



CITY OF KENOSHA

PLAN SUMMARY

**KENOSHA INNOVATION NEIGHBORHOOD
MASTER PLAN**

SMITHGROUP

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1.0 CONTEXT **6**

- 1.1 Regional Context
- 1.2 Site Context

2.0 STAKEHOLDER ENGAGEMENT AND PUBLIC FEEDBACK **8**

3.0 MASTER PLAN DEVELOPMENT **9**

- 3.1 Plan Organization
- 3.2 Circulation
- 3.3 Parks and Open Space
- 3.4 Signage And Wayfinding
- 3.5 Water and Sanitary Sewer Design
- 3.6 Mass Grading Plan
- 3.7 Stormwater Plan
- 3.8 Traffic Summary

APPENDIX **29**

- Public Meeting Summary

PREPARED FOR:



PREPARED BY:



ACKNOWLEDGMENTS

CITY OF KENOSHA, WI

John Antaramian, Mayor Of Kenosha
John Morrissey, City Administrator
Tim Casey, Director of City Development
Brian Cater, City Engineer
Katherine Marks, Community Outreach Coordinator

STEERING COMMITTEE

Waymaker Group

Julie Huls
Phil Hockberger

STAKEHOLDER GROUPS

Elected Officials from the City of Kenosha
City of Kenosha Plan Commission
City Departments
Kenosha Unified School District
Kenosha Area Business Alliance
Herzing University
Our Journey Church
Jockey International
Uline Corporation
University Of Wisconsin - Parkside
Carthage College
Gateway Technical College
Snap-On, Inc.

CONSULTANT TEAM

Tom Rogers, Smithgroup
Jake Jenkins, Smithgroup
Kathleen Duffy, Smithgroup
Derek Bushman, Smithgroup
Cassie Goodwin, Smithgroup
Margaret Welch, Smithgroup
Tony Vandermuss, Smithgroup
J Blue, Smithgroup
Peter Lemon, Kimley Horn

EXECUTIVE SUMMARY

The Kenosha Innovation Neighborhood will redefine the 107 acre former Chrysler Plant as a mixed use, innovation center. The Goals of the development are to create a unique and special innovation district that:

1.) Creates opportunities for Kenoshans to stay in Kenosha including:

- A multitude of training and education opportunities in knowledge-based industries
- Competitive-paying jobs
- A variety of housing choices with a range of rents
- Engaging cultural & community activities

2.) Is inclusive of all individuals, the surrounding neighborhoods and the broader community by

- Being respectful of existing neighborhood history and character
- Blurring boundaries between development and neighborhood
- Responding to scale and density of the community

3.) Creates a unique, regional destination that offers a competitive experience to other urban markets

- Establishes Kenosha as an innovation anchor for Southeastern Wisconsin
- Creates a dense, walkable and dynamic environment common in larger cities
- Facilitate a high-volume of diverse interactions on-site

4.) Supports the recovery and development of sustainable and resilient surrounding neighborhoods

- Provide comprehensive support for individuals with varying degrees of skills: job opportunities, support services, training
- Create flexibility for growth and change over time
- Incorporates best sustainable development practices



The plan was developed through a year-long process of stakeholder engagement that included input from residents, business owners, institutions, and community leaders. A three-step engagement process, consisting of listening, testing, and refining in small stakeholder groups, public meetings, and online surveys generated over 1,500 attendees and respondents to refine and influence the project goals and master plan.









The result is an innovation-centric, community-based, mixed-use Master Plan organized around creating a unique, yet familiar regional destination connected by a strong urban fabric. The master plan incorporates 20-acres of public green space, a well-connected street grid that promotes multi-modal access, and a range of development opportunities that could include over 1 million square feet of innovation-focused office, medical, institutional, and commercial space, and up to 1,300 residential units. The plan and design guidelines provide a framework to guide development to meet the goals and objectives identified by the community.

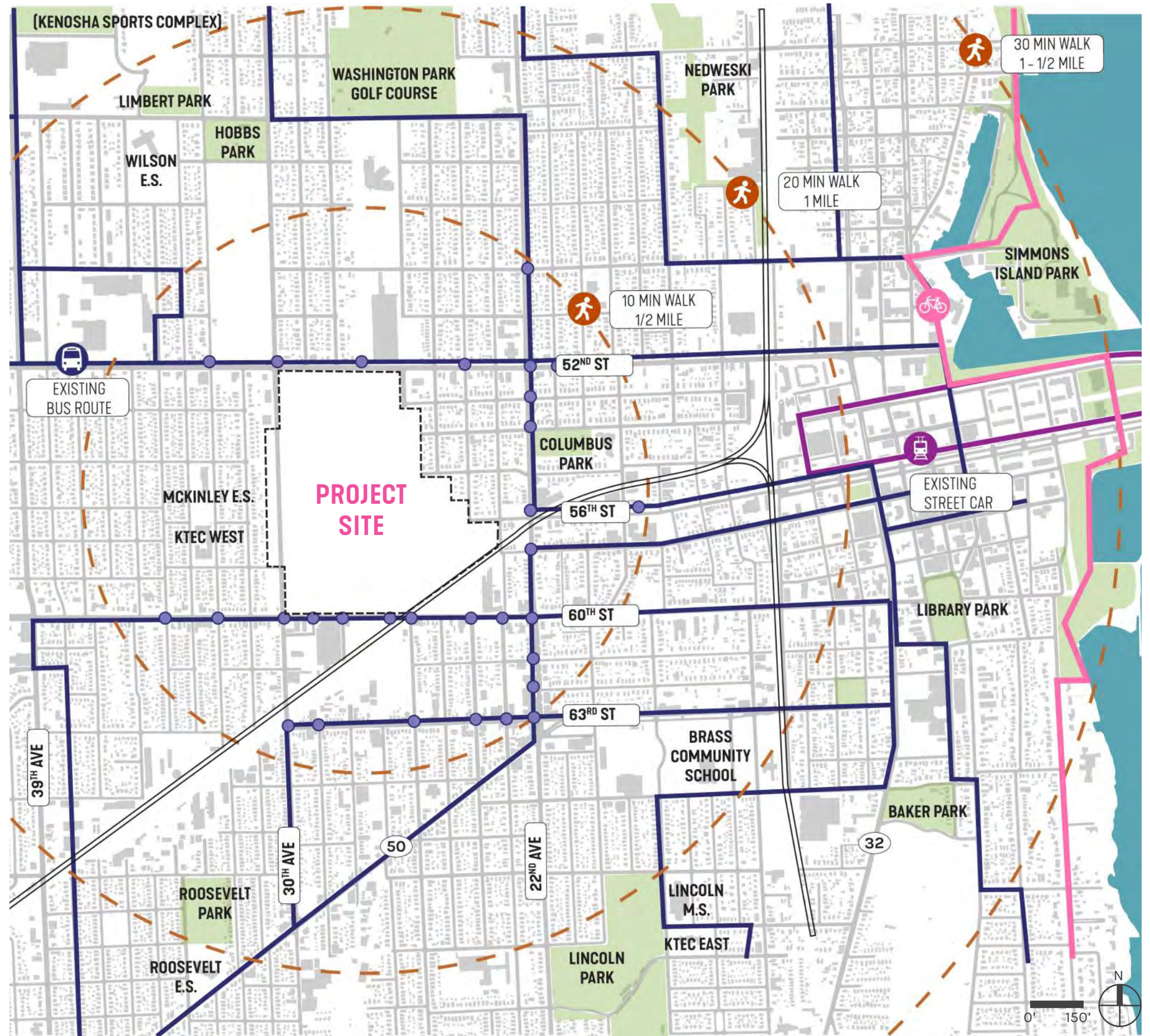


1.0 CONTEXT

The KIN development site is comprised of 107-acres formerly occupied by the AMC/Chrysler Plant. At its peak, the plant employed over 10,000 workers, and for more than a century served as an economic social and identity center for Kenosha. It is well connected to the surrounding neighborhoods and the larger region. A 20-30 minute walk brings visitors to the downtown and a few minutes more to the lake front. 52nd St is the primary connection from downtown to the interstate, which is the regional connection to larger city centers including Milwaukee and Chicago. The location provides a perfect opportunity for attracting an innovation-focused education and employment center.

LEGEND

-  Bus Routes
-  Streetcar Route
-  Kenosha Pike Bike Trail
-  Walking Radii
-  Parks
-  Bus Stops
-  Railroad
-  Site Boundary



ADJACENT SURROUNDINGS

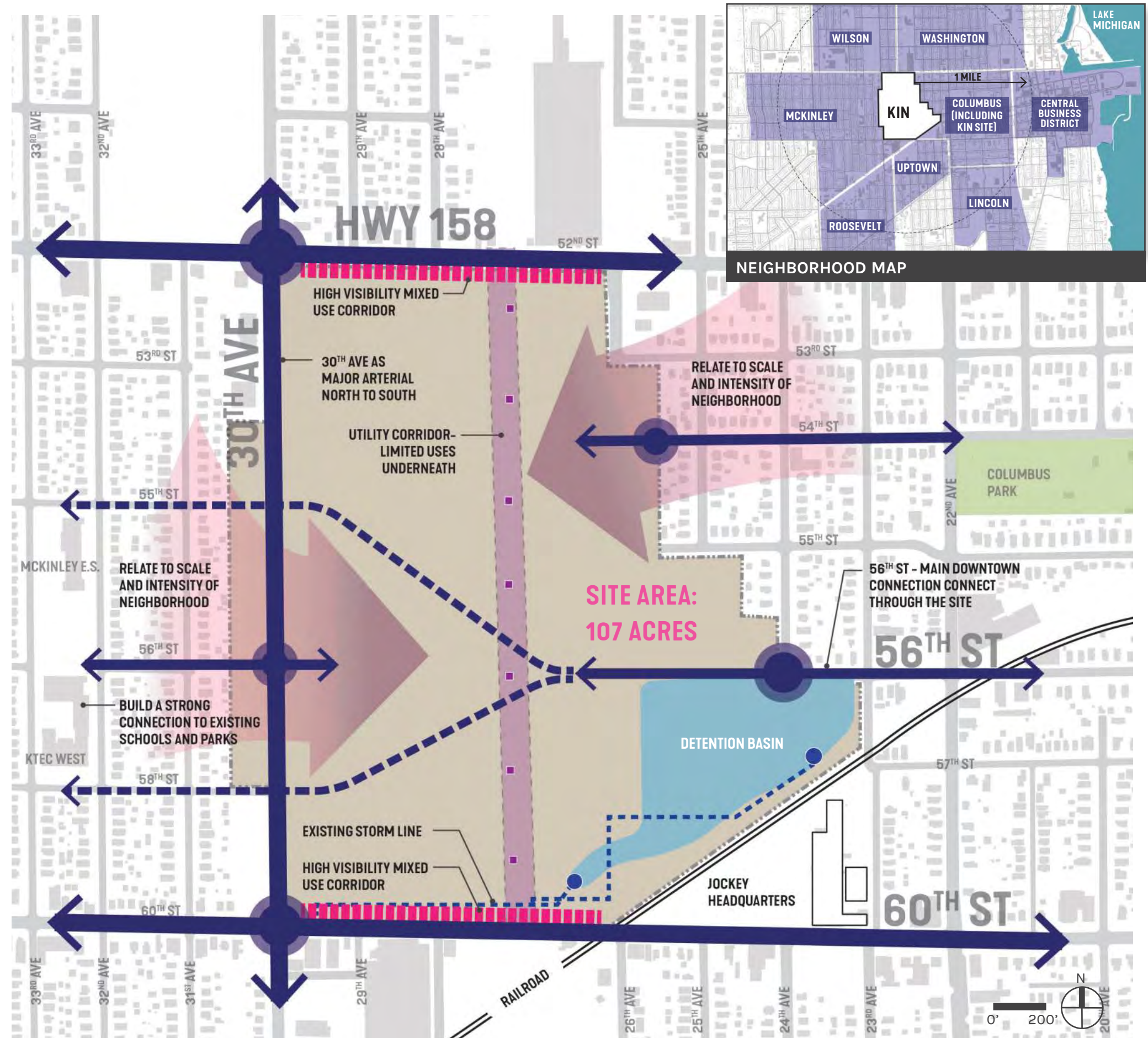
The site touches five neighborhoods that were greatly affected by the plant closure. It is important to develop within the context of the neighborhoods to provide broad and positive impact to the community. The eastern and western borders are residential neighborhoods with primarily single-family homes. The east side transitions directly to the Columbus neighborhood. The majority of the site is bordered by 30th Avenue, except for a narrow stretch of parking lots that backs up to residences in the McKinley neighborhood. Primary Streets border the site north and south with a mix of commercial properties. Jockey International, a major Kenosha employer, is adjacent to the railroad bordering the SE corner.

EXISTING CIRCULATION PATTERNS

52nd Street (Hwy 158) and 60th Street border the site on the north and south edges respectively. Both arterials are high visibility corridors with 52nd serving as the primary connection from the Interstate to downtown. The western end of 56th Street currently terminates at the site, but offers an opportunity to connect the KIN development with downtown and adjacent schools (McKinley E.S. and KTEC West) through a multi-modal route. 30th Ave serves as the primary north-south route and delineates the site from the neighborhood to the west and is a challenging pedestrian crossing. There is good pedestrian connectivity to the east and 56th Street offers a potentially strong pedestrian link to downtown. Minor streets entering the site serve as gateway opportunities, including 54th, 55th, 58th streets. The site is potentially well-served by public transportation, with bus routes along 52nd and 60th that could connect through the site on primary corridors.

EXISTING INFRASTRUCTURE

The site is currently well served by existing infrastructure to the former AMC plant and has adequate power and water supply. An overhead ATC transmission line bisects the site. A 100' easement restricts development to parking, trails, and open space. Additionally, there are easements on site for stormwater utilities along both the northern and southern edges of the site. A 10-acre detention basin occupies the southeastern quadrant of the site and is sized to accommodate runoff from the site, as well as from upstream sources. The pond is currently a dry basin due to soil issues that are currently being mitigated by the city. When the site is cleared, the detention basin may become a wet pond.

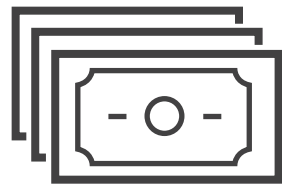


2.0 STAKEHOLDER ENGAGEMENT + COMMUNITY FEEDBACK

The design is based on overall goals established by the City of Kenosha along with key themes and design drivers developed through a stakeholder-based outreach program. The design team conducted a series of stakeholder workshops and three Public Input Meetings (PIMs) to collect feedback and formulate an approach that is responsive to the goals and needs of the neighborhood and community.

The first meeting was a listening session structured around 5 themes; Lifestyle, Culture, Neighborhooding, Economic Outcomes and Streetlife. The second meeting refined key ideas for each of the themes and tested organizational concepts. The third meeting summarized the key themes, a master plan that responds to them and outlined key features of the first phase to solicit feedback. The community goals are summarized as follows:

COMMUNITY GOALS



ECONOMY

Support innovation with a range of economic development options:

- Provide Employment and Training Opportunities
- Include Commercial Development
- Provide a range of Housing Opportunities

PUBLIC INPUT MEETINGS

1

Determine Priorities

Attendees in Person: **145**
Total Online Responses: **873**

2

Concept Alternatives

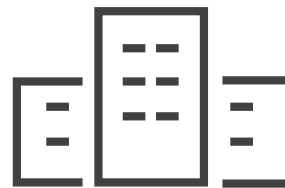
Attendees in Person: **96**
Total Online Responses: **528**

3

Preferred Master Plan

Attendees in Person: **54**

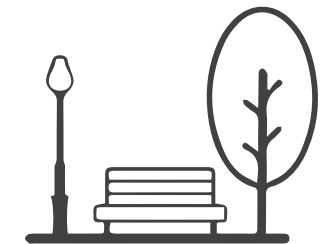
See Appendix for detailed public feedback from all three PIMs.



