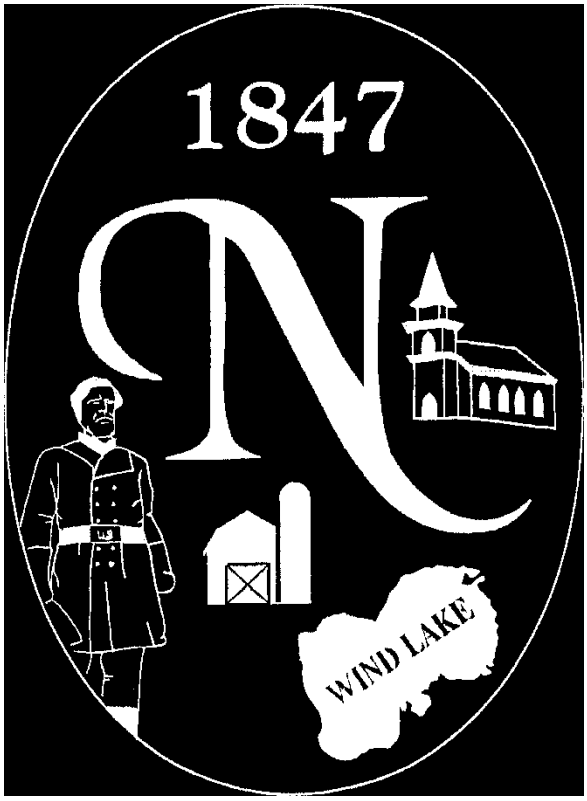
COMPREHENSIVE PLAN UPDATE FOR THE TOWN OF NORWAY: 2045



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INTRODUCTION AND BACKGROUND

In 2009, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) completed Community Assistance Planning report No. 301 entitled "A Multi-Jurisdictional Comprehensive Plan for Racine County: 2035". The plan reviewed all aspects of a regional plan including inventories of population, housing, economic base, agricultural lands, existing land uses, transportation services, utilities, existing plans, and ordinances. The plan also looked at population projections, land use elements, agricultural and environmental resources, transportation facilities, utilities, and economic development opportunities through the 2035 planning period.

In the spring of 2022, the Town of Norway felt that due to changes in the area, particularly with the Foxconn/TID No. 5 development in Mount Pleasant that it would be worthwhile to revisit the 2035 plan and to determine any updates that may be needed to the plan. Comprehensive Planning Committee (CPC) was formed that consisted of the Town Board, Plan Commissioners, and additional citizen members that had shown an interest in being part of the Plan Commission but were unable to be appointed due to the number of available seats on the Plan Commission.

The CPC began meeting in earnest in the Summer of 2022. The initial meetings laid out the framework of the proposed plan. It was determined that the entire 2035 plan did not need to be revisited and rewritten. Rather, an approach was adopted to break the Town of Norway into distinctive neighborhood groups. These individual neighborhoods would then be examined for existing land uses including transportation facilities, existing zoning, existing utilities and then potential for infill development or new development. The neighborhoods would be reviewed for the conceptual plans for development of new industrial, institutional, or residential development. The CPC determined the updates would carry though the 2045 planning period. The general basis of the original 2035 SEWRPC plan would remain intact. Discussions held between the Town Administrator and SEWRPC indicated the population projects for the area had not been updated since the original 2009 report was issued.

Population:

At the time, the 2035 plan was adopted, the population project for the Town of Norway based on Report No. 301 for 2035 was 8,391. The 2000 population for the Town of Norway was 7,600, 2010 was 7,948 and 2020 was 7,916. The recession in 2008 and subsequent recovery may have had an effect on the development of residential lands and the lack of population growth. It was determined through discussion with the CPC that the population projects and growth may still be slightly slower than anticipated. As such the population target of 8,391 for the 2035 planning year may still be optimistic. It was also determined that this updated report would not extensively look at population growth but would be best if centered on growth in the specific neighborhoods while maintaining the general zoning locations and categories originally identified in the 2035 Planning Report No. 301.

Population trends in the Town of Norway, and surrounding areas lends itself to projecting future needs within the Town of Norway. Table 1 below displays the population trend since 1990 in the Town of Norway as well as within Racine County.

Table 1.1 Population Trends

	Town of Norway		Racine County	
Year	Population	Percent Change	Population	Percent Change
1990	5,493		175,518	
2000	7,600	+38.36%	189,009	+7.39%
2010	7,948	+4.58%	195,407	+3.39%
2020	7,916	-0.40%	197,536	+1.09%
2022	*7,874 (estimated)*	*-0.53%*	*195,846 (estimated)*	*-0.86%*
2045	*9,899 (estimated)*	*+25.72%*	*246,210 (estimated)*	*+25.72%*

Source: USA Census Bureau

The population growth in the Town of Norway as well as within Racine County has been slowing down and, in more recent years, the population has been contracting. However, with the additions of the Foxconn Inc. and Microsoft expansion in Mt. Pleasant, Racine County and the Town of Norway could see population trends reverse and expand significantly by 2045. An assumed 1% growth rate from 2022 to 2045 was used.

Planned Unit Development (PUD):

For each neighborhood, the proposed developments in the concept plans illustrate the Town of Norway's primary guide to developers for future developments in these neighborhoods. The Town of Norway would prefer to have pedestrian connectivity throughout the proposed developments. Below are the minimum lot sizes of PUDs within each neighborhood.

Table 1.2 PUD Minimum Lot Size

Neighborhood	PUD Minimum Lot Size (sft)
Northeast Neighborhood	40,000
45 Corridor Neighborhood	20,000
CTH K North Neighborhood	80,000
CTH K South Neighborhood	40,000
South Neighborhood	20,000
Central Neighborhood	40,000
Loomis South Neighborhood	20,000
Loomis North Neighborhood	20,000
Waubeesee Lake Neighborhood	20,000
Long Lake Neighborhood	20,000
Wind Lake Neighborhood	20,000

Alternative Transportation and Pedestrian Ways

During the discussions with the CPC it became apparent that any new development should look into connectivity with existing bike path/pedestrian trail that exists along the northwest side of STH 36. Additionally, all future developments should investigate the potential of pedestrian ways that would connect between developments or create conceptual plans for connection of pedestrian pathways. The CPC understands that this may be difficult in some areas due to existing street patterns and right-of-way configurations. The CPC determined it was out of the scope of the 2045 plan update to map these areas. However, the Town of Norway should consider developing a pedestrian path plan.

Utilities

Future development areas should also take into consideration and larger utility corridors such as gas main or electric transmission towers. The Norway Sanitary District has a distinct boundary that could be considered for enlargement, especially along the south Hwy 36 corridor area.

Stormwater Management

All future development areas that are considered as part of this plan update were considered utilizing gross land areas. Conceptual developments were not shown with stormwater management facilities. However, the CPC understands that there is a significant stormwater management portion to the Town of Norway ordinances and the ordinance would be fully implemented should new development or in-fill development be created.

NORTHEAST NEIGHBORHOOD PLAN: CURRENT CONDITIONS

LOCATION

The Northeast neighborhood, as highlighted in **Figure 2.1** below, is in the northeast corner of the Town of Norway. It is bisected by 7 Mile Road running east-west and has State Truck Highway (STH) 45 running north-south along its eastern border. Union Church Drive (8 Mile Road) is the northernmost border of the neighborhood, which is the dividing line between Racine County and Waukesha County. 6 Mile Road runs east-west from the southeast corner of the neighborhood to the approximate center of the neighborhood on the southern border. Walczak road serves as a local connector between 7 Mile Road and 6 Mile Road.

The area of the Northeast neighborhood is approximately 2,550 acres.

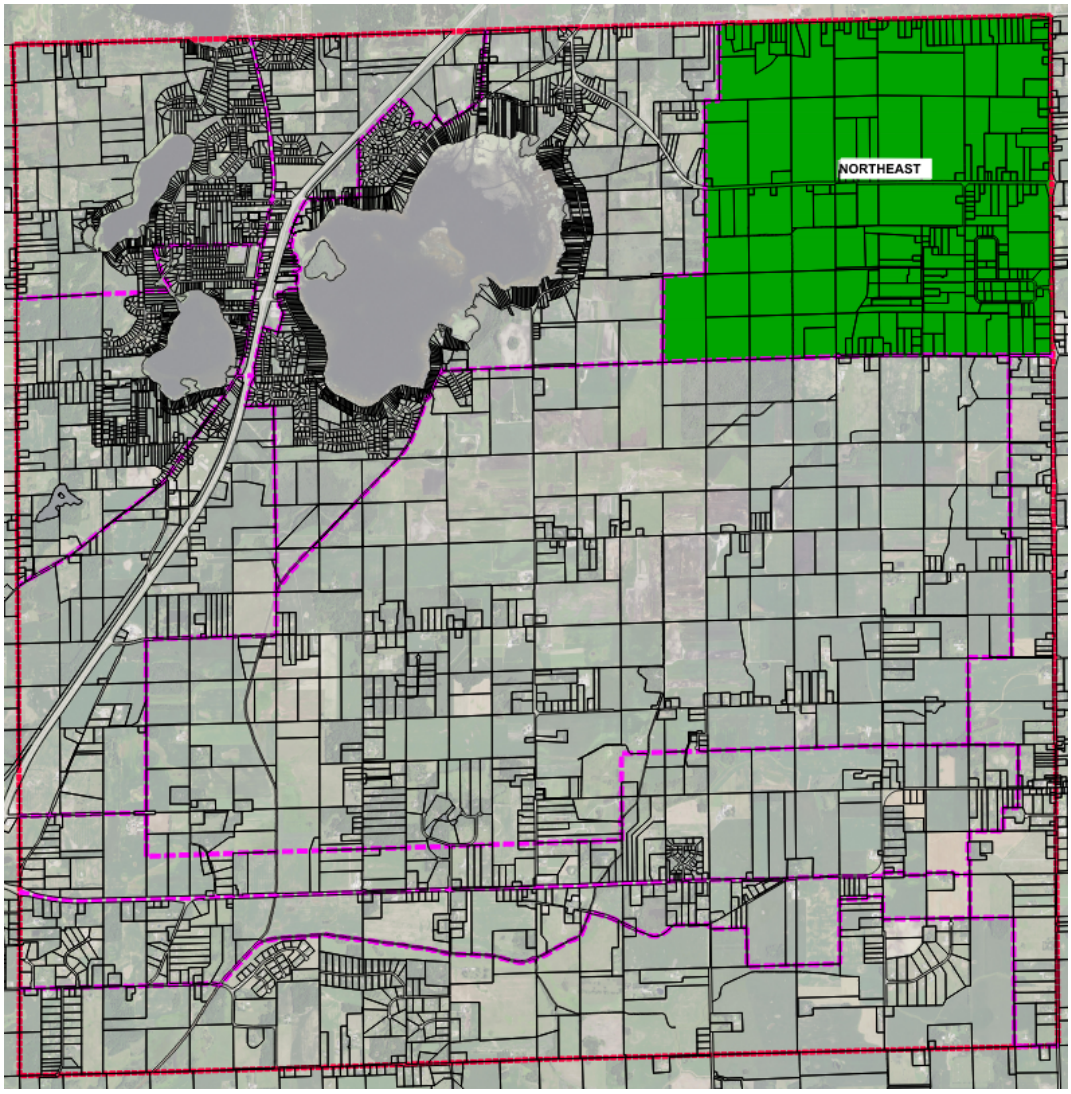

Figure 2.1 Northeast Neighborhood Location

TRANSPORTATION FACILITIES

Figure 2.2 displays the transportation facilities in and around the Northeast neighborhood. Current transportation facilities can greatly impact the ability of future developments. Future land use can also greatly increase or decrease traffic volumes and patterns and can have a large impact on the success of future developments.

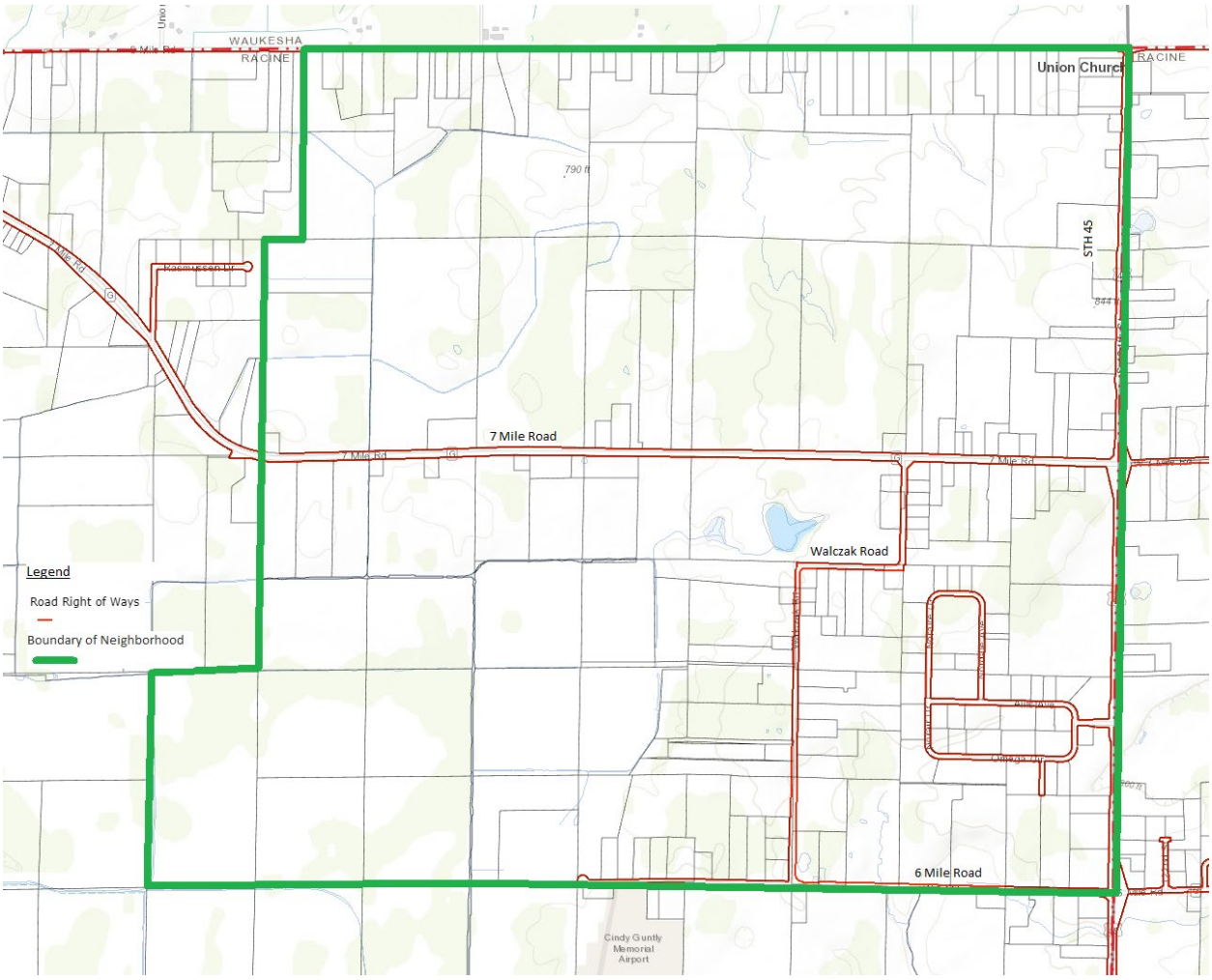

Figure 2.2 Existing Transportation Facilities

Within the northeast neighborhood, 7 Mile Road bisects the neighborhood as a Major Collector classification. To the east of the neighborhood, along the edge of the neighborhood, STH 45 runs north-south as a Minor Arterial classification. Furthermore, the south edge of the neighborhood is bordered by 6 Mile Road while the north edge of the neighborhood is bordered by 8 Mile Road, which both are local road classification. There are several internal local roads that connect the industrial park on the east side of the neighborhood and Walczak Road, which connects some single-family households from 7 Mile Road to 6 Mile Road.

Just south of the Northeast neighborhood in the Central Neighborhood is Cindy Guntly Memorial Airport-62c. The airport is a relatively small, private airport that has two runways and covers approximately 15 acres. The close nature of this airport can impact future developments due to height and material restrictions.

Table 2.1 Traffic Counts

Roadway	Annual Average Daily Traffic (2011)	Annual Average Daily Traffic (2021)	Change (veh)	Percent Change (%)
STH 45	5500	5400	-100	-2%
7 Mile Road	1900	1700	-200	-5%
8 Mile Road	470	480	+10	+21%
Source: Wisconsin Department of Transportation TC Map				

Table 2.1 displays the traffic counts done by WisDOT in 2011 and 2021 on the three major roadways within the Northeast neighborhood. Trends in traffic volumes and traffic patterns offer an insight into how transportation corridors are currently being utilized and what future capacities will be available.

TOPOGRAPHY, NATURAL RESOURCES, AND WETLANDS

Figure 2.3 displays the wetlands, environmental corridors, and FEMA floodplain within the Northeast neighborhood. The northeast neighborhood has scattered wetlands and forests throughout the neighborhood with most of the neighborhood being a part of the Norway/Dover Drainage district, which drains into Fox River.

Portions of the west side of the neighborhood are within the FEMA designated flood plain, which is always a concern worth taking into consideration when identifying future development areas. The floodplains lie close to the drainage ditches that exist on the west side of the neighborhood. These ditches flow into the drainage district, which are vulnerable to flooding. Generally, areas within the 100-year floodplain will not be developable but may be utilized to meet open space requirements.

The topography of the neighborhood is relatively flat with areas of small high point plateaus. Most of the neighborhood drains to the west into the Norway/Dover Drainage District while portions of the east side of the neighborhood drain east towards STH 45.

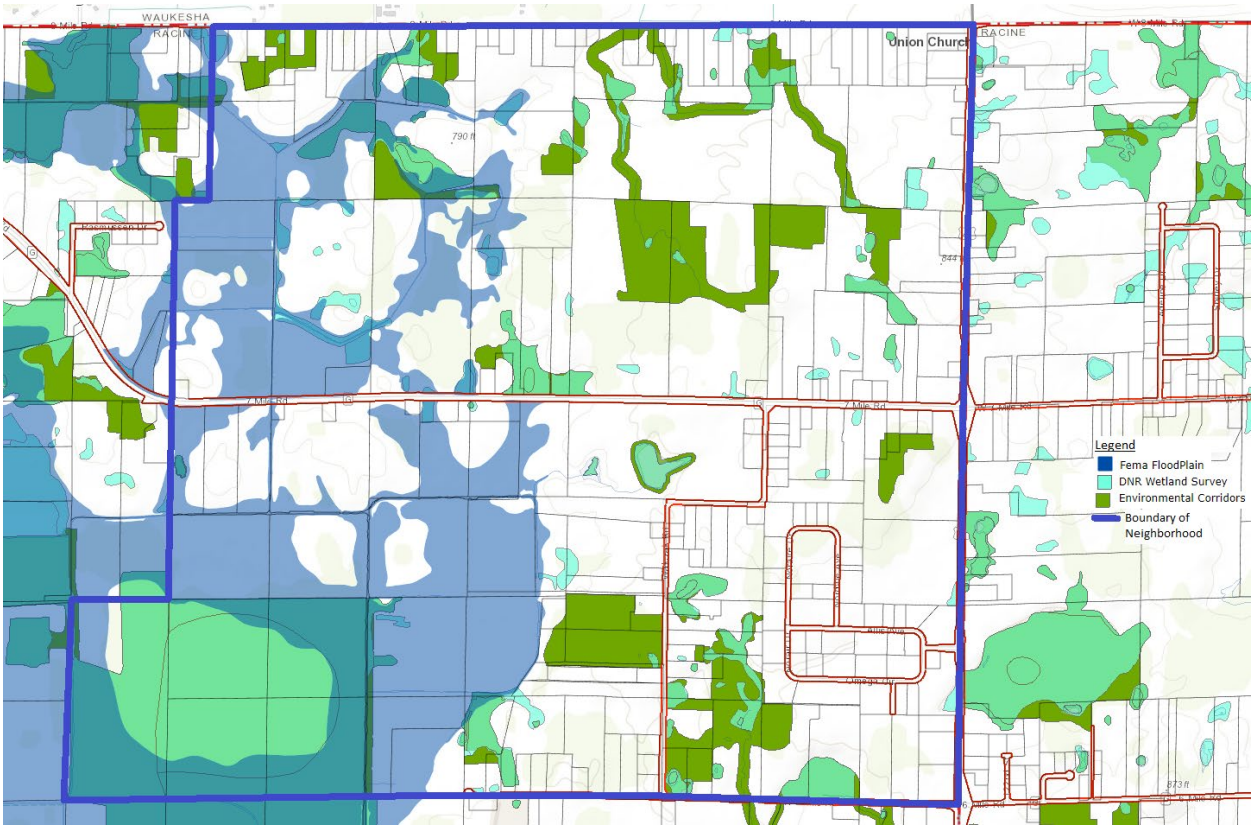

Figure 2.3 Northeast Floodplain, Wetlands, and Environmental Corridors

EXISTING SOIL CONDITIONS

Figure 2.4 displays the existing soil conditions within the Northeast neighborhood. The most prominent soil type is Houghton Muck (Ht) at 21.3% of the neighborhood, followed by Ozaukee Silt Loam (OzaB) at 20.4% of the neighborhood and Ashkum Silty Clay Loam (AtA) at 11.6% of the neighborhood.

Apart from the land is the southwest of the neighborhood, most of the soil is a loam type soil. Loam is a great soil for agricultural purposes yet is still suitable for building developments upon. There may be limitations to total density of housing based on specific conditions on a particular development site die to the presence of loam. The Houghton Muck (Ht) is concentrated in the southwest of the neighborhood and would not be a candidate for a future development based on the soil type.

Figure 2.4 Northeast Floodplain, Wetlands, and Environmental Corridors

LEGEND

Ac – Adrian Muck
AtA – Ashkum Silty Clay Loam
AzA – Aztalan Loam
BcA – Beecher Silt Loam
BIA – Blount Silt Loam
Cv – Clayey Land
EtB – Elliott Silty Clay Loam
FmB – Fox Sandy Loam
FmC2 – Fox Sandy Loam
FoB – Fox Loam
FrB – Fox Loam Clayey
HeA – Hebron Laom
HeB2 – Hebron Loam
HeC2 – Hebron Loam
Ht – Houghton Muck
MeB – Markham Silt Loam
MeB2 – Markham Silt Loam
MgA – Martinton Silt Loam
Mzc – Montgomery Silty Clay
Na – Navan Silt Loam
Oc – Ogden Muck
OzaB – Ozaukee Silt Loam
OzaB2 – Ozaukee Silt Loam
OzaC – Ozaukee Silt Loam
OzaC – Ozaukee Silt Loam
OzlC3 – Ozaukee Silty Clay Loam
OzlD3 – Ozaukee Silty Clay Loam
Ph – Pella Silt
RaA – Radford Silt Loam
ShB – Saylesville Silt Loam
ShC2 – Saylesville Silt Loam
SkB – Saylesville Silt Loam
SzB – Symerton Loam
VaB – Varna Silt Loam
VaB2 – Varna Silt Loam
W - Water

CURRENT LAND USE

Figure 2.5 displays the diversity of land uses within the Northeast neighborhood. The southeast area of the neighborhood is dominated by industrial and commercial land uses and is home to companies such as John's Disposal, CAD Industries, and Paul G Senft & Sons Trenching, among others. Besides Drought School (middle school) located at the northwest corner of 7 Mile Road and STH 45, the northeast side of the neighborhood sees extraction and landfill facilities, industrial facilities, and agricultural uses.

Towards the center and west portions of the neighborhood, there are several residential utilized lots along 7 Mile Road and Walczak Road. The residential land uses are largely placed near existing roadways. Interspersed in between the existing roadways are environmentally sensitive areas, such as forests and wetlands. Agricultural land use also makes up a large portion of land use spread throughout the neighborhood.

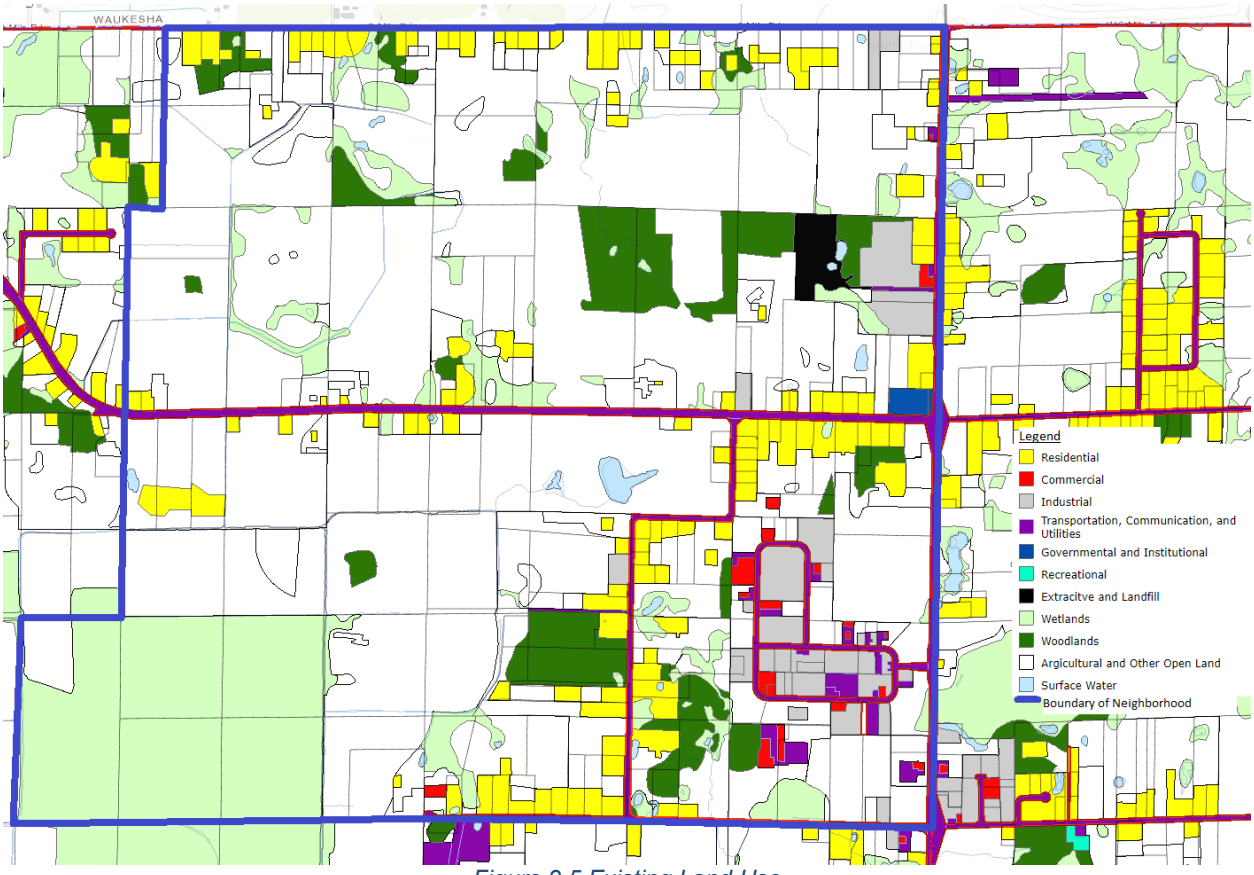

Figure 2.5 Existing Land Use

CURRENT ZONING

Figure 2.6 displays the current zoning of the Northeast neighborhood. The currently zoning displays most of the neighborhood is zoned for A-2, which is for agriculture, forestry, general farming, and single-family dwellings, among others. On the east side of the neighborhood, there is M-3 zoning for the industrial park. M-3 zoning is for a mineral extraction district.

There is also some M-2 zoning in the industrial park, which accommodates a heavy industry district. The southwest corner of the neighborhood has C-1 zoning, which is for a lowland resource conservation district. C-1 zoning is used to preserve lakes, streams, wetlands, and floodplains. Lastly, the Drought School on the corner of 7 Mile Road and STH 45 is zoned for P-1, which is used for recreational park or institutional uses.

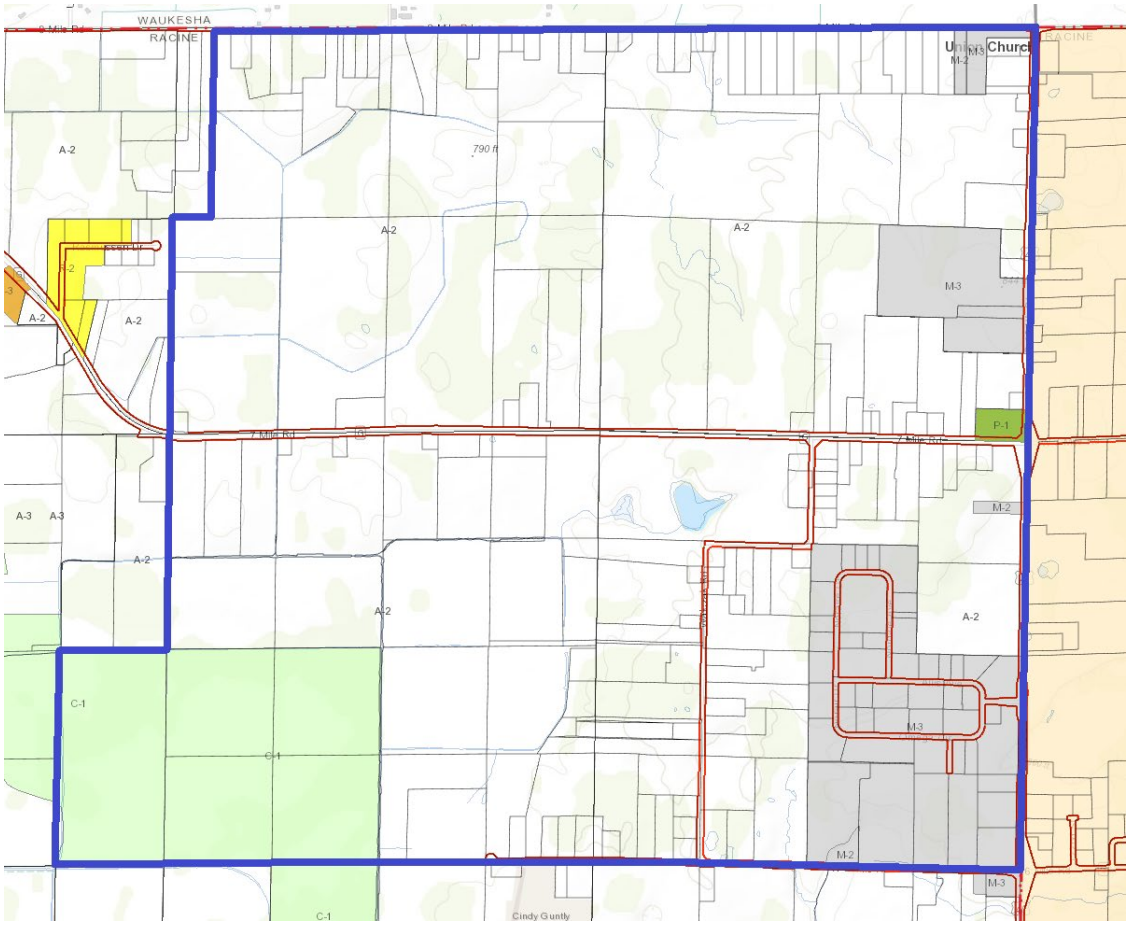

Figure 2.6 Current Zoning

Legend

- A-2
- P-1
- C-1
- M-2
- M-3

NORTHEAST NEIGHBORHOOD PLAN: FUTURE LAND USE

LOW DENSITY RESIDENTIAL (YELLOW)

Low density residential land use it utilized for residential dwelling. This land use it best provided further away from the industrial park for quality-of-life purposes. Expanding low density residential in the west portion of neighborhood is preferred, as well as being closer to Wind Lake. Two primary new development have been proposed, along with 2 separate options for their development, as seen in section D and E. The development north of 7 Mile Road must work around a secondary environmental corridor, while the development south of 7 Mile Road must cross a drainage canal.

There are also opportunities to fully expand out a few miscellaneous sections of the neighborhood for low density residential. The first location is at the south of the neighborhood off 6 Mile Road near Cindy Guntly Memorial Airport-62c. Due to the close nature of the airport, there are restrictions on the height and buildings around the airport. Low density residential would be suitable around the airport. Similarly, there are low density residential areas that can be more fully built out off Walczak Road, 7 Mile Road, and 8 Mile Road, as displayed in **Figure 2.7**.

COMMERCIAL (RED)

The current land use within the neighborhood has limited commercial land usage within the industrial park. Placed as a buffer between the industrial/planned industrial park and the residential low-density housing, a commercial land usage off Walczak Road and 7 Mile Road could be accommodated. This also provides business opportunities such as restaurants, grocery stores, salons and/or bars to move into the neighborhood and provide services to the residents. One detriment to these types of uses is the lack of sanitary sewer availability.

INDUSTRIAL PLANNED (STRIPED GREY AND RED)

The east portion of the neighborhood has ample opportunity for industrial expansion, especially along STH 45. The existing industrial park has sufficient land surrounding it to expand and utilize the surrounding parcels to build out the park. North of 7-Mile Road, these is also opportunities to expand the existing industrial land to create an industrial park off STH 45. The east portion of the Northeast neighborhood is well situated to be heavily developed for industrial uses and create ample job opportunities.

FUTURE LAND USE (OPTION 1)

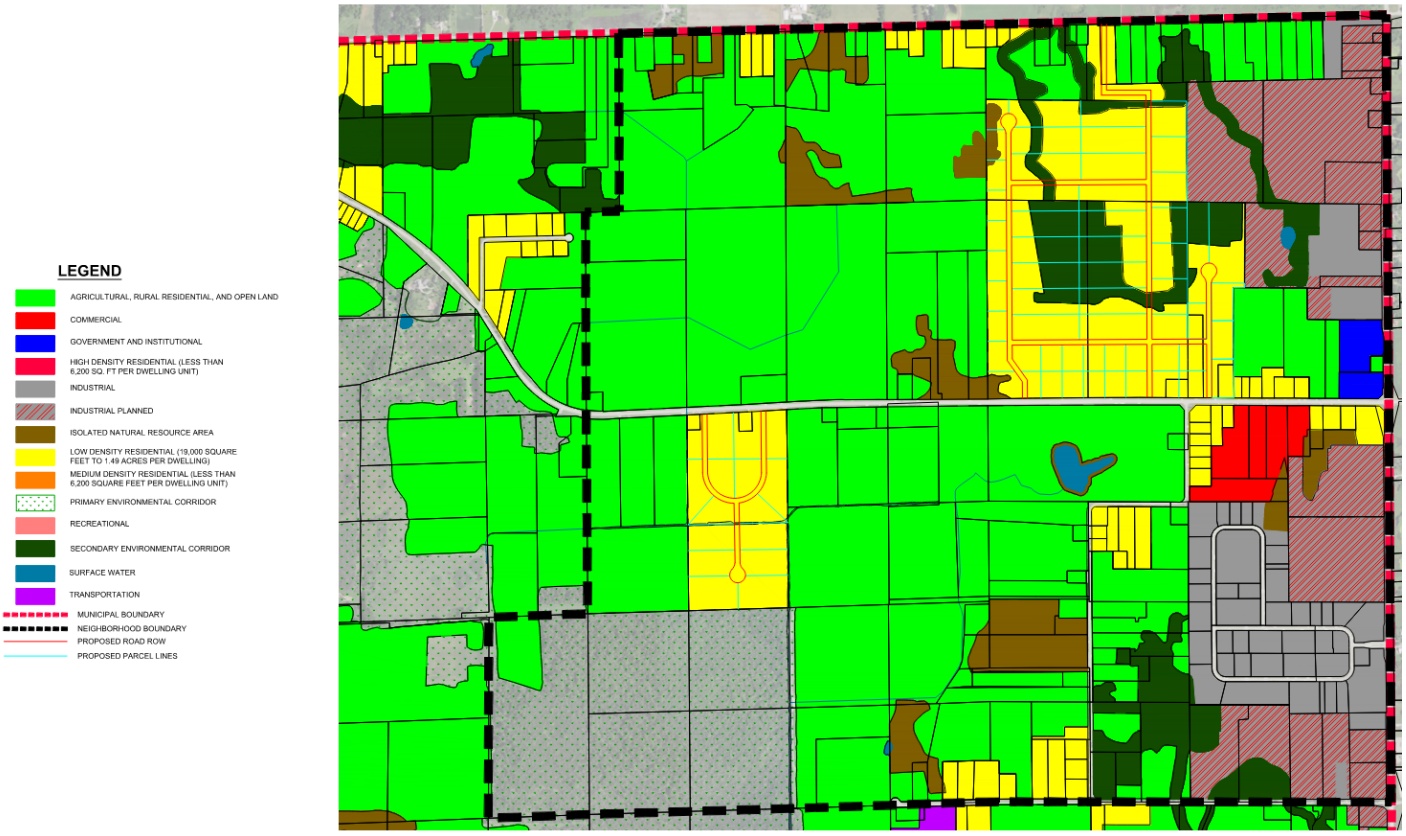

Figure 2.7 Future Land Use (Option 1)

Figure 2.7 displays the future land use (option 1) for the Northeast neighborhood. Due to the scattered wetlands, forests, and floodplain throughout the neighborhood, especially the west side of the neighborhood, most of the neighborhood is still anticipated to be used for agricultural purposes. In the east part of the neighborhood, especially along STH 45, industrial land use expansion is anticipated, along with some commercial development.

