing is needed where numerous vacant parcels exist on the south side of 62nd Street west of 14th Avenue. New single-family infill housing should enhance and reinforce the existing residential fabric of the area in which it is located. Every attempt should be made to ensure that infill construction is similar in quality, size, bulk, and architectural style to the existing homes in the surrounding area as specified in the adopted guidelines for new residential development. It is essential that the new development create linear edges to restore the continuity of the residential frontages and strengthen the appearance and quality of the 62nd Street area as a complete residential neighborhood.

Upgrade existing residential homes on 62nd Street.

Only two houses remain on the south side of 62nd Street east of 18th Avenue. Both houses are likely to be considered either deficient or substandard and should, therefore, be evaluated to determine their overall potential for rehabilitation. A strong emphasis should be placed on rehabilitating these houses in order to restore the residential character and image for 62nd Street. Financial incentives should be made available for housing rehabilitation that adheres to the established design guidelines and standards for exterior housing improvements as specified in the adopted plan.

Improve the appearance of the existing commercial and industrial properties on 14th Avenue.

Code enforcement should be undertaken to improve the overall image and appearance of the commercial and industrial properties on 14th Avenue. Improvements should be made with respect to building repairs, parking and storage areas, and more extensive landscaping, screening and buffering of the sites. Any exterior building or site improvements should create a physically compatible and harmonious image for 14th Avenue. A more functional organization of parking and landscaping should also be considered to improve the overall appearance of these commercial and industrial properties.

Two alternatives have been developed for the north side of 63rd Street between 14th Avenue and the commercial building located on 18th Avenue. Refer to Map 10.4, page 52, for Alternative A and Map 10.5, page 53, for Alternative B.

Alternative A

Although single-family housing is recommended for the south side of 62nd Street in the target area, new multi-family residential development is more appropriate for the north side of 63rd Street. Multi-family residential uses would blend well with the mixture of residential and public uses such as community facilities, institutions, and parks and open space proposed for the former American Brass site in the adopted Lincoln Neighborhood Plan.

Alternative B

If the former American Brass office building is occupied, institutional uses are recommended for this location. Institutional uses should be considered provided that (1) the new development does not expand beyond the alley between 62nd and 63rd Streets, and (2) a continuous buffer edge is constructed to separate the new development from the single-family housing recommended for 62nd Street. New institutional uses should also be physically compatible to create a harmonious image for the 63rd Street corridor.

Implementation Process

The Department of City Development will be preparing neighborhood strategies to implement the recommendations of this plan. The neighborhood strategies will identify specific activities to be implemented through a coordinated approach in the neighborhood. The strategies will also identify the financial incentives and direct assistance that will be made available to implement the specific activities.