COMMUNITY

The design should reflect a neighborhood experience

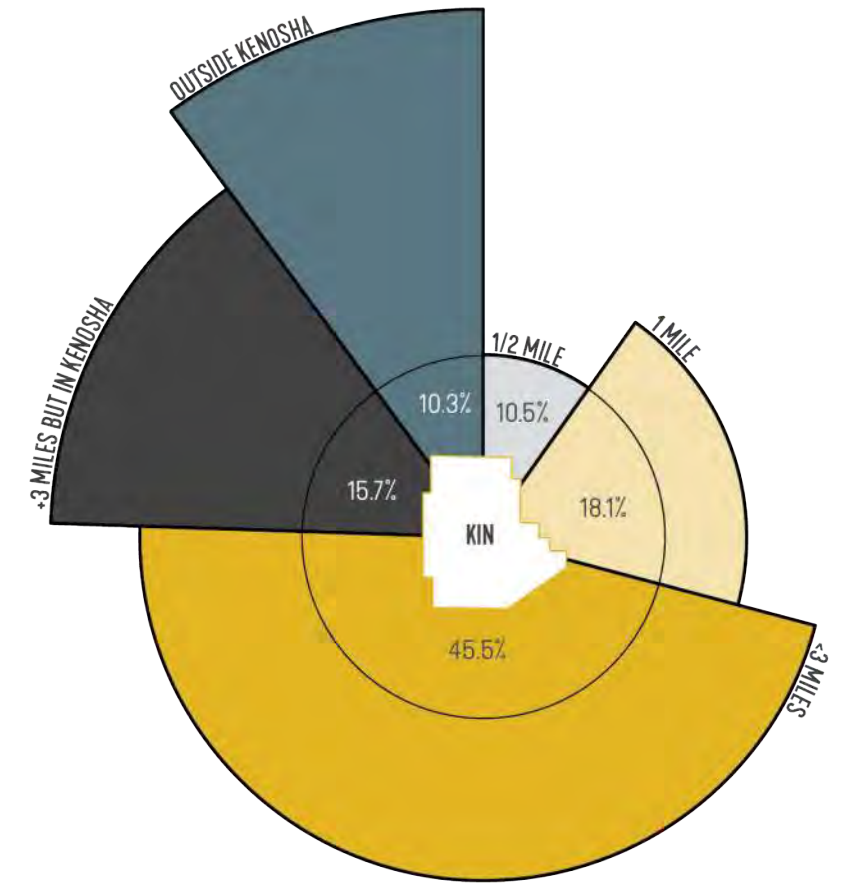
- Develop a strong Streetscape Design
- Walkable/Bikeable
- Access to Food + Nutrition
- Designed for Public Safety



CULTURE

Provide open space + green space in the design

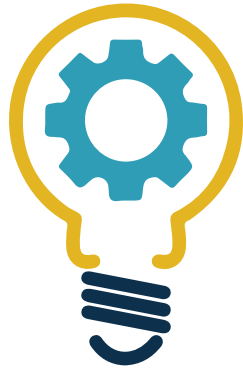
- Include Spaces for Cultural Programming
- Incorporate Historical and Cultural Significance in the Design



Proximity of Survey Respondents

3.0 MASTER PLAN DEVELOPMENT

The Master Plan establishes a framework for future development, lays out public infrastructure and guides the character of the development. The plan is organized around five Design Drivers to support City and Community Goals. The Drivers form the foundation for design decisions around the plan and should be used to evaluate eventual additions. They are:



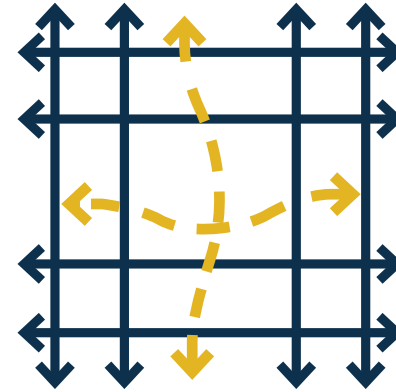
INNOVATION AT THE CORE

The foundation of the neighborhood is innovation as a driver that promotes jobs and growth for Kenosha. This should be prevalent and visible in the types of development, users and approach to design.



REGIONAL DESTINATION

The public spaces and private development should be at a scale and level of excellence that supports a broad mix of uses for residents, neighbors and visitors that is substantial enough to create a regional draw.



UNIQUE YET FAMILIAR

The site should fit within its existing context yet stand out as a special place. It should be well connected, appropriately transition scale and have a character and an appearance that is new and forward looking, but contextually appropriate.



STRONG URBAN FABRIC

The spaces between the buildings should be well-designed and pedestrian scaled, with streets and open spaces that promote an active and animated environment.



CONNECTED

The site should not be an island. It must be connected at every level, from physical multi-modal connections to job creation, training, and education

PLAN ORGANIZATION

The plan is connected to the street and avenue grid consistent through Kenosha, with 28th Avenue and 56th Street forming the primary connections. Each of these roads bends to create a signature central open space. The secondary streets complete the grid and bend to meet the primary roads. The organization keeps wayfinding straightforward, yet sets apart a central open space. The final location of secondary streets will be determined by specific plans for development of individual parcels.

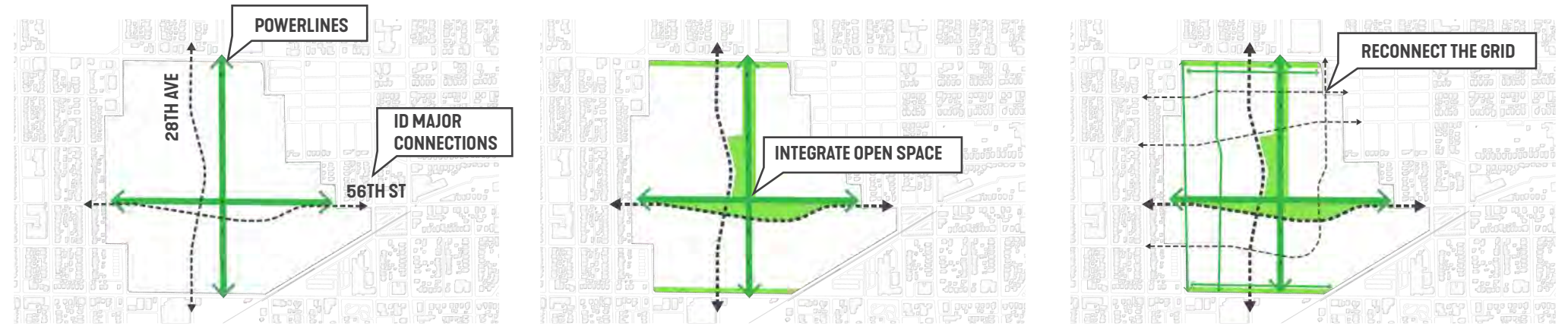
Public Space and pedestrian connectivity link the site throughout. A multi-use path extends north and south through the site and east and west along 50th. In addition, the setbacks on the north and south boundaries create ideal multi-use path connections. Coupled with the detention basin, the site will have 20 acres of interconnected green space.

Development uses are organized to transition to existing uses in the adjacent neighborhoods, and meet visibility and access requirements of different uses. Residential properties occupy the zone west of 30th Avenue and much of the eastern portion of the site to match the scale and density of the existing, adjacent neighborhoods. Additional residential uses will be mixed into the other uses, primarily in the commercial and incubator zones.

Institutional and technology uses are located on the eastern portion of the site, closer to the residential neighborhood than the highest visibility sites.

Medical offices are located northeast and southwest to provide easy access and visibility along the perimeter. Incubator office space occupies the prime corner at the northwest and the primary interior streets.

The commercial blocks form the heart of the site and are centrally located where they create a natural destination.



LEGEND

- Incubator / Office
- Institution / Tech
- Commercial
- Medical
- Residential
- Green Space

BY THE NUMBERS

The master plan represents anticipated uses and density for the site. The final design and use of each of the individual parcels will be determined by individual users but guided by the framework of the master plan and design guidelines.

The scale and density of the final built development represented supports a range of development as follows. Each of the categories represents the primary use for the ground floor. It is anticipated that some of the blocks will include a mix of uses.



Incubator / Office

Offices, Technology Services + Design, Product Development, Entrepreneurial Businesses, Coworking Spaces, Research + Development
300,000 - 650,000 ft²



Institution / Tech

Primary, Secondary, Post Secondary Education, Learn-To-Work Programming, Research + Development
150,000 - 250,000 ft²



Commercial

Professional Offices, Dining, Retail, Entertainment, Upperstory Housing, Coworking Spaces
150,000 - 250,000 ft²



Medical

Medical Offices
100,000 - 200,000 ft²



Residential

Town Homes, Condos, Apartments, Live/ Work/ Mixed Use
800 - 1,300 Units



Green Space

Parks, Plazas, Bike + Ped Corridors, Natural Areas, Flexible Outdoor Space
20 Acres



KENOSHA INNOVATION NEIGHBORHOOD MASTER PLAN

The master plan frames a potential development scenario that meets the goals of the city and community to create a distinct, well connected, mixed-use innovation neighborhood. It establishes an overall framework and organization for the site, defines the public spaces and provides a framework for private development.

Public input and discussions with city and community leaders identified energy efficiency in building design and construction will be a priority for the project. The KIN development is committed to renewable and sustainable sources of energy. Design and installation of public and private improvements should incorporate appropriate standards and opportunities that maximize the use of renewable and sustainable energy sources whenever feasible.

What will be built in the KIN development will be guided by the master plan and accompanying design guidelines. But neither document prescribes what will be built. They serve as guideposts to ensure the development is internally and externally compatible with the design goals and expectations identified through the master planning process without impeding creative solutions and ideas. A separate zoning district will be created for the KIN development.





A birdseye view of KIN illustrates how context informed the site through building scale and programming. The site edges relate to the neighborhood by providing multi-family residential and supported services desired by the community.

Note: for illustrative purposes, final design to vary

DAY IN THE LIFE

What is a typical day to day experience for those living in and visiting KIN? Each user has a unique experience navigating the neighborhood to accomplish daily responsibilities while feeling integrated into the fabric of the community. This includes a diverse range of people in terms of ages, needs, and desires from the young college student, the single entrepreneur, to the working professional with a family. The diagram traces a potential daily experience for a few different types of users

THE COLLEGE STUDENT



- 1 Attends morning classes off-site
- 2 Arrives by bus to apprenticeship in advanced manufacturing
- 3 Attends a young tech professionals networking and
- 4 Then goes to salsa night at central park, in the commercial core

THE SINGLE ENTREPRENEUR



- 1 Lives in the townhomes
- 2 Takes a 2 mile walk/run
- 3 Ride-shares to morning coffee
- 4 Works on her 3d printing startup at a business incubator office
- 5 Attends night presentation at the innovation center on small business development

THE FAMILY

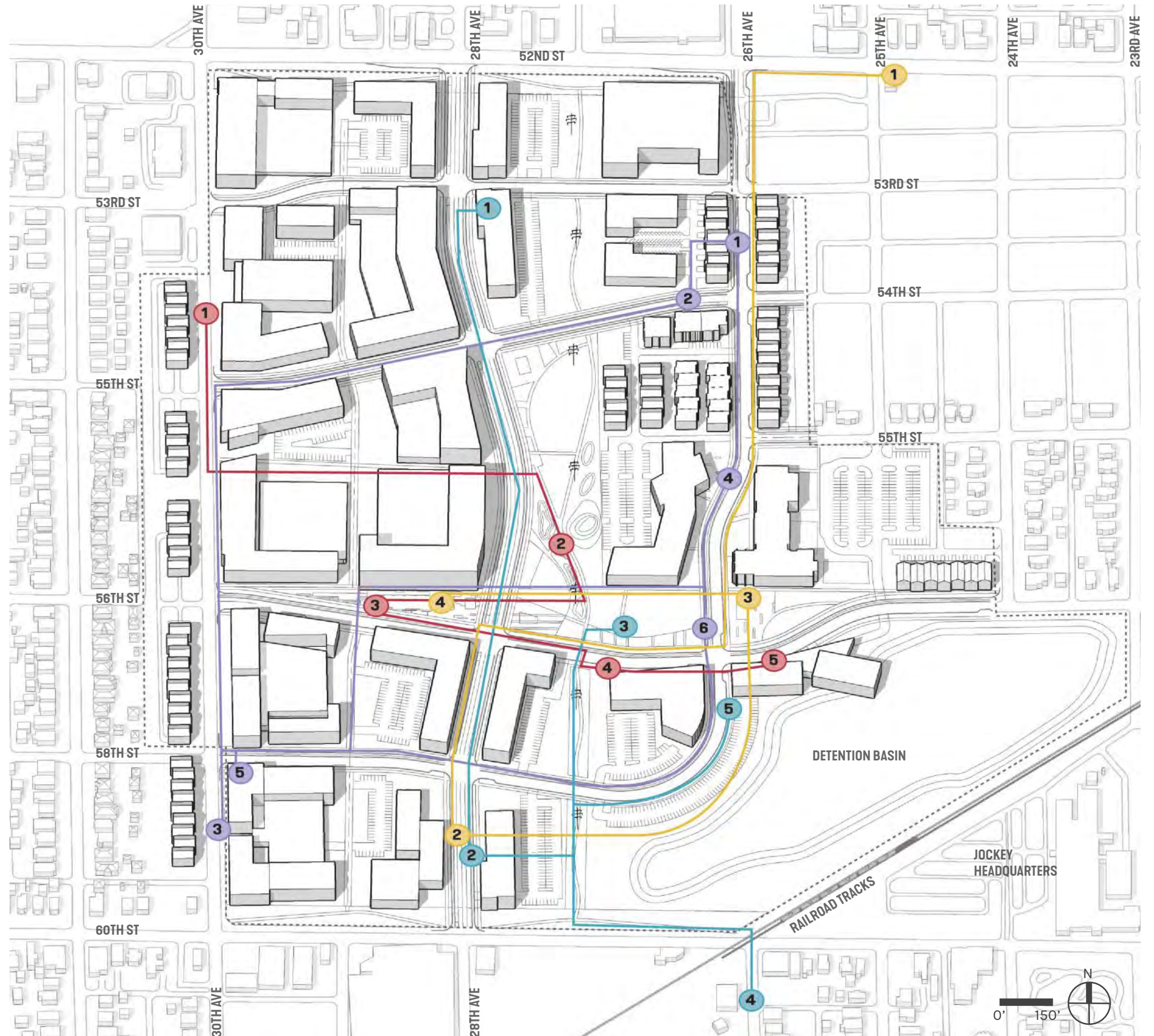


- 1 Home on site
- 2 Dad takes the toddler to day care and
- 3 Rides bike to work as a lab technician
- 4 Mom walks 9th grader to school and
- 5 Works as IT support for a tech company
- 6 All meet in the plaza for the 8th grade science fair and picnic

THE RESIDENT



- 1 Lives in an apartment
- 2 Bikes to work as tech support worker
- 3 Lunch with a friend in the park
- 4 Bikes to Uptown to have dinner at parents' house
- 5 Attends evening lecture at innovation center on clean energy



CIRCULATION







East-west circulation through the site is restored by connecting the existing road network grid on either side of the site. Reconnecting 56th St in particular, reestablishes a direct connection from the existing communities to the west to downtown.

30th Ave currently serves as the main thoroughfare for vehicles, and underground utilities prevent any modifications in the roadway alignment. 28th and 26th were then selected as main n-s alignments due to the spacing of the signalized intersections and service from existing bus stops. 28th Avenue serves as the primary north to south arterial connecting commercial corridors along 52nd and 60th adjacent to many of the marquee public spaces interior to the site. The network of existing bus stops will extend down 26th Avenue servicing the proposed tech academy and innovation center.