There are two major residential developments that are being considered. The first one, which is north of 7 Mile Road, has four access points: one from 8 Mile Road and three from 7 Mile Road. The development is placed around a secondary environmental corridor and crosses the corridor at three separate locations. The proposed development has 57 proposed lots over 277 acres, which average 4.9 acres per lot, although the lot sizes do vary in size. The proposed development also has two cul-de-sacs in this option.

The second development, which is south of 7 Mile Road, has two access points off 7 Mile Road. The development crosses a drainage canal at one location and terminates in a round-a-bout. The development proposes 16 lots over 80 acres, which averages 4.9 acres per lot.

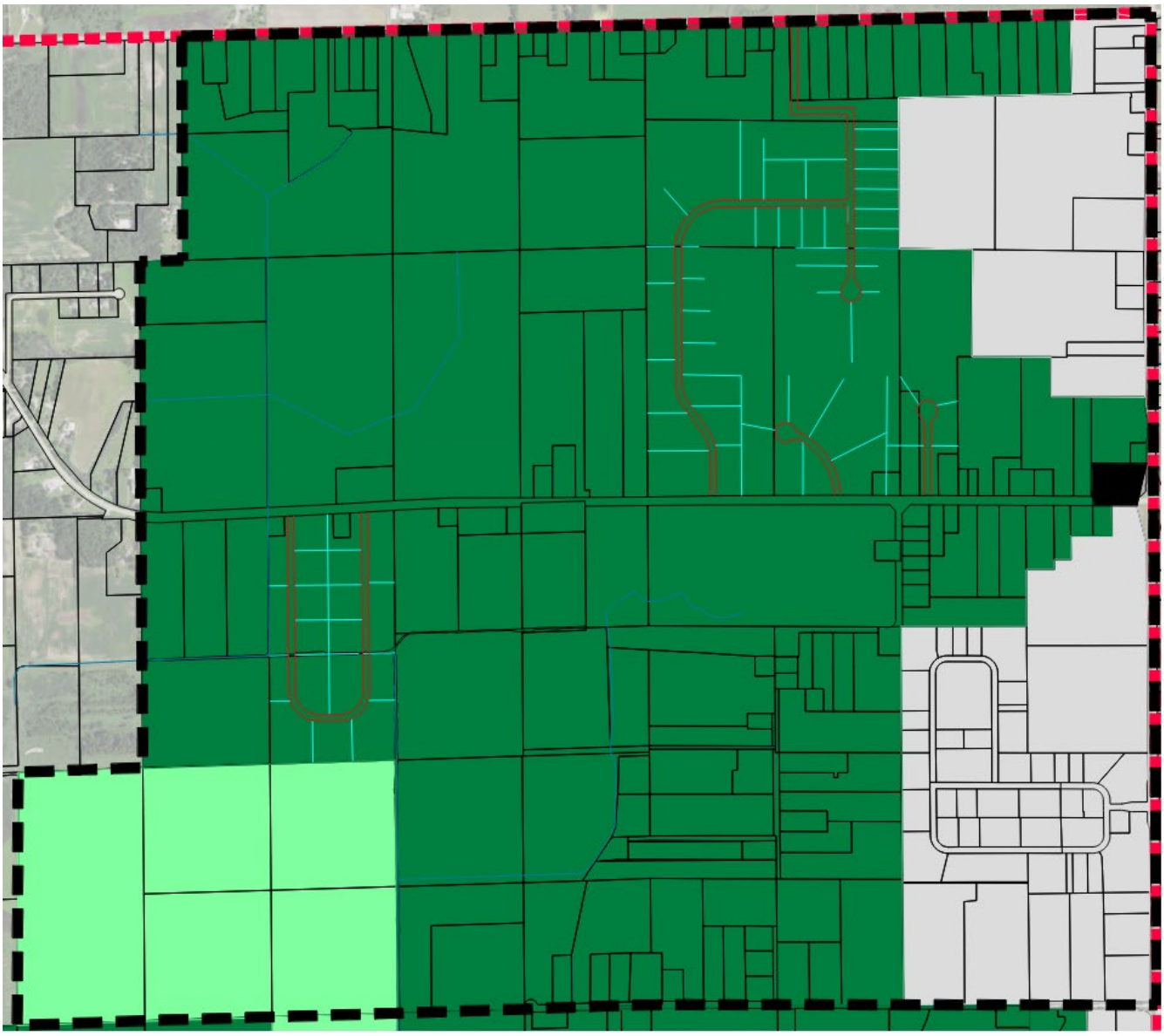

Figure 2.8 Future Zoning

Figure 2.8 displays the future zoning for the Northeast neighborhood. The residential developments do not change from their A-2 zoning based on the lot sizes. The only changes in zoning based on the proposed developments is M-2 and M-3 zoning expansions in the east. The exact lots that will be zoned for M-2 verse M-3 will be determined upon development.

45 CORRIDOR NEIGHBORHOOD PLAN: CURRENT CONDITIONS

LOCATION

The 45 Corridor neighborhood, as highlighted in **Figure 3.1** below, is along the eastern border of the Town of Norway. It is bordered on the eastern border with State Truck Highway (STH) 45 running north-south. It is bordered on the north by 6 Mile Road, which runs east-west. It is bisected by North Cape Street, Ratzka Lane, and Olson Road, which all run east-west across the neighborhood and connect to STH 45. The neighborhood is bordered on the south by Bennett Road.

The area of the 45 Corridor neighborhood is approximately 800 acres.

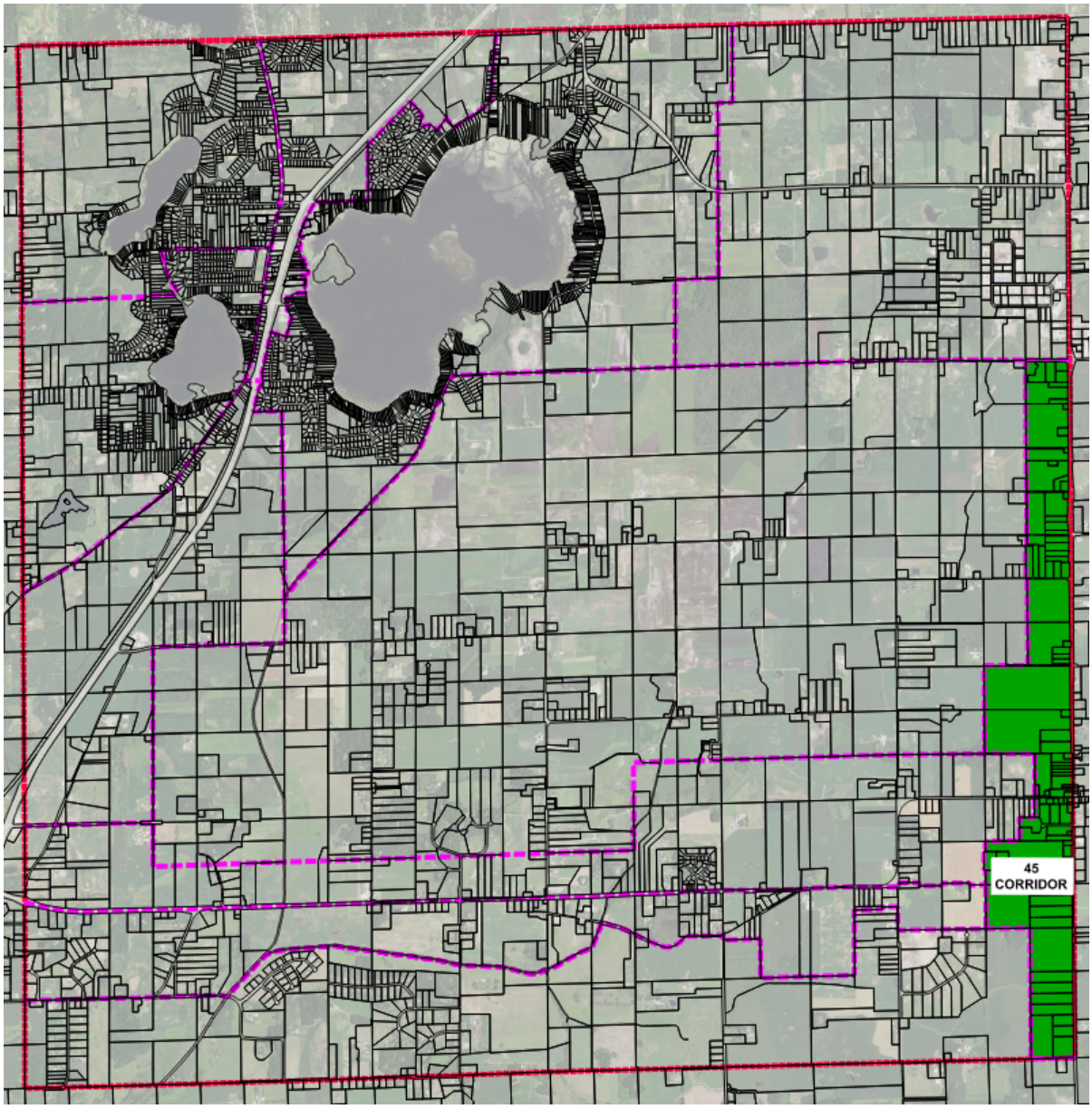

Figure 3.1 45 Corridor Neighborhood Location

TRANSPORTATION FACILITIES

Figure 3.2 and **Figure 3.3** display the transportation facilities in and around the 45 Corridor neighborhood. Current transportation facilities can greatly impact the ability of future developments. Future land use can also greatly increase or decrease traffic volumes and patterns and can have a large impact on the success of future developments.

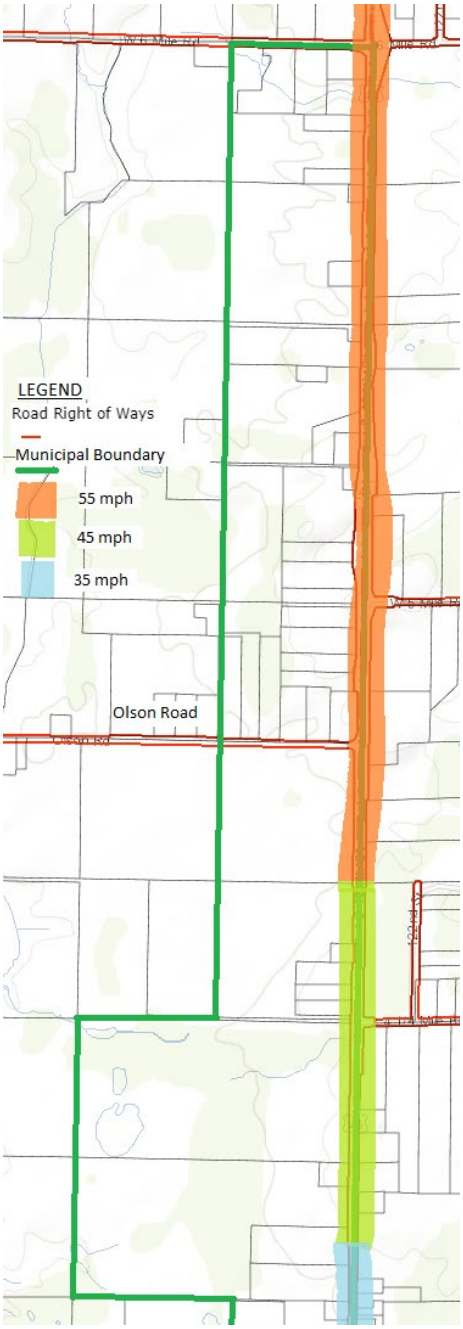

Figure 3.2 Existing Transportation Facilities - North Portion

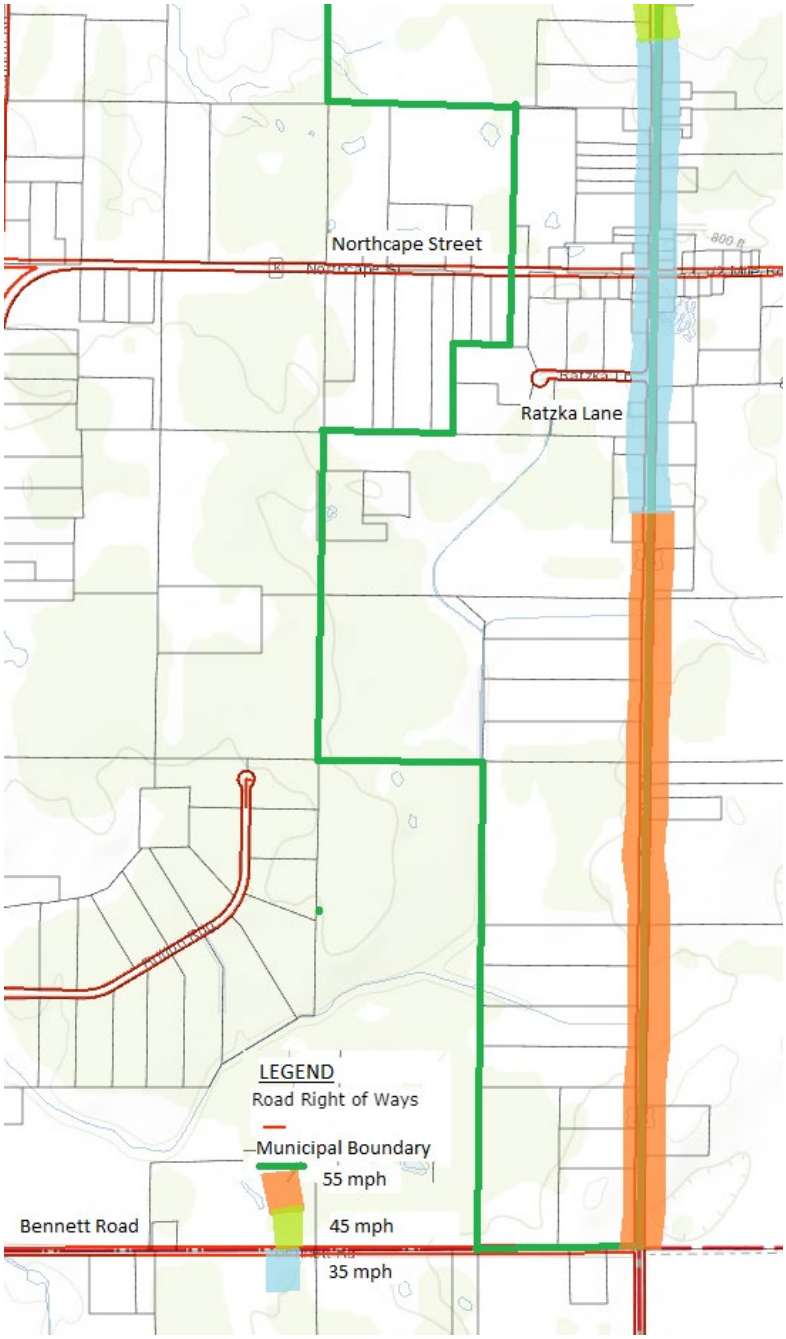

Figure 3.3 Existing Transportation Facilities - South Portion

Within the 45 Corridor neighborhood, North Cape Street bisects the neighborhood as a Major Collector classification. To the east of the neighborhood, along the edge of the neighborhood, STH 45 runs north-south as a Minor Arterial classification. The speed limit is set at 55 miles per hour from Bennett Road to 850 feet south of Ratzka Lane and 1400' south of Olson Road to 6 Mile Road, 35 miles per hour from 850 feet south of Ratzka Lane to 1700' north of North Cape Street, and 45 miles per hour from 1700' north of North Cape Street to 1400' south of Olson Road. See **Figure 3.2** and **Figure 3.3** for more information on speed limits on STH 45. Furthermore, the south edge of the neighborhood is bordered by Bennett Road while the north edge of the neighborhood is bordered by 6 Mile Road, which both are local road classification. The two local roads that bisect the neighborhood are Olson Road and Ratzka Lane.

Table 3.1 Traffic Counts

Roadway	Classifications	Annual Average Daily Traffic (2017)	Annual Average Daily Traffic (2021)	Change (veh)	Percent Change (%)
STH 45	Minor Arterial	4400	3700	-700	-16%
North Cape St	Major Collector	2000	1900	-100	-5%
Bennett Rd	Local	No Data	No Data	-	-
Olson Rd	Local	No Data	No Data	-	-
6 Mile Rd	Local	No Data	No Data	-	-
Source: Wisconsin Department of Transportation TC Map					

Table 3.1 displays the traffic counts done by WisDOT in 2017 and 2021 on the two major roadways within the 45 Corridor neighborhood. The local roads did not have traffic count data. Trends in traffic volumes and traffic patterns offer an insight into how transportation corridors are currently being utilized and what future capacities will be available.

TOPOGRAPHY, NATURAL RESOURCES, AND WETLANDS

Figure 3.3 and **Figure 3.4** displays the wetlands, environmental corridors, and FEMA floodplain within the 45 Corridor neighborhood. The 45 Corridor neighborhood has scattered wetlands and forests throughout the neighborhood with the neighborhood being a part of the Norway/Dover Drainage district, which drains into Fox River.

Portions of the south side of the neighborhood around the drainage canals are within the FEMA designated flood plain, which is always a concern worth taking into consideration when identifying future development areas. These ditches flow into the drainage district, which are vulnerable to flooding. Generally, areas within the 100-year floodplain will not be developable but may be utilized to meet open space requirements.

The topography of the neighborhood is composed of rolling hills with water draining into existing drainage ditches or running off west towards the Norway/Dover Drainage District.

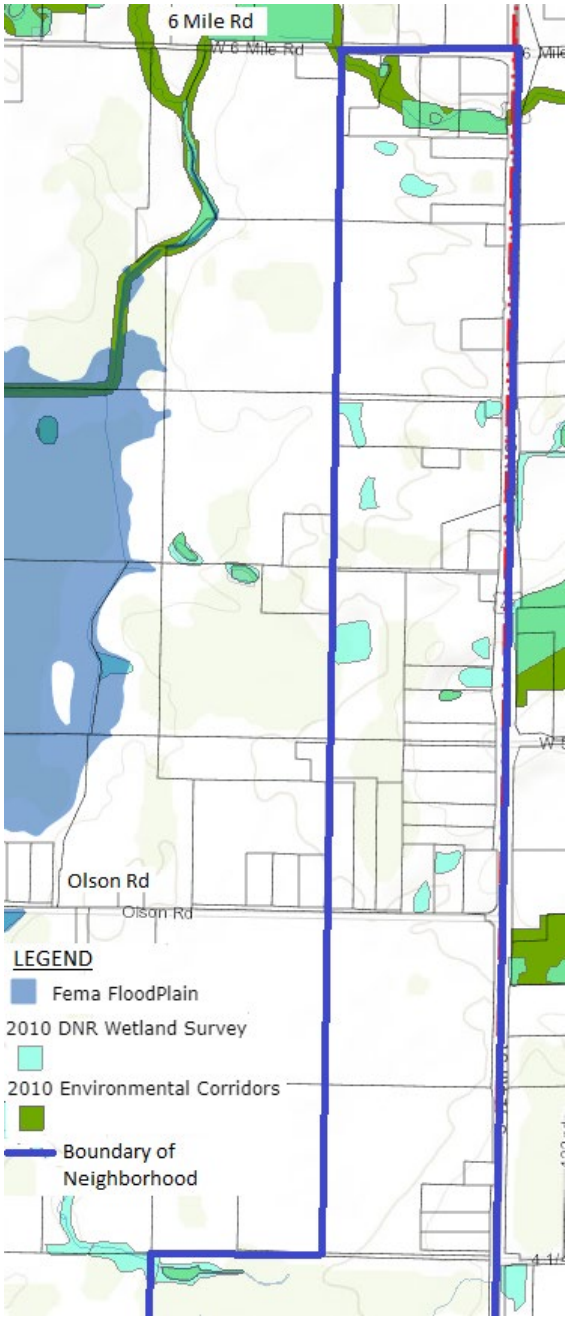

Figure 3.4 Floodplain, Wetlands, and Environmental Corridors - North Portion

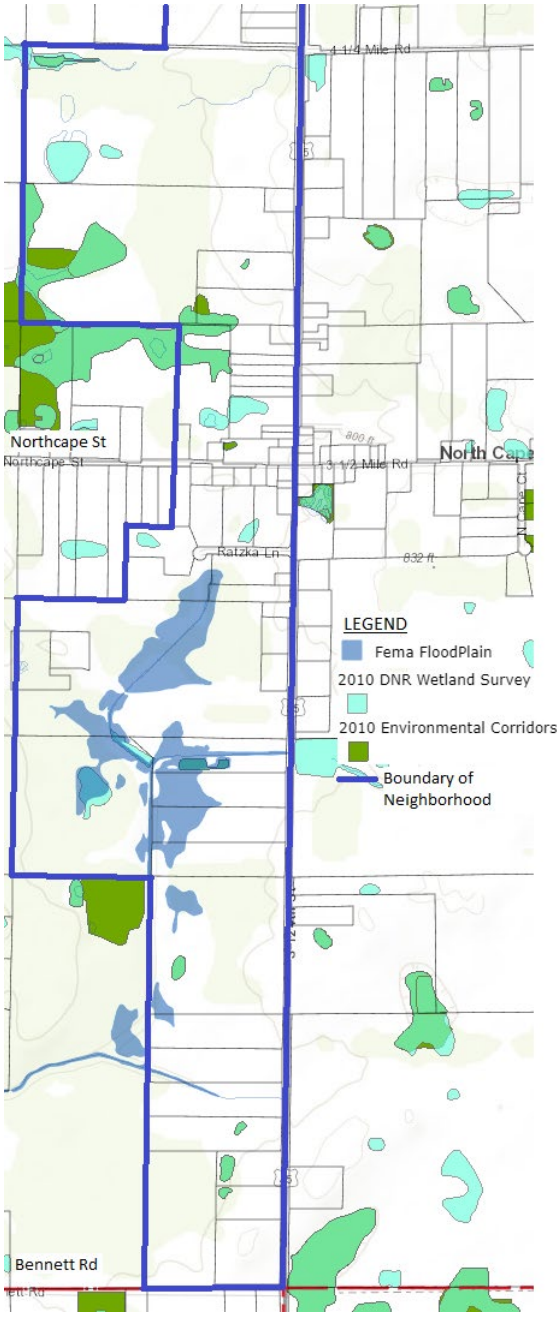

Figure 3.5 Floodplain, Wetlands, and Environmental Corridors - South Portion

EXISTING SOIL CONDITIONS

Figure 3.6 Existing Soil Conditions - North Portion

Figure 3.7 Existing Soil Conditions – South Portion

LEGEND

AtA – Ashkum Silty Clay Loam
AzB – Aztalan Loam
BcA – Beecher Silt Loam
EtB – Elliott Silty Loam
FoB – Fox Loam
HbB – Hebron Sandy Loam
Ht – Houghton Muck
MeB(2) – Markham Silt Loam
MeC2 – Markham Silt Loam
Na – Navan Silt Loam
OzaB(2) – Ozaukee Silt Loam
OzaC2 – Ozaukee Silt Loam
OzaE – Ozaukee Silt Loam
VaB – Varna Silt Loam
VaC2 – Varna Silt Loam
Wa – Wallkill Silt Loam
W – Water

Figure 3.6 and **Figure 3.7** display the existing soil conditions within the 45 Corridor neighborhood. Most of the neighborhood is composed of some sort of loam. The most prominent soil classifications are the Ashkum Silty Clay Loam (AtA), which composes approximately 35% of the neighborhood, and the Elliott Silty Loam, which composes approximately 17% of the neighborhood.

Most of the neighborhood is a type of loam soil. Loam is a great in agriculture applications yet is still a suitable soil on which to build a development. There may be limitations to total density of housing based on the specific soil conditions on a particular development site.

CURRENT LAND USE

Figure 3.8 and **Figure 3.9** displays the diversity of land uses within the 45 Corridor neighborhood. The primary use throughout the neighborhood is agricultural, with scattered residential and forests throughout. At the corner of STH 45 and 6 Mile, there is some industrial use by Hillside Dampproofing Inc. At the northwest corner of Olson Road and STH 45, there is an institutional usage of a cemetery presently.

At the corner of STH 45 and North Cape Street, the speed on STH 45 slows down to 35 mph, which accommodates a variety of land uses such as residential, commercial, industrial, and transportation uses. Wetlands are scattered throughout the neighborhood which also limits the ability to fully develop a variety of parcels.

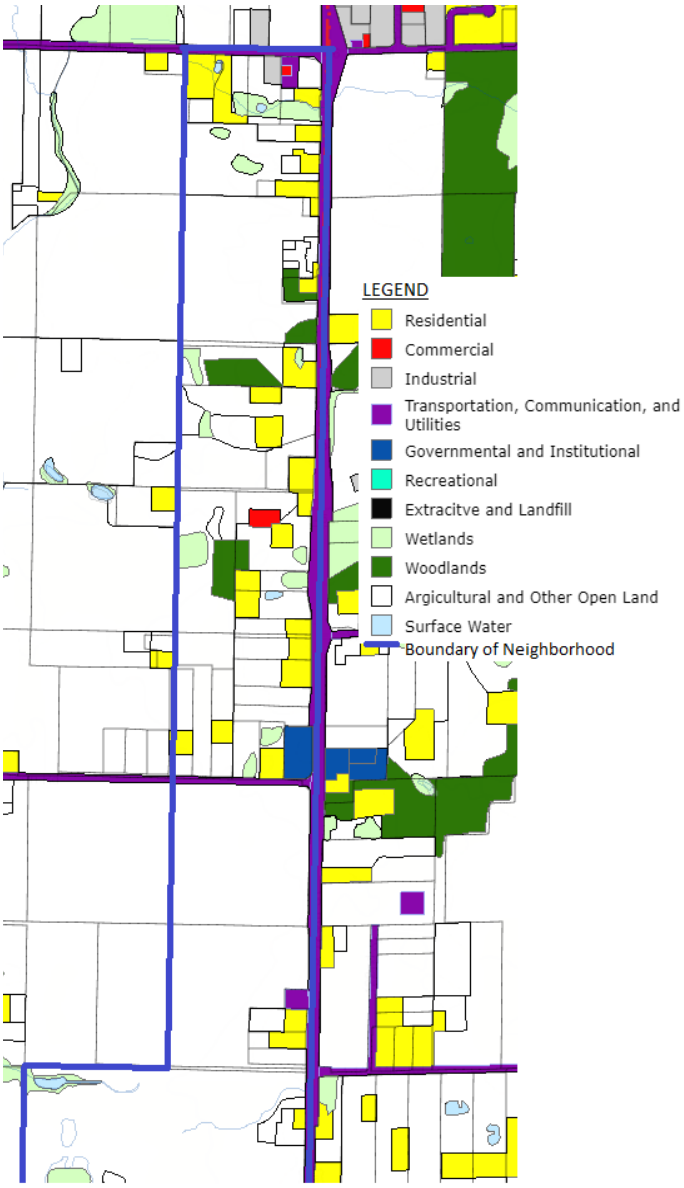

Figure 3.8 Existing Land Use - North Portion

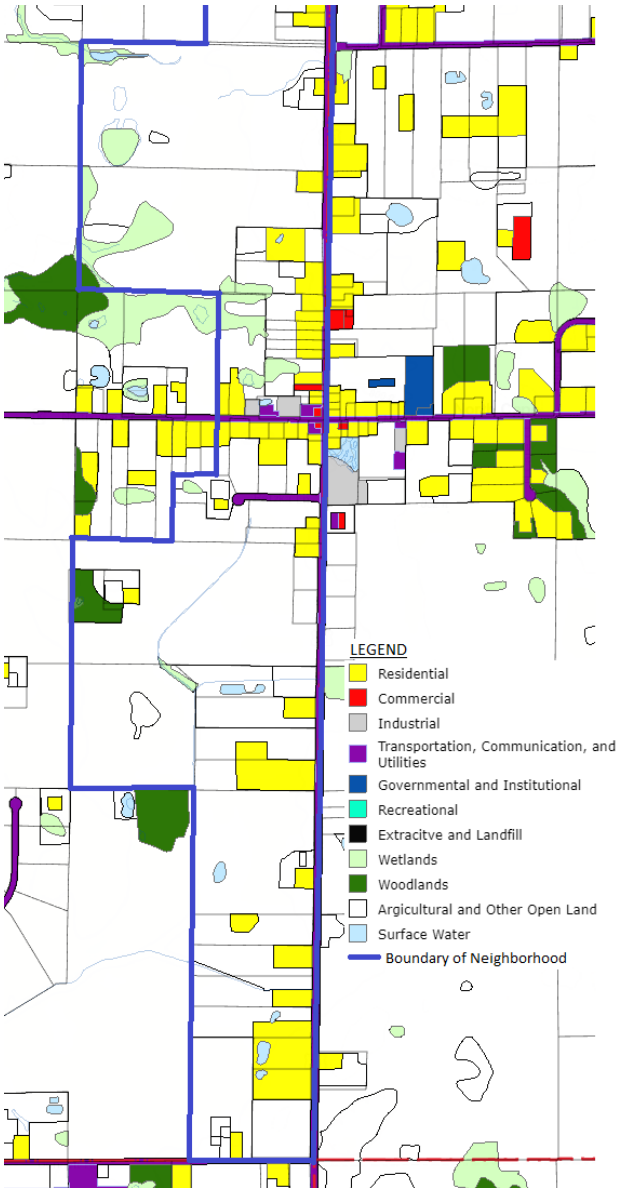

Figure 3.9 Existing Land Use - South Portion

CURRENT ZONING

Figure 3.10 and **Figure 3.11** display the current zoning of the 45 Corridor neighborhood. The current zoning shows most of the neighborhood is zoned for A-2, which is for agriculture, forestry, general farming, and single-family dwellings, among others. At the corner of STH 45 and 6 Mile Road, there are two parcels that are zoned for M-3, which is for a mineral extraction district.

Nested around STH 45 and North Cape Street, there are several different zoned parcels. Some of the parcels are zoned for R-2, which is for one-family dwelling lots that are not served by public sanitary sewer. One parcel is zoned for B-1, which is for a neighborhood business district, which is currently accommodating Peppers Pub. A few parcels are zoned for B-3, which is for a commercial service district and currently accommodates North Cape Corner Veterinary Clinic and North Cape Heating. Lastly, there is one parcel zoned for industrial M-2, which is for a general industrial district and currently accommodates Moerke Display & Manufacturing.

The parcels that are off Ratzka Lane are all C-2, which is for an upland resource conservation district. C-2 zoning is primarily uses for farming and related agricultural uses when conducted in accordance with soil conservation service standards.

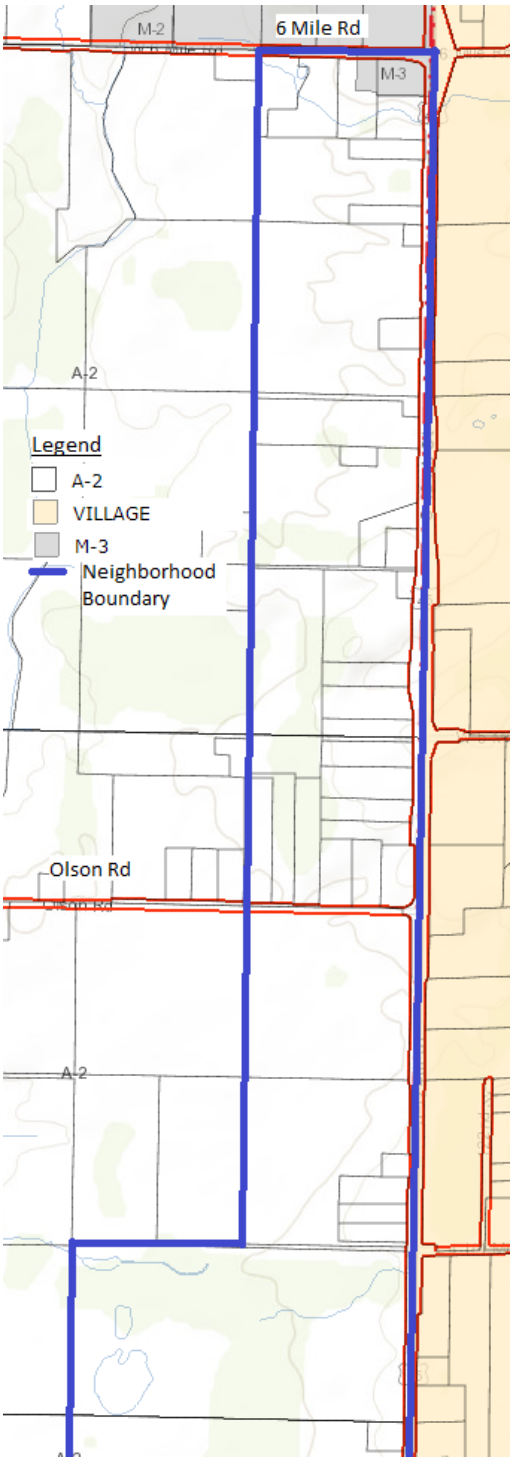

Figure 3.9 Current Zoning - North Portion

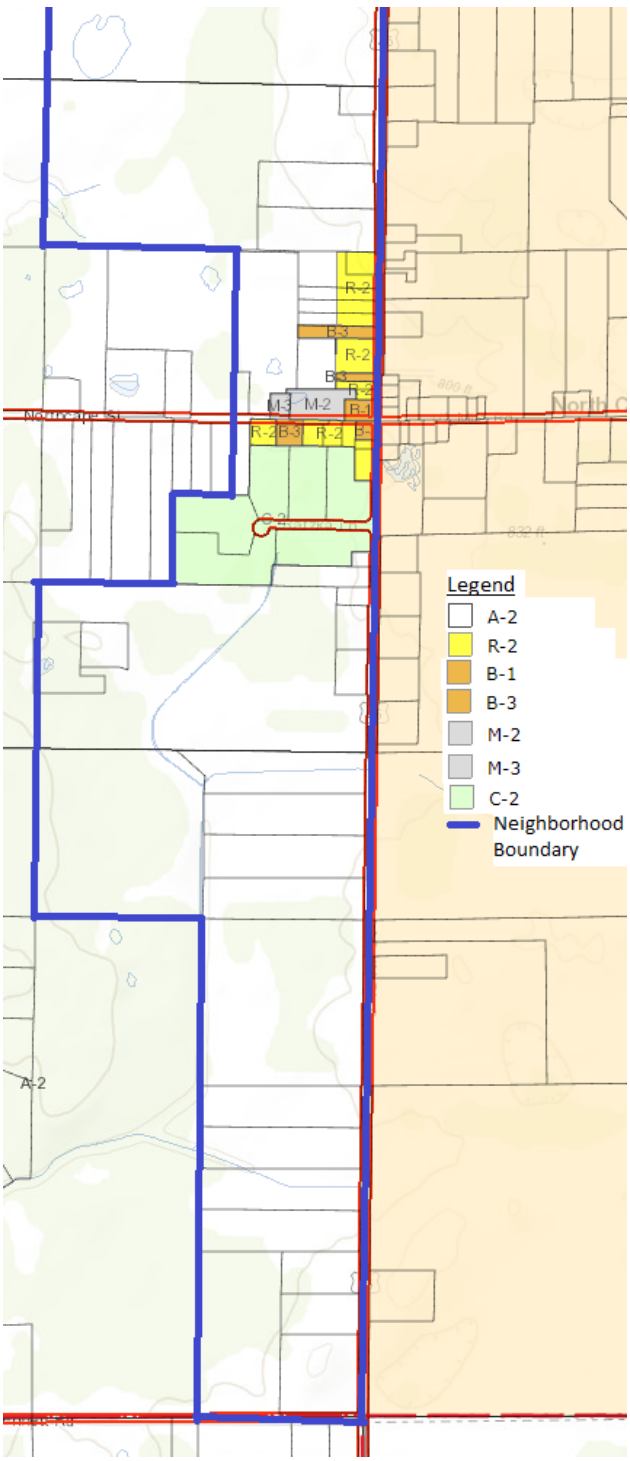

Figure 3.10 Current Zoning - South Portion

45 CORRIDOR NEIGHBORHOOD PLAN: FUTURE LAND USE

LOW DENSITY RESIDENTIAL (YELLOW)

Low density residential land use is utilized for residential dwelling. This land use it best provided further away from the industrial parks and high-speed roadway corridors for quality-of-life purposes. Unfortunately, this neighborhood is exclusively near STH 45, which creates a more difficult atmosphere for residential developments. However, there are zones through the neighborhood where STH 45 decreases its speed, which may lend itself to being an ideal place to build out low density residential.