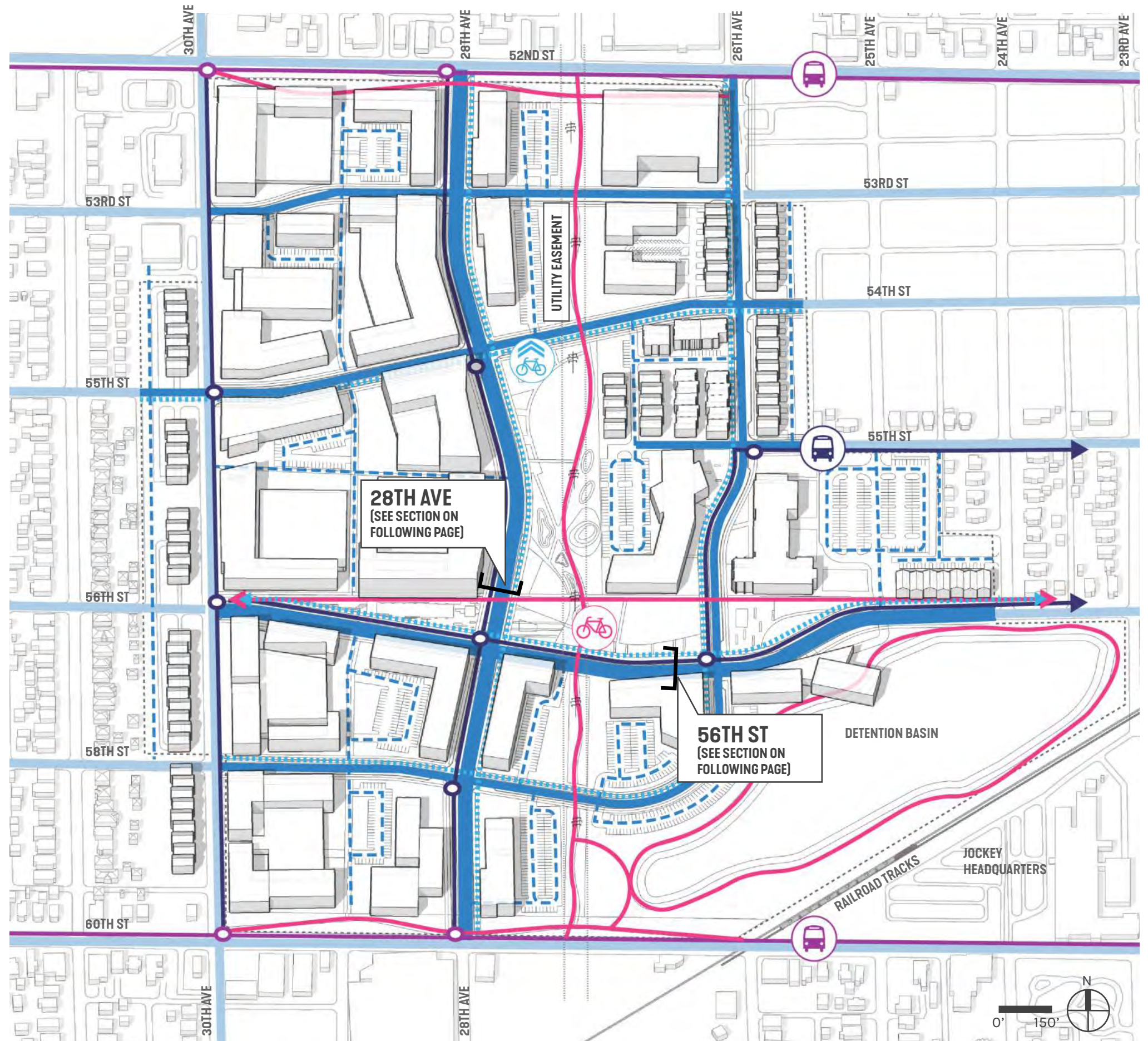
56th Street serves as the primary east-west roadway through the site, connecting the existing KTEC West campus to the future Tech Academy and Innovation Center, and downtown.

Except for 28th Ave and 56th St, the internal roads shown in the Master Plan are conceptual. An analysis evaluated the expected traffic demands and loads associated with existing adjacent and planned roads. The final alignment of planned roads will be based on the development outcomes of the site.

LEGEND

-  Major/ Minor Road
-  Alley or Drive Connection
-  Existing Bus Route/ Stop
-  *Potential Bus Route/ Stop
-  Multimodal Path
-  Bike Lane
-  Site Boundary

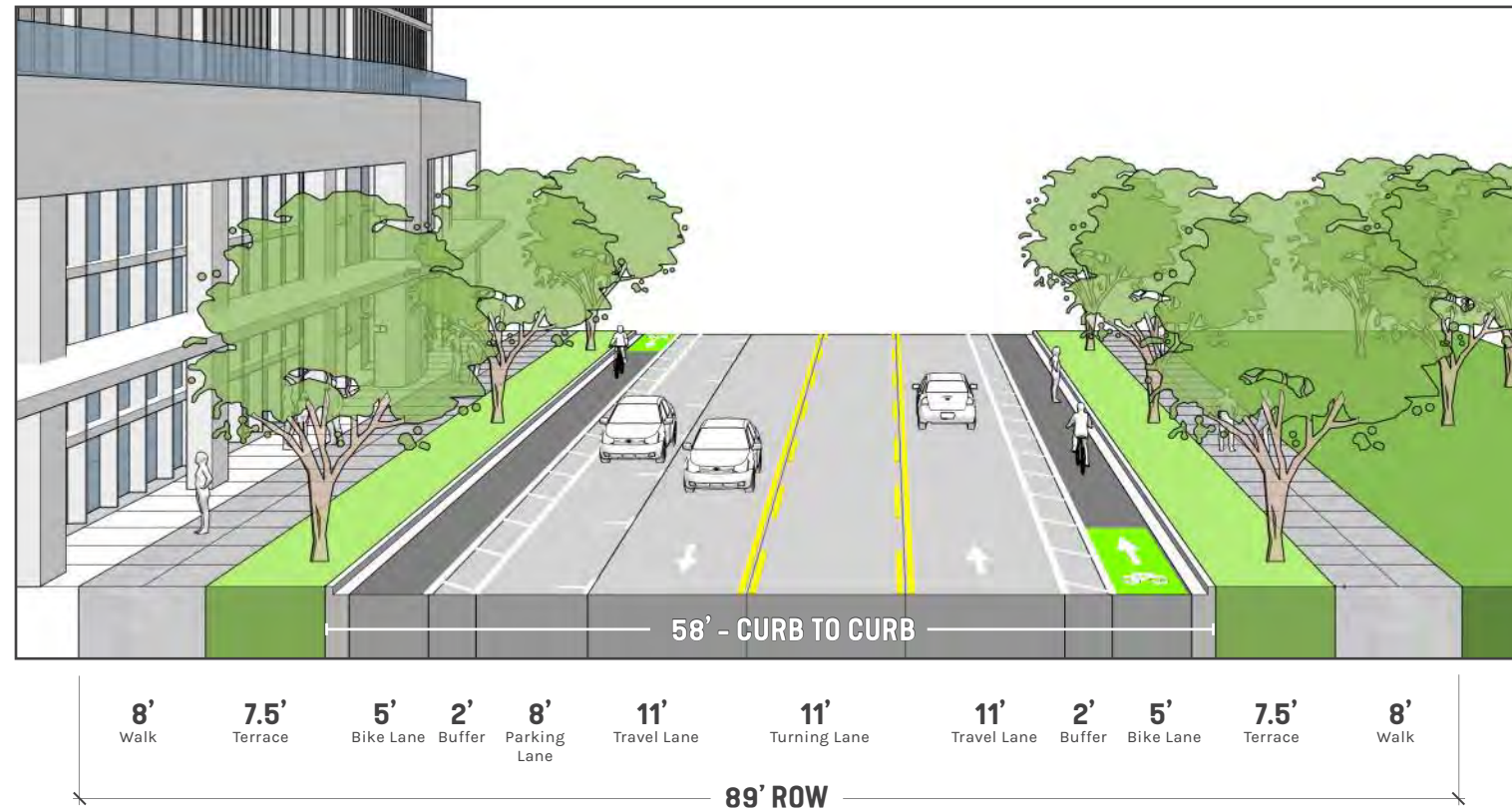
*Bus stops are for diagrammatic purposes. Final locations are to be determined.



STREET CROSS SECTIONS

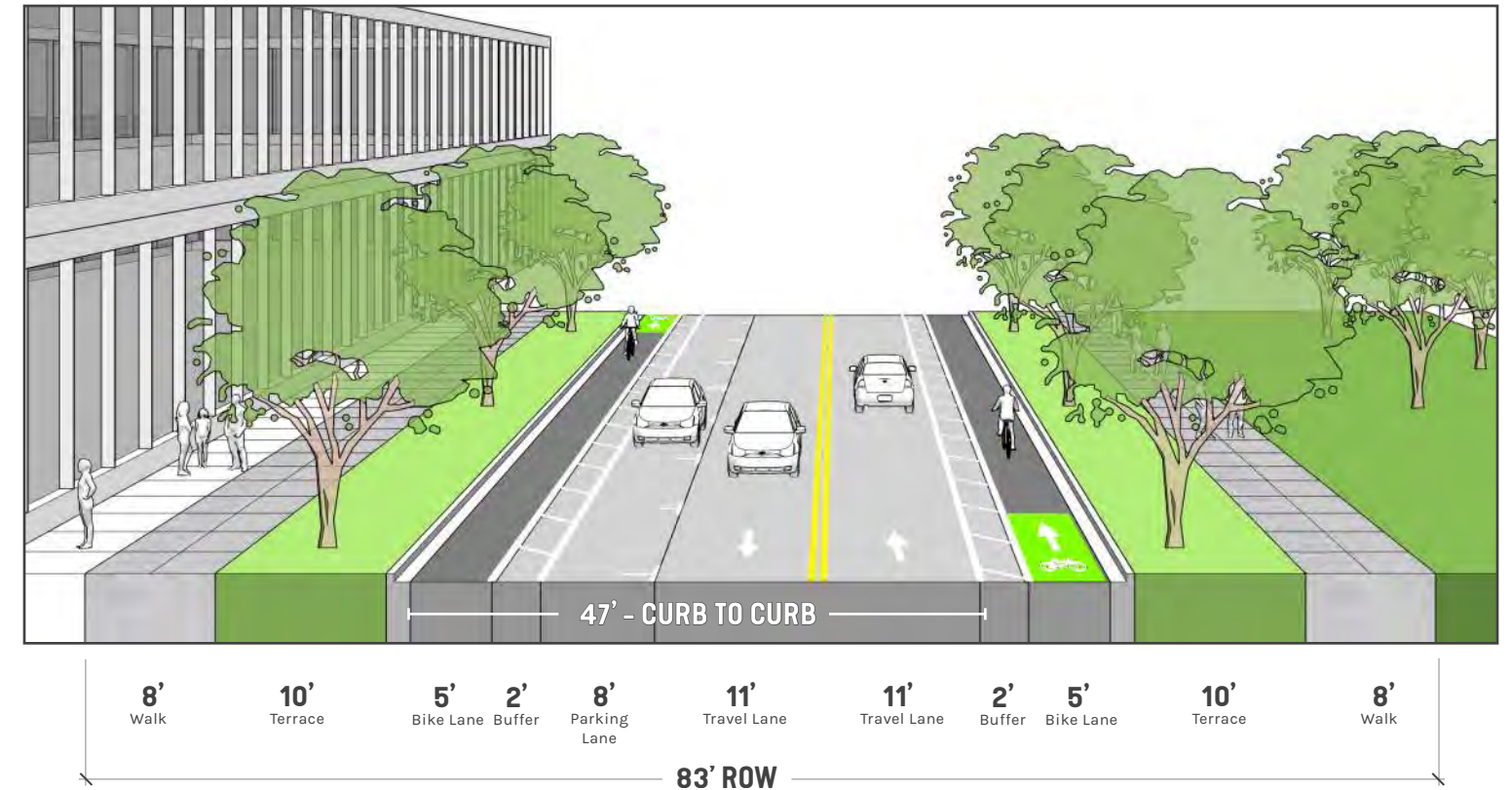
28th Ave and 56th Street serve as the main arterials through KIN and establish the multimodal priority throughout the community. Both have a different cross section to accommodate vehicular demands, but both are equipped with buffered on-street bike lanes and an emphasis on traffic calming strategies to link bicyclists and pedestrians internally throughout KIN and regionally. Buffered terraces and generous walks create a pedestrian enclave comfortable for walking or outdoor dining.

28TH AVENUE



The proposed 28th Ave serves as the primary n-s route through the site linking many of the public spaces by a safe multimodal route. The proposed cross section accommodates bike lanes in both directions, on-street parallel parking, two travel lanes, and a turning lane. Traffic calming strategies (material changes and signalized crosswalks) coupled with the curved road alignment promotes slower vehicular speeds and a safer bike and pedestrian environment. 28th will also serve as the main bus route for KIN.

56TH STREET



The proposed 56th Street provides a direct and safe multimodal connection to downtown about 1-2 miles away. This cross section accommodates a two-way cycle track, two 11' travel lanes, and parallel on-street parking stalls. 56th links many of the primary public spaces planned for the development.





NON-MOTORIZED CIRCULATION

A regional bike network runs along Lake Michigan's shoreline in the downtown, but no connections currently exist to the site. Bike lanes along 56th Street will serve as a major connection to the lakefront and downtown. At the site, a dedicated multimodal path breaks from 56th St to establish a series of public spaces. Complimentary to this e-w route, is a new regional multimodal route running n-s along the existing utility easement which connects to the city-wide network 1.25 miles north at 35th Street.

Two regional trails are planned to intersect at the center of the KIN development: a north-south regional bike trail and an east-west multiuse trail. The intersection of the trails unites the open spaces planned for the neighborhood, and serves planned structures.

On-street bike lanes provide another layer of accessibility connecting these regional networks throughout the site on a detailed level. Planned within each parcel is a network of walks, alleys, and paths that link buildings, streets, and open spaces.

LEGEND

-  Multi-Use Path
-  Neighborhood Connection
-  On-Street Bike Lanes
-  Open Spaces



PARKS AND OPEN SPACES

The Master Plan is organized around a centralized, interconnected open space system that will provide a variety of opportunities for residents, neighbors, employees, students and visitors. All of the spaces should be universally accessible and provide ample opportunities for both sitting and moving. Wi Fi should be available in key locations. Interpretive elements about the history of the site, innovation in Kenosha and innovation in practice should be considered as the site is developed.

The Central Green provides a marquee destination for the site. Both the northern leg and eastern leg include large flexible lawn spaces. The borders along 28th and 56th should include a ‘thickened’ edge that creates occupiable space for pedestrians and could include, plaza space, shelter or structure with restrooms, activity zones and potential playful, interactive elements.

The West Plaza is directly connected to the commercial zone and may include a small water feature, plaza, shade structure and flexible seating for programmed events. It should be a flexible space designed for programmed events.

The East Plaza serves as a gathering node for anchor institutional structures and will provide ample opportunities and edges to hang out for meet and greet spaces and smaller events.

The Detention area and greenways provide a more naturalized experience and create great circulation patterns. There will be small nodes throughout to create key moments to stop or meet.

LEGEND

- Open Spaces Spaces
- Regional Detention Basin
- Utility Easement
- Site Boundary





The West Plaza creates a great destination to gather for the neighborhood

Note: for illustrative purposes, final design to vary

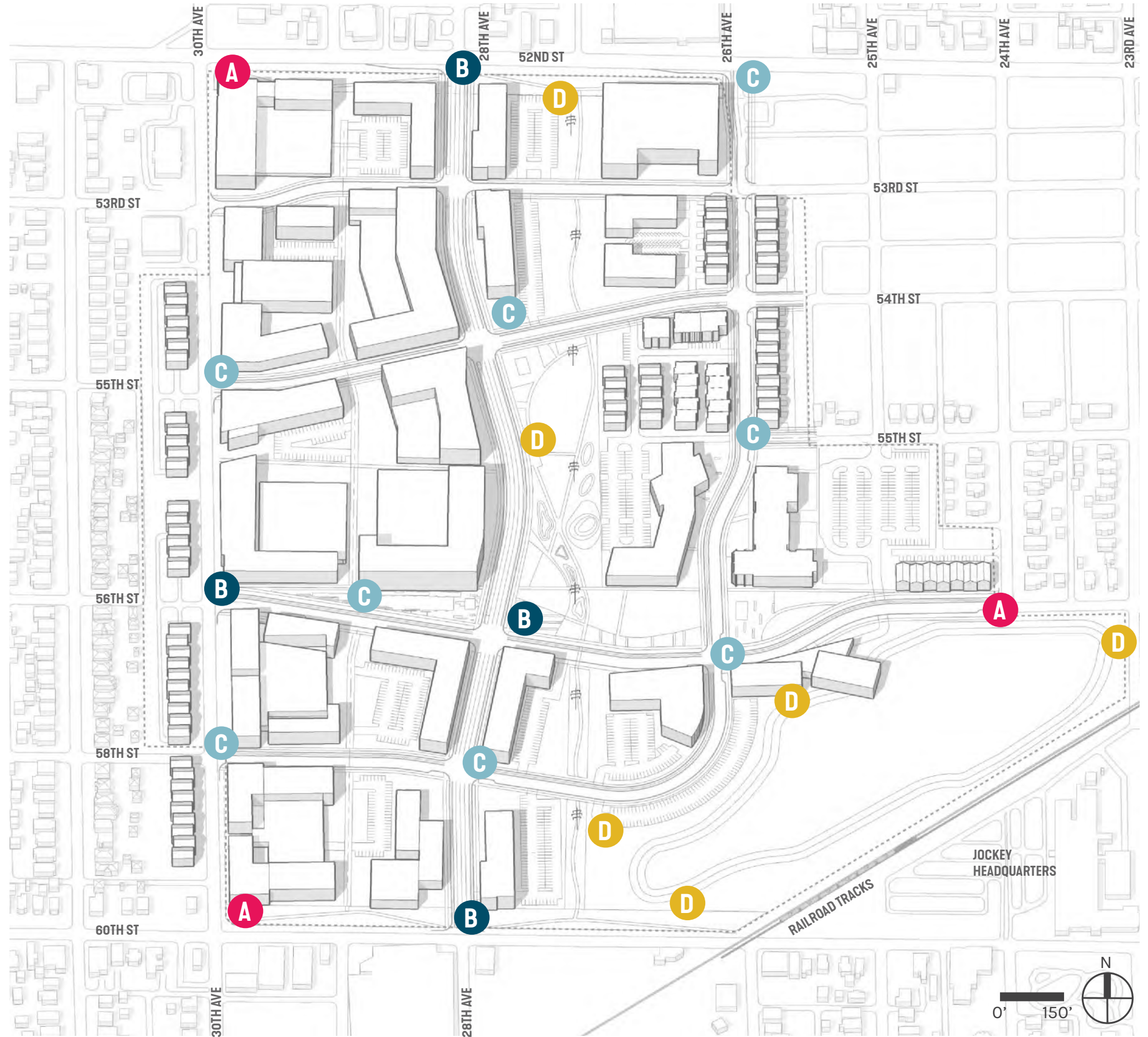
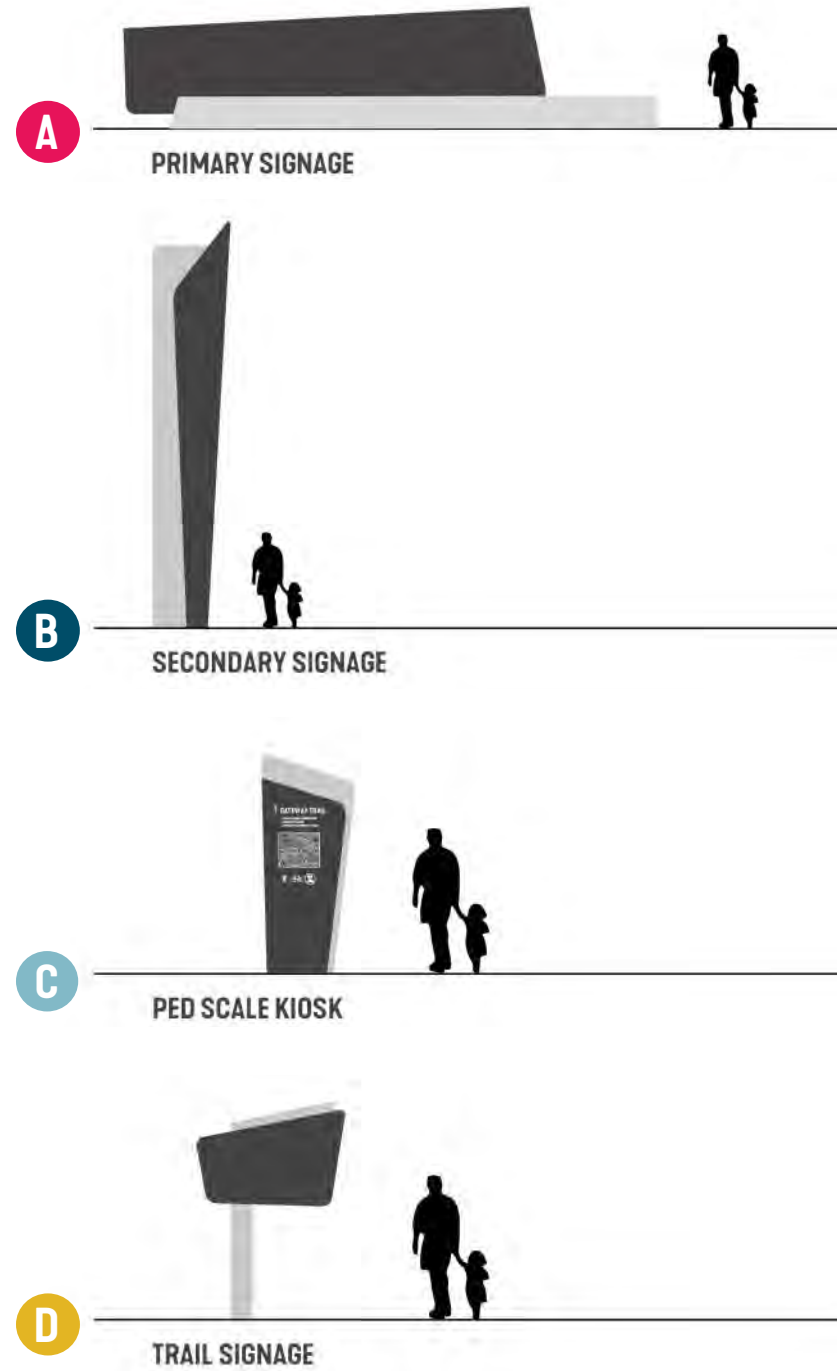


The Central Green provides flexible green space that can accommodate a variety of events

Note: for illustrative purposes, final design to vary

SIGNAGE AND WAYFINDING

Four levels of signage will be utilized throughout the site. The final design of the signage will be finalized with the branding of the neighborhood, general parameters and types include:



WATER AND SANITARY SEWER DESIGN

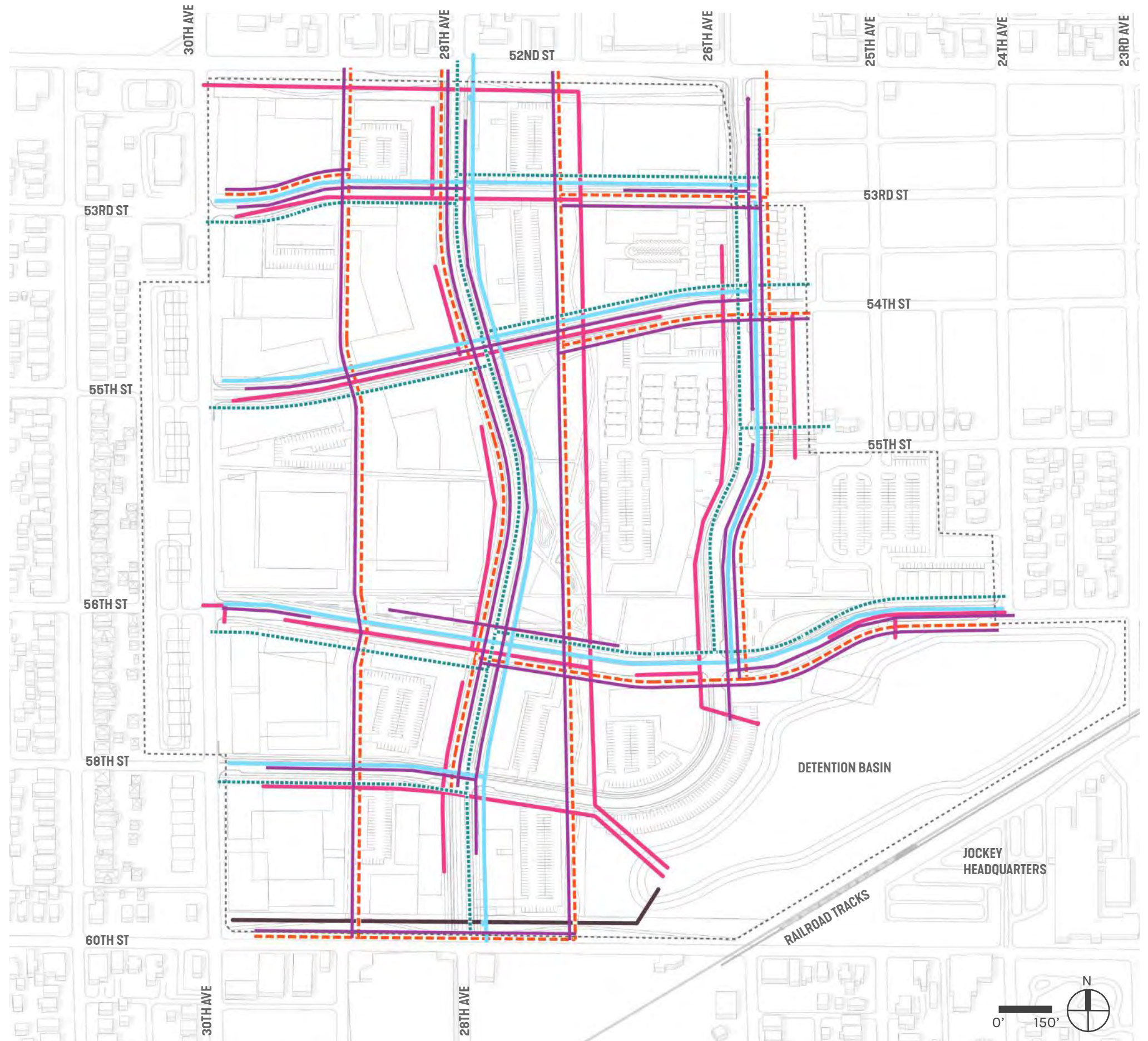
The proposed water and sanitary sewer infrastructure is designed to connect into the existing public infrastructure outside of the KIN property limits, while following the proposed road alignments within the KIN site. Kenosha water utility provided recommended utility connection locations. The sanitary sewer is designed to discharge at a 24" main at the intersection of 54th St. and 26th Ave. Capacity of the sewer downstream of the site was not prepared by SmithGroup. Analysis of the proposed sanitary sewer under a full-build out and minimum slope conditions concluded sewers sized at 12" main (54th St. between 28th and 26th Ave), 10" main (on 28th Ave. between 55th and 56th St.), and 8" mains the remainder of the site.

For the water distribution system, a 12" water main is proposed on 28th Ave. connecting to an existing 24" main at 52nd St. and existing 12" main at 60th St. Similarly, an 8" water main running east-west on 56th St. is connecting to an existing 16" main at 30th Ave. and existing 8" main at 24th Ave. Analysis of the proposed water mainlines using city provided hydrant flow data and estimated full-build out conditions concluded the sizing of mains was sufficient to meet WDNR code requirements. Special jointing is likely required for water mains due to soil conditions.

The KIN site contains a 100' wide utility easement for ATC transmission lines. This easement runs north-south throughout the KIN site. Coordination with ATC will be necessary during final site design to not interfere with existing utilities and maintenance activities.

LEGEND

- Water
- Sanitary
- Storm
- - - Communications
- - - Natural Gas
- Existing Storm

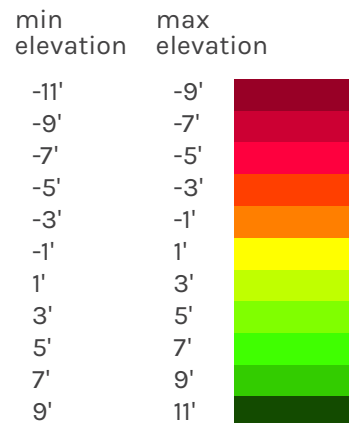


MASS GRADING PLAN

Several factors contribute to how the site is mass graded. The existing KIN site is relatively flat as a result of previous building and site demolition. The 100 acre parcel varies in elevation by approximately five feet, not including the storm water detention basin. Soil remediation has been needed across the site due to various levels of soil contamination. Additionally, a large regional storm sewer is proposed to be constructed through the KIN site. This storm sewer is needed to convey flow from the Bonnie Hame site (northwest of the KIN site) to mitigate regional flooding.

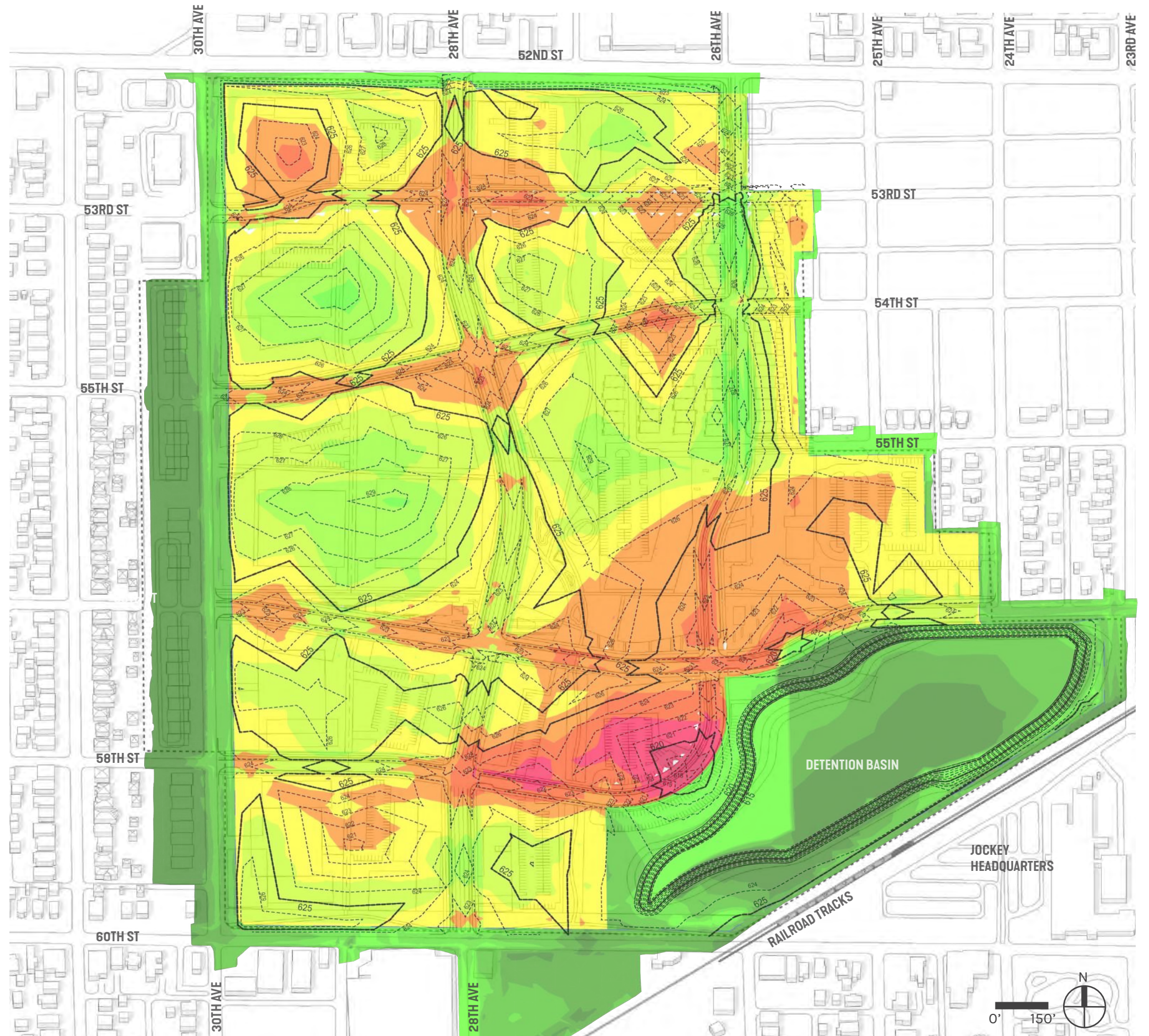
Storm sewers are laid out to capture KIN drainage and either directed to discharge directly to the Bonnie Hame regional storm sewer or the KIN site detention basin. The depth of storm sewers are controlled by the existing detention basin elevation and the proposed Bonnie Hame pipe. Slope of these sewers were controlled by minimum code requirements depending on size necessary for conveyance.

The overall goal of mass grading on the site is to balance the volume of cut and fill as a result from construction while providing drainage for storm water. The proposed KIN road vertical alignments were designed to give sufficient cover to the proposed Bonnie Hame storm sewer and KIN drainage sewers. Being that the site is flat, longitudinal slopes on roads were designed to be approximately 1%, with 2% cross slope on pavement areas. The remainder of the site was then graded to maintain minimum 1.5% slope draining toward the road corridors. Cut and fill volumes were approximately 143,000 CY of cut and 142,000 CY of fill for net of 1000 CY of cut across the entire KIN site.



LEGEND

- 625' Major Contour
- 624' Minor Contour








STORMWATER PLAN

Stormwater management practices will be designed in accordance with the Wisconsin Department of Natural Resources chapters NR 216 and NR 151 as well as the City of Kenosha Post-Construction Stormwater Management Ordinance, Chapter 36 of the Code of General Ordinances. The project, by definition, is a redevelopment project and therefore is subject to runoff quantity, peak rate control, and runoff quality, total suspended solids control, requirements but is exempt from water volume, infiltration and recharge, requirements. Stormwater conveyance pipes will be designed to convey water within the pipe for all storms up to the 10-year, 24-hour storm.