COMMERCIAL (RED)

The current land use within the 45 Corridor neighborhood has limited commercial land usage. The primary detriment to these types of uses is the lack of sanitary sewer availability. There are proposed commercial land uses along North Cape Street that will be feasible provided proper sanitation facilities are provided, such as holding tanks.

INDUSTRIAL PLANNED (STRIPED GREY AND RED)

The corner of STH 45 and 6 Mile Road has the potential for expanding the industrial park that is north of 6 Mile Road in the Northeast neighborhood. The existing industrial park in the Northeast neighborhood can expand along STH 45 due to the high speed along the corridor, so that would be an ideal place to expand the industrial land uses. However, that expansion may be limited due to the proximity of the environmental corridor south of 6 Mile Road.

AGRICULTURAL

Most of the land use within the 45 Corridor neighborhood is utilized by agricultural, open land, and rural residential land use. This land use will remain the primary land usage throughout the neighborhood due to the limited ability for residential developments and proximity to STH 45.

FUTURE LAND USE

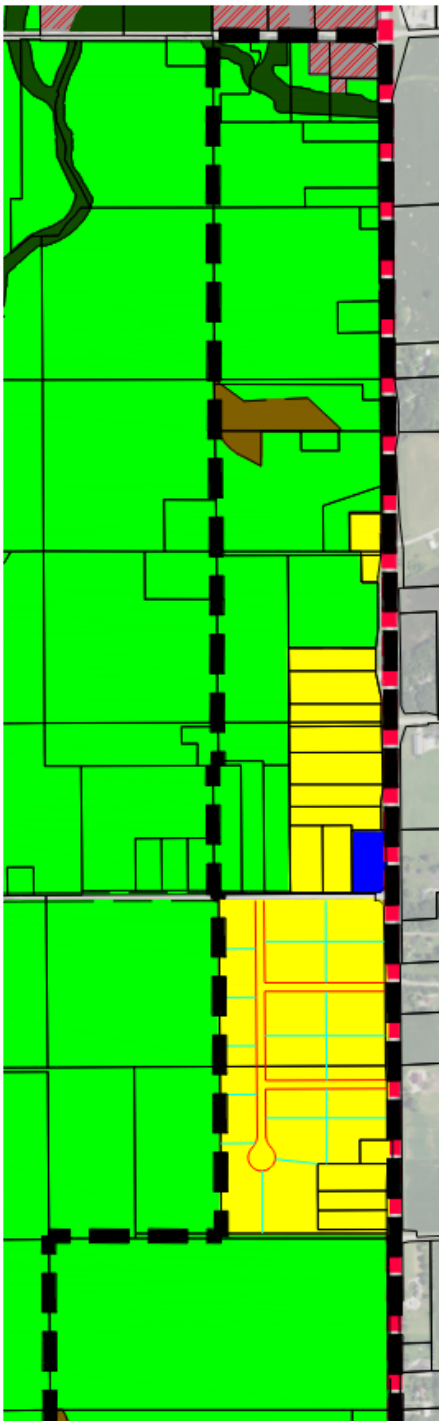

Figure 3.12 Future Land Use – North Portion

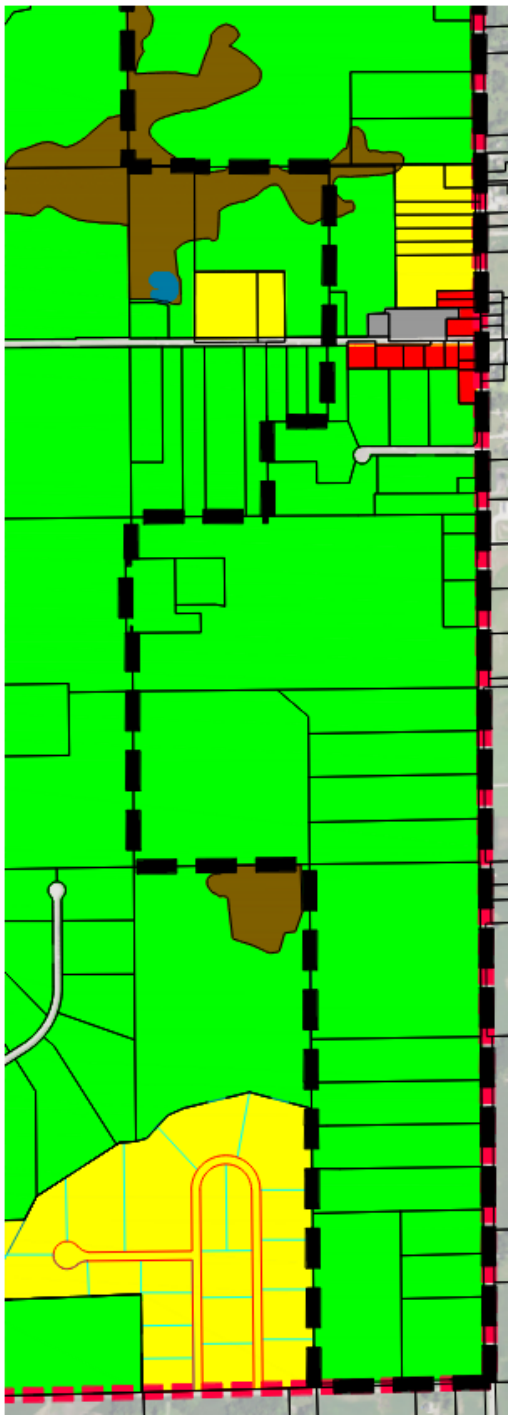

Figure 3.13 Future Land Use – South Portion

Figure 3.12 and **Figure 3.13** displays the future land use for the 45 Corridor neighborhood. Due to the scattered wetlands, forests, and floodplain throughout the neighborhood paired with the proximity to STH 45, there are limited opportunities for development expansion within the 45 Corridor neighborhood. Most of the neighborhood is still anticipated to be utilized for agriculture, although one new residential development as well as commercial expansion is being proposed within this neighborhood.

The proposed development has access points off Olson Road and two access points off STH 45. STH 45 is a limited access corridor, so only one access road is allowed per parcel. Therefore, the proposed development utilizes two existing parcels and there will be one access point per parcel onto STH 45. The proposed development is approximately 68 acres and proposes 19 parcels, which averages 3.6 acres per lot, although lot sizes do vary. There is also one cul-de-sac in this option.

The commercial expansion is proposed off North Cape Street and STH 45. The expansion of commercial will likely be predominantly dry commercial due to the absence of public sanitary sewer service. A holding tank or other sanitary facilities will be conditional on this commercial expansion.

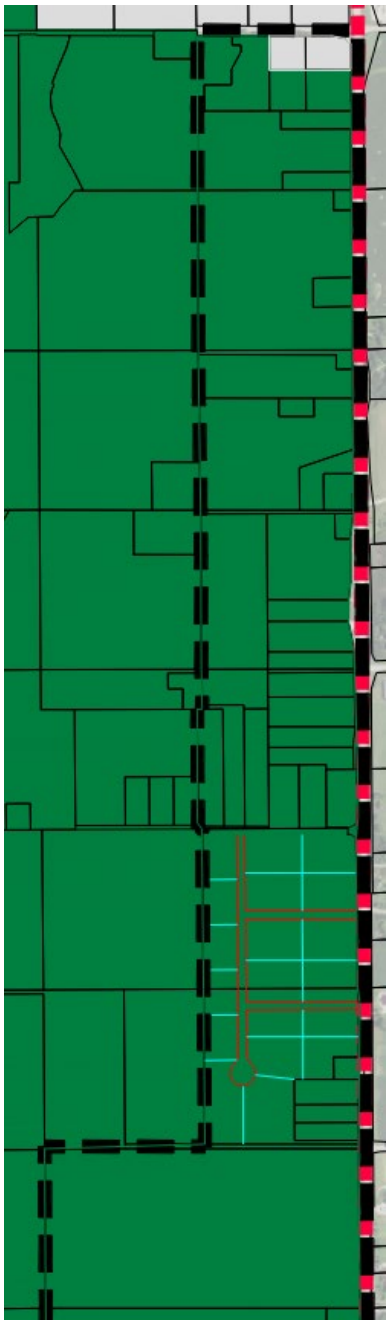

Figure 3.14 Future Zoning – North Portion

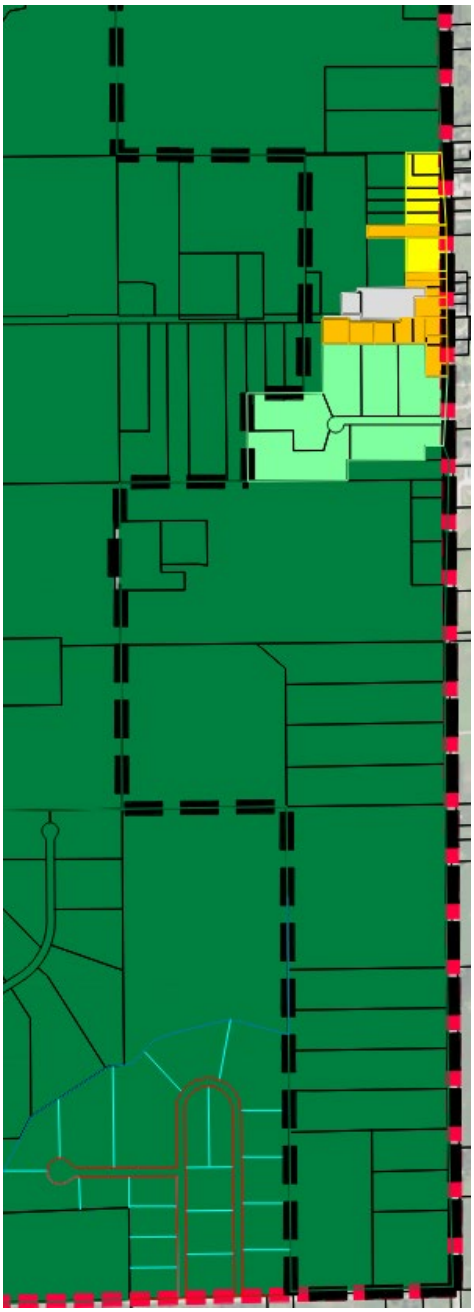

Figure 3.15 Future Zoning – South Portion

Figure 3.14 and **Figure 3.15** display the future zoning for the 45 Corridor neighborhood. The residential developments do not change from their A-2 zoning based on the lot sizes. The proposed commercial expansion around North Cape Street and STH 45 intersection will change the R-2 zoning of those parcels to either B-1 or B-3 zoning, depending on the specific commercial that will occupy that space.

SOUTH NEIGHBORHOOD PLAN: CURRENT CONDITIONS

LOCATION

The South neighborhood, as highlighted in **Figure 4.1** below, is in the south portion of the Town of Norway. The neighborhood is bordered in the south by, in part, Dover Line Road and Bennett Road, that both run east-west. The southern border is also the limits of the Town of Norway. The northern border of the neighborhood is bordered by E Main Drive in the western part of the neighborhood, a drainage canal along the center of the neighborhood, and W Overson Road in the eastern part of the neighborhood. The western border of the neighborhood is the Town of Norway limits, while the eastern border of the neighborhood is the 45 Corridor Neighborhood.

The area of the South neighborhood is approximately 2,400 acres.

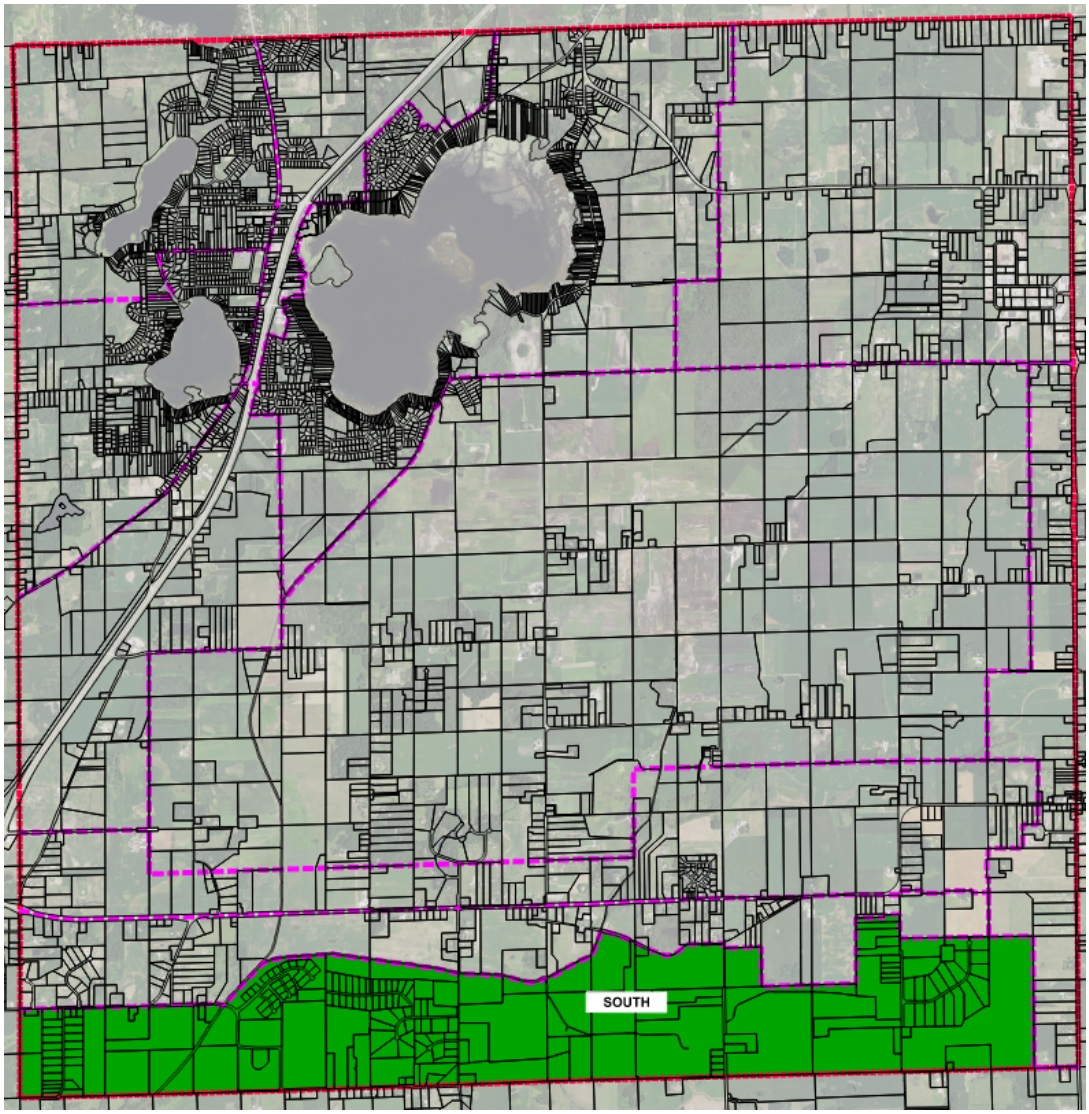

Figure 4.1 South Neighborhood Location

TRANSPORTATION FACILITIES

Figure 4.2 and **Figure 4.3** display the transportation facilities in and around the South neighborhood. Current transportation facilities can greatly impact the ability of future developments. Future land use can also greatly increase or decrease traffic volumes and patterns and can have a large impact on the success of future developments.

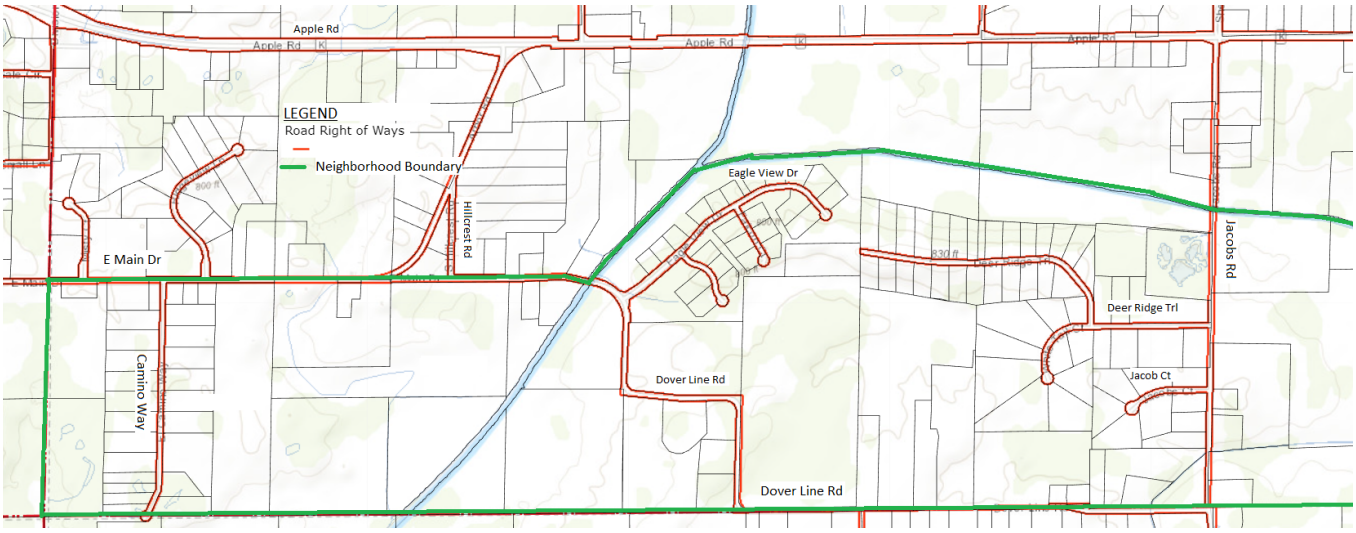

Figure 4.2 Existing Transportation Facilities - West Portion

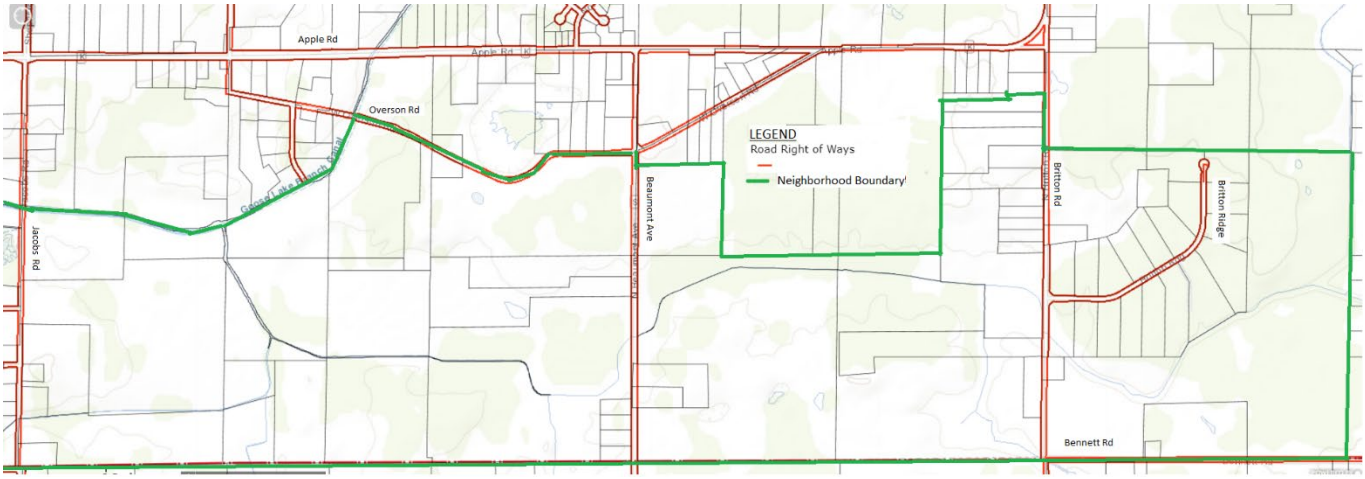

Figure 4.3 Existing Transportation Facilities - East Portion

Within the South neighborhood, Beaumont Avenue bisects the neighborhood on the eastern portion of the neighborhood as a Major Collector classification. All other roads within the neighborhood are classified as local roads. Some of these local roads are dead-end residential roads, such as Eagle View Drive, Falcon Court, Scenic Vista Court, Deer Ridge Trail, White Tail Court, Jacobs Court, El Camino Way, and Britton Ridge.

The remaining local roads act as connectors within the neighborhood. Bennett Road connects Britton Road and STH 45. Britton Road bisects the neighborhood running north-south in the eastern portion of the neighborhood. Jacobs Road bisects the neighborhood running north-south in the western portion of the

neighborhood. E Main Drive acts as a northern boundary of the neighborhood in the western portion of the neighborhood, while Dover Line Road bisects the neighborhood running north-south, then acting as a southern boundary of the neighborhood in the west portion of the neighborhood.

Table 4.1 Traffic Counts

Non-residential Roadways	Annual Average Daily Traffic (2005)	Annual Average Daily Traffic (2011)	Annual Average Daily Traffic (2021)	Change (veh)	Percent Change (%)
E Main Dr	-	1200	1600	400	+33%
Bennett Rd	2500	2000	-	-500	-20%
Dover Line Rd	-	-	-	-	-
Jacobs Rd	-	-	-	-	-
W Overson Rd	-	-	-	-	-
Beaumont Ave	-	-	-	-	-
Britton Rd	-	-	-	-	-
Source: Wisconsin Department of Transportation TC Map					

Table 4.1 displays the traffic counts done by WisDOT in 2005, 2011 and 2021 on Main Drive and Bennett Road within the South neighborhood. Unfortunately, most of the roads within the South neighborhood do not have traffic counts by WisDOT. Most of these roads are residential local roads that can be assumed to have low traffic counts. Trends in traffic volumes and traffic patterns offer an insight into how transportation corridors are currently being utilized and what future capacities will be available.

TOPOGRAPHY, NATURAL RESOURCES, AND WETLANDS

Figure 4.4 and **Figure 4.5** display the wetlands, environmental corridors, and FEMA floodplain within the South neighborhood. The South neighborhood has scattered wetlands and forests throughout the neighborhood with all of the neighborhood being a part of the Norway/Dover Drainage district, which drains into Fox River.

There are drainage ditches that run throughout the neighborhood, which the FEMA floodplain follows closely. Developments are difficult to place within the FEMA designated floodplain, so the locations of the drainage ditches are important to identify. Generally, areas within the 100-year floodplain will not be developable but may be utilized to meet open space requirements.

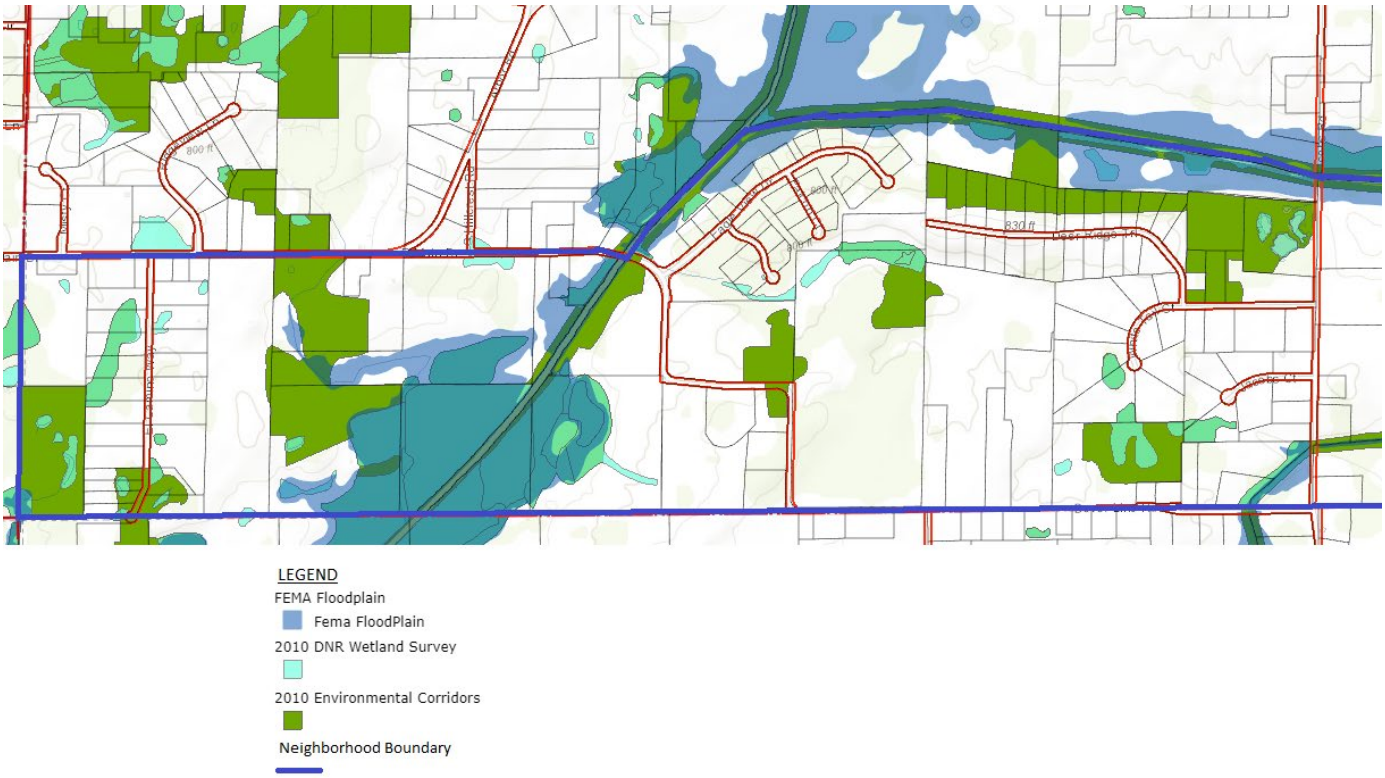

Figure 4.4 Floodplain, Wetlands, and Environmental Corridors - West Portion

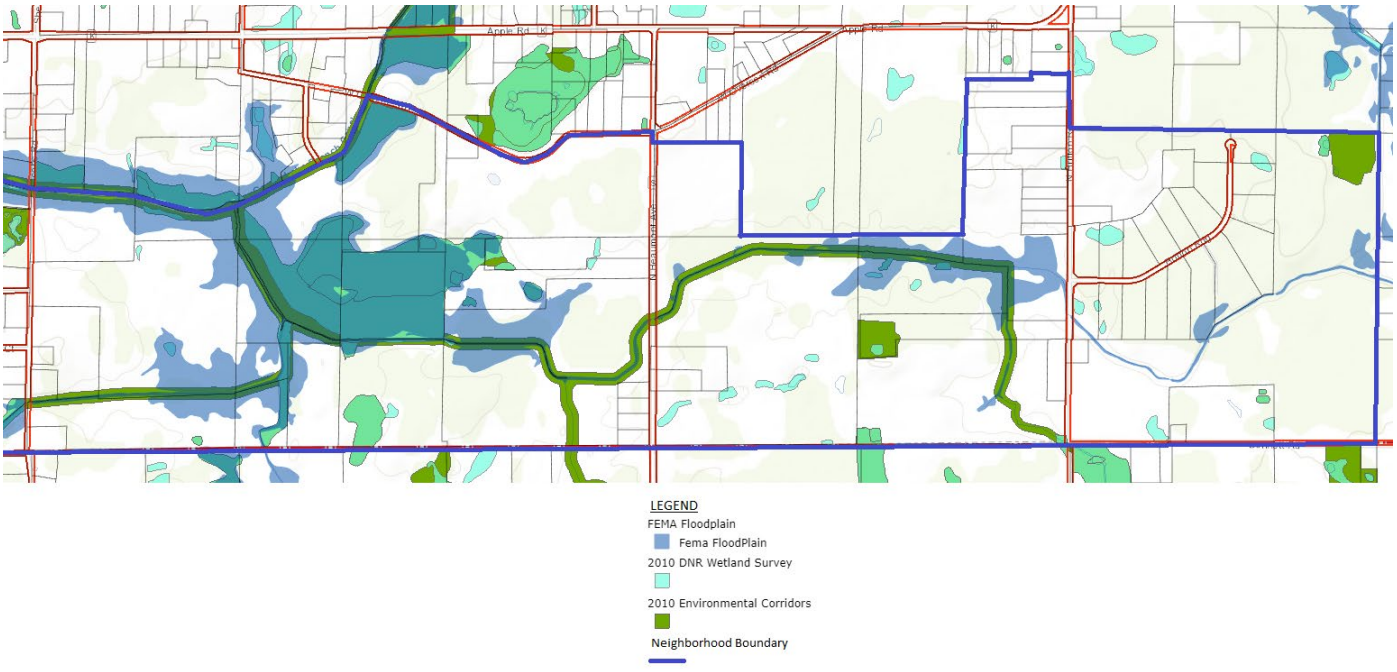

Figure 4.5 Floodplain, Wetlands, and Environmental Corridors - East Portion

EXISTING SOIL CONDITIONS

Figure 4.6 Existing Soil Conditions - West Portion

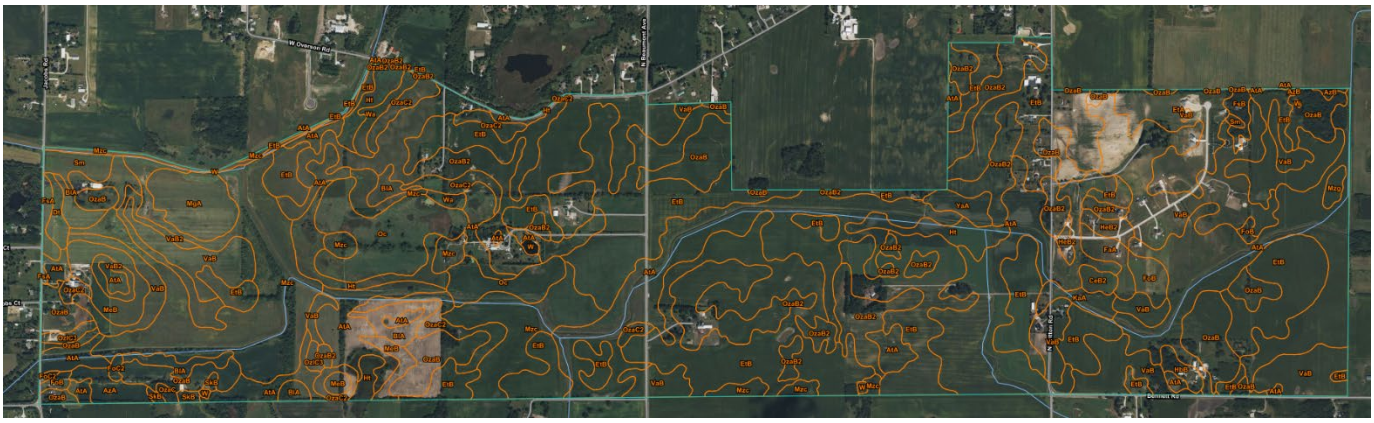

Figure 4.7 Existing Soil Conditions - East Portion

LEGEND

AtA – Ashkum Silty Clay Loam
AzA – Aztalan Loam
AzB – Aztalan Loam
BlA – Blount Silt Loam
CeB2 – Casco Loam
CeD2 – Casci Loam
Dt – Drummer Silt Loam
EtA – Elliott Silt Loam
EtB – Elliott Silty Clay Loam
FaA – Fabius Loam
FoB – Fox Loam
FoC2 – Fox Loam
FsA – Fox Silt Loam
FsB – Fox Silt Loam
GP – Gravel Pit
HbB – Hebron Sandy Loam
HeB2 – Hebron Loam
Ht – Houghton Muck
KaA – Kane Loam
MeB – Markham Silt
MgA – Martinton Silt Loam
Mzc – Montgomery Silty Clay
Mzg – Muskego Muck
Oc – Ogden Muck
OzaB – Ozaukee Silt Loam
OzaB2 – Ozaukee Silt Loam
OzaC – Ozaukee Silt Loam
OzaC2 – Ozaukee Silt Loam
OzaD – Ozaukee Silt Loam
OzaD2 – Ozaukee Silt Loam
OzlC3 – Ozaukee Silty Clay Loam
OzlD3 – Ozaukee Silty Clay Loam
Pa – Palms Muck
RaA – Radford Silt Loam
SkB – Saylesville Silt Loam
Sm – Sebewa Silt Loam
VaB – Varna Silt Loam
VaB2 – Varna Silt Loam
W - Water
Wa – Wallkill Silt Loam
YaA – Yahara Fine Sandy Loam

Figure 4.6 and **Figure 4.7** display the existing soil conditions in the South neighborhood. The most prominent soil type is Ashkum Silty Clay Loam (AtA) at 17% of the neighborhood, followed by Elliott Silty Clay Loam (EtB) at 15% of the neighborhood and Ozaukee Silt Loam (OzaB) at 14% of the neighborhood. Most of the neighborhood is a type of loam soil. Loam is a great in agriculture applications yet is still a suitable soil on which to build a development. There may be limitations to total density of housing based on the specific soil conditions on a particular development site due to the presence of loam.

CURRENT LAND USE

Figure 4.8 and **Figure 4.9** display the diversity of land uses within the South neighborhood. The west portion of the neighborhood is predominantly agricultural and residential land uses, with wetlands and woodlands scattered in-between. There is one commercial land use in the southwest corner of the neighborhood. The eastern portion of the neighborhood has more agricultural/open land uses. There is a sizable wetland between Beaumont Avenue and Jacobs Road, which could be an impediment to future developments. With most of the eastern portion of the neighborhood being agricultural/open land, there could be opportunities for future developments there.

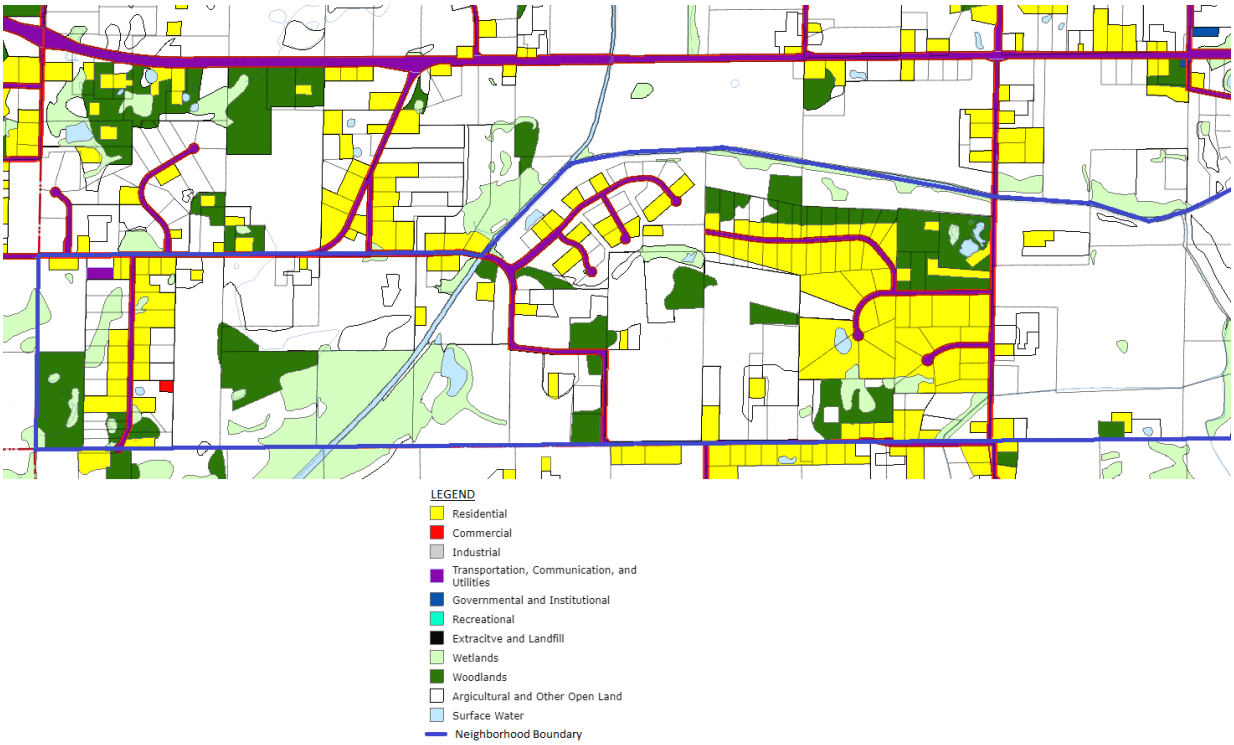

Figure 4.8 Existing Land Use - West Portion

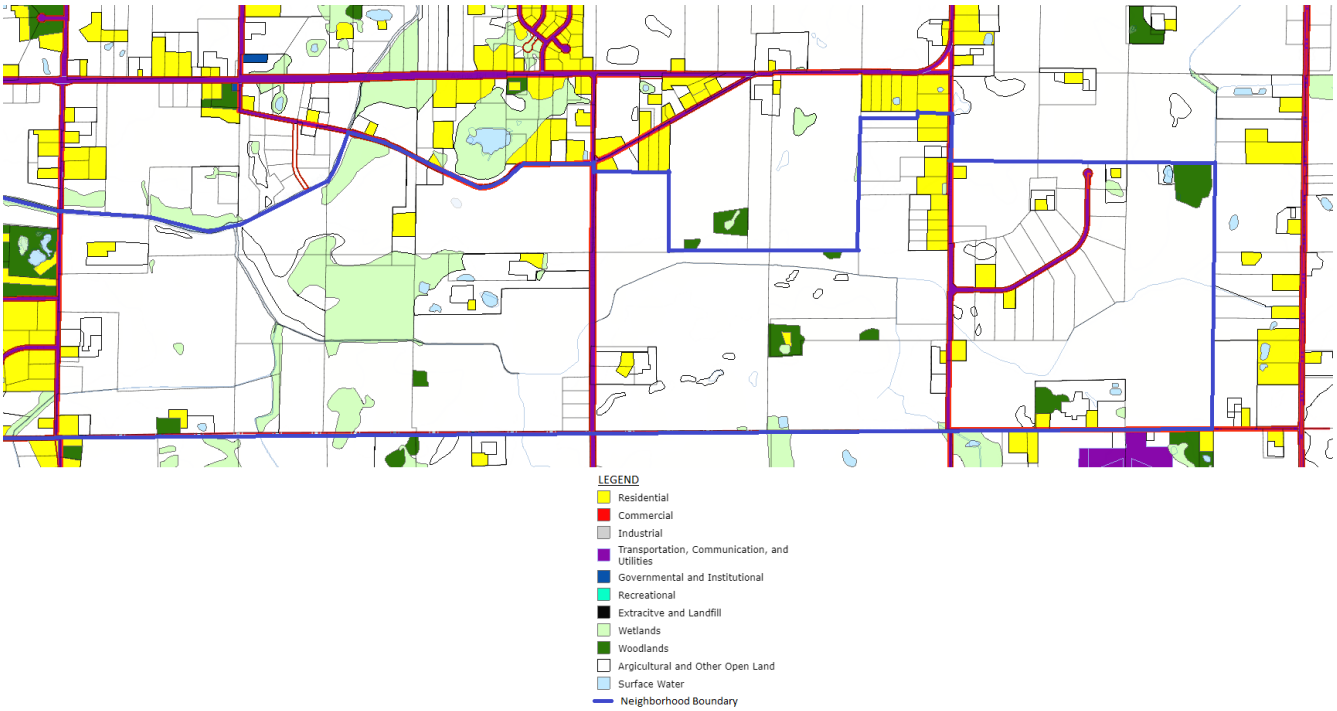

Figure 4.9 Existing Land Use - East Portion

CURRENT ZONING

Figure 4.10 and Figure 4.11 display the current zoning of the South neighborhood. The currently zoning displays most of the neighborhood is zoned for A-2, which is for agriculture, forestry, general farming, and single-family dwellings, among others. On the west side of the neighborhood, there is R-2 zoning for a block of houses. R-2 zoning is for one-family dwelling lots that are not served by public sanitary sewer.