An existing regional flood management dry basin on the southeast corner of the site will be reshaped to accommodate the proposed road alignments. The dry basin currently accepts runoff from portions of the 400 acre Forest Park, 462 acre McKinley, and 658 acre Bonnie Hame sub-watershed areas as well as the KIN site. As runoff from the entire site will be captured and conveyed to the existing onsite regional flood management dry basin, all peak rate control performance standards will be met by existing infrastructure. Therefore, proposed stormwater management practices will be designed to address water quality treatment only.

LEGEND

-  Storm Line
-  2' Porous Pavement
-  Porous Pavement Intersection
-  Suspended Pavement System
-  120 ft² Turfed Bioretention







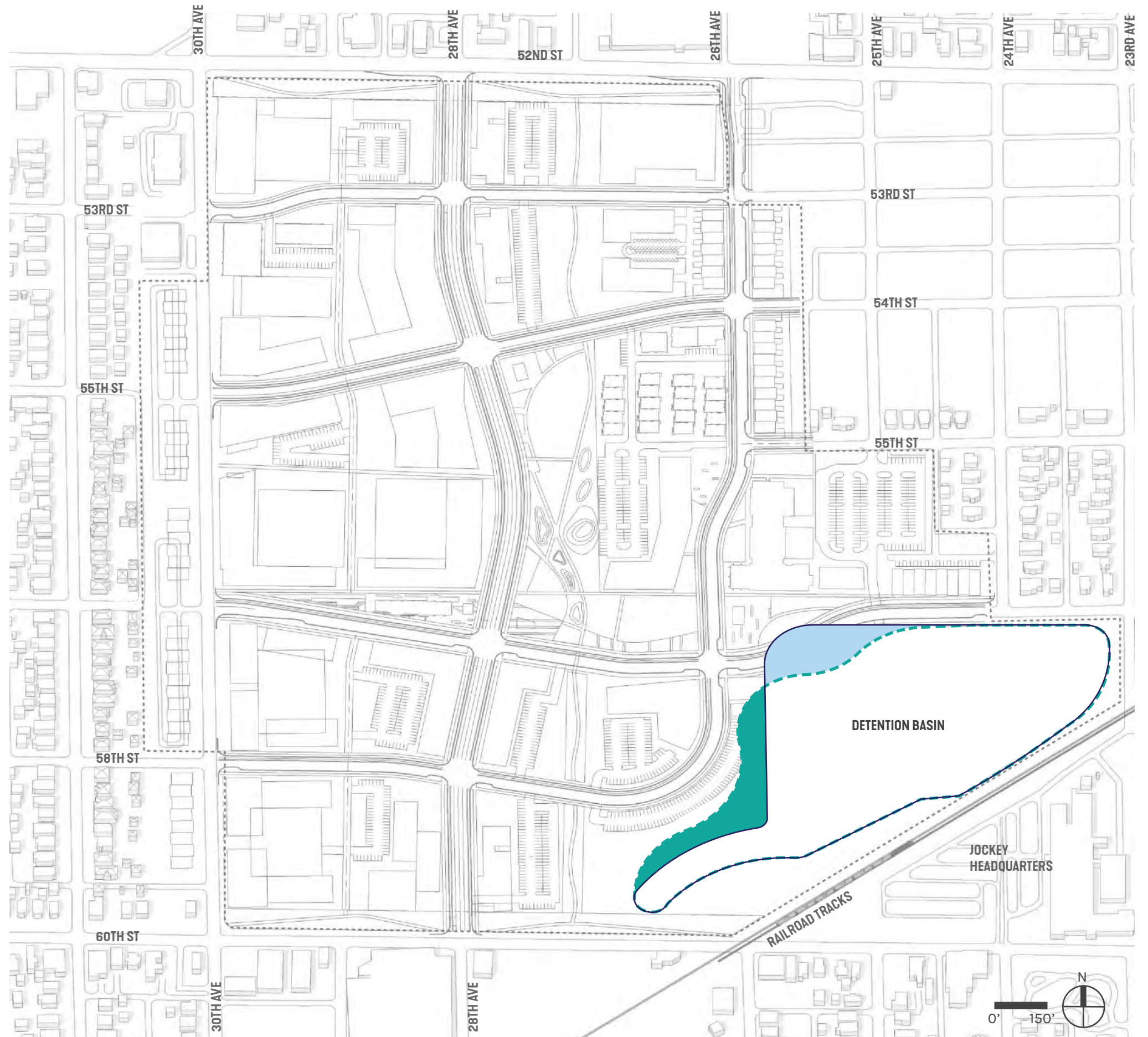
Redevelopment sites require best management practices (BMP) be designed, installed, and maintained to reduce the total suspended solids loads generated on parking areas and roads by 40 percent, based on the average annual rainfall, as compared to no runoff management controls. Water quality treatment within developable lots will be designed, installed, and maintained by the individual site developers and will be required to achieve compliance onsite prior to connection to the public conveyance system.

Green Stormwater Infrastructure (GSI) is a collection of decentralized systems and practices that restore and/or maintain natural hydrologic processes in order to reduce the volume and water quality impacts of stormwater runoff. The master planning process has identified multiple GSI BMPs that are able to address the required stormwater management requirements for the proposed right-of-way. Each BMP can be selected to be placed throughout the site, in differing arrangements while still achieving the stormwater management requirements. These BMPs include suspended pavement systems, porous pavement, and bioretention basins.

Suspended pavement systems may be installed in continuous trenches wherever the amenity terrace will be hardscape. Movable shallow bioretention basins may be installed within vegetated amenity terraces that are adjacent to right-of-way bike lanes. Porous pavement may be installed along the remainder of the right-of-way in 2-foot-wide sections adjacent to the curb and gutter, as well as at intersections and within the centerline of the potential alleys. This strategy will provide the necessary treatment to be in compliance with both local and state requirements.

LEGEND

-  Previous Total Area: 452,000 ft²
-  Area Lost: 34,000 ft²
-  Area Gained: 46,000ft²
-  Proposed Total Area: 464,000 ft²



TRAFFIC SUMMARY

The Master Plan street network reflects a general consistency with the traditional street grid in the adjacent neighborhoods. However, the street alignments angle and vary from a straight north-south or east-west configuration to provide interesting view corridors and more visual interest when looking down a street. The street layout, combined with the adjacent lot and building configurations, also creates opportunities for multiple public plazas and open spaces to encourage social connections and people places.

Through the KIN, 28th Avenue would serve as the primary north-south spine, completely linking 52nd Street on the north with 60th Street on the south. These intersections with that external street system represent potential future traffic signal locations; however, they are somewhat close (approximately 630-650 feet) east of the existing signals at 30th Avenue. As such, interconnection and coordination with those traffic signals will be important.

The internal intersections of 28th Avenue at 54th Street and 56th Street represent focal intersections for the KIN with a mix of adjacent mixed-use development and open spaces that are sure to experience a mix of vehicular, pedestrian, and bicycle traffic. This is particularly anticipated as 28th Avenue is conceived as an important bicycle corridor with on-street buffered bike lanes running along its entirety.

26th Avenue is the other north-south street through much of the KIN, extending south of its current intersection at 52nd Street to 56th Street, where it curves west and transitions into 58th Street. Although 26th Street does not directly link 52nd and 60th Streets, it does play a critical role in providing access for the KIN's hub of medical/healthcare and institutional/tech uses with residential. As such, the 26th Avenue/52nd Street intersection represents a potential traffic signal location serving as a KIN gateway.

30th Avenue along the west side of the KIN will continue to serve north-south inter- and intracommunity traffic patterns, but will also potentially provide access points to both neighborhoods on its east and west with new four-legged intersections at 55th Street, 56th Street, and 58th Street.

East-west connectivity to adjacent neighborhoods and through this area is planned primarily via 54th/55th Street and 56th Street as they continue completely through the KIN. 54th Street extends west from its current terminus and shifts south to align with 55th Street at 30th Avenue. The streets complete KIN connectivity for all modes while serving largely residential buildings with mixed-use ground-floor spaces and an open park space at 26th Avenue.

56th Street is the other primary east-west corridor completely traveling through the KIN between 30th Avenue and the neighborhood to the east. Additionally, 56th Street links the KIN directly to downtown Kenosha, the harbor/lakefront, and the City's Lakefront Trolley. Through the KIN itself, the alignment of 56th Street veers south to create an opportunity for interesting and engaging open spaces in line with the traditional east-west view corridors. Intersections at its crossings with 26th and 28th Avenues adjacent to the public spaces will also integrate significant design elements oriented towards safe and comfortable pedestrian and bicycle conditions for residents, students, workers, and visitors.

East-west corridors of 53rd Street, 54th Street, and 56th Street will include mid-block pedestrian crossings at the north-south shared-use trail planned to wind along the overhead utility easement. These crossings are intended to incorporate design elements that promote visibility of pedestrians/cyclists, potentially slow traffic (e.g., raised crosswalks, material changes), and overall increase awareness and safety by motorists, pedestrians, and cyclists.

TRANSPORTATION GUIDING PRINCIPLES

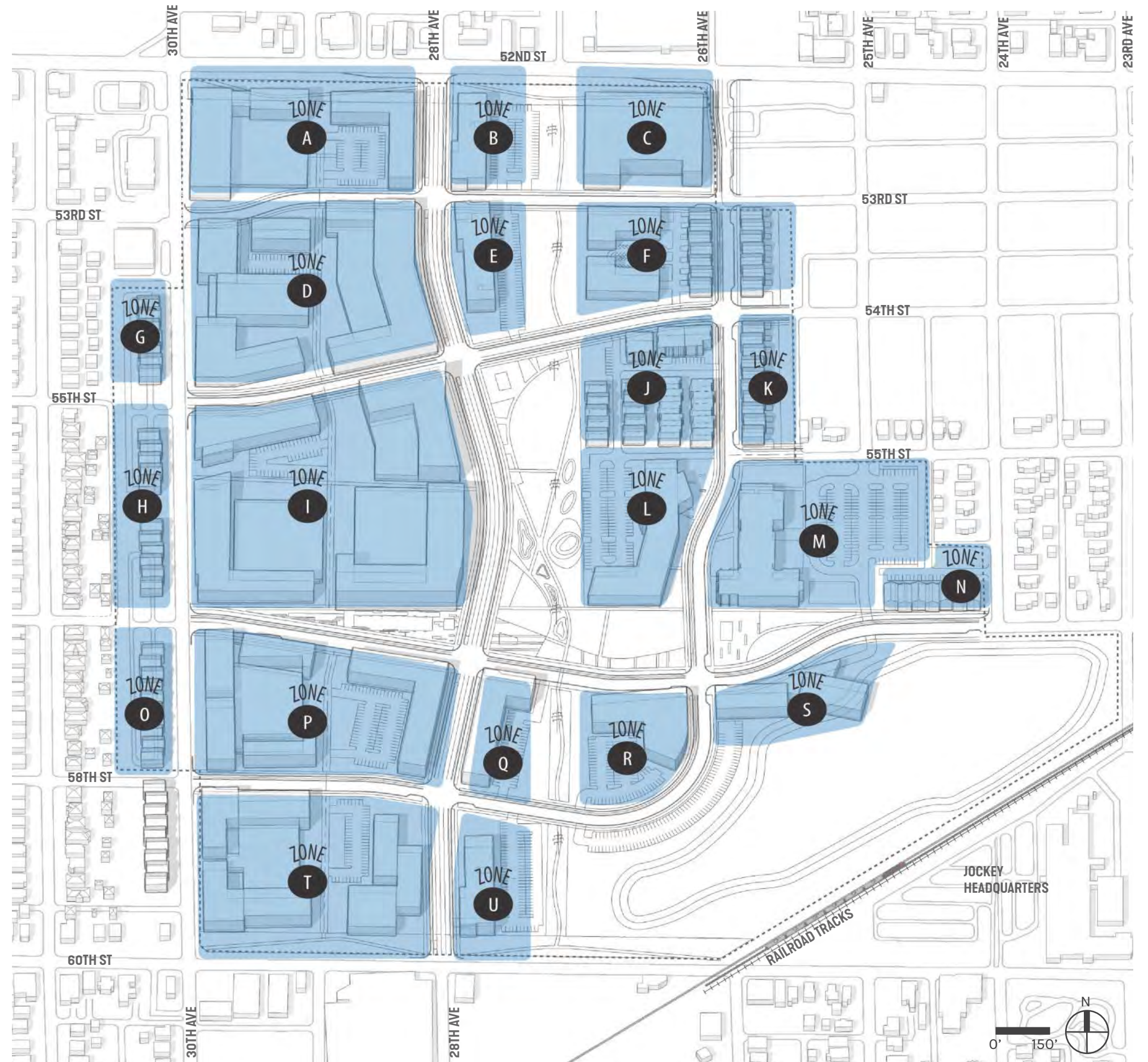
The transportation network serving the KIN is planned to achieve multiple direct transportation objectives in addition to broader community goals of supporting economic development, improving quality of life through facilitating active lifestyles, and contributing to enhanced community character and physical appeal. To guide planning of the transportation network, the following guiding principles were developed:

- Establish a street network that completes and integrates with the surrounding street grid
- Develop a street network that includes variation in street alignment to avoid a strict traditional grid and provide visual interest along view corridors
- Incorporate a complete street approach that integrates all modes of transportation and serves people of all ages and abilities.
- Establish rights of way that can serve near-term needs while providing flexibility to evolve as new technology and mobility options emerge over time
- Provide a mix of on-street and off-street parking for short- and long-term parking needs
- Offer a mix of active transportation facilities to provide pedestrian/bicycle mobility while also supporting improved community health and wellness

TRIP GENERATION

In order to estimate the levels of traffic associated with the development that comprises the KIN, trip generation projections were developed referencing data published in the Institute of Transportation Engineers' (ITE) Trip Generation, 11th Edition. This resource is a collection of traffic counts for a spectrum of land uses from across the country, providing empirical data to inform projections based on a series of variables such as floor area, residential units, etc. To organize traffic projections for the KIN development plan, the site was organized into 21 zones and labeled 'A' through 'T'. The table summarizes the daily and peak hour trip generation projections for each zone and the collective site upon construction and occupancy.