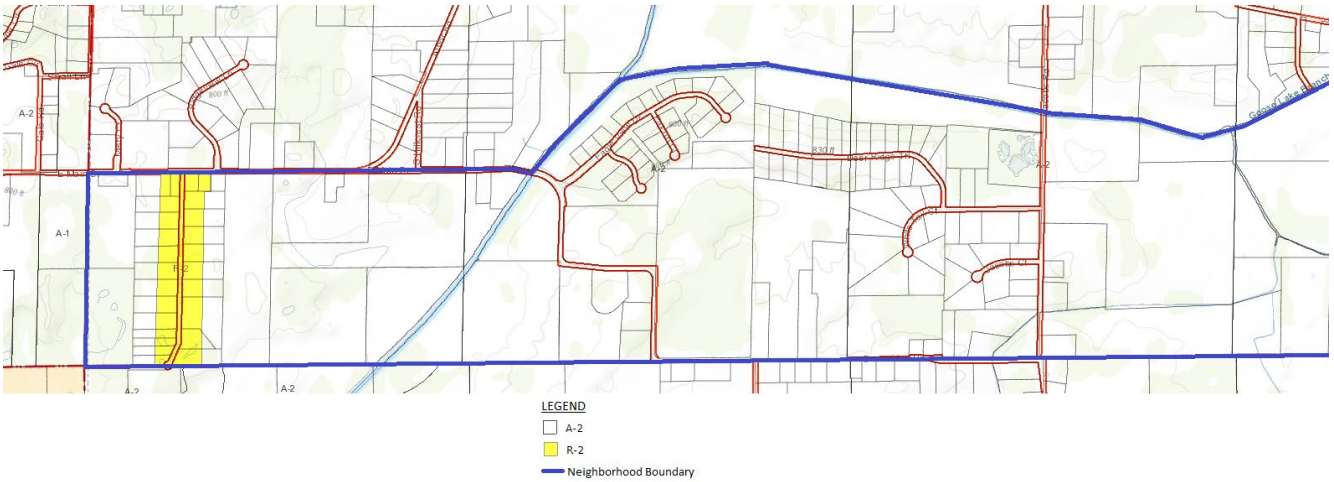

Figure 4.10 Current Zoning - West Portion

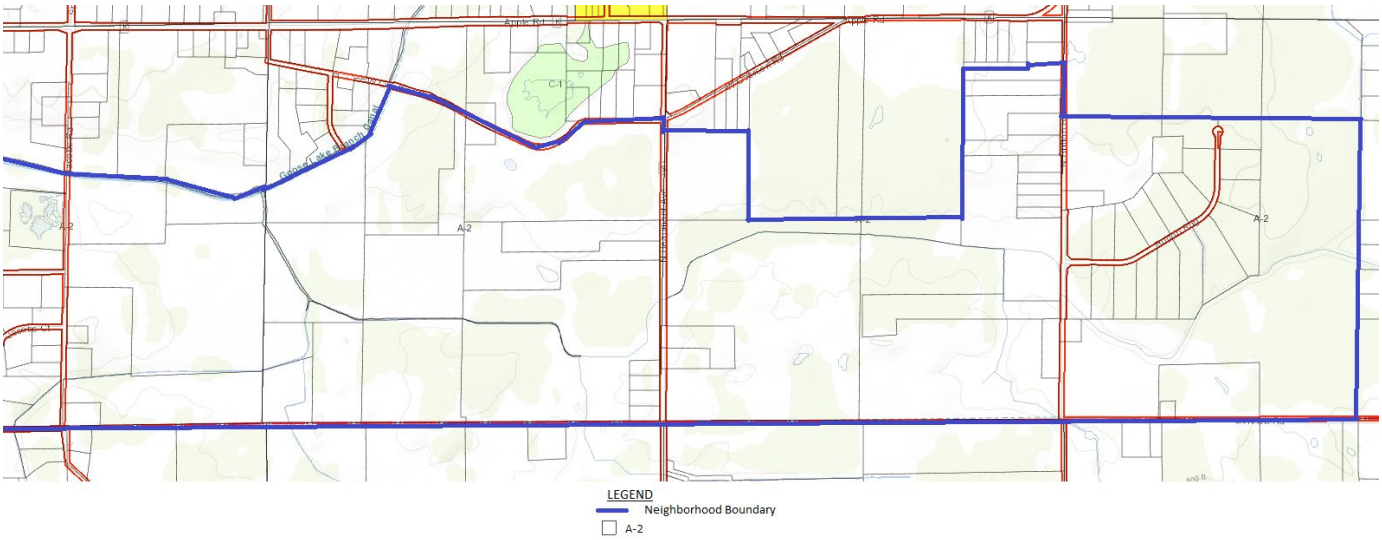

Figure 9 Current Zoning - East Portion

SOUTH NEIGHBORHOOD PLAN: FUTURE LAND USE

LOW DENSITY RESIDENTIAL (YELLOW)

Low density residential land use is utilized for residential dwellings. This land use is best provided further away from the industrial parks for quality-of-life purposes. Due to the lack of industrial parks in the neighborhood, ample developable land, residential related roads, and relatively good soils, this neighborhood has lots of opportunities for future developments. Five new developments have been proposed within the South neighborhood, as seen in section D. The developments are in every part the neighborhood.

COMMERCIAL (RED)

The current land use within the South neighborhood has limited commercial land usage. The primary detriment to these types of uses is the lack of sanitary sewer availability. Therefore, there are no proposed commercial land uses for future expansion within the neighborhood.

AGRICULTURAL (GREEN)

Most of the land use within the South neighborhood is utilized by agricultural, open land, and rural residential land use. This land use will remain the primary land usage throughout the neighborhood even as the proposed future land uses utilize more low-density residential land uses.

FUTURE LAND USE

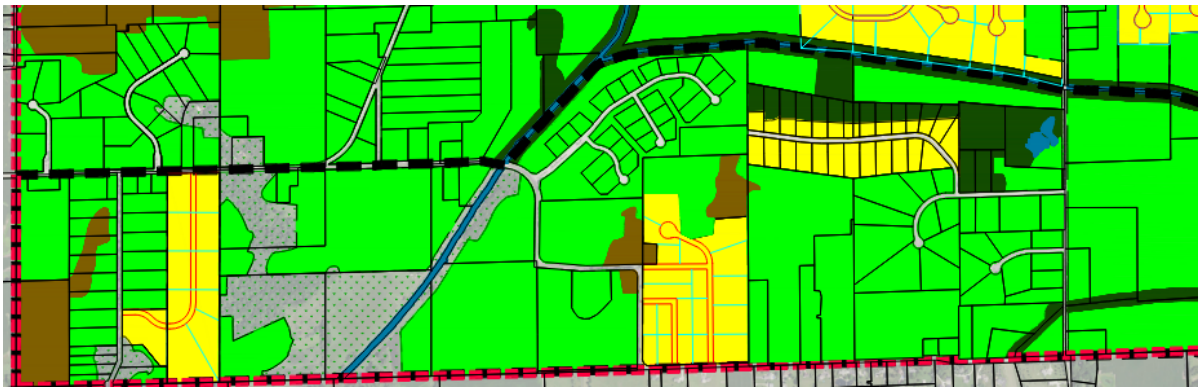

Figure 4.12 Future Land Use - West Portion

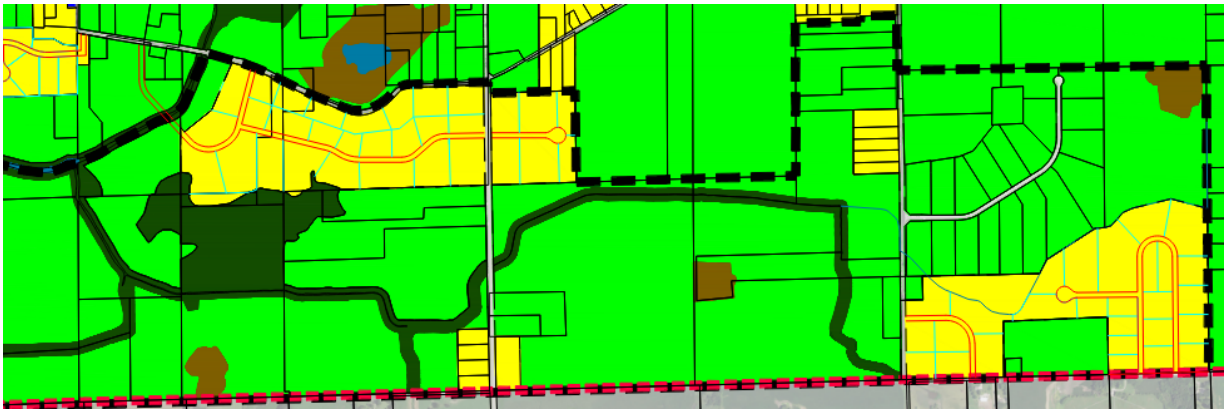

Figure 10 Future Land Use - East Portion

Figure 4.12 and **Figure 4.13** display the future land use for the South neighborhood. Due to the scattered wetlands, forests, and floodplain throughout the neighborhood, most of the neighborhood is still anticipated to be used for agricultural purposes. However, there are five primary future developments that are proposed throughout the neighborhood.

The first proposed development is on the western side of the neighborhood with one access point off El Camino Way and one access point off E Main Drive. The proposed development utilizes two existing parcels and covers approximately 46 acres. There are 12 proposed lots, which averages to approximately 3.8 acres per lot, although lot sizes do vary.

The second proposed development is on the western side of the neighborhood and has two access points that are both off Dover Line Road. The proposed development utilizes parts of only one existing parcel. The proposed development covers approximately 56 acres. There are 20 proposed lots, which averages to approximately 2.8 acres per lot, although sizes do vary. There are existing natural resource areas within this existing parcel that the development will need to be built around, although the development does not cross those areas. There is also one cul-de-sac proposed in this option.

The third proposed development is on the eastern part of the neighborhood and has access points off Rabeka Court, Overson Road, and Beaumont Avenue. The proposed development is built on parts of five existing parcels. The proposed development covers approximately 112 acres. There are 25 proposed lots, which averages to approximately 4.5 acres per lot, although lot sizes do vary. The proposed development also crosses the existing drainage canal and connects to the existing development on Rabeka Court. There are wetlands and environmental corridors around the existing drainage canal, around which the development will be built.

The fourth proposed development is a small development on the eastern side of the neighborhood and has only one access point off Beaumont Avenue. The proposed development is on one existing parcel that encompasses approximately 30 acres. There are 6 proposed lots, which averages to approximately 5 acres per lot. The development terminates in a cul-de-sac.

The fifth proposed development is on the eastern side of the neighborhood and has four access points with three off Bennett Road and one off Britton Road. The proposed development is on parts of one parcel. The development cover approximately 150 acres. There are 27 proposed lots, which averages to 5.6 acres per lot, although lot sizes do vary. The northern boundary of the development is the existing drainage canal. The development, in this option, does not cross the existing drainage canal. The development terminates in one cul-de-sac at center of the development.

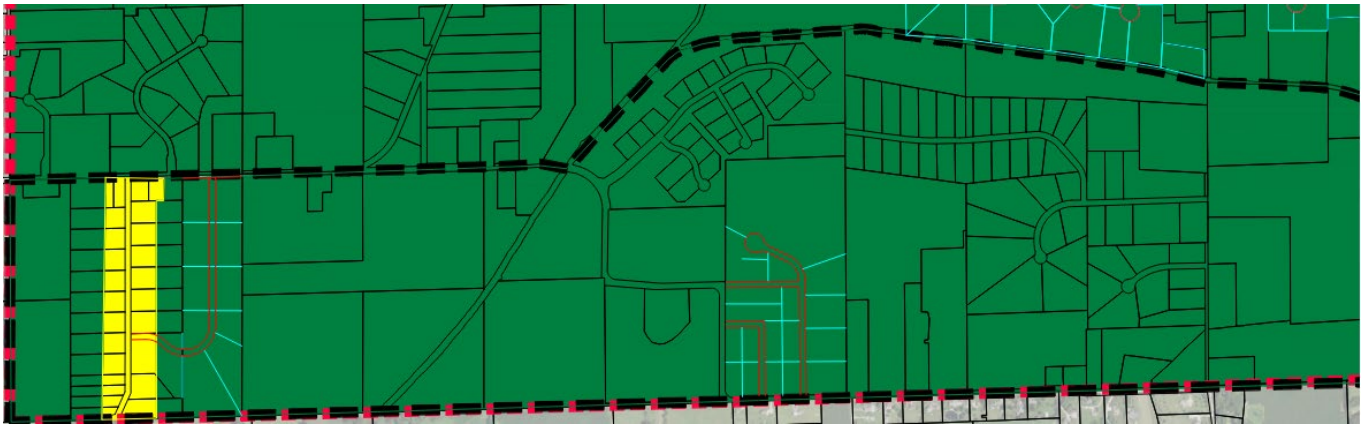

Figure 4.14 Future Zoning - West Portion

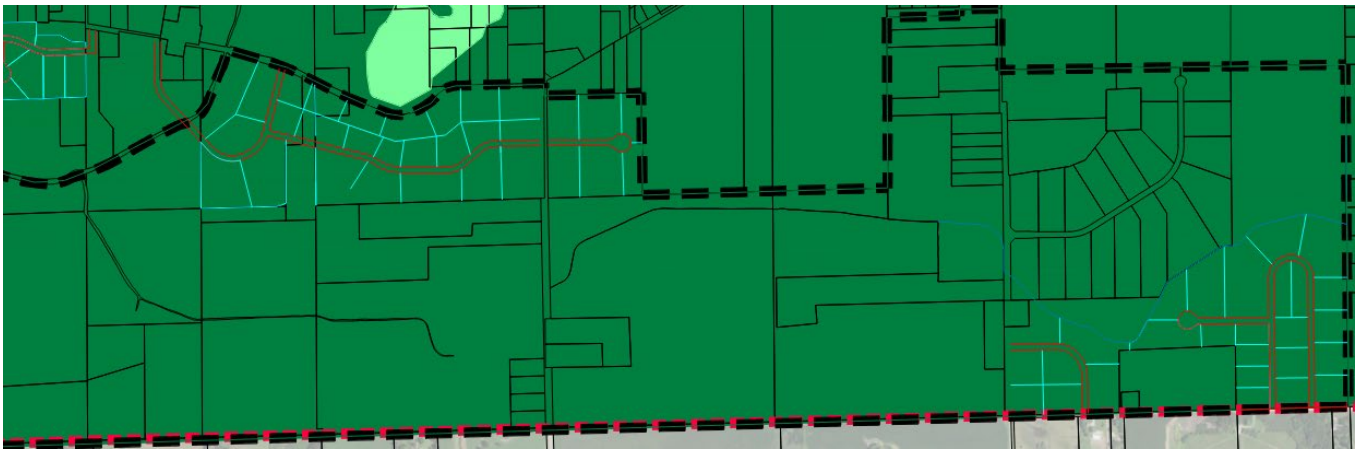

Figure 11 Future Zoning - East Portion

Figure 4.14 and **Figure 4.15** display the future zoning for the South neighborhood. The residential developments do not change from their A-2 zoning based on the lot sizes. There are no proposed zoning changes from the existing zoning map.

CTH K NORTH NEIGHBORHOOD PLAN: CURRENT CONDITIONS

LOCATION

The CTH K North neighborhood, as highlighted in **Figure 6.1** below, is in the south of the Town of Norway. The neighborhood is bordered in the south by Apple Road (County Highway (CTH) K), which runs east-west. The northern boundary of the neighborhood is Kramer Road in the west. The neighborhood is also bisected by Division Road, Hillcrest Road, Gunderson Road, Shepherd Oaks Drive, E Wind Lake Road, N Britton Road, and North Cape Street.

The area of the CTH K North Neighborhood is approximately 1,710 acres.

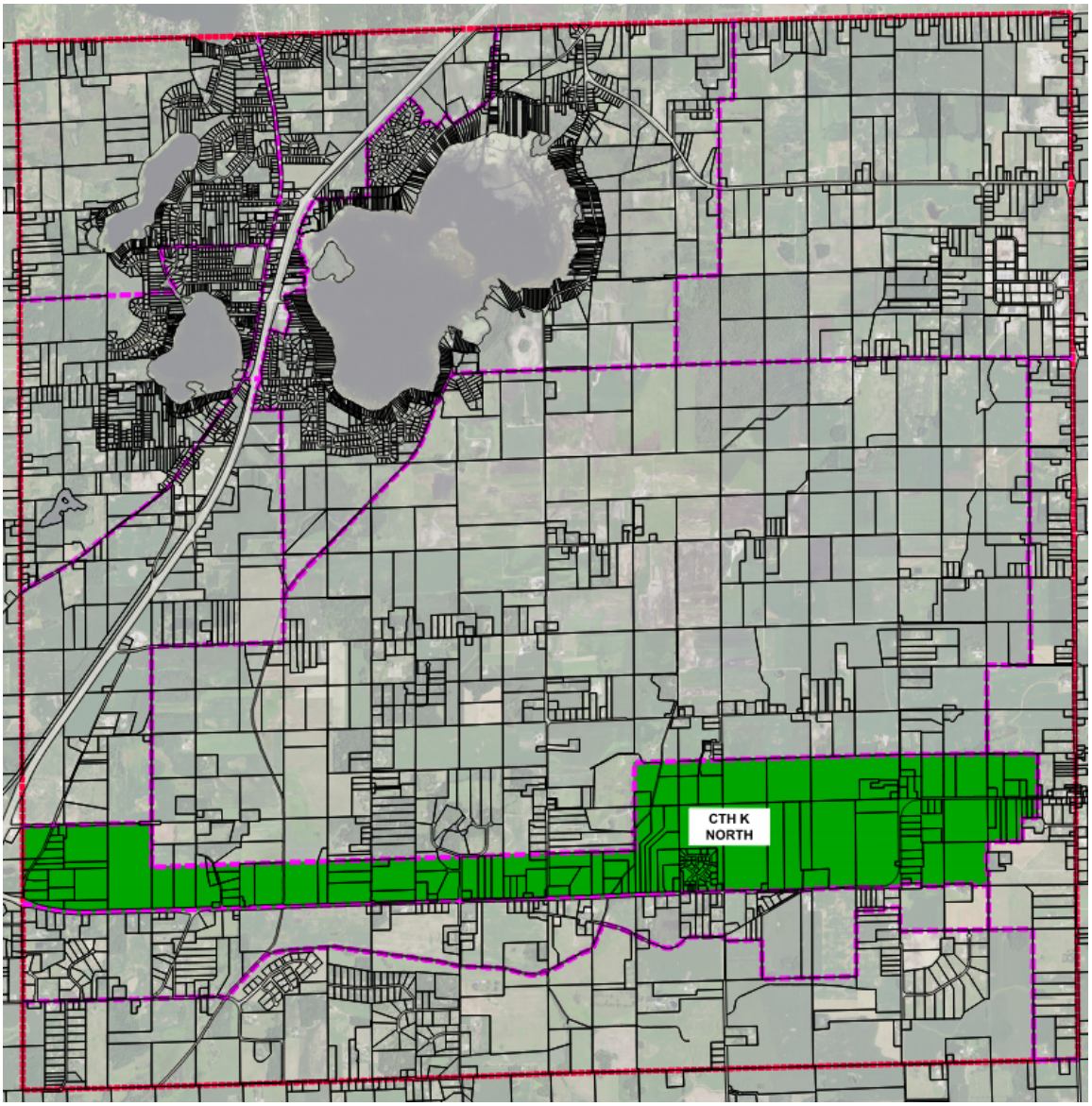

Figure 6.1 CTH K North Neighborhood Location

TRANSPORTATION FACILITIES

Figure 6.2 and **Figure 6.3** displays the transportation facilities in and around the CTH K North neighborhood. Current transportation facilities can greatly impact the ability of future developments. Future land use can also greatly increase or decrease traffic volumes and patterns and can have a large impact on the success of future developments.

Figure 6.2 Existing Transportation Facilities - West Portion

Figure 6.3 Existing Transportation Facilities - East Portion

Within the CTH K North neighborhood, Apple Road (CTH K) borders the south of the neighborhood as a Major Collector classification. Wind Lake Road (CTH S) bisects the neighborhood near the center of the neighborhood as a Minor Collector Classification. All other roads within the neighborhood are classified as a local road. Some of these local roads are dead-end residential roads, such as Shepherd Oaks Drive, Cornwell Lane, Southdown Drive, Norwood Drive, Lee Circle, and Mart Street.

The remaining local roads bisect the neighborhood in various locations. On the west side of the neighborhood, Division Road bisects the neighborhood running north-south, Hillcrest Road bisects the neighborhood running north-south, and Gunderson Road bisects the neighborhood running north-south.

Table 6.1 Traffic Counts

Non-residential Roadways	Annual Average Daily Traffic (2014)	Annual Average Daily Traffic (2017)	Annual Average Daily Traffic (2021)	Change (veh)	Percent Change (%)
Apple Rd	3200	3900	-	+700	
North Cape St	2800	2000	1900	-100	
Division Rd	-	-	-	-	-
Hillcrest Rd	-	-	-	-	-
Gunderson Rd	-	-	-	-	-
Source: Wisconsin Department of Transportation TC Map					

Table 6.1 displays the traffic counts done by WisDOT in 2014, 2017 and 2021 on Apple Road (CTH K) and North Cape Street within the CTH K North neighborhood. Unfortunately, most of the roads within the CTH K North neighborhood do not have traffic counts by WisDOT. Most of these roads are residential local roads that can be assumed to have low traffic counts. Trends in traffic volumes and traffic patterns offer an insight into how transportation corridors are currently being utilized and what future capacities will be available.

TOPOGRAPHY, NATURAL RESOURCES, AND WETLANDS

Figure 6.4 and **Figure 6.5** display the wetlands, environmental corridors, and FEMA floodplain within the CTH K North neighborhood. The CTH K North neighborhood has scattered wetlands and forests throughout the neighborhood with all of the neighborhood being a part of the Norway/Dover Drainage district, which drains into Fox River.

There are two drainage ditches that bisect the neighborhood running north-south, which the FEMA floodplain follows closely. Generally, areas within the 100-year floodplain will not be developable but may be utilized to meet open space requirements. The wetlands are very scattered throughout the west portion of the neighborhood, making developments more difficult there. However, wetlands are less prevalent on the east portion of the neighborhood, leading to the possibility of future developments.

CTH K SOUTH NEIGHBORHOOD PLAN: CURRENT CONDITIONS

LOCATION

The CTH K South neighborhood, as highlighted in **Figure 5.1** below, is in the south portion of the Town of Norway. The neighborhood is bordered in the south by E Main Drive in the west portion of the neighborhood, a drainage canal in the center of the neighborhood, and W Overson Road in the eastern part of the neighborhood. The northern border of the neighborhood is Apple Road (County Highway (CTH) K). The western border of the neighborhood is the Town of Norway limits, while the eastern border of the neighborhood is the 45 Corridor Neighborhood.

The area of the CTH K South neighborhood is approximately 1,240 acres.

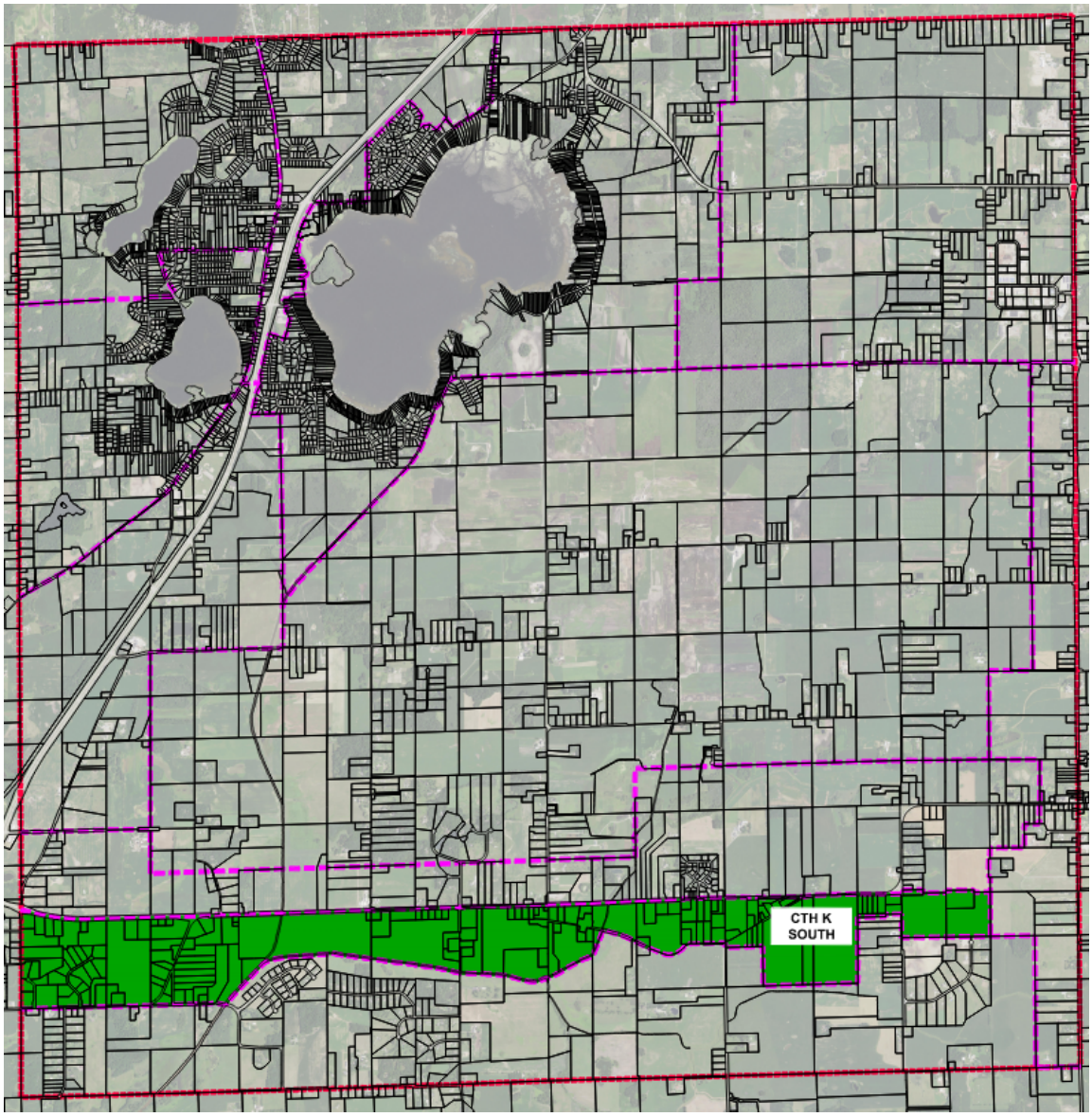

Figure 5.1 CTH K South Neighborhood Location

TRANSPORTATION FACILITIES

Figure 5.2 and **Figure 5.3** display the transportation facilities in and around the CTH K South neighborhood. Current transportation facilities can greatly impact the ability of future developments. Future land use can also greatly increase or decrease traffic volumes and patterns and can have a large impact on the success of future developments.

Figure 5.2 Existing Transportation Facilities - West Portion

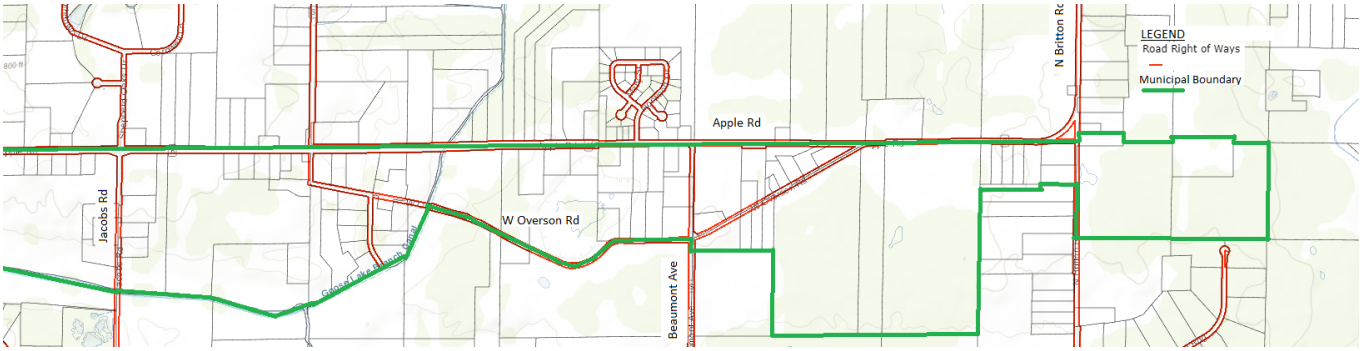

Figure 5.3 Existing Transportation Facilities - East Portion

Within the CTH K South neighborhood, Beaumont Avenue bisects the neighborhood on the eastern portion of the neighborhood as a Major Collector classification. Apple Road (CTH K), which is the northern boundary of the neighborhood, is a Major Collector classification. All other roads within the neighborhood are classified as local roads. Some of these local roads are dead-end residential roads, such as Misty Court, Ridgeview Lane, and Rebeka Court.

The remaining local roads act as connectors within the neighborhood. Arbor Road connects Main Drive to Apple Road and runs north-south. Hillcrest Road connects E Main Drive to Arbor Road and runs north-south. Jacobs Road bisects the neighborhood and runs north-south. W Overson Road bisects the neighborhood and runs north-south. W Overson Road loops from Apple Road back to Apple Road. N Britton Road bisects the neighborhood and runs north-south.

Table 5.1 Traffic Counts

Non-residential Roadways	Annual Average Daily Traffic (2005)	Annual Average Daily Traffic (2011)	Annual Average Daily Traffic (2017)	Annual Average Daily Traffic (2021)	Change (veh)	Percent Change (%)
Beaumont Ave	2500	2000	-	-	-500	-20%
Apple Rd	-	3400	3900	-	+500	+15%
Main Dr	-	1200	-	1600	+400	+33%
Arbor Rd	-	-	-	-	-	-
Jacobs Rd	-	-	-	-	-	-
Overson Rd	-	-	-	-	-	-
N Britton Rd	-	-	-	-	-	-
	Source: Wisconsin Department of Transportation TC Map					

Table 5.1 displays the traffic counts done by WisDOT in 2005, 2011, 2017, and 2021 on Beaumont Avenue, Apple Road, and Main Drive within the CTH K South neighborhood. Unfortunately, most of the roads within the CTH K South neighborhood do not have traffic counts by WisDOT. Most of these roads are residential local roads that can be assumed to have low traffic counts. Trends in traffic volumes and traffic patterns offer an insight into how transportation corridors are currently being utilized and what future capacities will be available.

TOPOGRAPHY, NATURAL RESOURCES, AND WETLANDS

Figure 5.4 and **Figure 5.5** display the wetlands, environmental corridors, and FEMA floodplain within the CTH K South neighborhood. The CTH K South neighborhood has ample wetlands and forests throughout the neighborhood with all of the neighborhood being a part of the Norway/Dover Drainage district, which drains into Fox River. There are ample environmental corridors in the west portion of the neighborhood while there is a major wetland in the center of the neighborhood.

There are drainage ditches that run throughout the neighborhood, which the FEMA floodplain follows closely. Generally, areas within the 100-year floodplain will not be developable but may be utilized to meet open space requirements. The eastern portion of the neighborhood has a few scattered wetlands but has more areas for future developments.

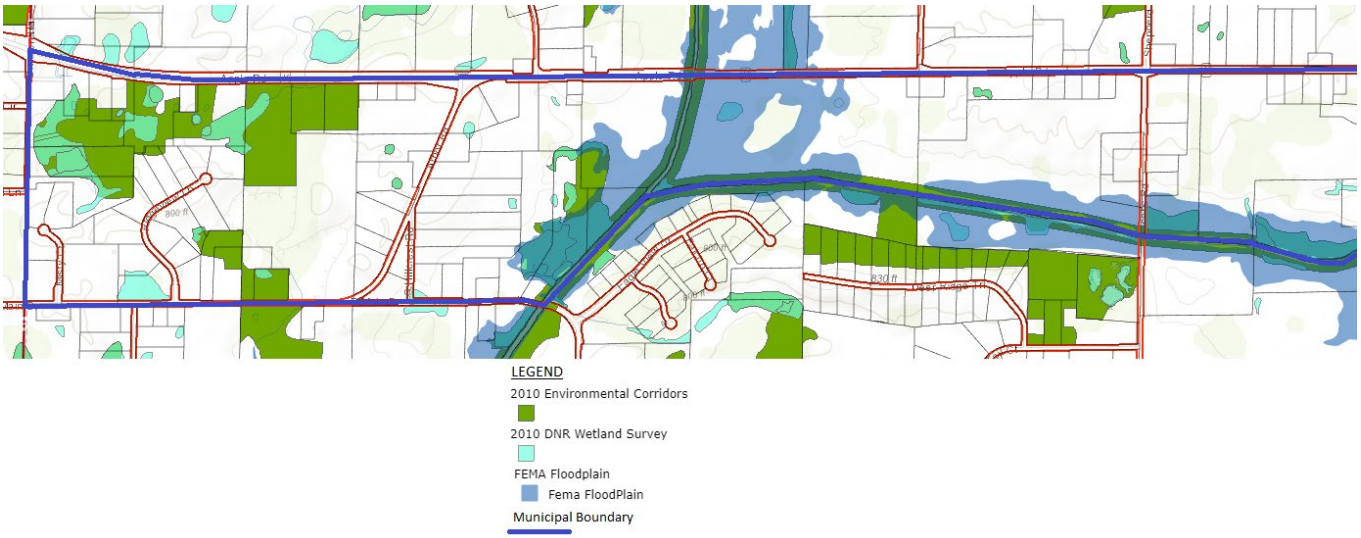

Figure 5.4 Floodplain, Wetlands, and Environmental Corridors - West Portion

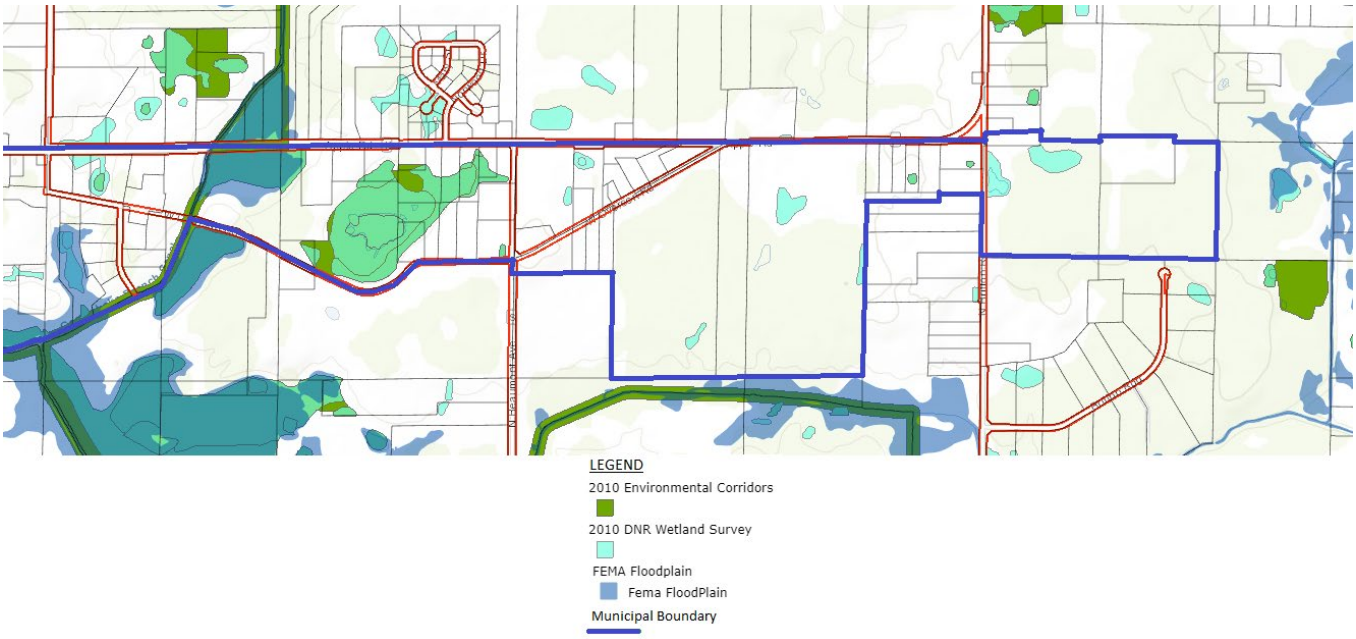

Figure 5.5 Floodplain, Wetlands, and Environmental Corridors - East Portion

EXISTING SOIL CONDITIONS

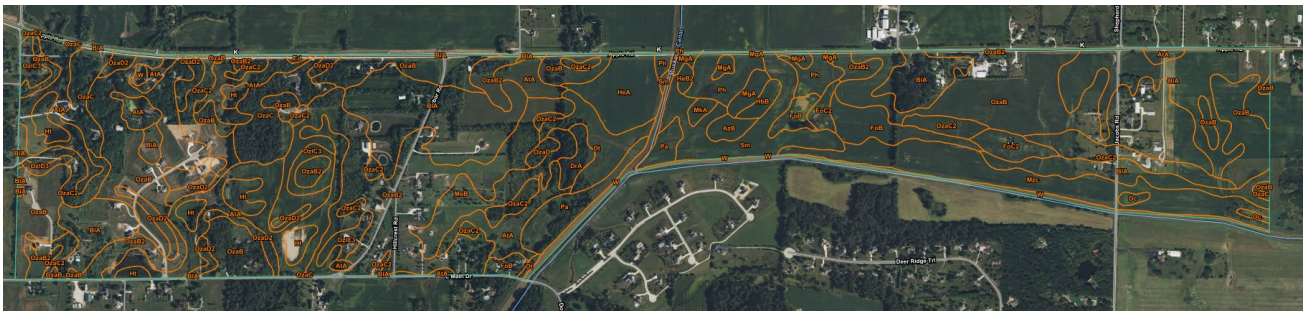

Figure 5.6 Existing Soil Conditions - West Portion

Figure 5.7 Existing Soil Conditions - East Portion

LEGEND

AtA – Ashkum Silty Clay Loam	AzB – Aztalan Loam	BIA – Blount Silt Loam	DrA – Dresden Loam
Dt – Drummer Silt Loam	Ed – Edwards Muck	EtA – Elliott Silt Loam	EtB – Elliott Silty Clay Loam
FmB – Fox Sandy Loam	FoB – Fox Loam	FoC2 – Fox Loam	FsB – Fox Silt Loam
HbB – Hebron Sandy Loam	HeA – Hebron Loam	HeB2 – Hebron Loam	Ht – Houghton Muck
MeB – Markham Silt Loam	Mf- Marsh	MgA – Martinton Silt Loam	MkA – Matherton Loam
Mzc – Montgomery Silty Clay	Na – Navan Silt Loam	Oc – Ogden Muck	OzaB – Ozaukee Silt Loam
OzaB2 – Ozaukee Silt Loam	OzaC - Ozaukee Silt Loam	OzaC2 - Ozaukee Silt Loam	OzaD - Ozaukee Silt Loam
OzaD2 - Ozaukee Silt Loam	OzlC3 – Ozaukee Silty Clay Loam	OzlD3 – Ozaukee Silty Clay Loam	Pa – Palms Muck
Ph – Pella Silt Loam	RaA – Radford Silt Loam	Sm – Sebewa Silt Loam	VaB – Varna Silt Loam
W – Water	Wa – Wallkill Silt Loam	YaA – Yahara Fine Sandy Loam	

Figure 5.6 and **Figure 5.7** displays the existing soil conditions in the CTH K South neighborhood. The most prominent soil type is Ozaukee Silt Loam (OzaB) at 19% of the neighborhood, followed by Ozaukee Silt Loam (OzaB2) at 17% of the neighborhood and Elliott Silt Loam (EtA) at 9% of the neighborhood.

Most of the neighborhood is a type of loam soil. Loam is a great in agriculture applications yet is still a suitable soil on which to build a development. There may be limitations to total density of housing based on the specific soil conditions on a particular development site due to the presence of loam.

CURRENT LAND USE

Figure 5.8 and **Figure 5.9** display the diversity of land uses within the CTH K South neighborhood. The west portion of the neighborhood is dominated by woodlands, scattered residential, wetlands, and agriculture land uses. The center of the neighborhood is dominated by residential and wetland land uses, while the eastern portion of the neighborhood is predominately agricultural land uses.

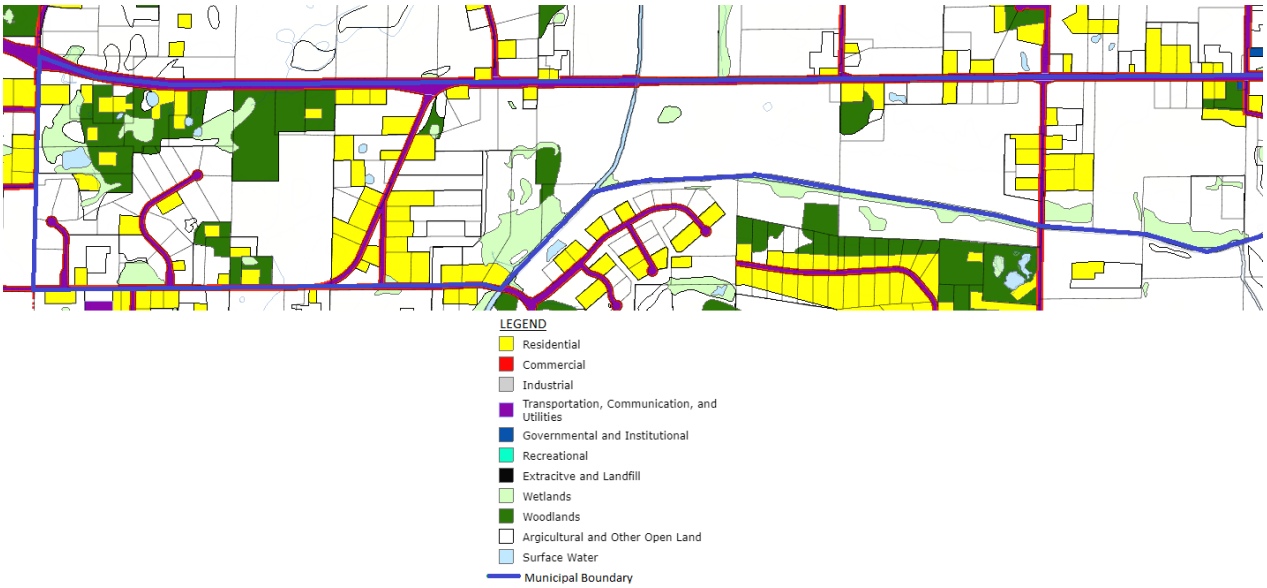

Figure 5.8 Existing Land Use - West Portion

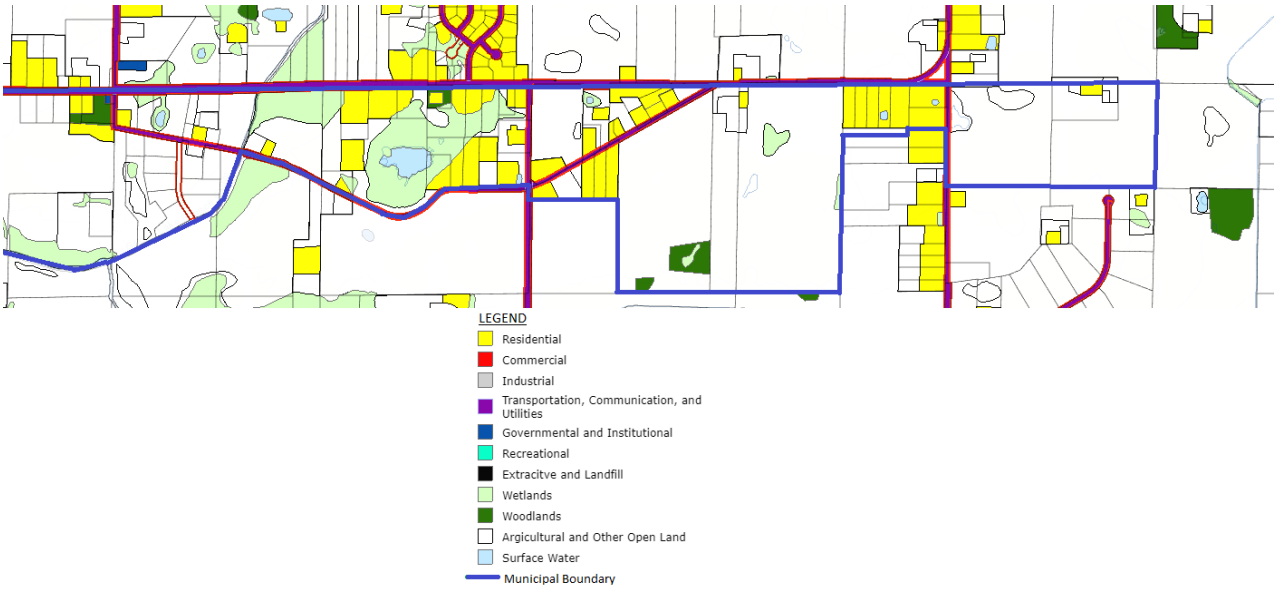

Figure 5.9 Existing Land Use - East Portion

CURRENT ZONING

Figure 5.10 and Figure 5.11 display the current zoning of the CTH K South neighborhood. The currently zoning displays most of the neighborhood is zoned for A-2, which is for agriculture, forestry, general farming, and single-family dwellings, among others. In the center of the neighborhood, there is a C-1 zoning area. C-1 zoning is a resource conservation district which is used for fishing, hunting, flood overflow, navigation, pedestrian trials, among others.

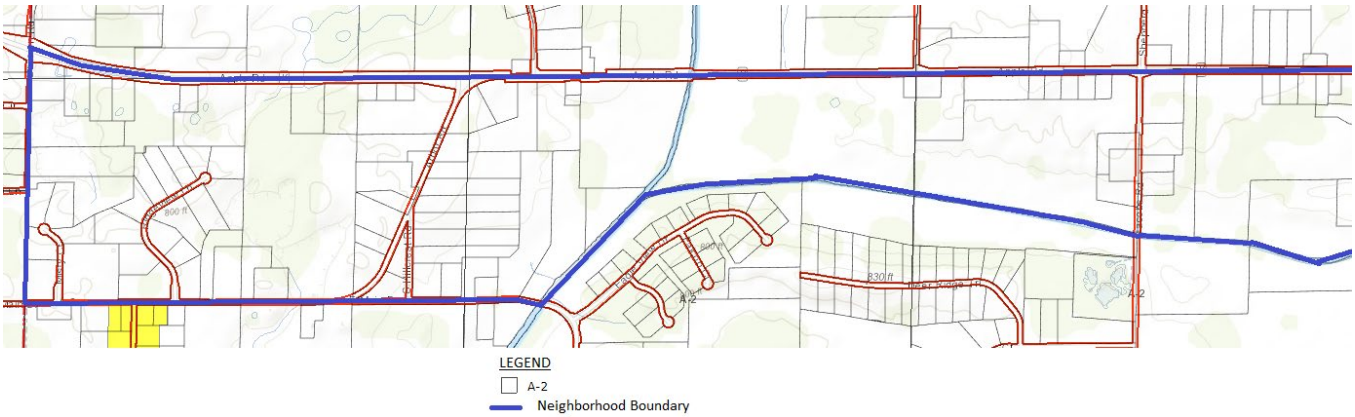

Figure 5.10 Current Zoning - West Portion

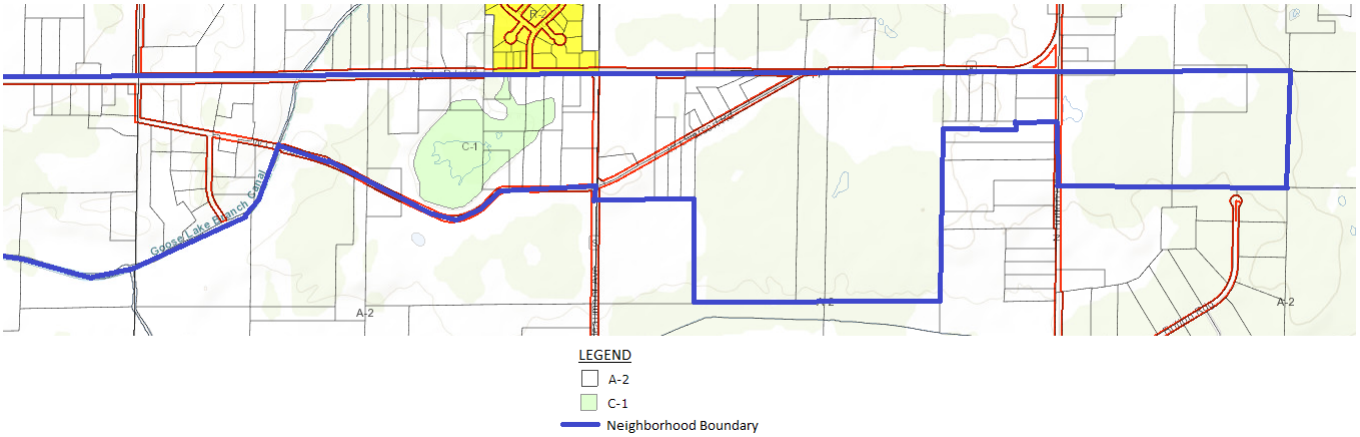

Figure 5.11 Current Zoning - East Portion

CTH K SOUTH NEIGHBORHOOD PLAN: FUTURE LAND USE

LOW DENSITY RESIDENTIAL (YELLOW)

Low density residential land use is utilized for residential dwellings. This land use is best provided further away from the industrial parks for quality-of-life purposes. Due to the lack of industrial parks in the neighborhood, residential related roads, and relatively good soil, this neighborhood has several opportunities for future developments. Two new developments have been proposed within the CTH K South neighborhood, as seen in section D. The developments are in the western portion of the neighborhood.

COMMERCIAL (RED)

The current land use within the CTH K South neighborhood has limited commercial land usage. The primary detriment to these types of uses is the lack of sanitary sewer availability. Therefore, there are no proposed commercial land uses for future expansion within the neighborhood.

AGRICULTURAL (GREEN)

Most of the land-use within the CTH K South neighborhood is utilized by agricultural, open land, and rural residential land use. This land use will remain the primary land usage throughout the neighborhood even as the proposed future land uses utilize more low-density residential land uses.

FUTURE LAND USE

Figure 5.12 Future Land Use - West Portion

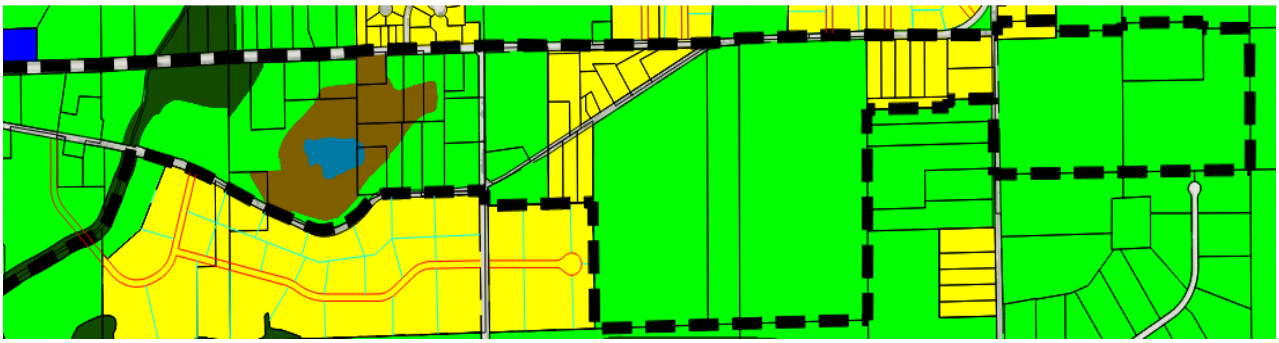

Figure 12 Future Land Use - East Portion

Figure 5.12 and **Figure 5.13** display the future land use for the CTH K South neighborhood. Due to the scattered wetlands, forests, and floodplain throughout the neighborhood, most of the neighborhood is still anticipated to be used for agricultural purposes. However, there are two future developments that are proposed in the west portion of the neighborhood.

The first proposed development is on the western side of the neighborhood with one access point off Jacobs Road and one access point off Apple Road. The proposed development utilizes two existing parcels and covers approximately 78 acres. There are 26 proposed lots, which average approximately 3.0 acres per lot, although sizes do vary. There is an existing floodplain and an environmental corridor along the canal at the southern boundary of this development along with the flood plain along the western boundary of this development. The proposed parcels along the canal will have ample room to build and develop outside of the floodplain. There are also two cul-de-sacs proposed in this option.

The second proposed development is in the western part of the neighborhood and has one access point off Apple Road and one access point off W Overson Road. The proposed development is built on parts of two existing parcels. The proposed development covers approximately 47 acres. There are 15 proposed lots, which averages to approximately 3.2 acres per lot, although lot sizes do vary. There is an existing floodplain, environmental corridor, and wetlands along the canal at the southern boundary of this development. There are also two cul-de-sacs proposed in this option.

Figure 5.14 Future Zoning - West Portion

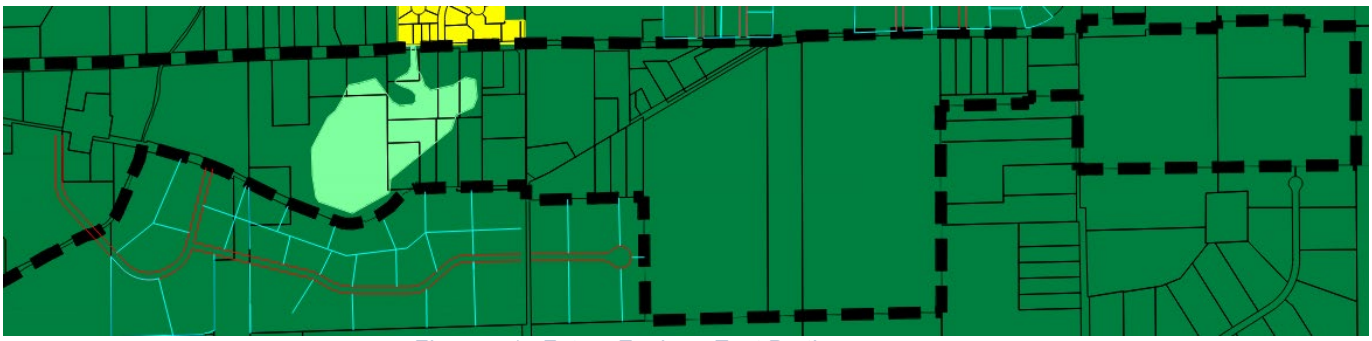

Figure 5.15 Future Zoning - East Portion

Figure 5.14 and **Figure 5.15** display the future zoning for the CTH K South neighborhood. The residential developments do not change from their A-2 zoning based on the lot sizes. There are no proposed zoning changes from the existing zoning map.

CENTRAL NEIGHBORHOOD PLAN: CURRENT CONDITIONS

LOCATION

The Central neighborhood, as highlighted in **Figure 7.1** below, is in the center of the Town of Norway. The neighborhood is bordered in the south by CTH K North neighborhood. The northern border of S Wind Lake Road neighborhood and 6 Mile Road. The western border of the neighborhood is a drainage canal in the northern portion and Loomis South and CTH K North Neighborhood in the southern portion. The eastern border of the neighborhood is the 45 Corridor Neighborhood.

The area of the Central neighborhood is approximately 6,840 acres.

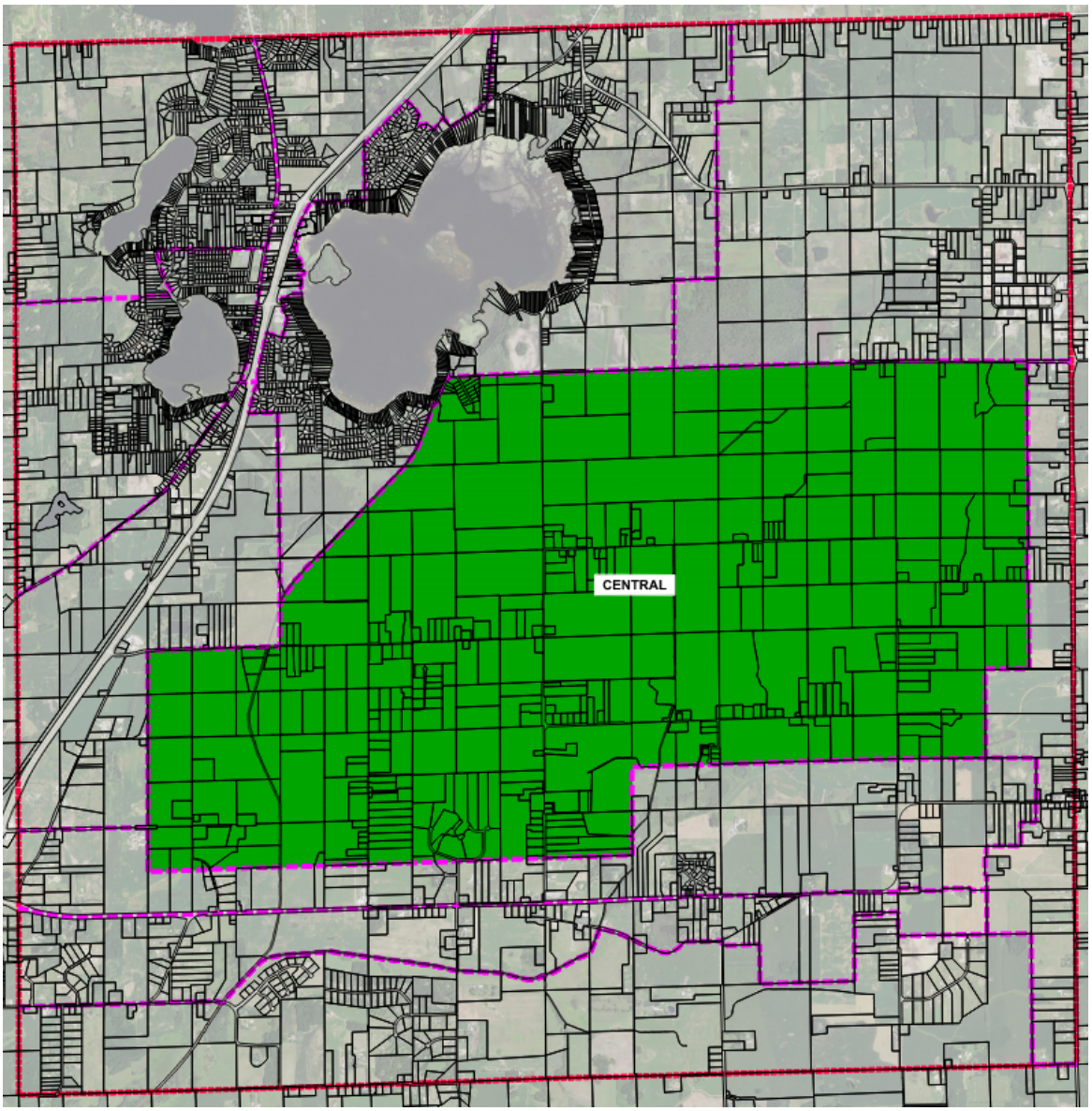

Figure 7.1 Central Neighborhood Location

TRANSPORTATION FACILITIES

Figure 7.2 and **Figure 7.3** display the transportation facilities in and around the Central neighborhood. Current transportation facilities can greatly impact the ability of future developments. Future land use can also greatly increase or decrease traffic volumes and patterns and can have a large impact on the success of future developments.

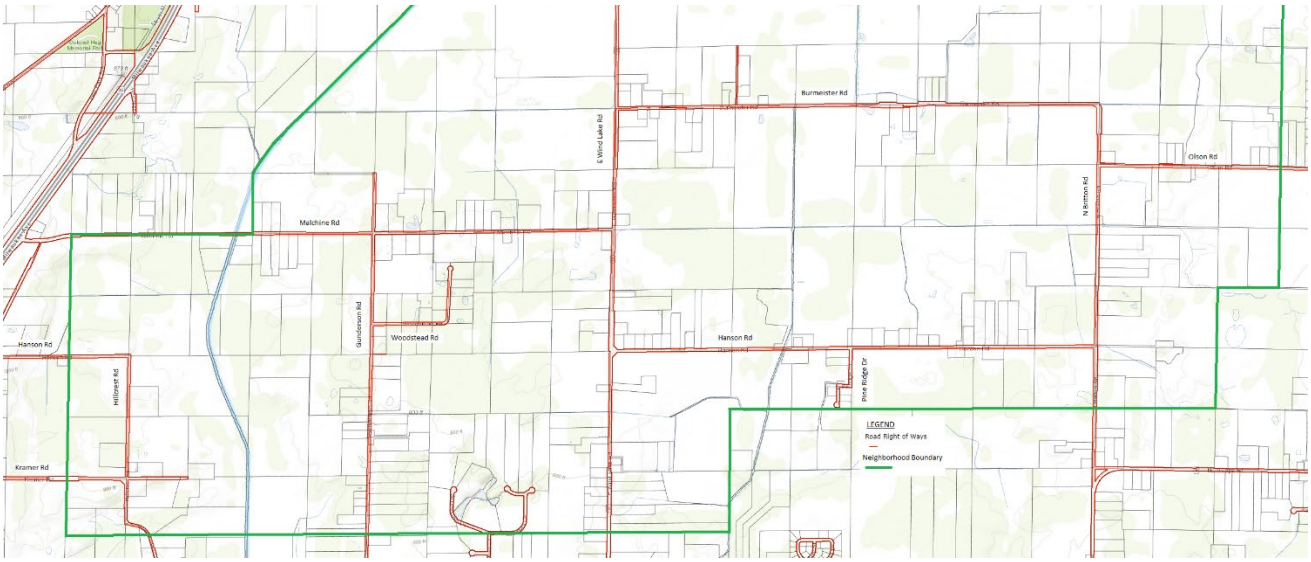

Figure 7.2 Existing Transportation Facilities - South Portion

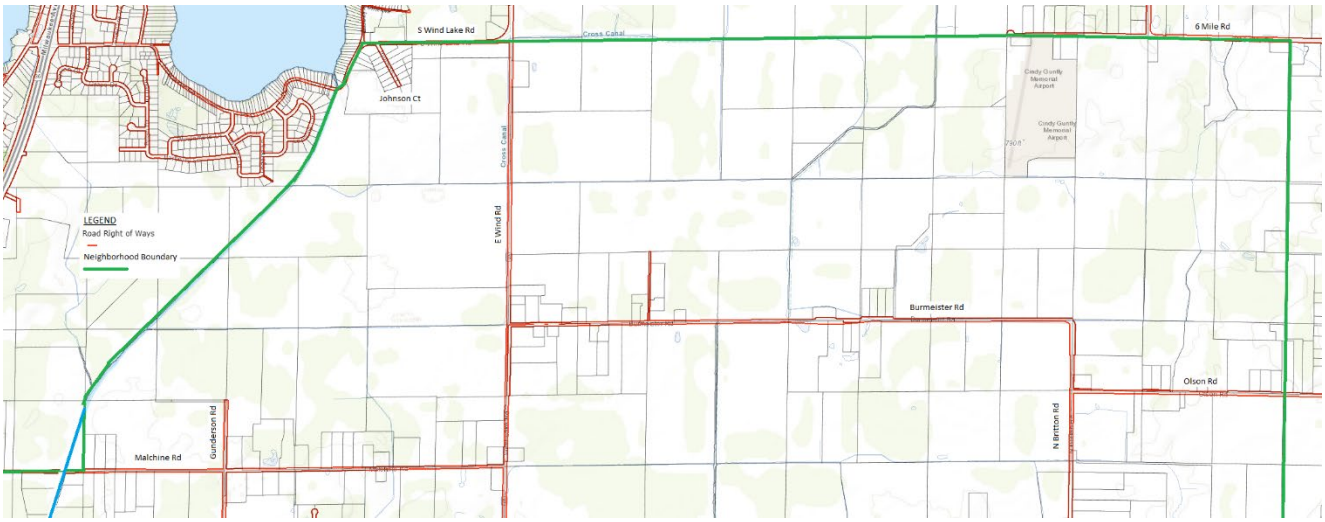

Figure 7.3 Existing Transportation Facilities - North Portion

Within the Central neighborhood, E Wind Lake Road bisects the neighborhood running north-south in the center of the neighborhood as a Minor Collector classification. All other roads within the neighborhood are classified as local roads. Some of these local roads are dead-end residential roads, such as Pine Ridge Drive, Woodstead Road, Southdown Drive, Cornwell Lane, and Johnson Court.

The remaining local roads act as connectors within the neighborhood. Olson Road runs east-west and connects N Britton Road to STH 45. Burmeister Road runs east-west in the northern portion of the neighborhood and connects N Britton Road to E Wind Road. Malchine Road runs east-west and connects E Wind Road to Milwaukee Avenue. Gunderson Road bisects the neighborhood in the west of the neighborhood and runs north-south. Hanson Road runs east-west and connects E Wind Lake Road to N Britton Road. In the southwest corner of the neighborhood, Hanson Road and Kramer Road run east west and connect Hillcrest road to Milwaukee Avenue. Hillcrest road run north-south and connects Hanson Road to Apple Road.

In the northeast corner of the neighborhood there is Cindy Guntly Memorial Airport-62c. The airport is a relatively small, private airport that has two runways and covers approximately 15 acres. The close nature of this airport can impact future developments due to height and material restrictions.

Table 7.1 Traffic Counts

Non-residential Roadways	Annual Average Daily Traffic (2011)	Annual Average Daily Traffic (2021)	Change (veh)	Percent Change (%)
E Wind Lake Rd	840	660	-180	-21%
Olson Rd	-	-	-	-
Burmeister Rd	-	-	-	-
Malchine Rd	-	-	-	-
Gunderson Rd	-	-	-	-
Hanson Rd	-	-	-	-
Kramer Rd	-	-	-	-
Hillcrest Rd	-	-	-	-
Source: Wisconsin Department of Transportation TC Map				

Table 7.1 displays the traffic counts done by WisDOT in 2011 and 2021 on E Wind Lake Road within the Central neighborhood. Unfortunately, most of the roads within the Central neighborhood do not have traffic counts by WisDOT. Most of these roads are residential local roads that can be assumed to have low traffic counts. The traffic counts on E Wind Lake Road were relatively low in 2011 and declined in 2021. Trends in traffic volumes and traffic patterns offer an insight into how transportation corridors are currently being utilized and what future capacities will be available.

TOPOGRAPHY, NATURAL RESOURCES, AND WETLANDS

Figure 7.4 and **Figure 7.5** display the wetlands, environmental corridors, and FEMA floodplain within the Central neighborhood. The Central neighborhood has scattered wetlands and forests throughout the neighborhood with all of the neighborhood being a part of the Norway/Dover Drainage district, which drains into Fox River.

There are two drainage ditches that run throughout the neighborhood, one on the western border and one through the center of neighborhood. These are identified as environmental corridors and the FEMA floodplain follows closely. The FEMA floodplain occupies most of the northern and eastern portions of the neighborhood. Generally, areas within the 100-year floodplain will not be developable but may be utilized to meet open space requirements. The presence of ample environmental corridors, wetlands and floodplains within the neighborhood make the possibility of future developments more difficult.