Zone	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		In	Out	Total	In	Out	Total
A	2,890	320	50	370	60	255	315
B	1,795	135	60	195	55	115	170
C	5,270	365	150	515	185	325	510
D	4,795	305	150	455	215	325	540
E	1,080	15	25	40	60	70	130
F	1,090	160	80	240	50	85	135
G	110	-	10	10	10	5	15
H	220	-	20	20	20	10	30
I	8,275	240	80	320	430	390	820
J	900	160	70	230	40	70	110
K	205	-	20	20	15	10	25
L	1,000	35	15	50	5	40	45
M	200	30	25	55	5	10	15
N	80	-	10	10	5	5	10
O	150	5	10	15	10	5	15
P	3,885	175	130	305	200	230	430
Q	510	70	30	100	20	40	60
R	1,410	35	45	80	35	60	95
S	1,660	30	60	90	60	50	110
T	8,530	580	140	720	215	495	710
U	1,025	115	20	135	20	90	110
Total	45,080	3,970	2,775	1,200	4,400	1,715	2,695








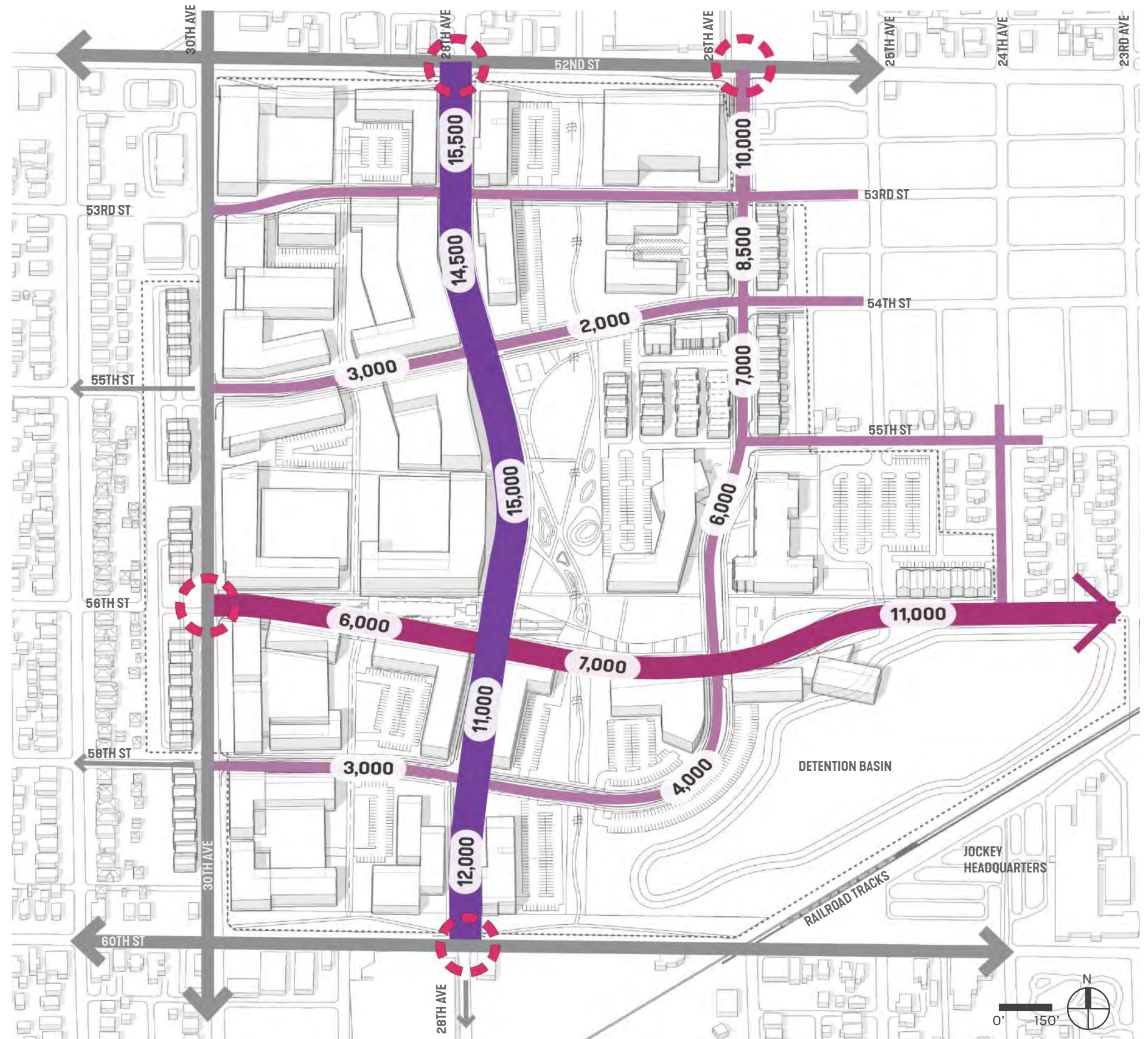
ROAD TYPOLOGIES

As a planning-oriented review, daily traffic volumes were assigned to the internal site and external street network based on an assumed directional distribution reflecting prevailing travel patterns in the area, community and regional origins and destinations, and other characteristics of the overall street system. Based on the resulting daily traffic volumes projected for each street segment, the number of lanes needed to typically accommodate such traffic levels was defined and used, in combination with other design elements (e.g., on-street parking, bike lanes, sidewalks and landscaped terraces) to establish street and Right-of-Way cross-sections.

The anticipated uses and associated densities contemplated in the plan will guide future development by individual development applicants. However, while the plan provides a development framework reflecting the community's goals and vision, actual development proposals for parcels may vary, to some degree, from those factored in the plan in response to potential changes in the market and evolving development patterns. As such, traffic characteristics and impacts should be monitored and evaluated over time as new development materializes to confirm alignment with the plan's transportation goals, projections, and design elements and, as appropriate, incorporate adjustments.

LEGEND

-  3-Lane Street (typ.) + Bike Lanes with On-Street Parking (one side)
-  2 to 3-Lane Street (typ.) + Bike Lanes with On-Street Parking
-  2-Lane Street (typ.) with On-Street Parking
-  Potential Traffic Signal Location
-  Projected Daily Traffic



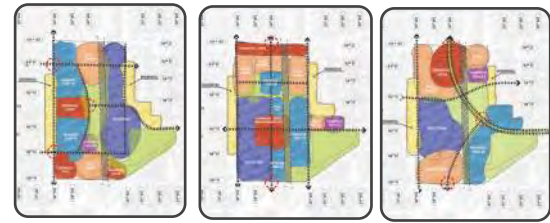


APPENDIX

FEEDBACK FROM PUBLIC INPUT MEETINGS

PUBLIC INPUT MEETING SUMMARY

Each of the three PIM's are summarized on the following pages.



PUBLIC INPUT MEETING 1
Exploring Community Values



PUBLIC INPUT MEETING 2
Visual Preference and Site Organization



PUBLIC INPUT MEETING 3
Preferred Site Plan and
Phase 1 Character Testing

PUBLIC INPUT MEETING 1

The first public meeting asked participants to vote on themed imagery depicting a range of community values. This was high level feedback the design team could use to develop initial design ideas centered around the values of Kenosha. Image categories included lifestyle, culture, neighborhooding, economic outcomes, and streetlife. The following themes emerged from both the public input meeting and the online survey feedback. Images below depict the community's preference in each category.



FOOD AND NUTRITION



CULTURAL PROGRAMMING



OPEN SPACE



PUBLIC SAFETY



HISTORICAL + CULTURAL SIGNIFICANCE



NEIGHBORHOOD EXPERIENCE

PUBLIC INPUT MEETING 1 TAKEAWAYS

- Access to food and nutrition
- Design for public safety
- Include space for historical and cultural significance in the design
- Provide employment opportunities
- Include commercial development
- Provide open space and green space in the design
- The design should reflect a neighborhood experience
- The design should be walkable/ bikeable
- Develop a strong streetscape design
- Incorporate a range of housing opportunities



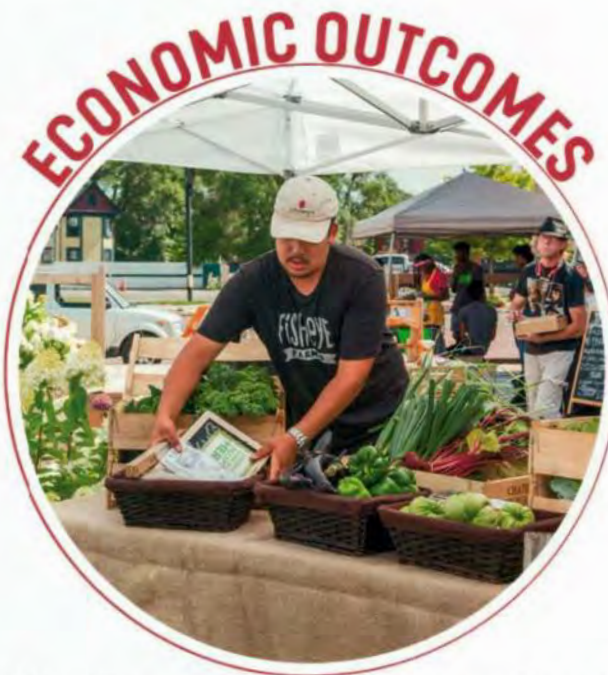
PUBLIC INPUT MEETING 1

The following boards display the voting and notes directly from the community from the first PIM. These themes were developed into design drivers for the community to respond to in the PIM #2.

INSTRUCTIONS

Place **ONE** green dot on or beneath preferred image to the right.

PLANNING THEME



Identify opportunities for economic and housing options and investment, and support economic development, new businesses, and new ideas

SCHOLARSHIPS OFFERED TO THOSE INTERESTED IN PURSUING EDUCATIONAL OPPORTUNITY

DECENT, SAFE AFFORDABLE HOUSING CLOSE TO THE CENTRAL CITY

CREATIVE SPACES FOR TECH START UP COMPANIES

EDUCATIONAL OPPORTUNITIES

SUSTAINABILITY

RENEWABLE ENERGY

ROOFTOP GARDENS

NICE, AFFORDABLE HOUSING OPTIONS

AFFORDABLE HOUSING THAT ALSO OFFERS PROGRAMS FOR HOUSEHOLD DEVELOPMENT

FINDING, MENTORING, AND GUIDING YOUTH INTO WELL-PAYING OCCUPATIONS

DIVERSITY OF HOUSING OPTIONS

DESIGN PRIORITIES

HOUSING OPTIONS
Access to diverse housing options, affordable housing opportunities and ways to leverage property values

COMMERCIAL DEVELOPMENT
Support new and existing local businesses serving the community

NEIGHBORHOOD SERVICES
Access and support neighborhood serving resources, and community-driven organizations

EMPLOYMENT OPPORTUNITIES
Direct pipeline programs to hire local residents into living wage jobs

HOME OWNERSHIP FOR THOSE NEAR POVERTY LINE

<< HOUSING AND EMPLOYMENT

CHARGING STATIONS, SOLAR PANELS, ROOFTOP GARDENS

STEAM NOT JUST STEM

EQUITABLE OPPORTUNITIES: +\$20 PER HOUR AND AFFORDABLE BENEFITS

HOUSING FOR HOMELESS POPULATION

HEALTHCARE FOR INFANTS, YOUTH, AND ELDERLY


PUBLIC INPUT MEETING 1

The 'Culture' planning theme received a lot of support for 'Cultural Programming' to celebrate the history of the site and the identity of the surrounding community.

DESIGN PRIORITIES

INSTRUCTIONS
Place **ONE** green dot on or beneath your preferred image to the right.

PLANNING THEME
CULTURE



Celebrate the diverse and unique character of Kenosha and the region by showcasing community art and cultural opportunities in public open space.

PUBLIC ART
Murals, sculptures, music and other cultural markers throughout the neighborhood

COMMUNITY IDENTITY
Express what it means to be from Kenosha

HONORING THOSE WHO WORKED AT THE CHRYSLER SITE
Recognition of neighborhood histories, and preservation of culturally significant places

CULTURAL PROGRAMMING
Festivals, events, and local programming supports local culture and identity of the neighborhood

MIGRATING AND CONNECTION DIFFERENT NEIGHBORHOODS AND CULTURES

EXPERIENCE THE CULTURE BUT NOT AT A COST OF THE TRUE IDENTITY

RESPONSIVE SPACES

CULTURAL PROGRAMMING OR SUSTAINABLE COMMUNITY EDUCATION

PUBLIC INPUT MEETING 1

The 'Lifestyle' planning theme received votes in several categories but supporting childcare and learning resources were top priorities. Access to local food + nutrition was also highly valued.

INSTRUCTIONS

Place **ONE** green dot on or beneath your preferred image to the right.

PLANNING THEME

LIFESTYLE



Incorporate strategies and programming that enhances the overall health and well-being of community members through recreation, learning, community gathering, community support, and sustainability.

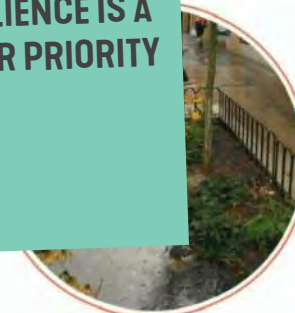
DEVELOP A PUBLIC SAFETY TEAM FROM THE MARGINALIZED COMMUNITY



PUBLIC SAFETY
Integrated health and safety systems



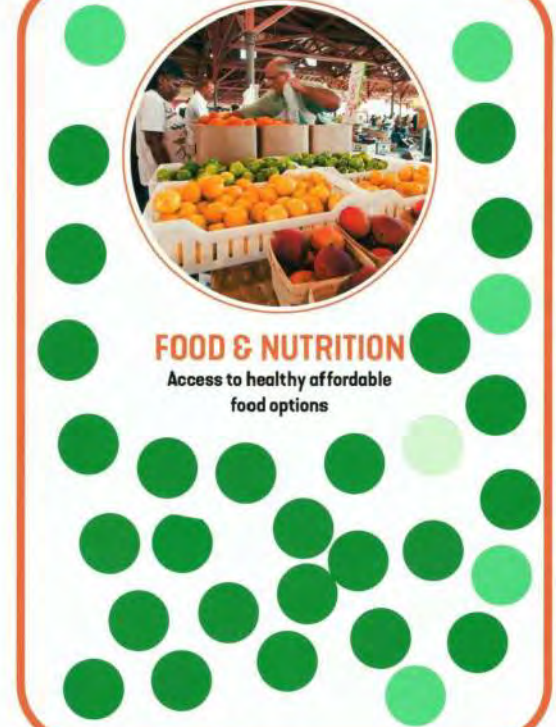
RESILIENCE IS A MAJOR PRIORITY



ENVIRONMENTAL RESILIENCE
Ecosystem services supported with best management practices



FOOD & NUTRITION
Access to healthy affordable food options



TRAINING SHOULD TAKE PLACE AT PLACE OF EMPLOYMENT



LEARNING RESOURCES
Access to school programs, student mentoring, parent and school coordination, adult learning, and on-site job training

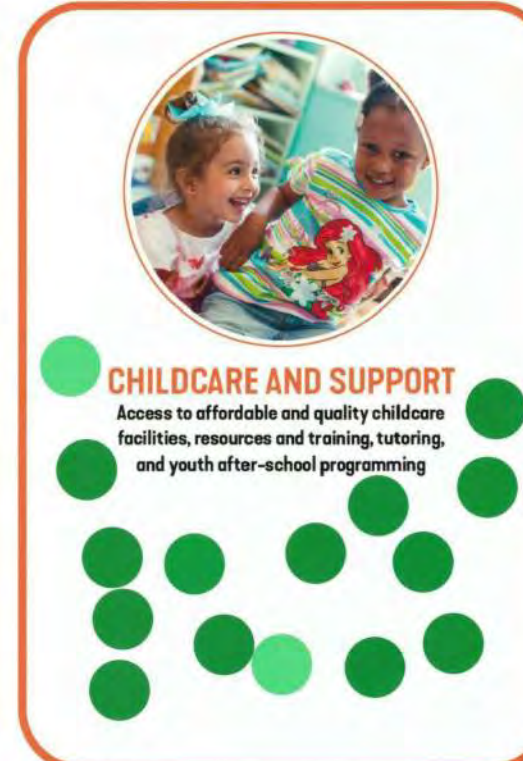


CHILDREN'S MUSEUM ON SITE



CHILDCARE AND SUPPORT
Access to affordable and quality childcare facilities, resources and training, tutoring, and youth after-school programming

PLACE FOR CHILDREN TO PLAY



DESIGN PRIORITIES

PUBLIC INPUT MEETING 1

The 'Neighborhooding' planning theme received a lot of support for 'Neighborhood Experience' to provide a genuine representation of the community and all 5 neighborhoods the surround the site.

INSTRUCTIONS

Place **ONE** green dot on or beneath your preferred image to the right.

PLANNING THEME



Reflect and strengthen the identity of Kenosha, adjacent nearby neighborhoods, and the site to create an active, safe, and welcoming neighborhood and identify programming that can serve people of all ages and abilities.

DESIGN PRIORITIES

NEIGHBORHOOD EXPERIENCE
Uses and experiences that support daily neighborhood life and special moments

DAY TO NIGHT OPERATIONS
Expanded hours of operation to support day and nighttime activities and events

OPEN AND GREEN SPACE
Parks and other public gathering spaces within the neighborhood

PLACEMAKING
Gateways, markers, and other unique identifiers of the area

RELATIONSHIPS
Opportunities and places to grow relationships with those in and visiting the neighborhood

CONNECTIONS TO OTHER NEIGHBORHOODS- CAN'T BE SOLO

TIE THIS TOGETHER FOR KIDS HEALTH AND WELL-BEING- PHYSICAL, MENTAL, AND BEHAVIORAL

PUBLIC INPUT MEETING 1

The 'Streetlife' planning theme had an even dispersal of votes indicating all streetscape enhancements are worthy including providing a wide variety of multimodal opportunities such as buses and safe bicycling and walking networks.

INSTRUCTIONS

Place **ONE** green dot on or beneath your preferred image to the right.

PUBLIC TRANSPORTATION

PLANNING THEME

STREETLIFE



Connections between the Kenosha Innovation Neighborhood and points of interest or community assets in adjacent neighborhoods and downtown and identify options for multi-modal connectivity.

MOVE BUS TRANSIT CENTER TO KIN

DESIGN PRIORITIES

PUBLIC TRANSPORTATION
Location of stops, routing, and frequency of service

STREETScape DESIGN
Furnishings, plantings, public art, and wayfinding

WALKABLE / BIKEABLE
Traffic calming, safety, and routing for people-friendly streets

CONNECTIVITY AND ACCESSIBILITY
Affordable and diverse options to get around

SMARTSTREETS
Digital and physical design solutions that improve user operation and visitor experiences

LOTS OF TREES- URBAN FOREST

DEDICATED WALKING PATHS AND SEPARATE BIKE PATHS

THIS PROJECT WILL BE SUCCESSFUL IF...
(PLACE STICKY NOTE WITH FEEDBACK)

VALUE IN
PROCESS AND
PRODUCT

KUSD DESIGN
COMPETITION

MAINTAIN
CULTURAL
IDENTITY

PROMOTE
RESIDENT
RETENTION

COMMUNICATION
THROUGHOUT THE
PROCESS IS OPEN
AND HONEST

OFFER ECONOMIC
OPPORTUNITY TO
THE AREA

PLAYGROUND
EQUIPMENT
FOR ALL YOUNG
PEOPLE

50% GREENSPACE
50% BUILDINGS

NO
GENTRIFICATION

CANVASING
EFFORTS TO ELICIT
COMMUNITY
FEEDBACK

IT HAS A GROCERY
STORE

IMPROVEMENTS
DONT CAUSE THE
NEIGHBORS AN
INCREASE IN
COST OF LIVING

WORK WITH THE
COMMUNITY
THROUGHOUT THE
PROCESS

TRULY INCLUSIVE
OF ALL NEEDS/
STRENGTHS

SUPPORT THE
EDUCATIONAL
SYSTEM

FOCUS ON
EDUCATION AND
MORE HEALTH
CARE

INCLUSIVE DESIGN
PROCESS WITH EQUAL
REPRESENTATION
FOR ALL CITIZENS OF
KENOSHA

CREATE A CULTURE OF
ENTREPRENEURIALISM
AND DEVELOP
INCUBATORS AND
STRATEGIC PARTNERS

OTHER THOUGHTS?
(PLACE STICKY NOTE WITH FEEDBACK)

MAINTAIN CULTURAL IDENTITY

WET SHELTER

AFFORDABLE HOUSING

GUARANTEED MINORITY CONTRACTS

CHILDCARE AND HEALTHY FOOD OPTIONS ARE A PRIORITY

RESOURCES FOR HOMELESS PEOPLE

CONTINUE THE STREET GRID

EQUITY

ENERGY EFFICIENT

WATERPARK

SWIM LESSONS FOR ALL KIDS

BIKE ROUTES THAT CONNECT LOCALLY AND REGIONALLY

HOME OWNERSHIP PROGRAMS TO SUPPORT RESIDENTS

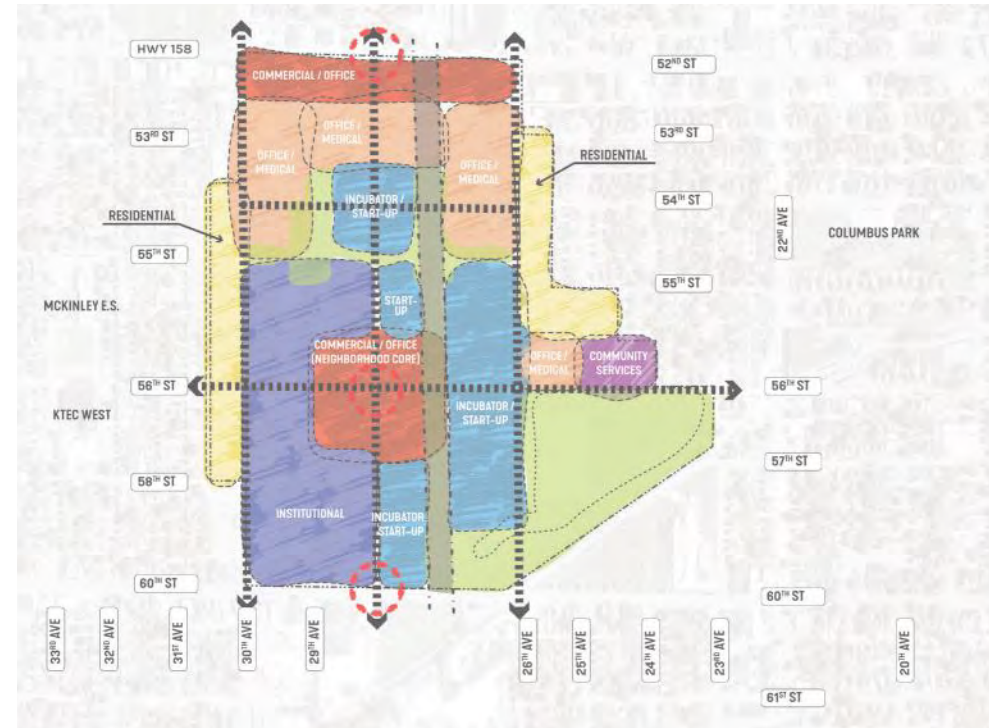
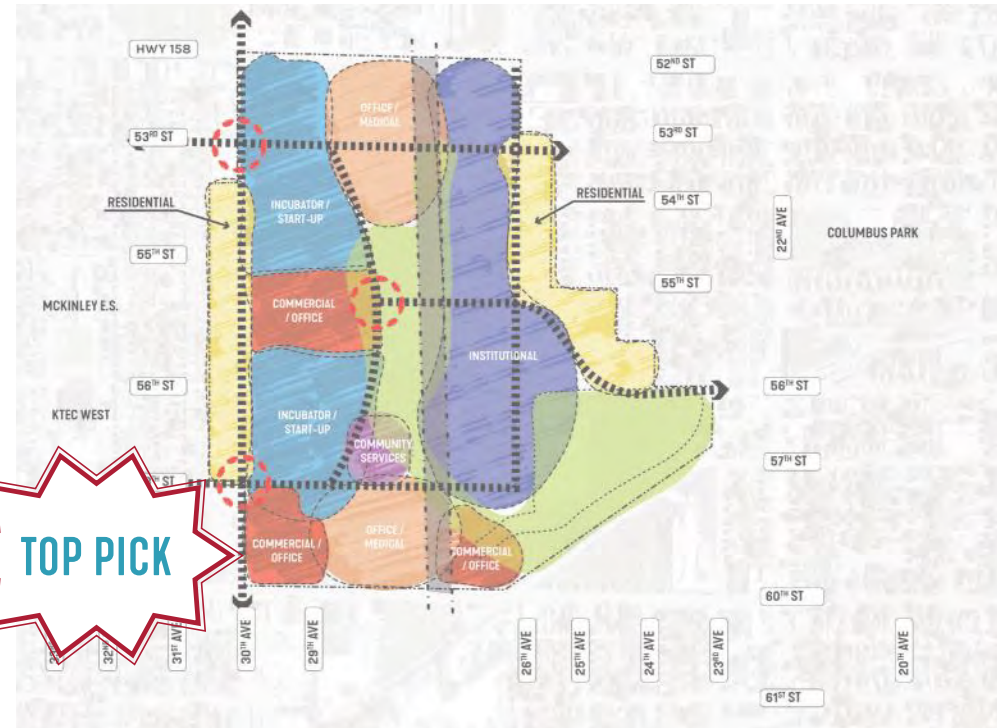
DEVELOPED OVER TIME AND HAVE A STRATEGIC MANAGEMENT PLAN

ECONOMIC DEVELOPMENT

ADAPTABLE BUILDINGS THAT CAN BE FOR MORE THAN ONE USE/ TENANT

PUBLIC INPUT MEETING 2

The values from PIM 1 were developed into design concepts illustrating 3 distinct approaches to site layout, land use, and open space. Participants were asked to vote for their favorite concept and describe what qualities they preferred.



What do you like about each concept?

Concept 1

- Establish a central green corridor as the basis for development
- Bend, but don't break the grid
- Concentrate housing options as the east and west edges

Concept 2

- Breaks down the block sizes
- Preserve the 28th as a N/S corridor
- Preserve 56th as an E/W corridor
- Develop a central commercial core

Concept 3

- Concentrate medical office where it is most accessible
- A west side institutional focus is preferred

What guiding principles should carry forward?

Support innovation with a range of economic development options:

- Provide employment and training opportunities
- Include commercial development
- Provide a range of housing opportunities

The design should reflect a neighborhood experience

- Develop a strong streetscape
- Safe Walkable / bikeable routes
- Access to food and nutrition

Provide open space and green space in the design

- Include spaces for cultural programming
- Incorporate historical and cultural significance

PUBLIC INPUT MEETING 2

In PIM 1, participants were asked to vote on priority themes, for instance 'culture.' For PIM 2, these themes were explored through a series of character images to find what aspects of 'culture' the community find appealing. In this example, cultural programming and historical/ cultural significance were most valuable. The summary on the following pages displays preferred images with the breakdown in voting numbers.

PUBLIC SURVEY RESULTS RESULTADOS DE LA ENCUESTA PÚBLICA



CULTURAL PROGRAMMING INCLUDES:

Events or programming that celebrate culture through marquee events such as summer solstice, holidays, or ancestry of historical figures or dates.

HISTORICAL AND CULTURAL SIGNIFICANCE INCLUDES:

Features that celebrate the neighborhood's unique heritage and traditions through interpretation including art installations, decorative signage, or virtual tours.

PROGRAMACION CULTURAL INCLUYE:

Eventos o programación que celebran la cultura a través de eventos destacados como el solsticio de verano, días festivos o ascendencia de personajes o fechas históricas.

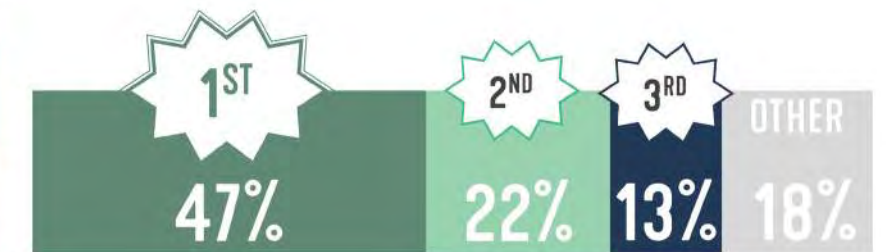
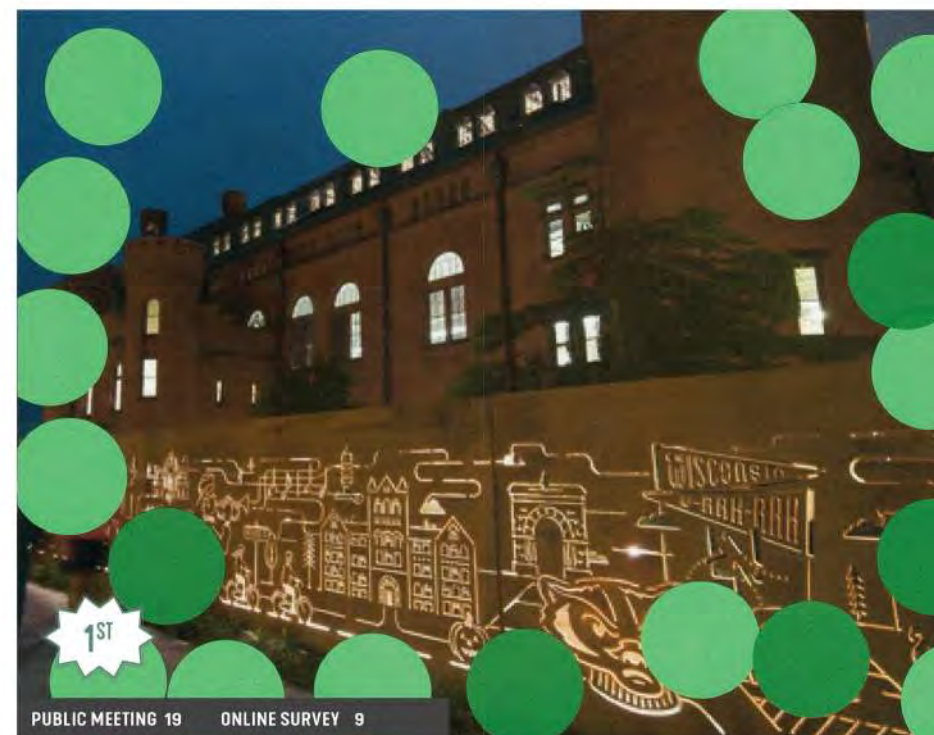
IMPORTANCIA HISTORICA Y CULTURAL INCLUYE:

Características que celebran la herencia y las tradiciones únicas del vecindario a través de la interpretación, incluidas instalaciones de arte, letreros decorativos o recorridos virtuales.



CULTURAL PROGRAMMING / PROGRAMACIÓN CULTURAL

PUBLIC MEETING 59
ONLINE SURVEY 19



HISTORICAL AND CULTURAL SIGNIFICANCE / IMPORTANCIA HISTÓRICA Y CULTURAL

PUBLIC MEETING 39
ONLINE SURVEY 21

PUBLIC INPUT MEETING 2

Lifestyle was deemed a priority theme. Participants viewed 'Food and Nutrition' as well as 'Public Safety' as the priory subcategories.

PUBLIC SURVEY RESULTS RESULTADOS DE LA ENCUESTA PÚBLICA

LIFESTYLE / ESTILO DE VIDA



FOOD + NUTRITION INCLUDES:

Enabling access to local food including: markets, food trucks, urban food production and distribution

PUBLIC SAFETY INCLUDES:

Policing and security, ongoing maintenance and cleaning, perception of safety, and a comfortable environment for walking and biking.

COMIDA + NUTRICIÓN INCLUYE:

Permitir el acceso a alimentos locales, incluidos: mercados, camiones de comida, producción y distribución urbana de alimentos.

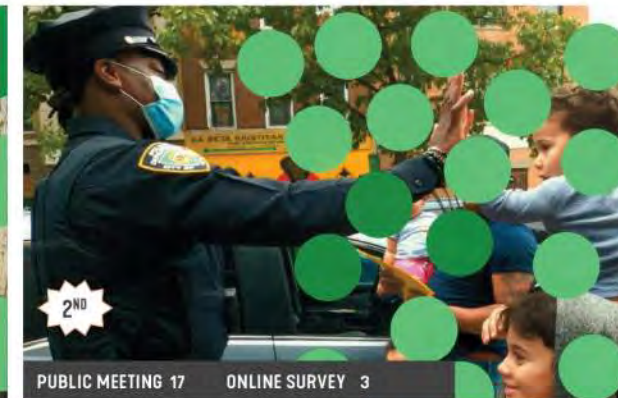
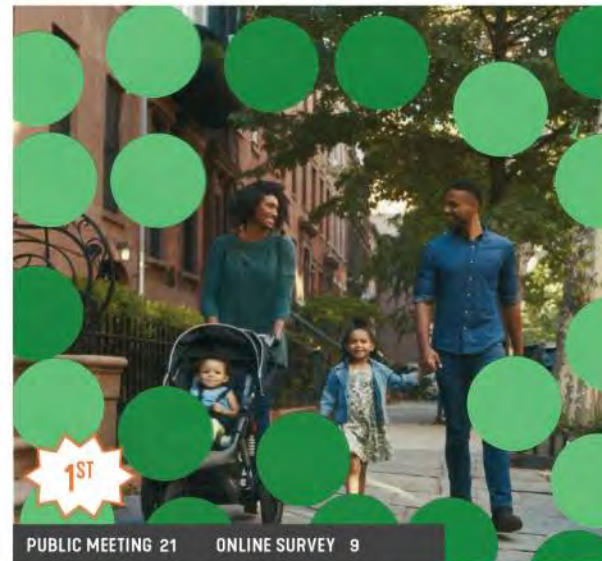
SEGURIDAD PÚBLICA INCLUYE:

Vigilancia y seguridad, mantenimiento y limpieza continuos, percepción de seguridad y un ambiente cómodo para caminar y andar en bicicleta.



FOOD + NUTRITION / COMIDA + NUTRICIÓN

PUBLIC MEETING 69
ONLINE SURVEY 20



PUBLIC SAFETY / SEGURIDAD PÚBLICA

PUBLIC MEETING 63
ONLINE SURVEY 20

PUBLIC INPUT MEETING 2

Streetlife was deemed a priority theme. Participants viewed 'Walkable and Bikeable' as well as 'Streetscape' as the priority subcategories.



PUBLIC SURVEY RESULTS RESULTADOS DE LA ENCUESTA PÚBLICA

STREETLIFE / VIDA URBANA



WALKABLE + BIKEABLE INCLUDES:

Access for disabled and senior populations, paved paths, naturalized trails, on-street bike lanes, and amenities such as racks and bike lockers.

CAMINABLE + ACCESIBLE EN BICICLETA INCLUYE:

Acceso para discapacitados y personas mayores, caminos pavimentados, senderos naturalizados, carriles para bicicletas en la calle y comodidades como portabicicletas y casilleros para bicicletas.