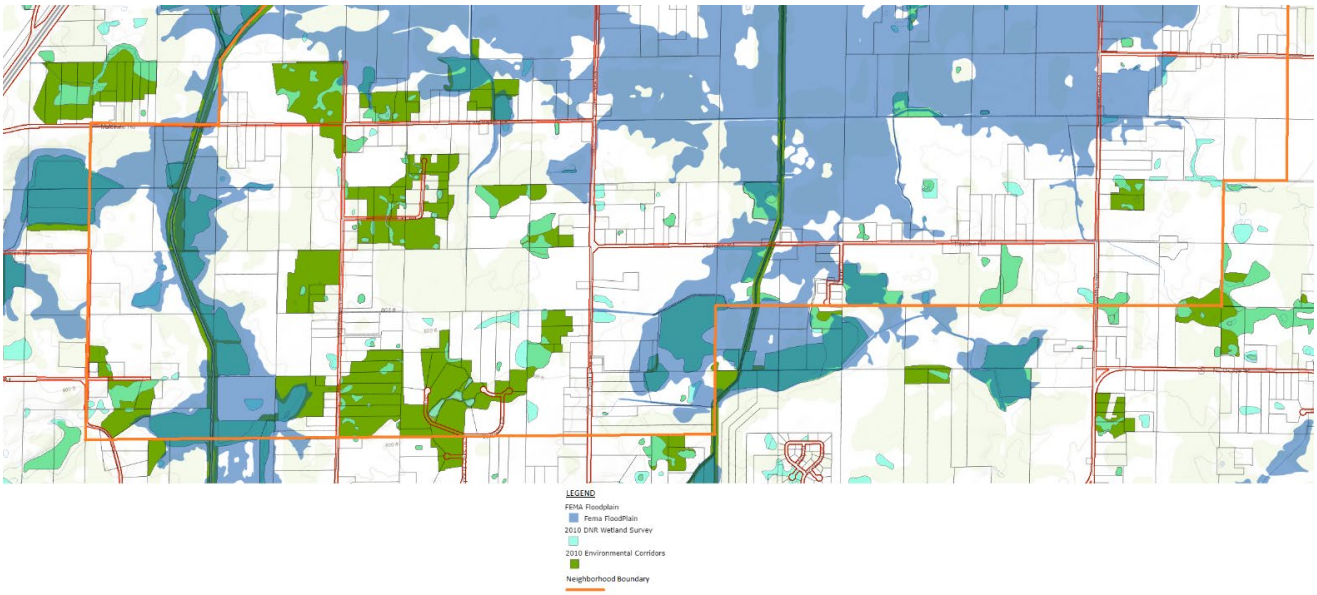

Figure 7.4 Floodplain, Wetlands, and Environmental Corridors - South Portion

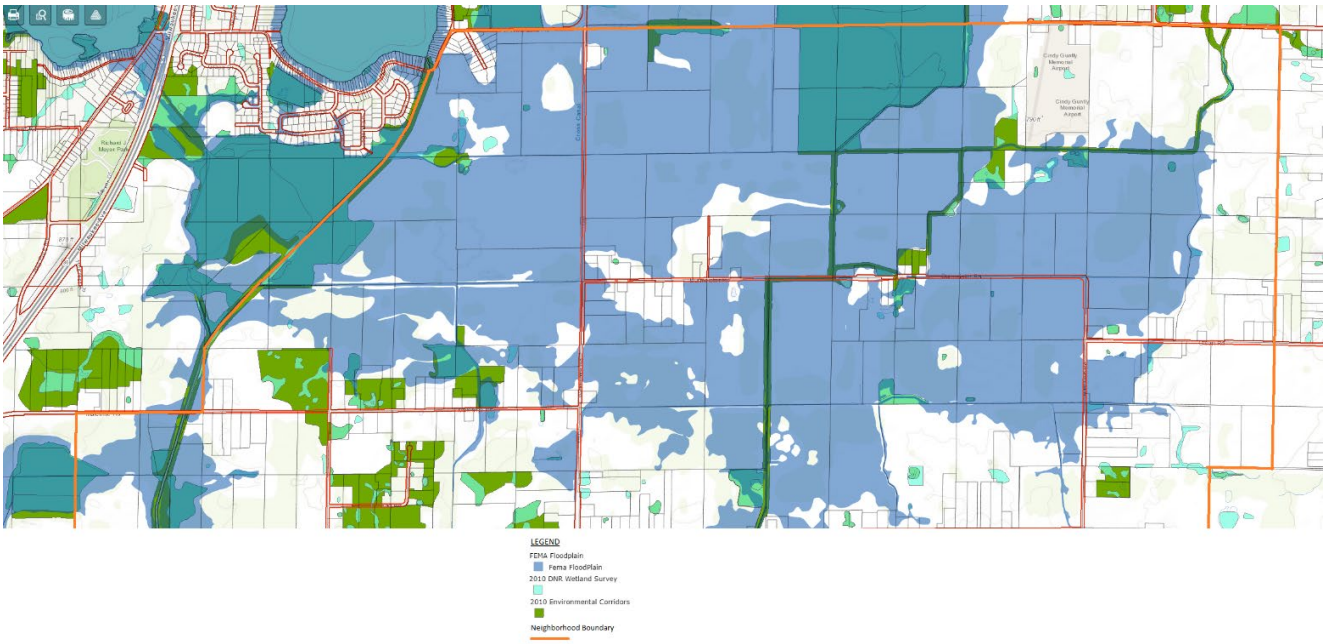

Figure 7.5 Floodplain, Wetlands, and Environmental Corridors - North Portion

EXISTING SOIL CONDITIONS

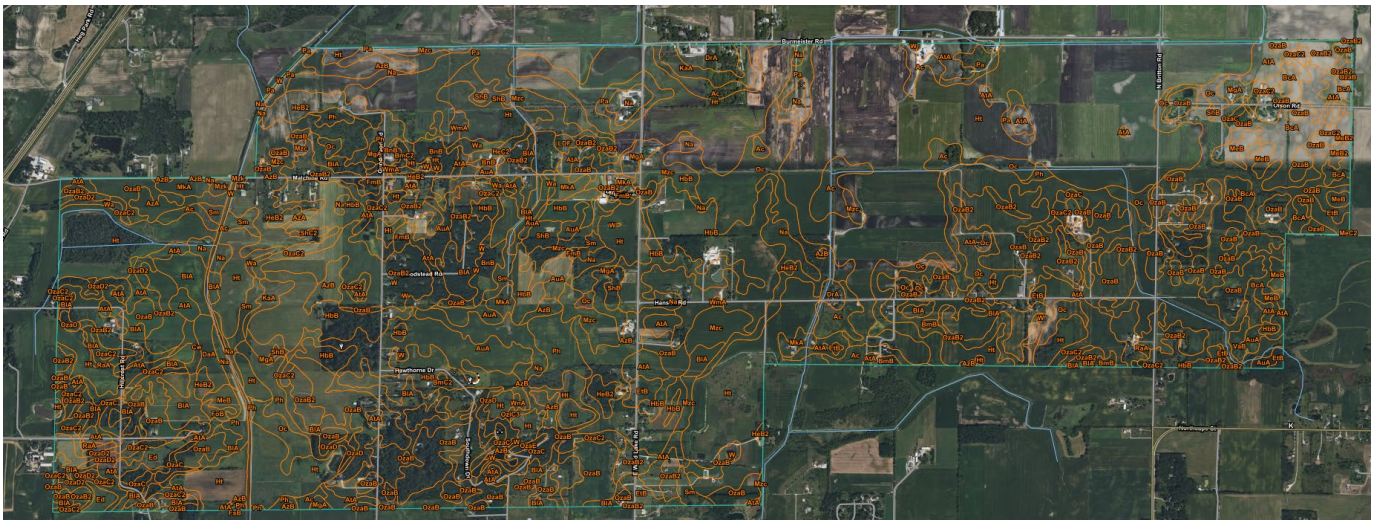

Figure 7.6 Existing Soil Conditions - South Portion

Figure 7.7 Existing Soil Conditions - North Portion

LEGEND

Ac – Adrian Muck
BcA – Beecher Silt Loam
CcB – Casco Sandy Loam
EtB – Elliott Silty Clay Loam
HeA – Hebron Loam
LDF – Landfill
LoamMkA – Matherton Loam
OzaB – Ozaukee Silt Loam
OzaD2 – Ozaukee Silt Loam
RaA – Radford Silt Loam
W – Water
AtA – Ashkum Silty Clay Loam
BlA – Blount Silt Loam
Cw – Colwood Silt Loam
FaA – Fabius Loam
HeB2 – Hebron Loam
MeB – Markham Silt Loam
Mzc – Montgomery Silty Clay
OzaB2 – Ozaukee Silt Loam
OzaE – Ozaukee Silt Loam
ShB – Saylesville Silt Loam
Wa – Wallkill Silt Loam
AuA – Aztalan Sandy Loam
BmB – Boyer Lamy Sand
DaA – Darroch Fine Sandy Loam
FmB – Fox Sandy Loam
HeC2 – Hebron Loam
MeB2 – Markham Silt Loam
Mzk – Mussey Loam
OzaC – Ozaukee Silt Loam
OzlC3 – Ozaukee Silty Clay Loam
ShC2 – Saylesville Silt Loam
WmA – Wasepi Sandy Loam
AzA – Aztalan Loam
BmC2 – Boyer Loamy Sand
DrA – Dresden Loam
FoB – Fox Loam
Ht – Houghton Muck
MeC2 – Markham Silt Loam
Na – Navan Silt Loam
OzaC2 – Ozaukee Silt Loam
Pa – Palms Muck
Sm – Sebewa Silt Loam
WnA – Wasepi Sandy Loam
AzB – Azalan Loam
BnB – Boyer Sandy Loam
Ed – Edwards Muck
HbB – Hebron Sandy Loam
KaA – Kane Loam
MgA – Martinton Silt
Oc – Ogden Muck
OzaD – Ozaukee Silt Loam
Ph – Pella Silt Loam
VaB – Varna Silt Loam

Figure 7.6 and **Figure 7.7** display the existing soil conditions in the Central neighborhood. The most prominent soil type is Houghton Muck (Ht) at 37% of the neighborhood, followed by Ozaukee Silt Loam (OzaB) at 10% of the neighborhood and Ashkum Silty Clay Loam (AtA) at 10% of the neighborhood.

Most of the neighborhood is either a type of loam soil or muck. Loam is a great in agriculture applications yet is still a suitable soil on which to build a development. There may be limitations to total density of housing based on the specific soil conditions on a particular development site due to the presence of loam. The

presence of muck will make future developments difficult to build out. This muck often coincides with existing sod farms, which would be very difficult on which to build a future development.

CURRENT LAND USE

Figure 7.8 and **Figure 7.9** display the diversity of land uses within the Central neighborhood. The majority of the neighborhood is environmental corridors, wetlands, and agricultural land uses. There are scattered residential land uses throughout the neighborhood, especially in the southern portion of the neighborhood. Due to the lack of sewer service within the neighborhood, there are very limited commercial land uses within the neighborhood. In the center of the neighborhood, there are a few governmental and institutional land uses, which are occupied by Personally Yours Elder Care and Wind Lake Volunteer Fire Co Inc.

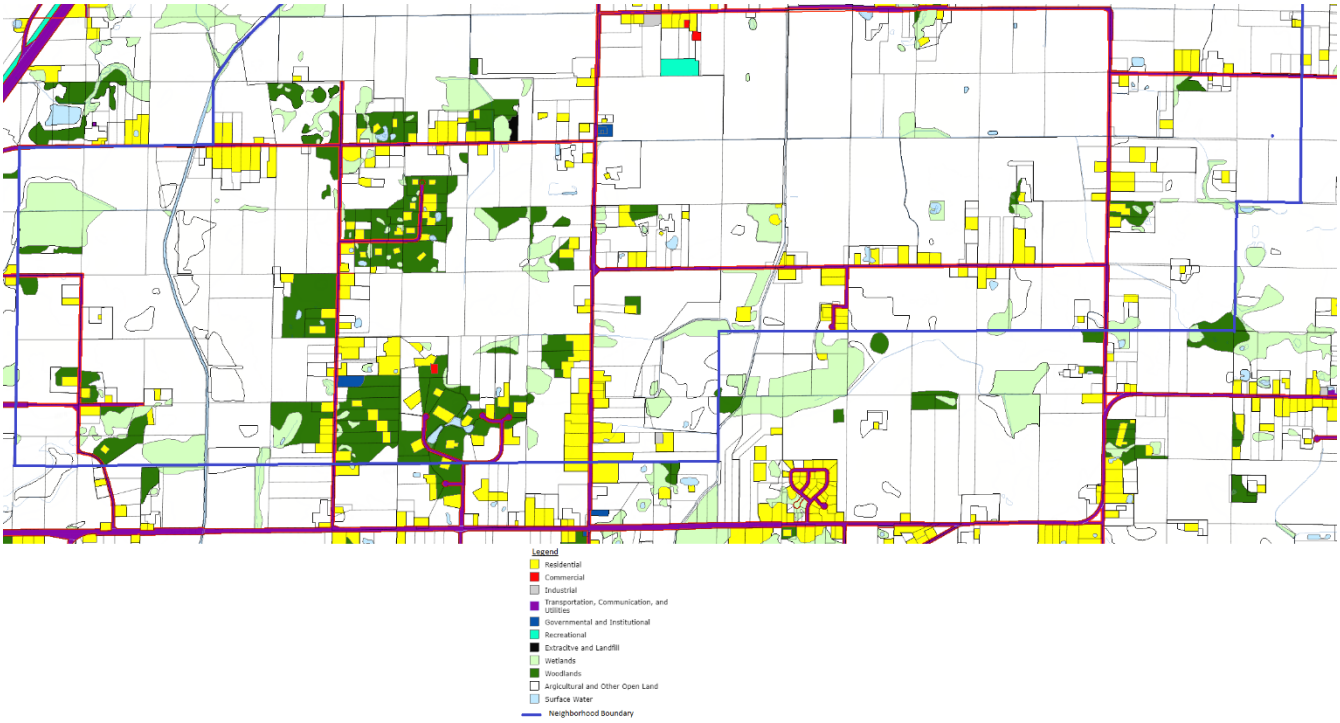

Figure 7.8 Existing Land Use - South Portion

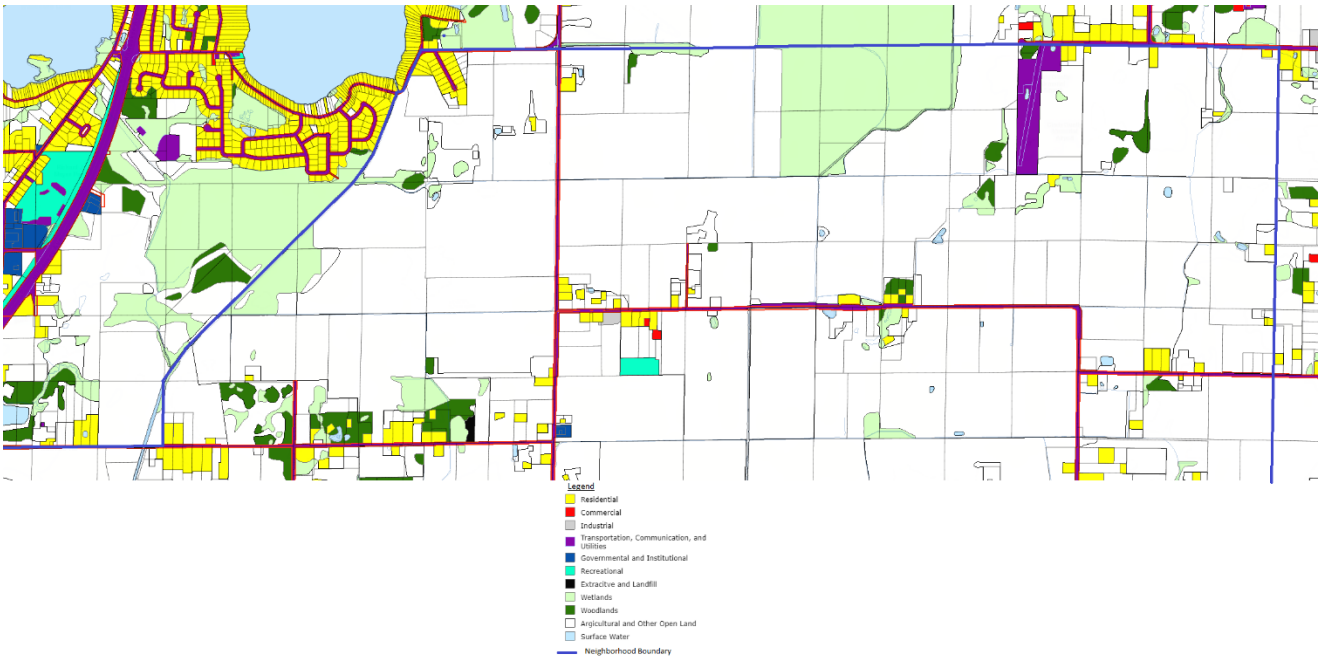

Figure 7.9 Existing Land Use - North Portion

CURRENT ZONING

Figure 7.10 and Figure 7.11 display the current zoning of the Central neighborhood. The current zoning displays most of southern portion of the neighborhood is zoned for A-2, which is for agriculture, forestry, general farming, and single-family dwellings, among others. In the northern portion of the neighborhood, most of the zoning is split between A-1, A-2, and A-3 zoning. A-1 zoning is used for highly productive agricultural lands in food and fiber production by effectively limiting encroachment on non-agricultural development and minimizing land use conflicts among incompatible uses. A-3 zoning is a general farming district that is in a so-called holding district where nonagricultural development will be deferred until the appropriate legislative bodies determine that it is economically feasible to provide public services and facilities for uses other than those permitted in the holding district.

In the northeast and southwest corners of the neighborhood, there are C-1 zoned areas, which are resource conservation districts that are principally used for fishing, flood overflow and floodwater storage, hunting, pedestrian trails, among others.

In the south portion of the neighborhood, there are two areas that are zoned as R-2. R-2 zoning is for one-family dwelling lots that are not served by public sanitary sewer. There is one M-3 zoned parcel in the center of the neighborhood, which is a heavy industrial district and is currently used for a landfill.

Johnson Court in the northwest corner of the neighborhood is currently zoned for R-3, which is used for suburban residential district which is served by a public sewer. This is the only area of the neighborhood which is served by a public sewer.

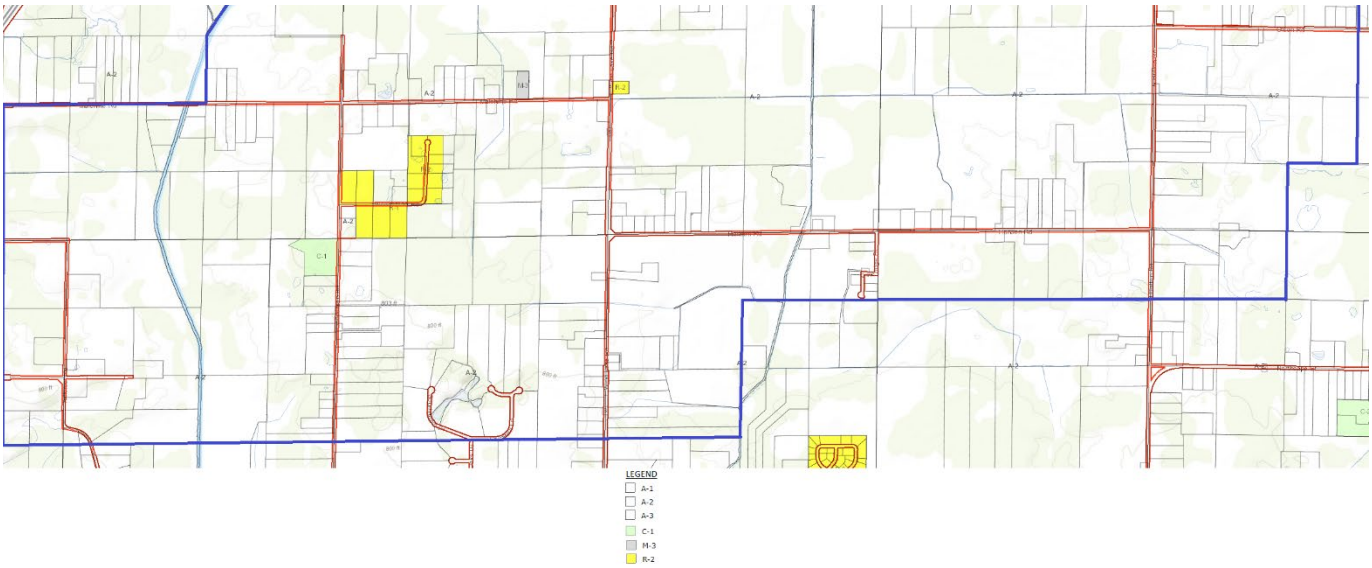

Figure 7.10 Current Zoning - South Portion

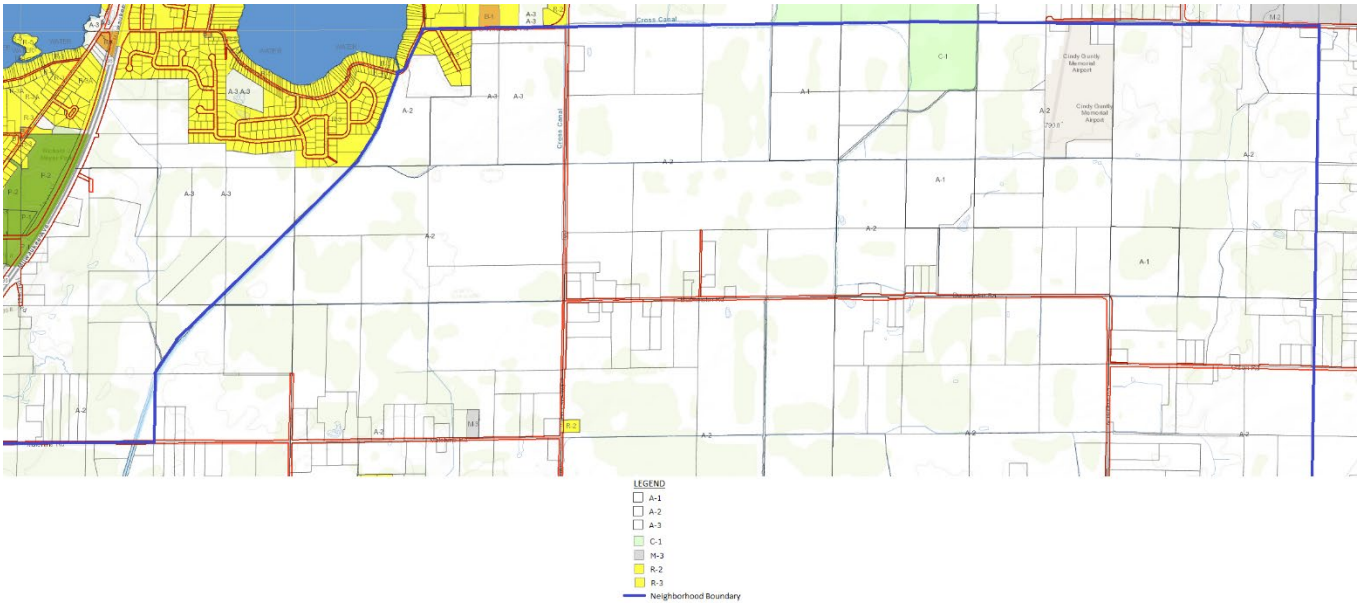

Figure 7.11 Current Zoning - North Portion

CENTRAL NEIGHBORHOOD PLAN: FUTURE LAND USE

LOW DENSITY RESIDENTIAL (YELLOW)

Low density residential land use is utilized for residential dwellings. Due to the lack of suitable soil for development and most of the neighborhood being in the floodplain, there are limited opportunities for future developments throughout this neighborhood. There are three small developments proposed within the Central neighborhood, as seen in section D and E. The developments are in the south portion of the neighborhood.

COMMERCIAL (RED)

The current land use within the Central neighborhood has limited commercial land usage. The primary detriment to these types of uses is the lack of sanitary sewer availability. Therefore, there are no proposed commercial land uses for future expansion within the neighborhood.

AGRICULTURAL (GREEN)

Most of the land use within the Central neighborhood is utilized by agricultural, open land, and rural residential land use. This land use will remain the primary land usage throughout the neighborhood.

TRANSPORTATION (PURPLE)

In the northeast corner of the neighborhood, there is Cindy Guntly Memorial Airport-62c. The airport limits what can be developed around the airport due to material and height restrictions.

FUTURE LAND USE (OPTION 1)

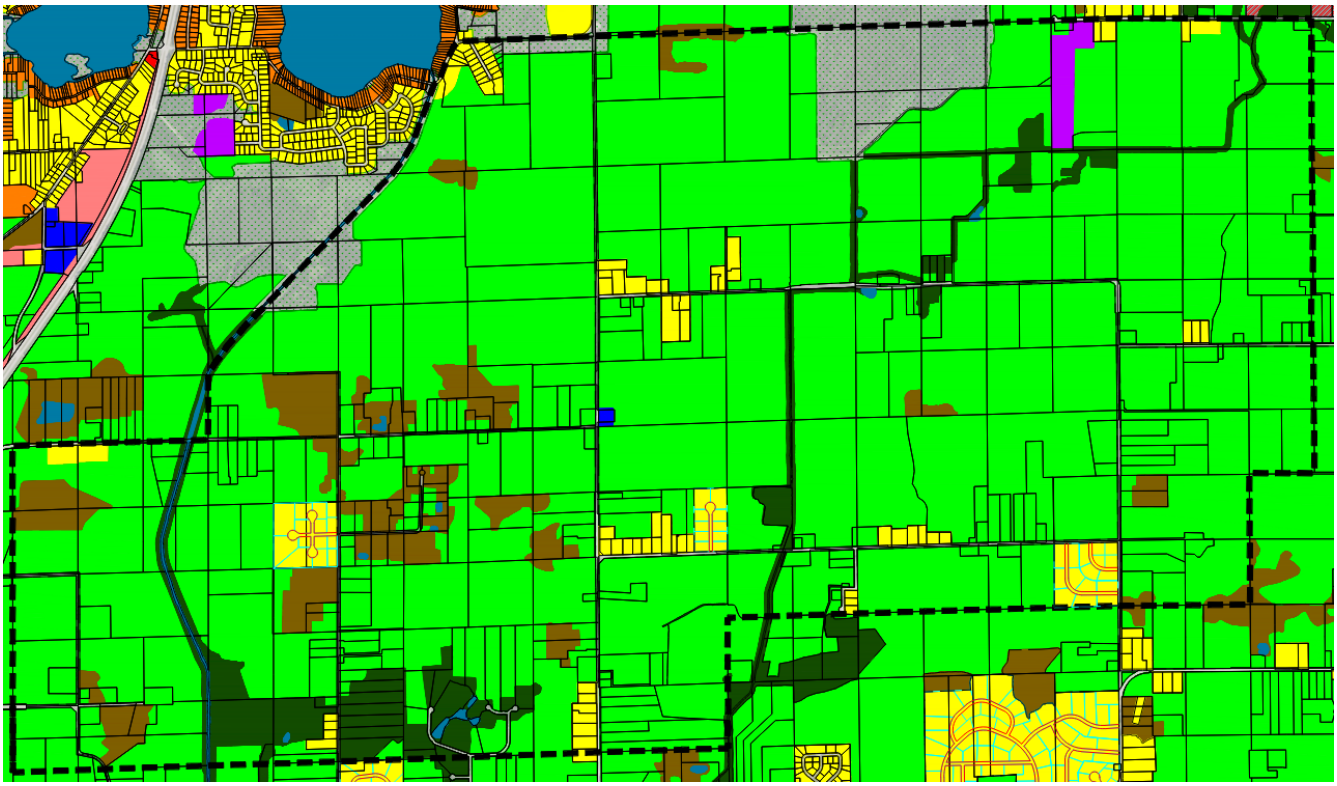

Figure 7.12 Future Land Use (Option 1)

Figure 7.12 displays the future land use (option 1) for the Central neighborhood. Due to the scattered wetlands, forests, floodplain, and poor soil throughout the neighborhood, most of the neighborhood is still anticipated to be used for agricultural purposes. However, there are three small future developments that are proposed throughout the neighborhood.

The first proposed development is in the southern side of the neighborhood with one access point off Gunderson Road. The proposed development utilizes two existing parcels and covers approximately 39

acres. There are 14 proposed lots, which average approximately 2.8 acres per lot, although lot sizes do vary. There are also three cul-de-sacs proposed in this option.
The second proposed development is in the southern side of the neighborhood with one access point off Hanson Road. The proposed development utilizes one existing parcel and covers approximately 20 acres. There are 10 proposed lots, which average approximately 2.0 acres per lot, although lot sizes do vary. There is also one cul-de-sac proposed in this option.

The third proposed development is in the southern side of the neighborhood with two access points off Hanson Road and two access points off N Britton Road. The proposed development utilizes one existing parcel and covers approximately 38 acres. There are 16 proposed lots, which average approximately 2.4 acres per lot, although lot sizes do vary.

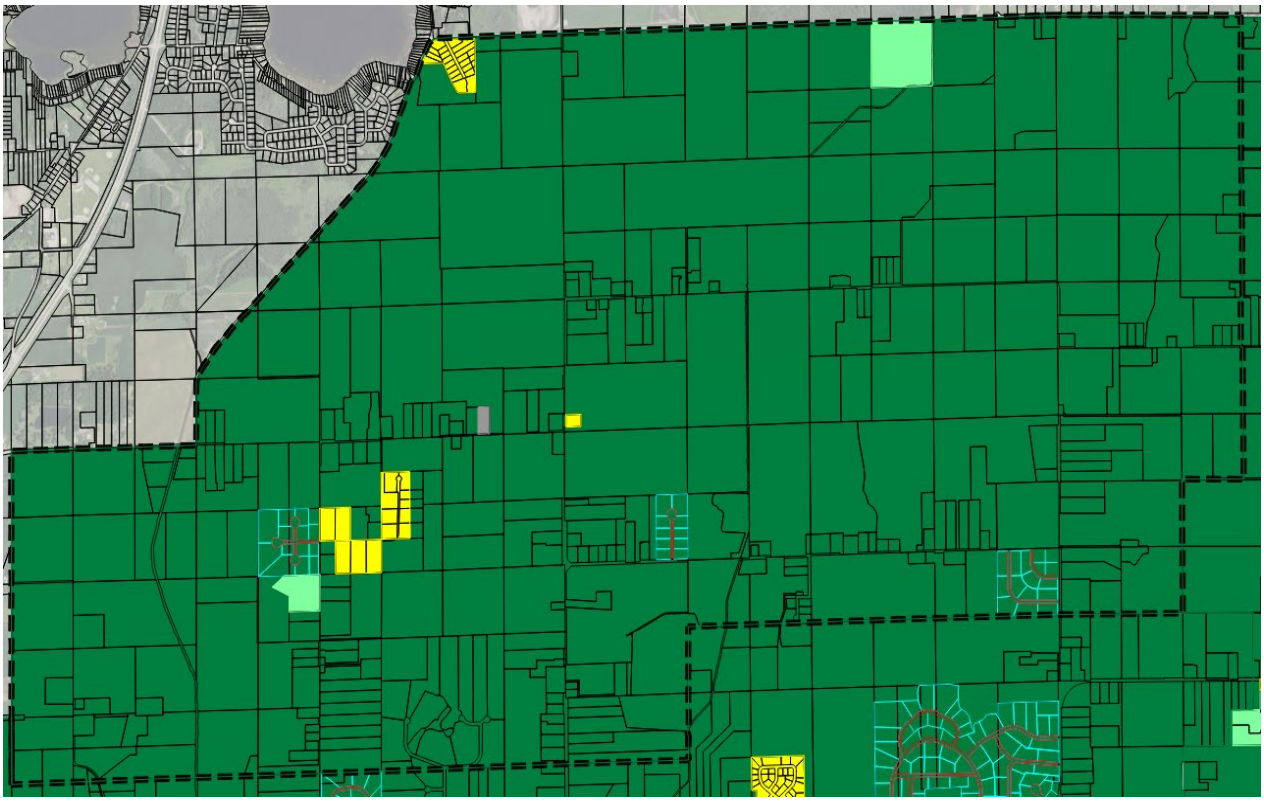

Figure 7.13 Future Zoning (Option 1)

Figure 7.13 displays the future zoning (option 1) for the Central neighborhood. The residential developments do not change from their A-2 zoning based on the lot sizes. There are no proposed zoning changes from the existing zoning map.

FUTURE LAND USE (OPTION 2)

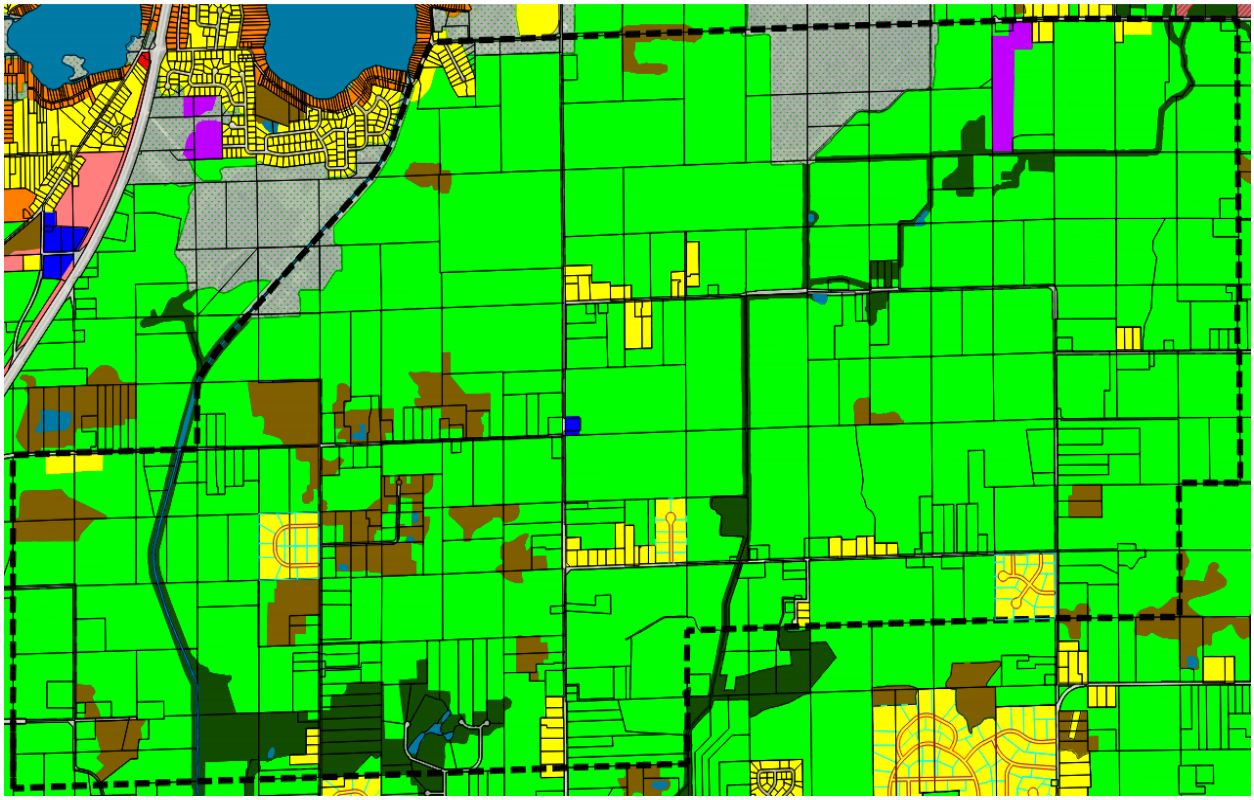

Figure 7.14 Future Land Use (Option 2)

Figure 7.14 displays the future land use (option 2) for the Central neighborhood. Like option 1, due to the scattered wetlands, forests, floodplain, and poor soil throughout the neighborhood, most of the neighborhood is still anticipated to be used for agricultural purposes. However, there are three small future developments that are proposed throughout the neighborhood.

The first proposed development is in the southern side of the neighborhood with two access points off Gunderson Road. The proposed development utilizes two existing parcels and covers approximately 39 acres. There are 16 proposed lots, which average approximately 2.4 acres per lot, although lot sizes do vary.

The second proposed development is in the southern side of the neighborhood with one access point off Hanson Road and is the same as option 1. The proposed development utilizes one existing parcel and covers approximately 20 acres. There are 10 proposed lots, which average approximately 2.0 acres per lot, although lot sizes do vary. There is also one cul-de-sac proposed in this option.

The third proposed development is in the southern side of the neighborhood with two access points off Hanson Road and one access point off N Britton Road. The proposed development utilizes one existing parcel and covers approximately 38 acres. There are 19 proposed lots, which average approximately 2.0 acres per lot, although lot sizes do vary. There are 2 cul-de-sacs in this option.

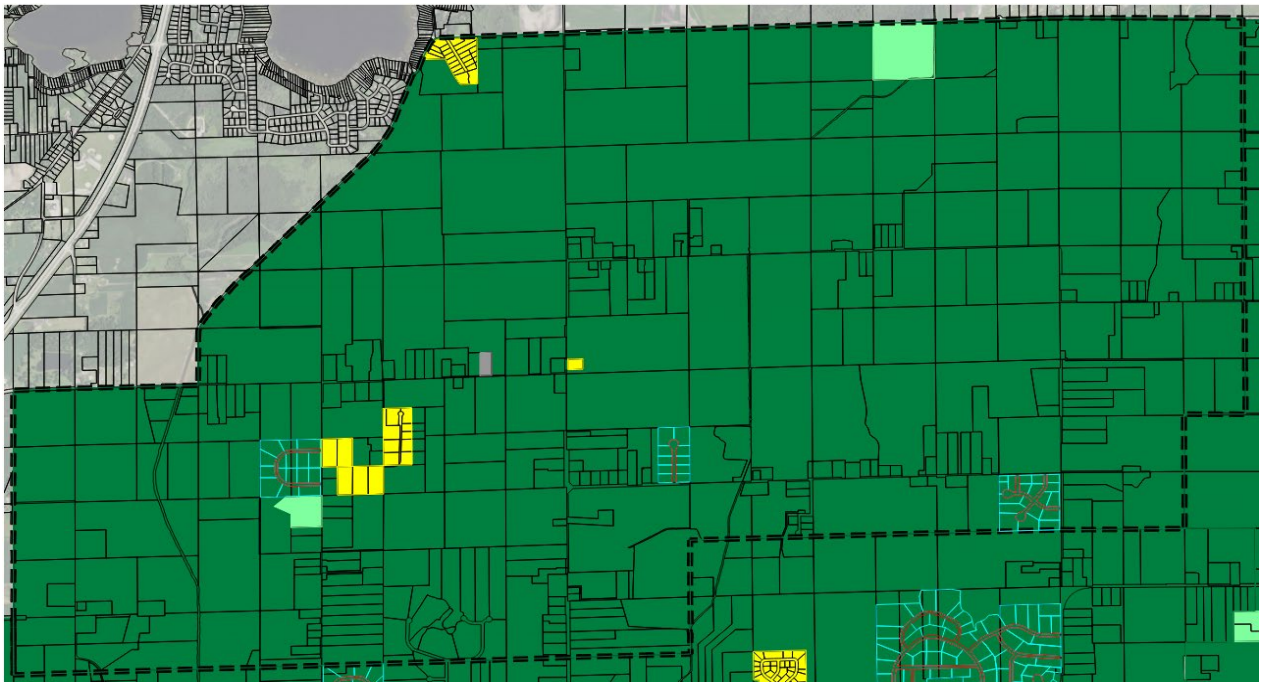

Figure 7.15 Future Zoning (Option 2)

Figure 7.15 displays the future zoning (option 2) for the Central neighborhood. The residential developments do not change from their A-2 zoning based on the lot sizes. There are no proposed zoning changes from the existing zoning map.

WIND LAKE NEIGHBORHOOD PLAN: CURRENT CONDITIONS

LOCATION

The Wind Lake neighborhood, as highlighted in **Figure 8.1** below, is in the northern portion of the Town of Norway. The neighborhood is bordered in the south by the Central neighborhood and the Loomis South Neighborhood. It is bordered to the west by Loomis North neighborhood and to the east by the Northeast neighborhood. The northern border is the Town of Norway limits. The neighborhood encompasses the properties surrounding all of Wind Lake.

The area of the Wind Lake neighborhood is approximately 2,950 acres.

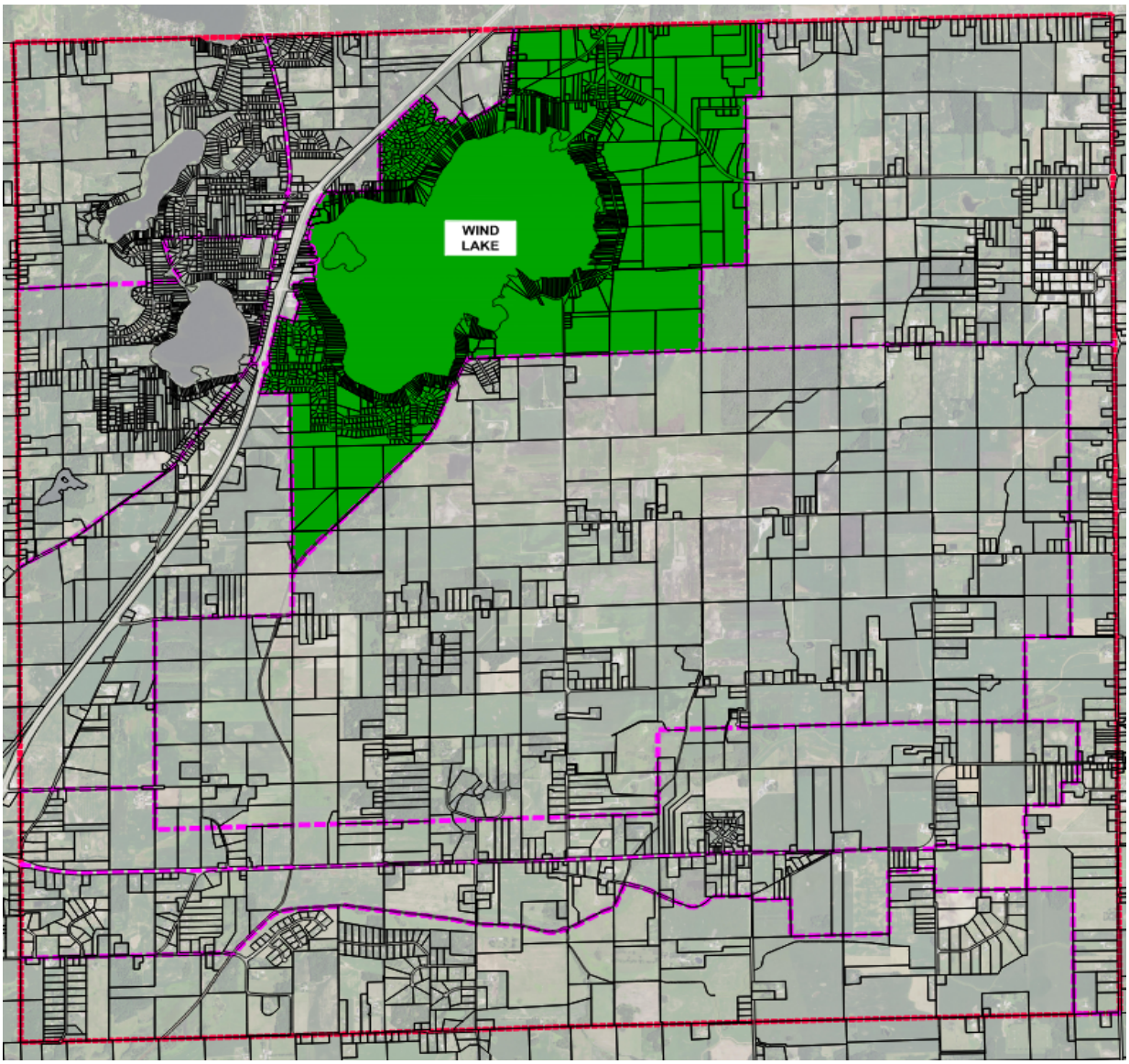

Figure 8.1 Wind Lake Neighborhood Location

TRANSPORTATION FACILITIES

Figure 8.2 and **Figure 8.3** display the transportation facilities in and around the Wind Lake neighborhood. Current transportation facilities can greatly impact the ability of future developments. Future land use can also greatly increase or decrease traffic volumes and patterns and can have a large impact on the success of future developments.

Figure 8.2 Existing Transportation Facilities - North Portion

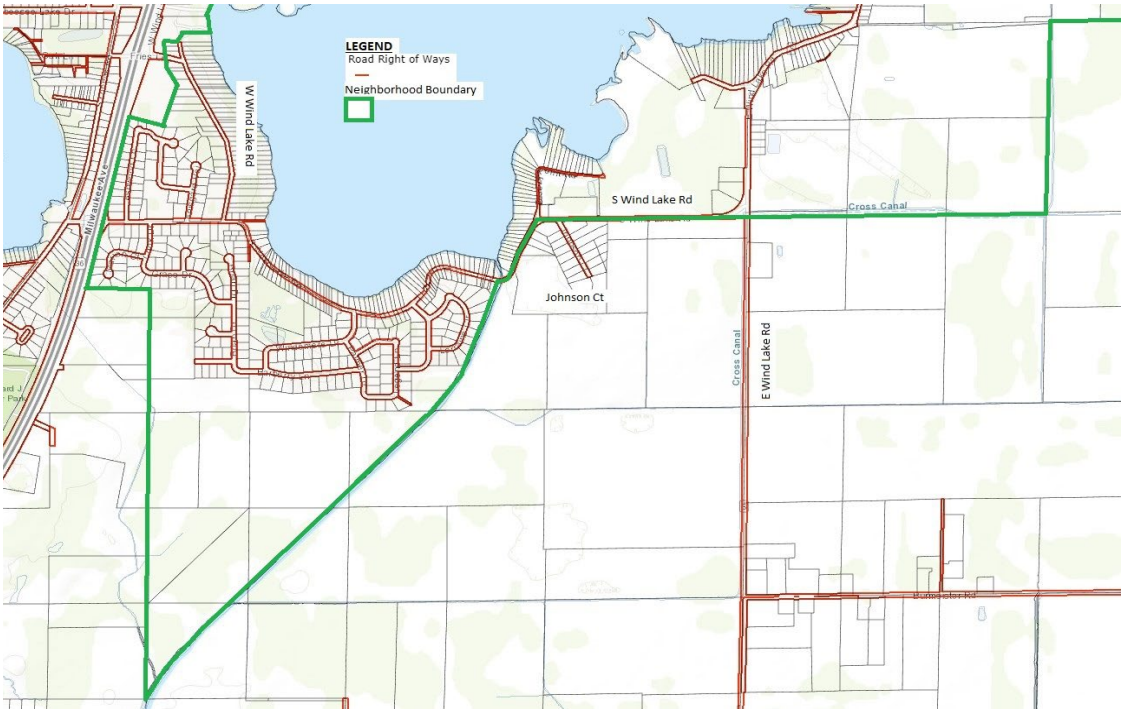

Figure 8.3 Existing Transportation Facilities - South Portion

Within the Wind Lake Neighborhood, STH 36 (Milwaukee Avenue) runs along the western border of the neighborhood as a Principal Arterial. STH 36 is also a limited access roadway. 7 Mile Road runs east-west along the western portion of the neighborhood as a Major Collector. The remaining roads within the neighborhood are classified as local roads. Some of these local roads are dead-end or low-volume residential roads, such as Stonegate Road, Auburn Court, Point Drive, Wayland Court, Bennington Drive, Waverly Court, Burgandy Drive, Portsmouth Road, Greenbriar Road, Windsong Court, Woodmere Square, Francis Way, Willow Lane, Saddler Drive, Thompson Drive, Breezy Point Road, Windcrest Drive, Regina Lane, Lorraine Circle, Wards Way, Cresent Way, Legend Lane, Arrowhead Drive, Palmer Drive, Barberry Lane, Edgemere Drive, Dukleth Drive, Severt Court, Brian Drive, Windemere Drive, Windemere Trail, Grace Drive, Cook Drive, Marion Court, Ashwood Lane, Kendra Lane, Christiania Alle, Farsund Alle, Friisgard Vei, Bendickson Drive, and Schads Drive.

North Wind Lake Road, East Wind Lake Road, West Wind Land Road, and South Wind Lake Road combine to be one road that circles Wind Lake. Loomis Road bisects the neighborhood running north-south on the west side of the neighborhood.

Table 8.1 Traffic Counts

Non-residential Roadways	Annual Average Daily Traffic (2011)	Annual Average Daily Traffic (2017)	Annual Average Daily Traffic (2021)	Change (veh)	Percent Change (%)
STH 36	10,000	10,800	-	+800	+8%
Loomis Rd	2,700	2,200	-	-500	-19%
N Wind Lake Rd	570	-	380	-190	-33%
E Wind Lake Rd	920	1,300	-	+380	+41%
W Wind Lake Rd	-	-	-	-	-
S Wind Lake Rd	610	-	470	-140	-23%
7 Mile Rd	-	-	-	-	-
Source: Wisconsin Department of Transportation TC Map					

Table 8.1 displays the traffic counts done by WisDOT in 2011, 2017, and 2021 on STH 36, Loomis Road, N Wind Lake, E Wind Lake, and S Wind Lake Road within the Wind Lake neighborhood. Unfortunately, W Wind Lake Road and 7 Mile Road did not have traffic counts by WisDOT within the Wind Lake neighborhood. The traffic counts on Loomis Road were relatively low in 2011 and declined in 2021. Traffic counts are high on STH 36 and increased slightly in 2017. The traffic counts on N Wind Lake Road were relatively low in 2011 and declined in 2021. The traffic counts on E Wind Lake Road were relatively low in 2011 and increased slightly in 2017. The traffic counts on S Wind Lake Road were relatively low in 2011 and declined slightly in 2021. Trends in traffic volumes and traffic patterns can offer an insight into how transportation corridors are currently being utilized and what future capacities will be available.

TOPOGRAPHY, NATURAL RESOURCES, AND WETLANDS

Figure 8.4 and **Figure 8.5** display the wetlands, environmental corridors, and FEMA floodplain within the Wind Lake neighborhood. The Wind Lake neighborhood has substantial floodplain around Wind Lake as well as the eastern and northern portions of the neighborhood. Generally, areas within the 100-year floodplain will not be developable but may be utilized to meet open space requirements. All of Wind Lake neighborhood is a part of the Norway/Dover Drainage district, which drains into the Fox River.

The southern and eastern portion of the neighborhood has existing wetlands and existing environmental corridors. These areas will be difficult to develop due to the environmental impacts and poor soils present.

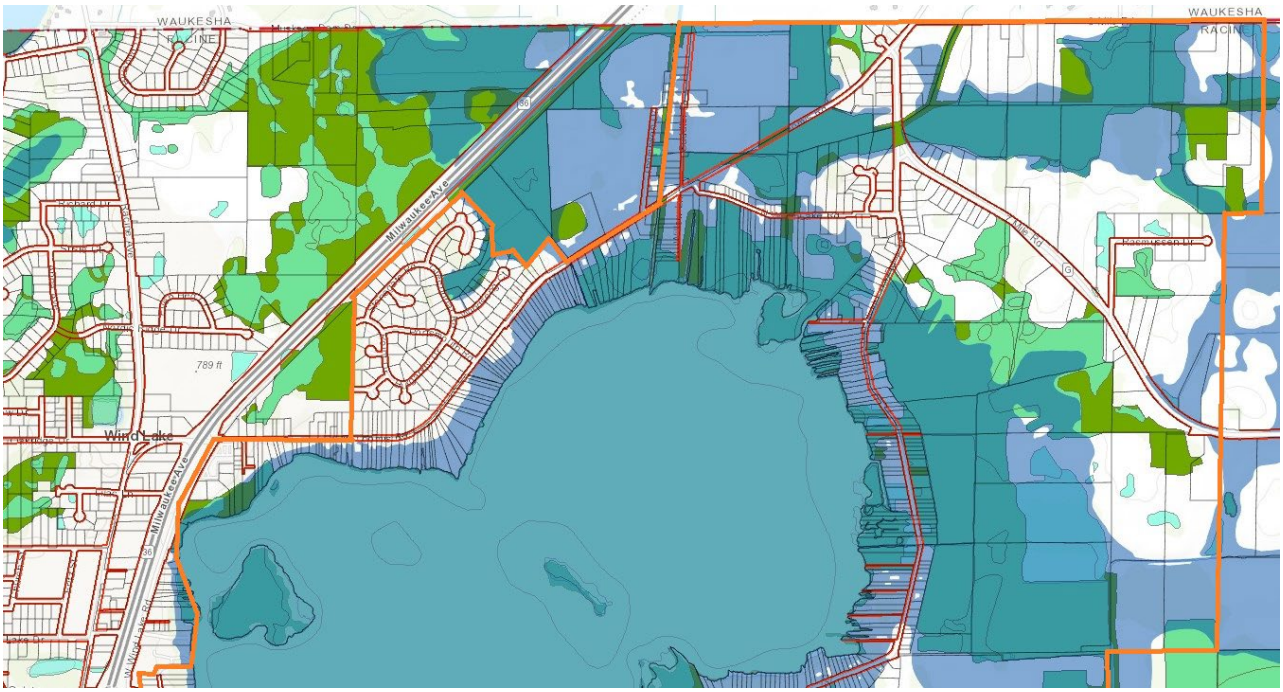

Figure 8.4 Floodplain, Wetland, and Environmental Corridors - North Portion

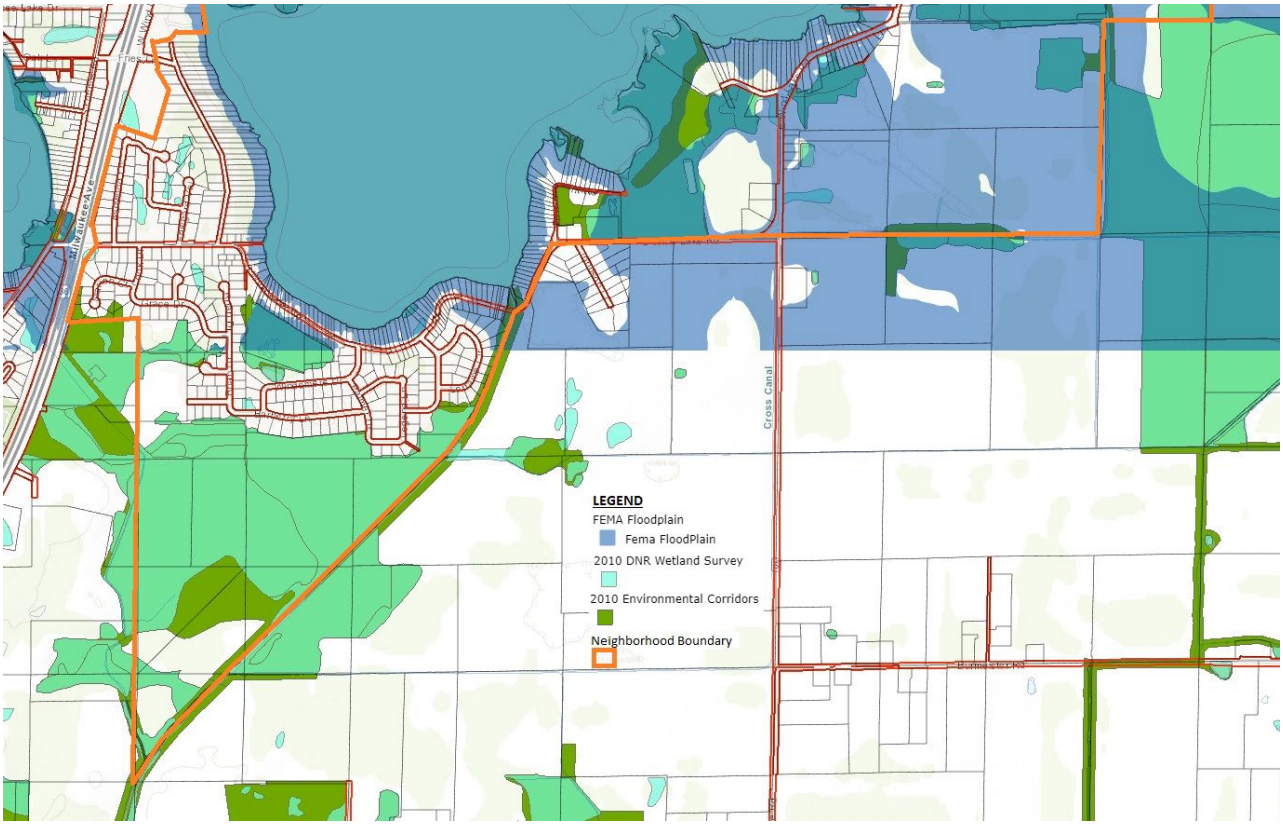

Figure 8.5 Floodplain, Wetland, and Environmental Corridors - South Portion

EXISTING SOIL CONDITIONS

Figure 8.6 displays the existing soil conditions in the Wind Lake neighborhood. The most prominent surface is Water from Wind Lake (W) at 30.9% of the neighborhood. The major soil types include Houghton Muck (Ht) at 20.4% of the neighborhood and Montgomery Silty Clay (Mzc) at 8.5%.

Over half of the neighborhood sits on undevelopable land in the form of surface water from Wind Lake and muck/marsh land near Wind Lake. The presence of surface water, muck, and marsh severely limits the ability to develop in these areas.

The remaining portions of the neighborhood are a combination of silt, clay, sand, and loam. Most of the existing developments have been developed on these sites due to the relatively better soil to accommodate developments.

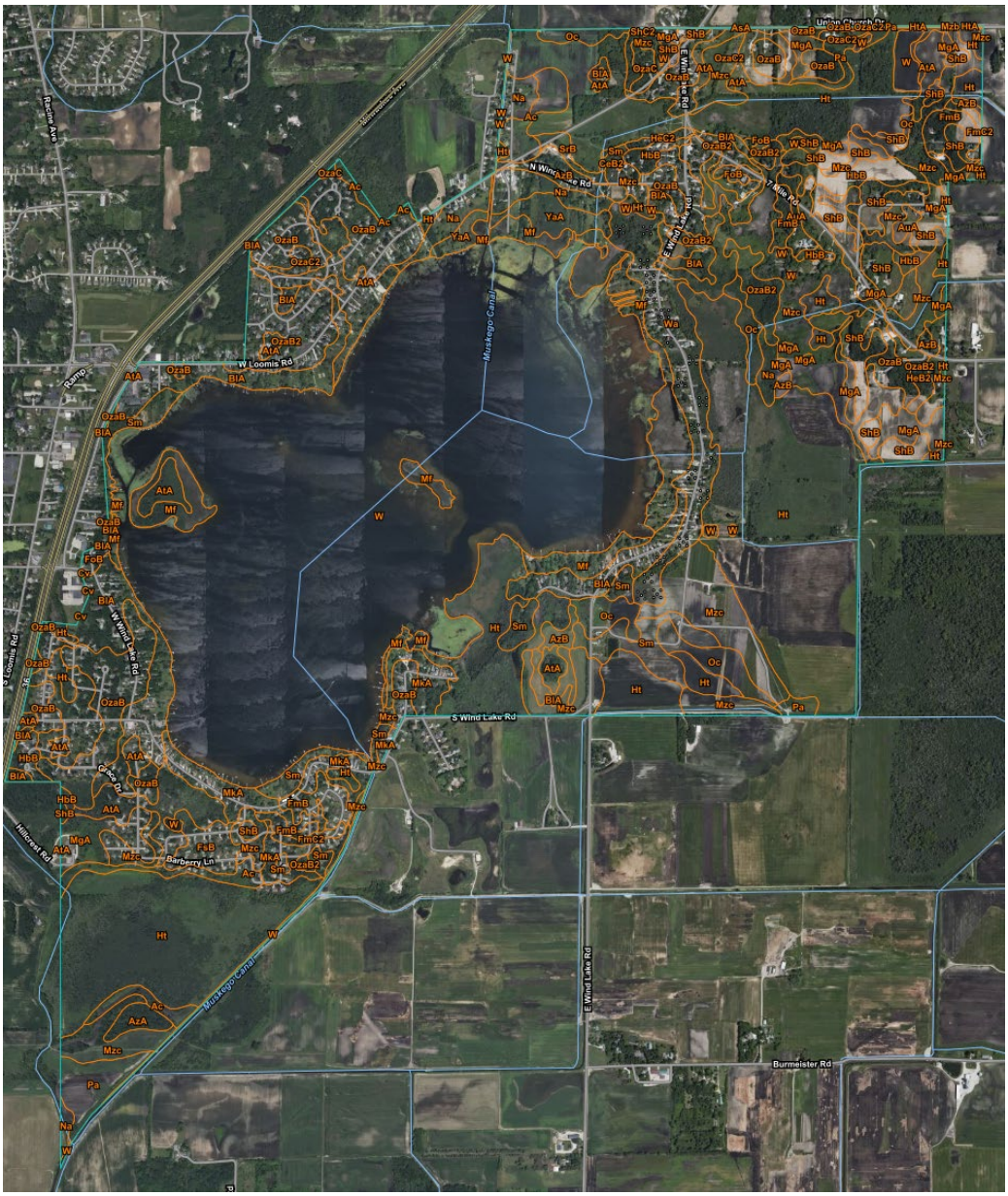

Figure 8.6 Existing Soil Conditions

LEGEND

Ac – Adrian Muck	AtA – Ashkum Silty Clay Loam	AuA – Aztalan Sandy Loam	AzA – Aztalan Loam
AzB – Azalan Loam	BlA – Blount Silt Loam	CeB2 – Casco Loam	Cv – Clayey Land
FmB – Fox Sandy Loam	FmC2 – Fox Sandy Loam	FoB – Fox Loam	FsB – Fox Silt Loam
HbB – Hebron Sandy Loam	HeB2 – Hebron Loam	HeC2 – Hebron Loam	Ht – Houghton Muck
Mf – Marsh	MgA – Martinton Silt Loam	MkA – Matherton Loam	Mzc – Montgomery Silty Clay
Na – Navan Silt Loam	Oc – Ogden Muck	OzaB – Ozaukee Silt Loam	OzaB2 – Ozaukee Silt Loam
OzaC – Ozaukee Silt Loam	OzaC2 – Ozaukee Silt Loam	Pa – Palms Muck	ShB – Saylesville Silt Loam
ShC2 – Saylesville Silt Loam	Sm – Sebewa Silt Loam	SrB – Sisson Fine Sandy Loam	W – Water
Wa – Wallkill Silt Loam	YaA – Yahara Fine Sandy Loam		

CURRENT LAND USE

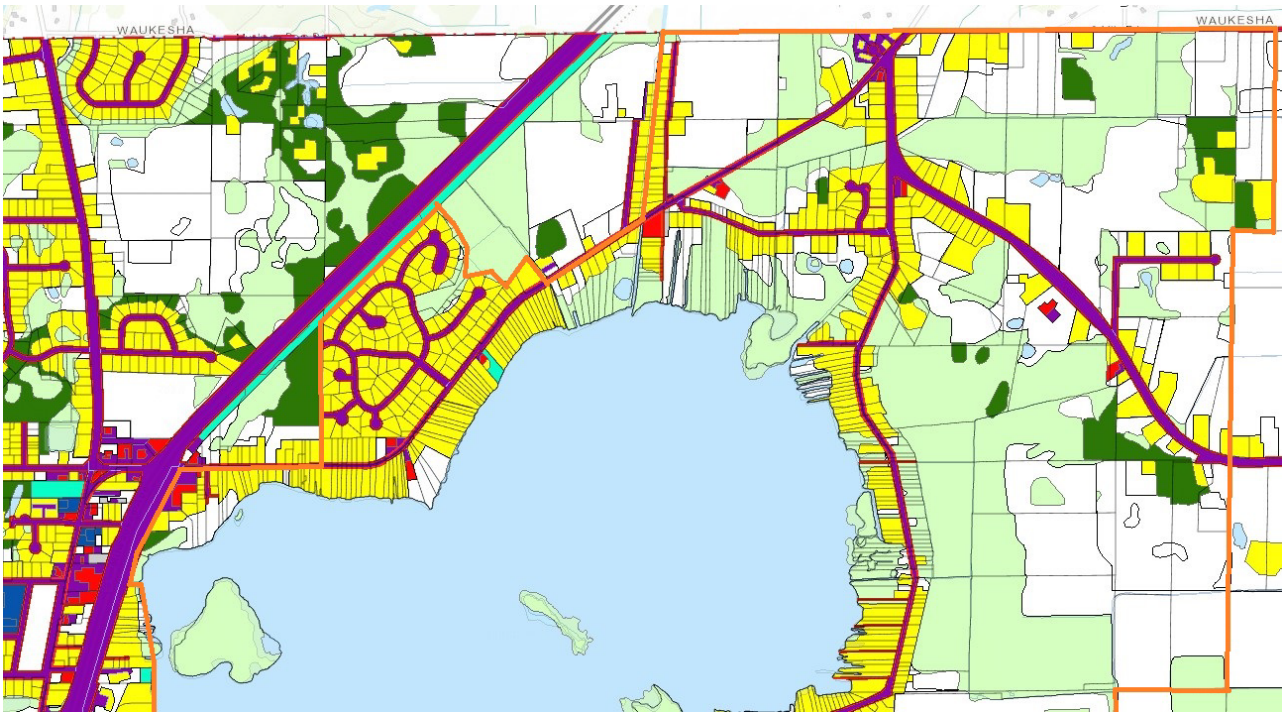

Figure 8.7 Existing Land Use - North Portion

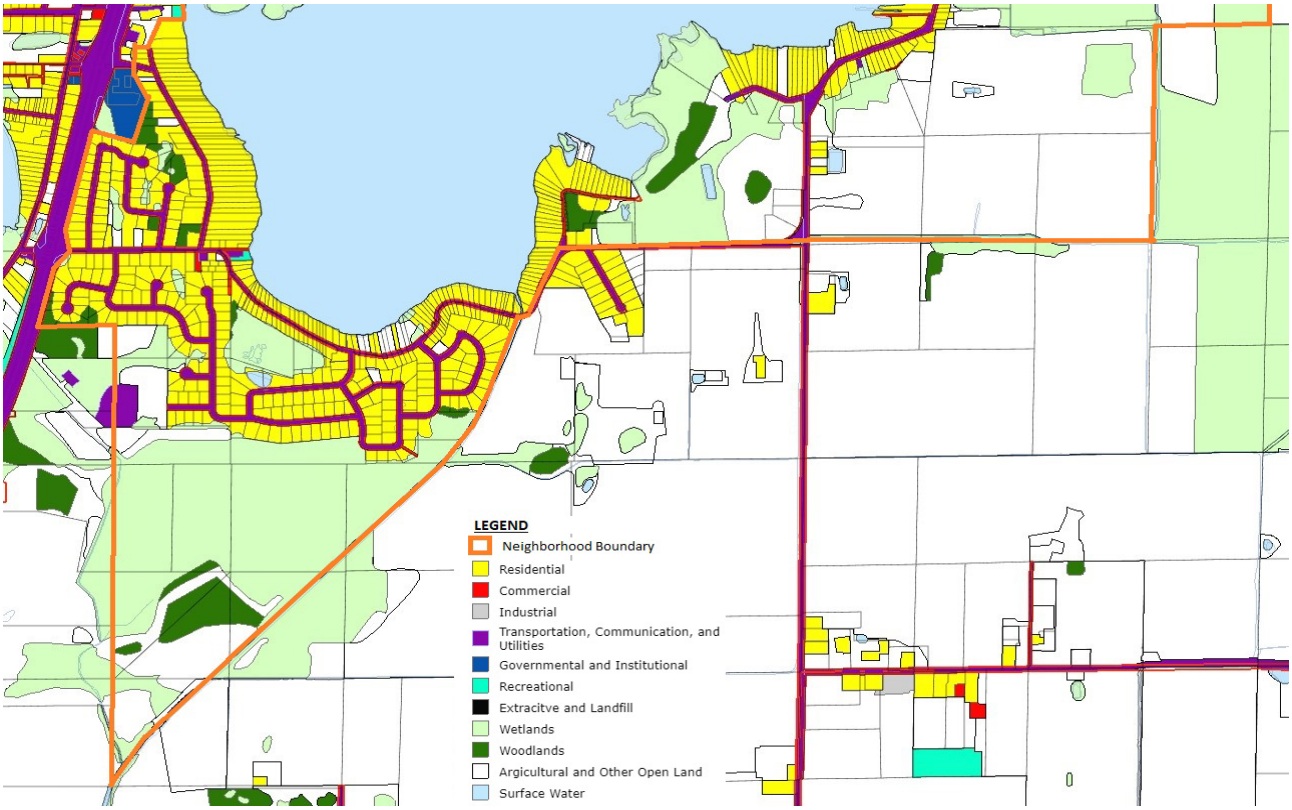

Figure 8.8 Existing Land Use - South Portion

Figure 8.7 and **Figure 8.8** display the diversity of land use within the Wind Lake neighborhood. Most of the land use around the lake is residential, with scattered woodland and wetlands interspersed between them. The southern end of the neighborhood along the drainage canal is largely a wetland.

There is scattered commercial land uses throughout the neighborhood, such as JC's Wind Lake Pub at the corner of S Wind Lake Road and W Wind Lake Road, the commercial buildings at the corner of W Wind Lake Road and Loomis Road, and Brian's Boat House, Malnory Construction, Sportsman's Pub & Grub, and Cooler by the Lake Tavern along Loomis Road. There is also 4 Bros Auto at Loomis Road & 7 Mile Road, The Tavern at E Wind Lake Road & 7 Mile Road, and two more commercial buildings on 7 Mile Road.

There are two boat launches that are classified as recreational land uses along Wind Lake. Lastly, there are scattered agricultural land uses in the northern and eastern portions of the neighborhood but tend to stay further away from Wind Lake.

CURRENT ZONING

Figure 8.9 and **Figure 8.10** display the current zoning of the Wind Lake neighborhood. The agricultural land uses predominantly in the northern and eastern potions of the neighborhood are zoned A-2 and A-3. A-2 zoning is for agriculture, forestry, general farming, and single-family dwellings, among others. A-3 agricultural zoning is a general farming district that is in a so-called holding district where nonagricultural development will be deferred until the appropriate legislative bodies determine that it is economically feasible to provide public services and facilities for uses other than those permitted in the holding district.

The small islands in the middle of Wind Lake and part of the eastern portion of the neighborhood is zoned as C-1, which is primarily used for fishing, flood overflow and flood water storage, hunting, navigation, pedestrian and equestrian trails, preservation of scenic, historic and scientific areas, public fish hatcheries, soil and water conservation practices, sustained yield forestry, stream bank and lakeshore protection, water retention ponds, and wildlife areas.

For commercial land uses, there are B-1, B-3, B-5 and B-6 zoning applications. B-1 zoning, which is used throughout the neighborhood, is primarily used for a neighborhood business district. B-3 zoning, which is used for Cooler by the Lake Tavern and 4 Bros Auto along 7 Mile Road, is primarily used for neighborhood business district, community business district as well as other specialized commercial uses. B-5 zoning, which is used on the site of West Loomis LLC, is a highway business district primarily used for adult establishments. Lastly, B-6 zoning, which is utilized at the site of Sportsman's Pub and Grub, is primarily used as a water-oriented business district.

Most of the neighborhood areas are zoned for residential land use, which is encompassed by R-2, R-3, R-4, R-5, R-5A, R-6 and R-7 zoning. The R-2 Zoning is used for one-family dwellings on lots not served by public sanitary sewers and is utilized on the eastern portion of the neighborhood where there is no public sanitary sewer. R-3 zoning, which is used for suburban residential district that is served by a public sewer, is widely used around Wind Lake. R-4 zoning, which is an urban residential district used for one-family dwellings served by public sanitary sewer, is used on the north and east portions of the neighborhood. R-5 zoning, which is also an urban residential district used for one-family dwellings served by public sanitary sewer, is widely used around Wind Lake. R-5A zoning is like R-5 zoning with slightly larger minimum lot and width sizes, is used on several lots on the north and south portions of Wind Lake. R-6 zoning, which is used for two-family dwellings on lots served by sanitary sewer, is utilized along STH 36 and on one parcel along Loomis Road. R-7 zoning is used for multi-family dwellings not exceeding eight (8) dwelling units per structure and served by sanitary sewer and is utilized in the neighborhood at the corner of SHT 36 & Loomis Road as well as for the cul-de-sac lots around Nelson Court.

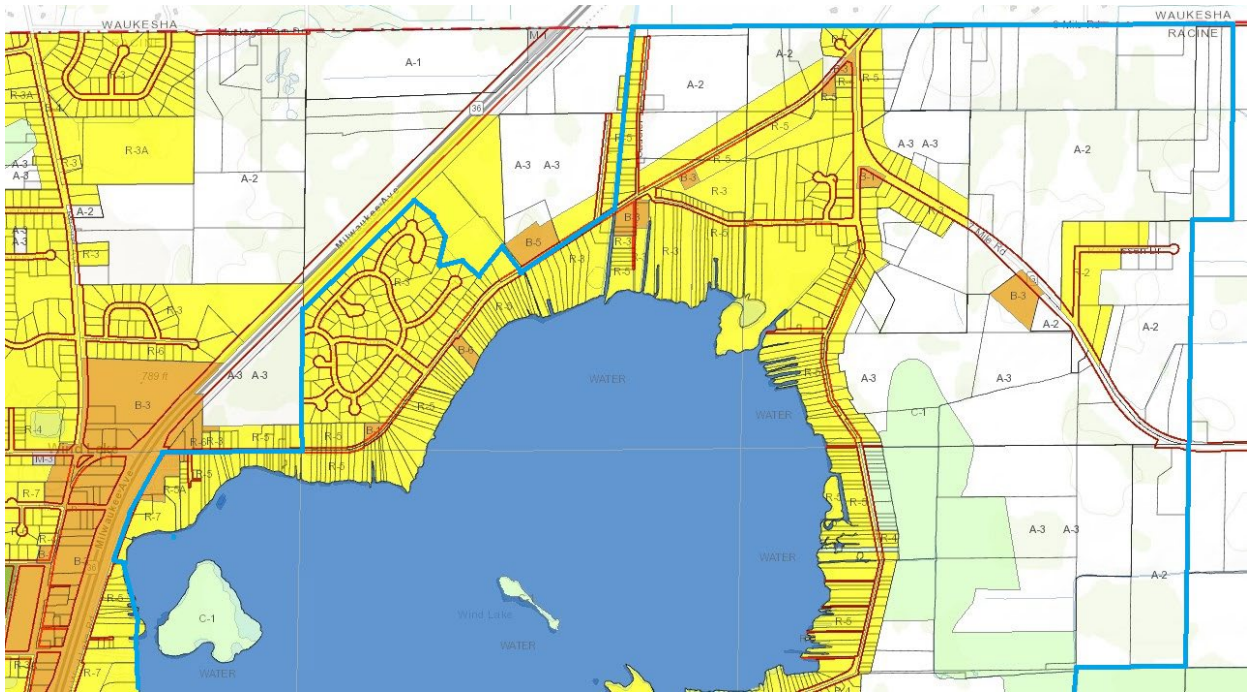

Figure 8.9 Current Zoning - North Portion

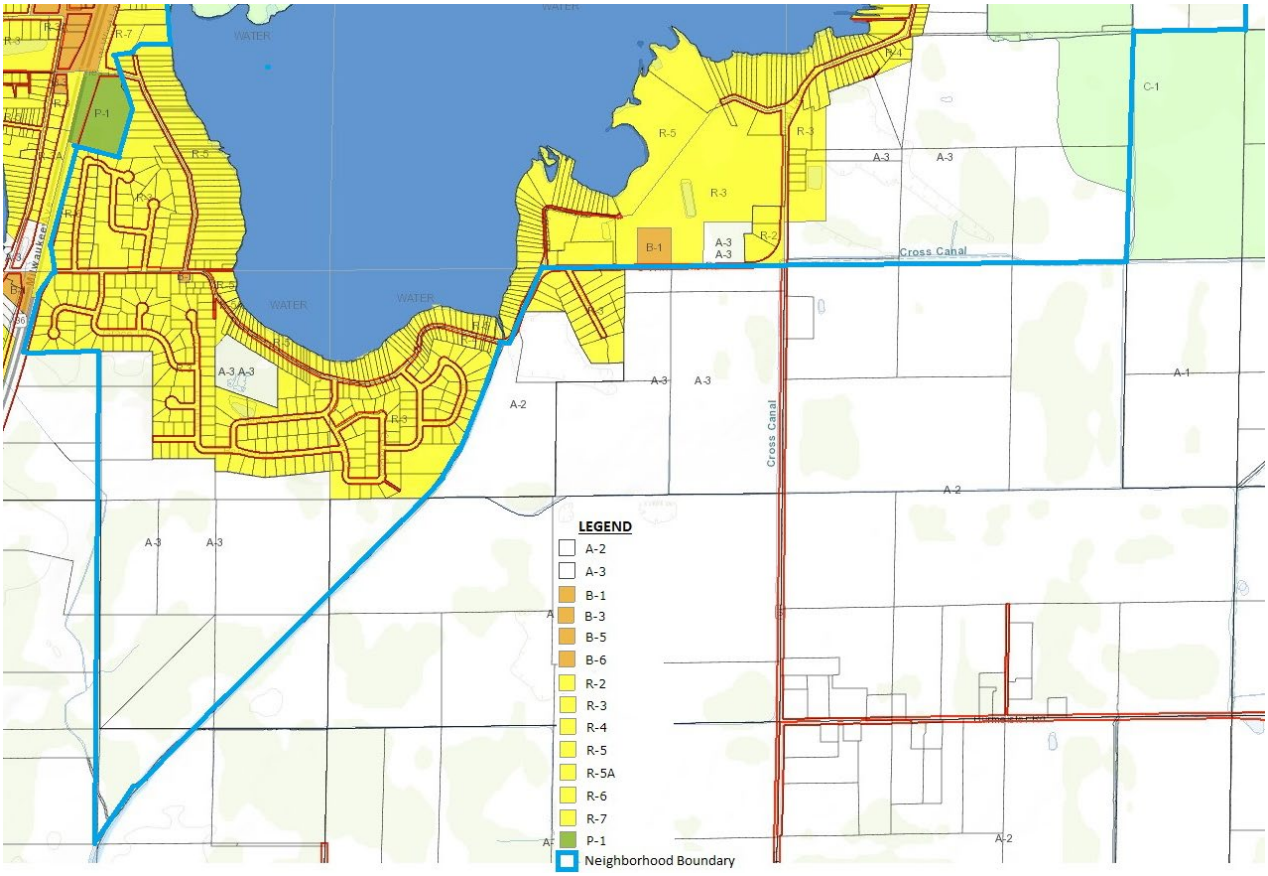

Figure 8.10 Current Zoning - South Portion

EXISTING SANITARY SEWER

Figure 8.11 displays the existing Norway Sanitary District No. 1 and the portion of the Wind Lake Neighborhood that is within the within the district. Wind Lake neighborhood occupies the central and eastern section of the sanitary district. The sanitary sewer area, officially ratified by the Southeastern Wisconsin Regional Planning Commission in June 1999, has not been amended since its adoption.