STREETSCAPE DESIGN INCLUDES:

Character and quality of space from building face to building face. This including public art, plantings, lighting, furnishings, and materiality.

DISEÑO DEL PAISAJE URBANO INCLUYE:

Carácter y calidad del espacio de un edificio a otro. Esto incluye arte público, plantaciones, iluminación, mobiliario y materialidad. Development



PUBLIC INPUT MEETING 2

Economic Outcomes was deemed a priority theme. Results were equally split with all categories receiving equal votes. 'Employment Opportunities', 'Commercial Development', 'Neighborhood Hub', and 'Housing Options' were all deemed as priorities for the development of KIN.

PUBLIC SURVEY RESULTS RESULTADOS DE LA ENCUESTA PÚBLICA

ECONOMIC OUTCOMES / RESULTADOS ECONOMICOS

EMPLOYMENT
OPPORTUNITIES
OPORTUNIDADES
DE EMPLEO

HOUSING
OPTIONS
24%

26%

COMMERCIAL
DEVELOPMENT
DESARROLLO
COMERCIAL

26%

NEIGHBORHOOD
HUB

24%

EMPLOYMENT OPPORTUNITIES INCLUDE:

Incubators, Start-Ups, Offices, Technology Services + Design, Product Development, Entrepreneurial Businesses, Coworking Spaces, Research + Development

OPORTUNIDADES DE EMPLEO INCLUYE:

Incubadora, Empresa, Oficinas, Servicios Tecnológicos + Diseño, Desarrollo de Producto, Negocios Emprendedores, Espacios de Colaboración, Investigación + Desarrollo

COMMERCIAL DEVELOPMENT INCLUDES:

Professional Offices, Dining, Retail, Entertainment, Upperstory Housing, Coworking Spaces

DESARROLLO COMERCIAL INCLUYE:

Oficinas profesionales, Comida, tiendas, Entretenimiento, Vivienda en el piso superior, Espacios de colaboración



EMPLOYMENT OPPORTUNITIES / OPORTUNIDADES DE EMPLEO

PUBLIC MEETING 55
ONLINE SURVEY 20



COMMERCIAL DEVELOPMENT / DESARROLLO COMERCIAL

PUBLIC MEETING 57
ONLINE SURVEY 21



PUBLIC INPUT MEETING 2

Economic Outcomes was deemed a priority theme. Results were equally split with all categories receiving equal votes. 'Employment Opportunities', 'Commercial Development', 'Neighborhood Hub', and 'Housing Options' were all deemed as priorities for the development of KIN.

PUBLIC SURVEY RESULTS RESULTADOS DE LA ENCUESTA PÚBLICA

ECONOMIC OUTCOMES / RESULTADOS ECONOMICOS



NEIGHBORHOOD HUB INCLUDE:

After School Programming, Daycare, Tutoring, Community Health, Meeting Rooms, English as a Second Language

CENTRO DE BARRIO INCLUYE:

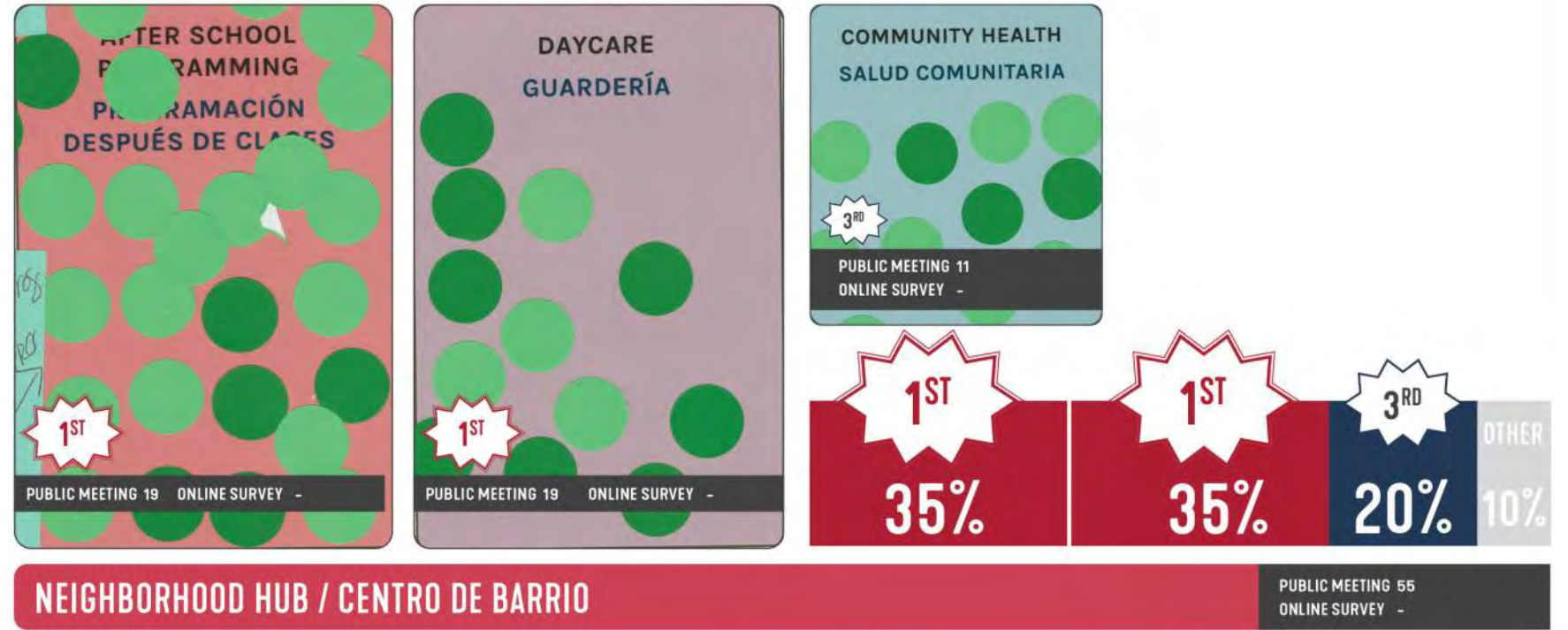
Programación Después de Clases, Guardería, Tutoría, Salud Comunitaria, Salas de Reuniones, Inglés Como Segundo Idioma

HOUSING OPTIONS INCLUDE:

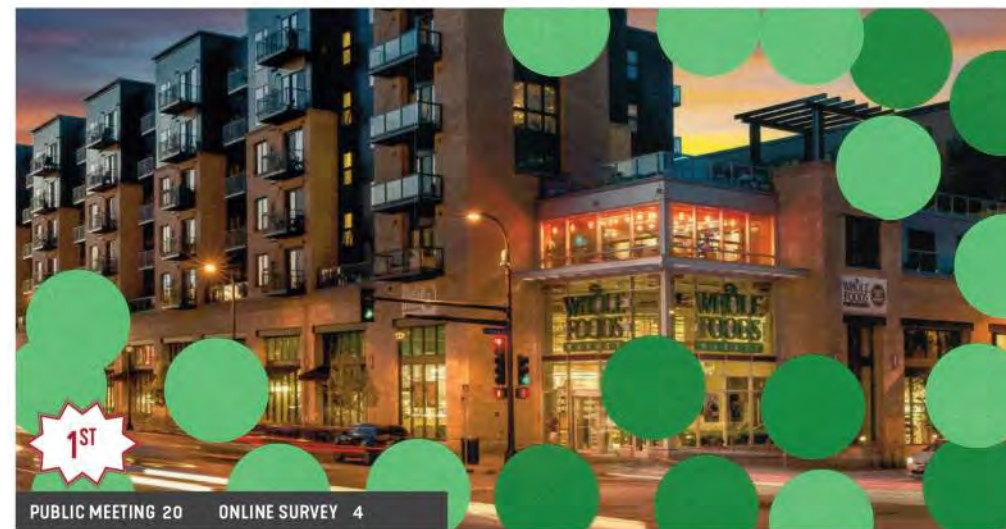
Town Homes, Condos, Apartments, Live/ Work/ Mixed Use

OPCIONES DE ALOJAMIENTO INCLUYE:

Casas Adosadas, Condominios, Apartamentos, Vivienda-Trabajo / Uso Mixto



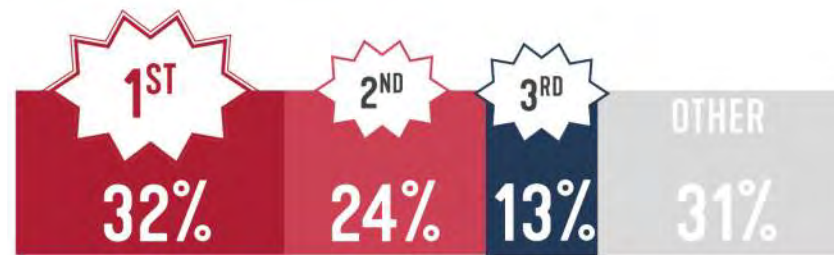
NEIGHBORHOOD HUB / CENTRO DE BARRIO



PUBLIC MEETING 20 ONLINE SURVEY 4



PUBLIC MEETING 16 ONLINE SURVEY 2



HOUSING OPTIONS / OPCIONES DE ALOJAMIENTO



PUBLIC MEETING 8 ONLINE SURVEY 2

PUBLIC MEETING 57 ONLINE SURVEY 18

PUBLIC INPUT MEETING 2

Neighborhooding was deemed a priority theme. Participants viewed 'Neighborhood Experience' as well as 'Open Space' as primary factors for developing a successful neighborhood.

PUBLIC SURVEY RESULTS RESULTADOS DE LA ENCUESTA PÚBLICA NEIGHBORHOODING / VECINADARIO



OPEN SPACE + GREEN SPACE INCLUDES:

Parks, Plazas, Bike + Ped Corridors, Natural Areas, Flexible Outdoor Space

EXPACIOS ABIERTOS + ESPACIOS VERDES INCLUYE:

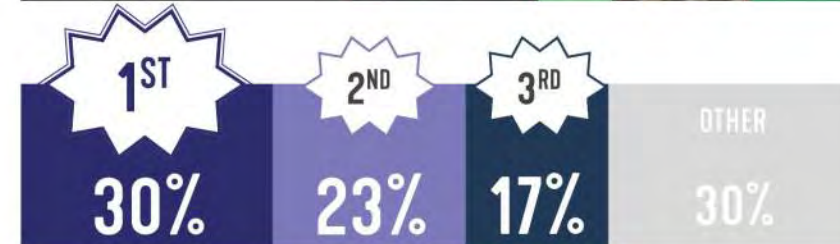
parques, plazas, corredores para bicicletas + peatones, áreas naturales, espacio exterior flexible

NEIGHBORHOOD EXPERIENCE INCLUDES:

Events or activities that are communal and bring the community together for socialization and casual encounters- outdoor movies, festivals, block parties, or group classes.

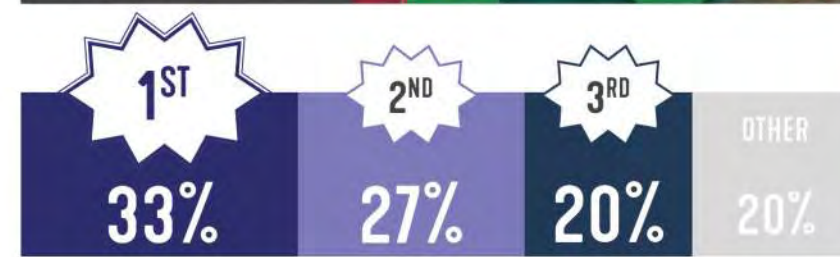
EXPERIENCIA DEL VECINDARIO INCLUYE:

Eventos o actividades que son comunales y unen a la comunidad para la socialización y encuentros casuales: películas al aire libre, festivales, fiestas de barrio o clases grupales.



OPEN SPACE + GREEN SPACE / ESPACIOS ABIERTOS + ESPACIOS VERDES

PUBLIC MEETING 58
ONLINE SURVEY 20



NEIGHBORHOOD EXPERIENCE / EXPERIENCIA DEL VECINDARIO

PUBLIC MEETING 61
ONLINE SURVEY 18

PUBLIC INPUT MEETING 2

Project goals were ranked according to priority with most votes supporting the recovery and development of sustainable and resilient surrounding neighborhoods.

PRIMARY PROJECT GOAL / OBJETIVO PRINCIPAL DEL PROYECTO:

CREATE OPPORTUNITIES FOR YOUNG PEOPLE TO STAY IN KENOSHA
CREAR OPORTUNIDADES PARA QUE LOS JÓVENES PERMANEZCAN EN KENOSHA

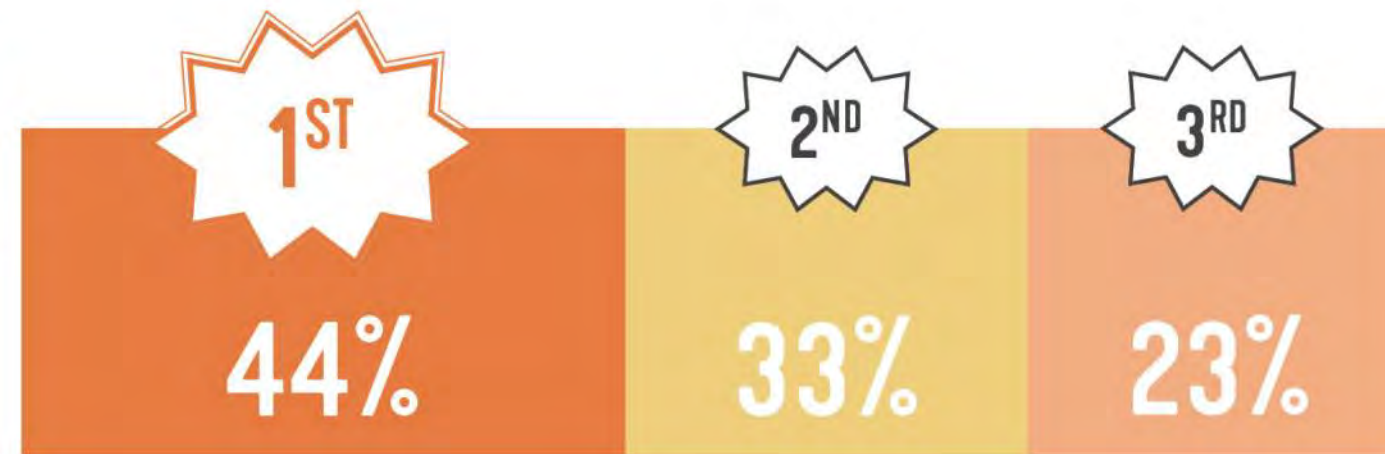
SUPPORTING GOALS / METAS DE APOYO:

SUPPORT THE RECOVERY AND DEVELOPMENT OF SUSTAINABLE AND RESILIENT SURROUNDING NEIGHBORHOODS
With a Focus on Entrepreneurial growth and education. Seller financing on new real estate development.
APOYAR LA RECUPERACIÓN Y EL DESARROLLO DE VECINDARIOS CIRCUNDANTES QUE SEAN SUSTENTABLES Y RESILIENTES.

1ST

PUBLIC MEETING 37
ONLINE SURVEY 6

43 VOTES



CREATE A DEVELOPMENT THAT IS INCLUSIVE OF ALL INDIVIDUALS, THE SURROUNDING NEIGHBORHOODS, AND THE BROADER COMMUNITY
CREAR UN DESARROLLO QUE INCLUYA A TODAS LAS PERSONAS, LOS VECINDARIOS CIRCUNDANTES, Y LA COMUNIDAD EN GENERAL.
-This is the best option that allows constant growth!

2ND

PUBLIC MEETING 29
ONLINE SURVEY 4

33 VOTES

CREATE A UNIQUE, REGIONAL DESTINATION THAT OFFERS A COMPETITIVE EXPERIENCE TO OTHER URBAN MARKETS
CREAR UN DESTINO REGIONAL ÚNICO QUE OFREZCA UNA EXPERIENCIA COMPETITIVA A OTROS MERCADOS URBANOS.
Kids need education surrounding jobs

3RD

PUBLIC MEETING 20
ONLINE SURVEY 2

22 VOTES

PUBLIC INPUT MEETING 3

The public voted on a series of boards that explored design relationships including the degree of formality, how traditional or contemporary, and how hard or soft the spaces should be. Site furnishings, site programming, and ground-floor building character were also explored. Overall the public preferred a softer palette with planting beds and limited paving, low maintenance aesthetic, and contemporary in form.





THE CITY OF
KENOSHA

SMITHGROUP