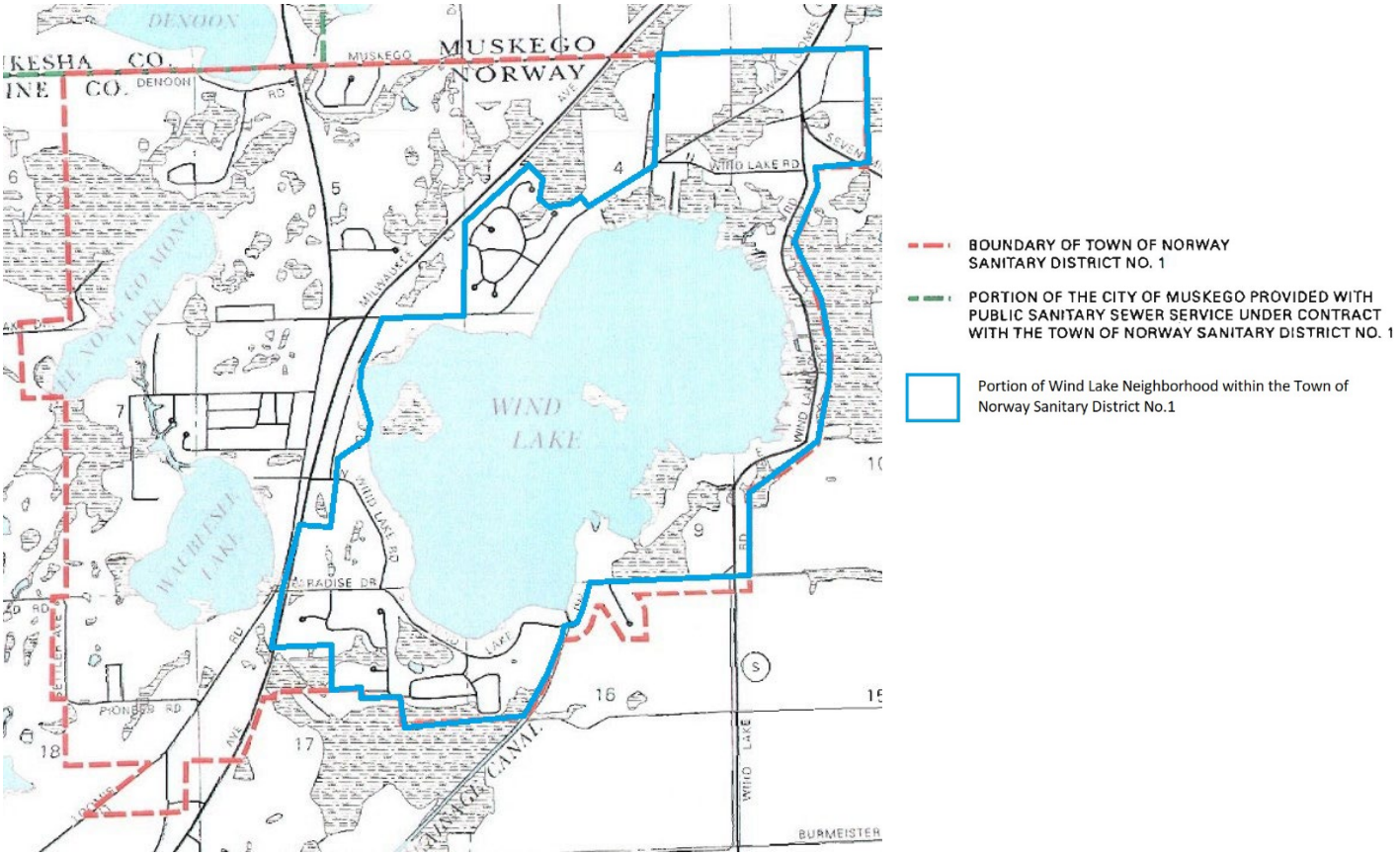

Figure 8.11 Town of Norway Sanitary District No. 1

WIND LAKE NEIGHBORHOOD PLAN: PROPOSED NEIGHBORHOOD DEVELOPMENTS

LOW DENSITY RESIDENTIAL (YELLOW) AND MEDIUM DENSITY RESIDENTIAL (ORANGE)

Low and medium density residential land use is utilized for single-family and multi-family residential dwellings. The large presence of loam soil has allowed for residential land use throughout this neighborhood, however, most of the neighborhood has been “built-out” and the remaining areas for further expansion have poor soils, are in a floodplain, or are occupied by an environmental corridor. Therefore, any expansion in residential land use will fill in the gaps of existing residential land uses instead of major proposed developments.

COMMERCIAL (RED)

The current land use within the Wind Lake neighborhood has limited and scattered commercial land usage. This is primarily due to the nature of the neighborhood as being ideal for residential land use near Wind Lake. Also, since most of the neighborhood is “built-out,” there are limited opportunities for expanding the commercial land uses.

AGRICULTURAL (GREEN)

The agricultural land use that currently exists within the Wind Lake neighborhood is within floodplains where future development is not anticipated. Therefore, the existing agricultural land use will remain largely intact.

FUTURE LAND USE

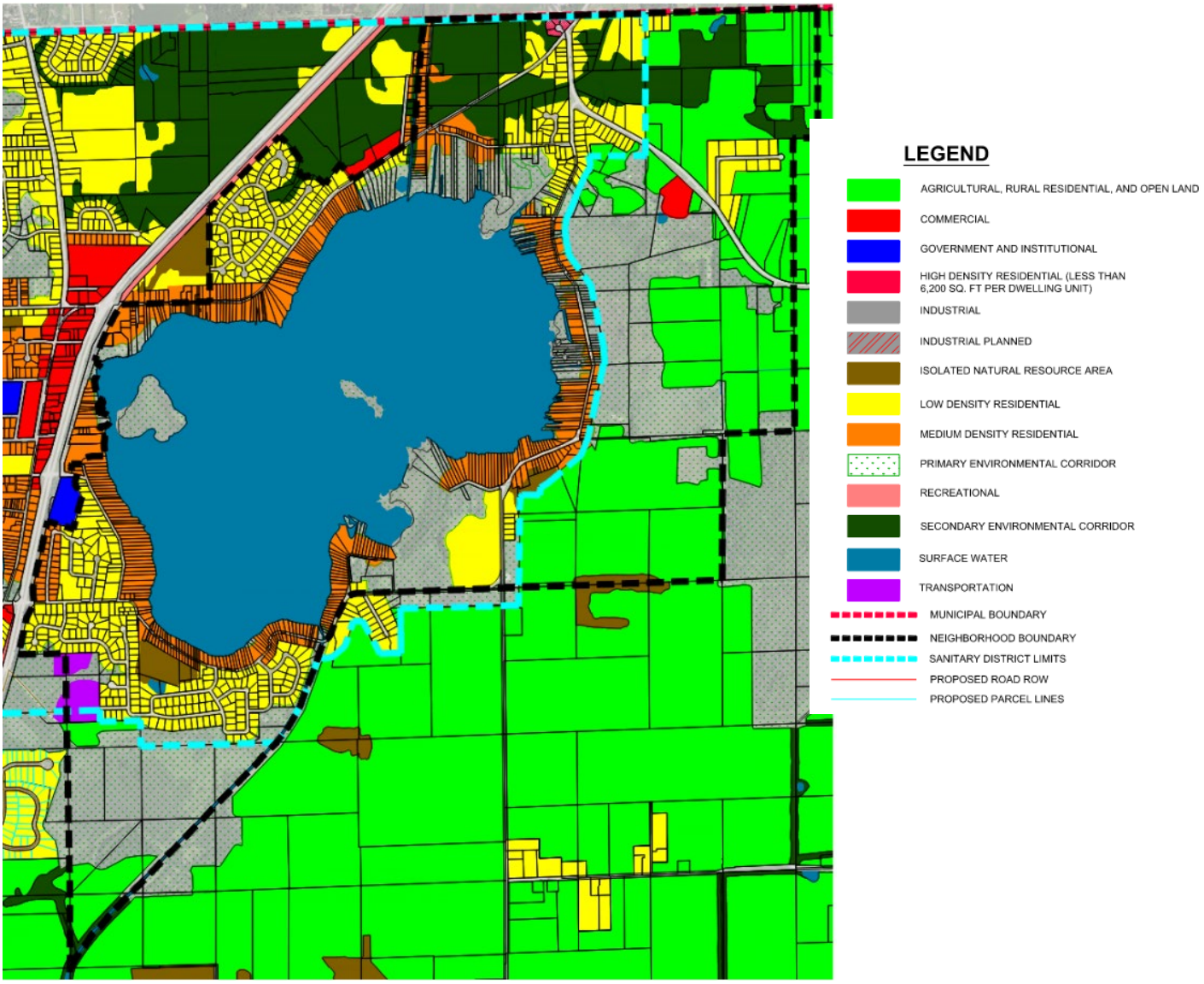

Figure 8.12 Future Land Use

Figure 8.12 displays the future land use for the Wind Lake Neighborhood. Most of the existing land uses will remain the same due to the lack of an ability to expand the commercial or residential land uses. Any expansion or growth within this neighborhood will be in-filling the existing developments, not growing by building new developments.

For opportunities to fill in residential land use, the northwest corner of S Wind Lake and E Wind Lake could have residential land use placed. Similarly, west of Thompson Drive on the north portion of the neighborhood could see a few residential applications.

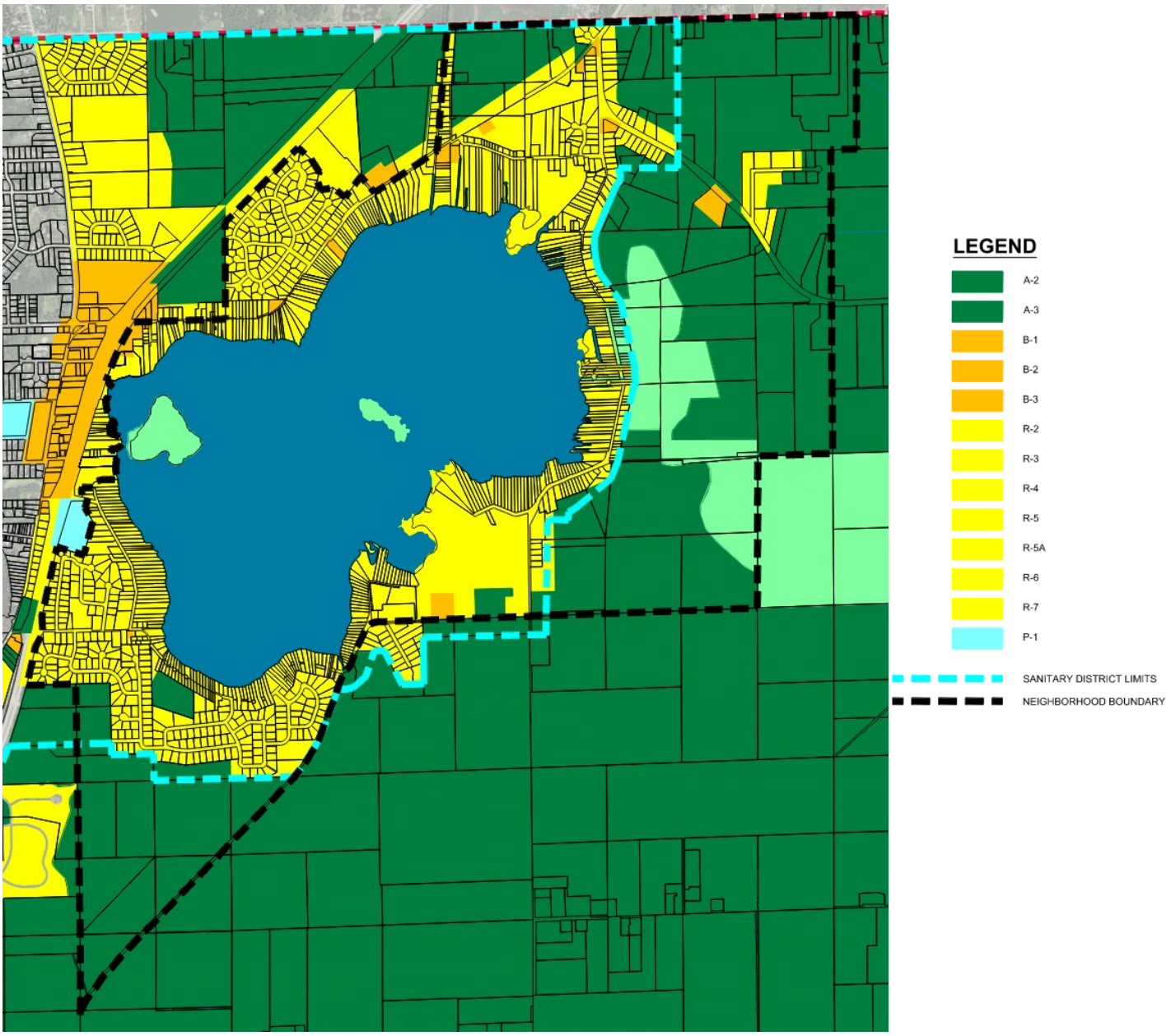

Figure 8.13 Future Zoning

Figure 8.13 displays the future zoning for the Wind Lake neighborhood. Due to the limited development expansion projected over the next 20 years, the future zoning remains unchanged.

LOOMIS SOUTH NEIGHBORHOOD PLAN: CURRENT CONDITIONS

LOCATION

The Loomis South neighborhood, as highlighted in **Figure 9.1** below, is in the western portion of the Town of Norway. The neighborhood is bordered in the south by CTH K North neighborhood and bordered to the north by Waubeesee Lake neighborhood, Loomis North neighborhood, and Wind Lake neighborhood. The northern border of the neighborhood is also Loomis Road. The western border of the neighborhood is the municipal boundary of the Town of Norway. The eastern border of the neighborhood is the Central neighborhood.

The area of the Loomis South neighborhood is approximately 1,318 acres.

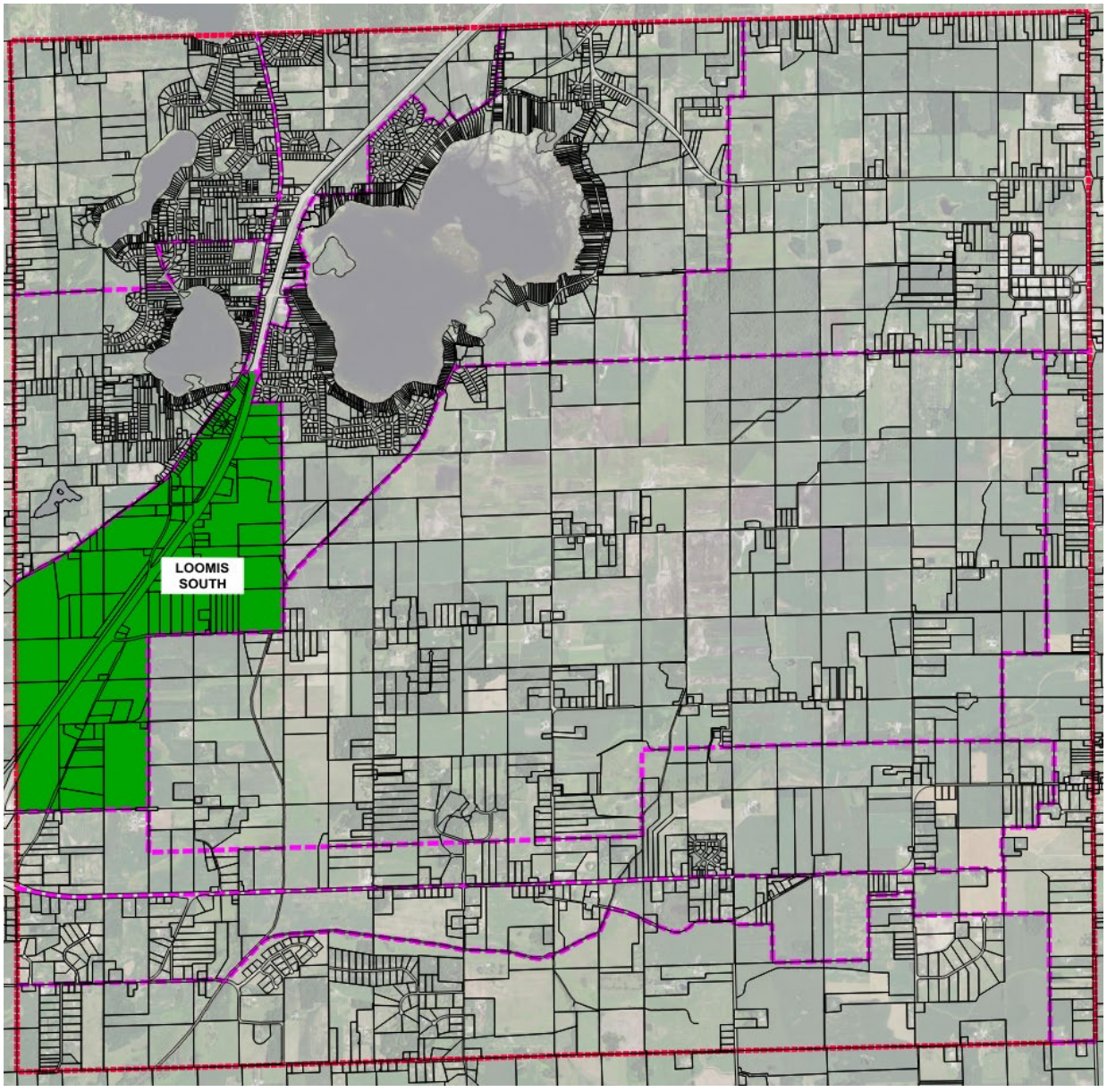

Figure 9.1 Loomis South Neighborhood Location

TRANSPORTATION FACILITIES

Figure 9.2 displays the transportation facilities in and around the Loomis South neighborhood. Current transportation facilities can greatly impact the ability of future developments. Future land use can also greatly increase or decrease traffic volumes and patterns and can have a large impact on the success of future developments.

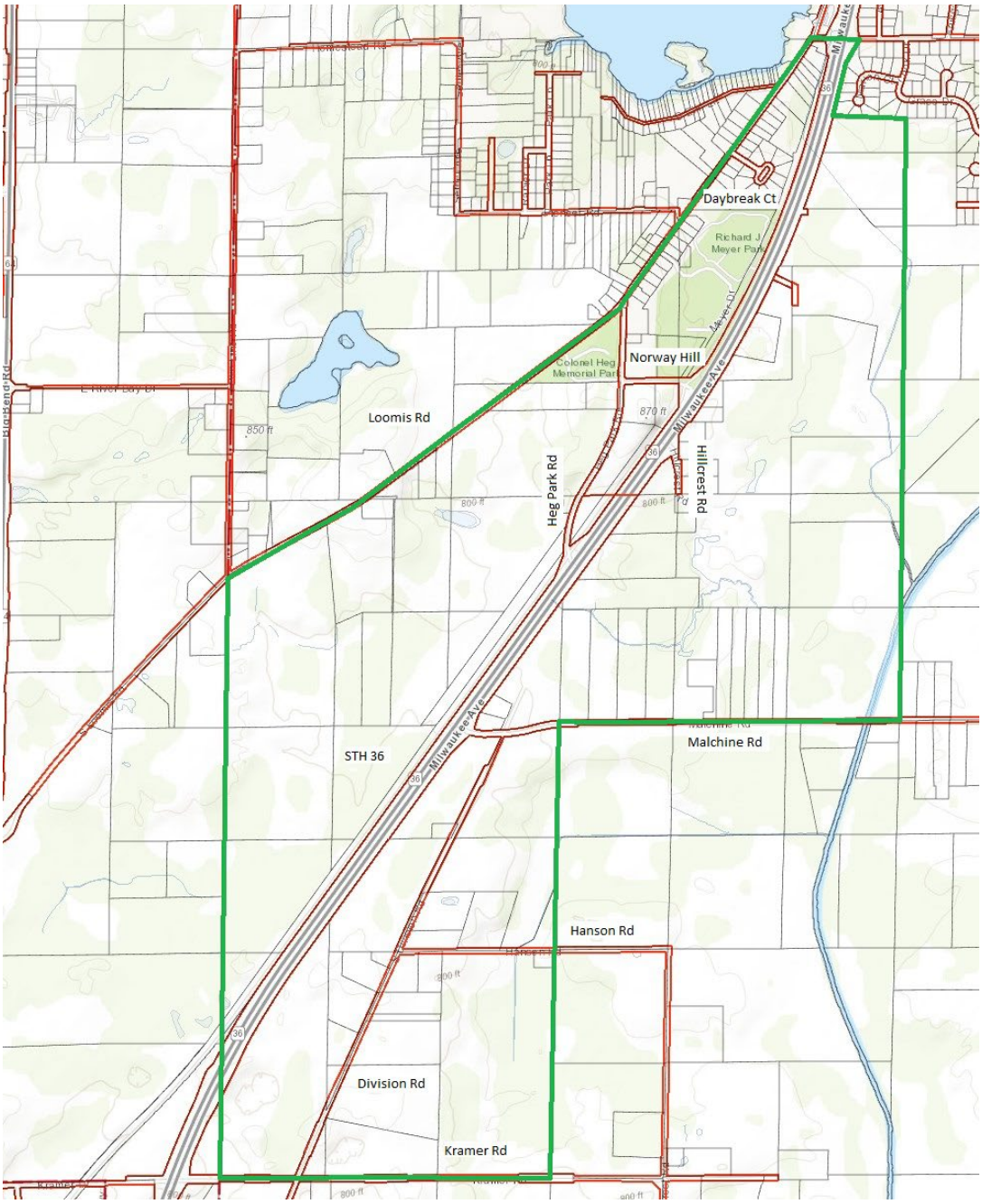

Figure 9.2 Existing Transportation Facilities

Within the Loomis South Neighborhood, STH 36 (Milwaukee Avenue) bisects the neighborhood and runs north-south as a Principal Arterial. STH 36 is also a limited access roadway. The remaining roads within the neighborhood are classified as local roads. Some of these local roads are dead-end residential roads, such as Hillcrest Road, Daybreak Court, and Norway Hill Road.

Division Rd runs north-south within the south portion of the neighborhood and connects Malchine Road and Kramer Road. Kramer Road runs east-west at the southern border of the neighborhood. Hanson Road and Malchine Road run east-west in the southeast portion of the neighborhood and terminate at STH 36. Heg Park Road runs north-south in the northern portion of the neighborhood and connects Loomis Road to STH 36.

Along STH 36 on the northwest side, there is a portion of the Seven Water Trail, which was placed as part of a rails-to-trails project. The trail carries pedestrian traffic and is anticipated to remain in place in the long-term vision of the Town of Norway.

Table 9.1 Traffic Counts

Non-residential Roadways	Annual Average Daily Traffic (2011)	Annual Average Daily Traffic (2021)	Change (veh)	Percent Change (%)
STH 36	13,000	12,700	-300	-2.3%
Loomis Rd	2,900	1,900	-1000	-34.5%
Heg Park Rd	-	-	-	-
Malchine Rd	-	-	-	-
Division Rd	-	-	-	-
Hanson Rd	-	-	-	-
Kramer Rd	-	-	-	-
Source: Wisconsin Department of Transportation TC Map				

Table 9.1 displays the traffic counts done by WisDOT in 2011 and 2021 on STH 36 and Loomis Road within the Loomis South neighborhood. Unfortunately, most of the roads within the South Loomis neighborhood do not have traffic counts by WisDOT. Most of these roads are residential local roads that can be assumed to have low traffic counts. The traffic counts on Loomis Road were relatively low in 2011 and declined in 2021. Traffic Counts are high on STH 36 but did decline slightly in 2021. These declines in traffic counts could be due to the impacts of the COVID-19 pandemic. Trends in traffic volumes and traffic patterns can offer an insight into how transportation corridors are currently being utilized and what future capacities will be available.

TOPOGRAPHY, NATURAL RESOURCES, AND WETLANDS

Figure 9.3 displays the wetlands, environmental corridors, and FEMA floodplain within the Loomis South neighborhood. The Loomis South neighborhood has scattered wetlands and forests throughout the neighborhood. All of the Loomis South neighborhood is a part of the Norway/Dover Drainage district, which drains into Fox River.

The northwest corner of the Loomis South neighborhood has two parks: Richard J Meyer Park and Colonel Heg memorial Park. Colonel Heg Memorial Park is considered an environmental corridor, while Richard J Meyer Park is not. However, parks are typically not sites for future residential or commercial expansions, however, placing residential and commercial around existing parks can be very beneficial to a community.

In the eastern part of the neighborhood, there are two drainage ditches that run north-south. Environmental corridors, the FEMA floodplain, and existing wetlands follow these drainage ditches closely, making future expansions near these ditches difficult. Generally, areas within the 100-year floodplain will not be developable but may be utilized to meet open space requirements.

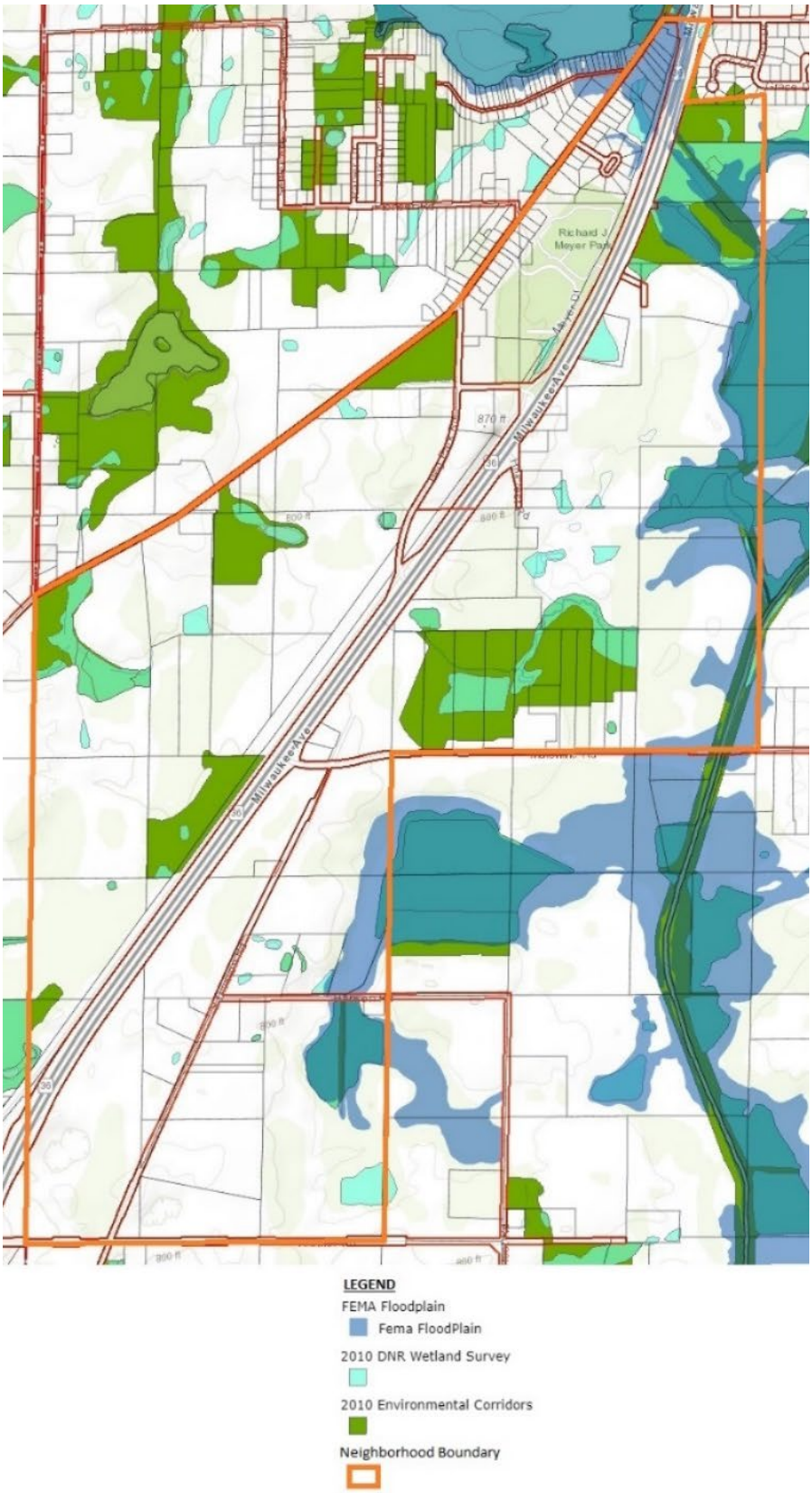

Figure 9.3 Floodplain, Wetlands, and Environmental Corridors

EXISTING SOIL CONDITIONS

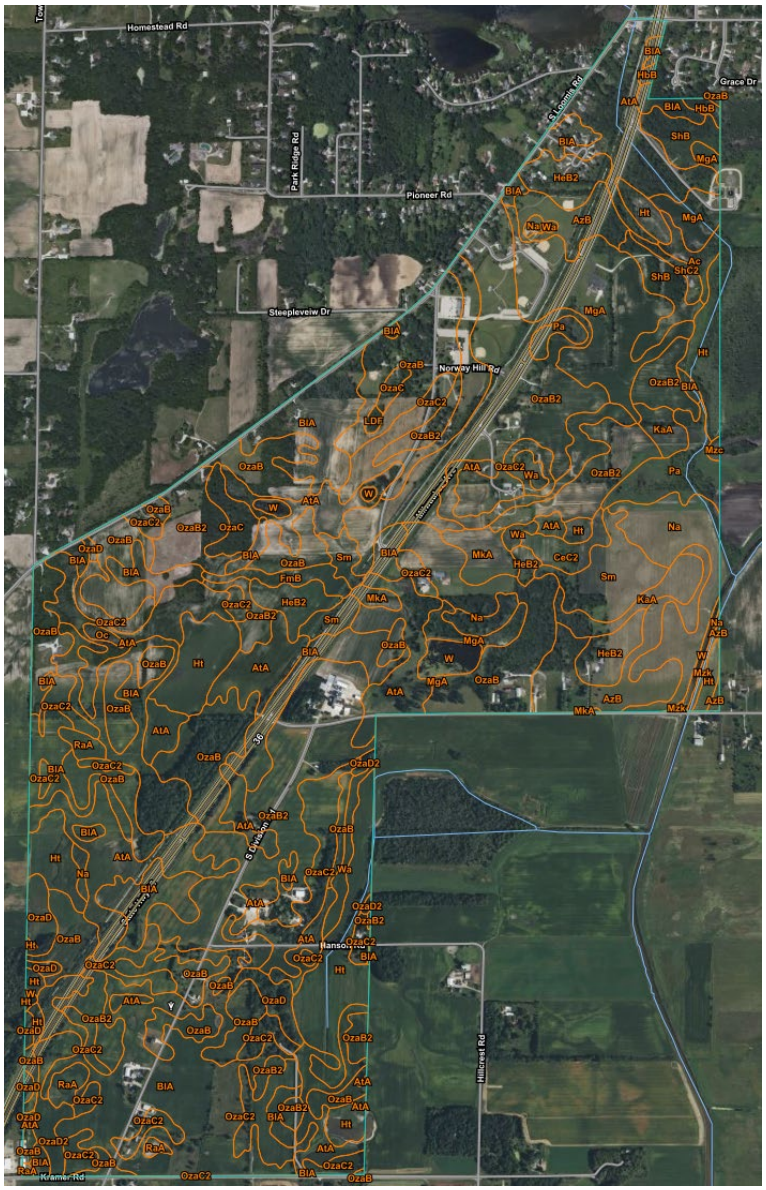

Figure 9.4 Existing Soil Conditions

LEGEND

Ac – Adrian Muck	AtA – Ashkum Silty Clay Loam	AzB – Azalan Loam	BlA – Blount Silt Loam
CeC2 – Casco Loam	FmB – Fox Sandy Loam	HbB – Hebron Sandy Loam	HeB2 – Hebron Loam
Ht – Houghton Muck	KaA – Kane Loam	LDF – Landfill	MgA – Martinton Silt Loam
MkA – Matherton Loam	Mzc – Montgomery Silty Clay	Mzk – Mussey Loam	Na – Navan Silt Loam
Oc – Ogden Muck	OzaB – Ozaukee Silt Loam	OzaB2 – Ozaukee Silt Loam	OzaC – Ozaukee Silt Loam
OzaC2 – Ozaukee Silt Loam	OzaD – Ozaukee Silt Loam	OzaD2 – Ozaukee Silt Loam	Pa – Palms Muck
RaA – Radford Silt Loam	ShB – Saylesville Silt Loam	ShC2 – Saylesville Silt Loam	Sm – Sebewa Silt Loam
W – Water	Wa – Wallkill Silt Loam		

Figure 9.4 displays the existing soil conditions in the Loomis South neighborhood. The most prominent soil type is Ozaukee silt loam (OzaB2) at 16.2% of the neighborhood, followed by Blount silt loam (BlA) at 15.4% of the neighborhood and Ozaukee silt loam (OzaB) at 14.7% of the neighborhood.

Most of the neighborhood is a type of loam soil. Loam is a great in agriculture applications yet is still a suitable soil on which to build a development. There may be limitations to total density of housing based on the specific soil conditions on a particular development site due to the presence of loam. The presence of muck will make future developments difficult to build out.

CURRENT LAND USE

Figure 9.5 displays the diversity of land uses within the Loomis South neighborhood. The southern portion of the neighborhood has predominantly agricultural land use, with scattered woodlands, wetlands, and residential land uses. There is industrial and commercial land use in the southern portion of the neighborhood that is occupied by Walls Are Us.

On the northwest side of STH 36, there is Seven Water Trail, which runs parallel to STH 36 and is considered recreational land use. The northern portion of the neighborhood also has recreational land uses for the two existing parks in Richard J Meyer Park and Colonel Heg Memorial Park. There are also institutional land uses off Heg park Road and Norway Hill Road in Norway Lutheran Church, Norway Town hall and the Norway Cemetery. On the southeast side of STH 36, there is another institutional land use that is occupied by Living Water Lutheran Church.

The northern portion of the Loomis South neighborhood is within the Norway Sanitary District No. 1. Therefore, the residential land uses north of Heg Park Road off Loomis Road and Daybreak Court are served by sanitary sewers.

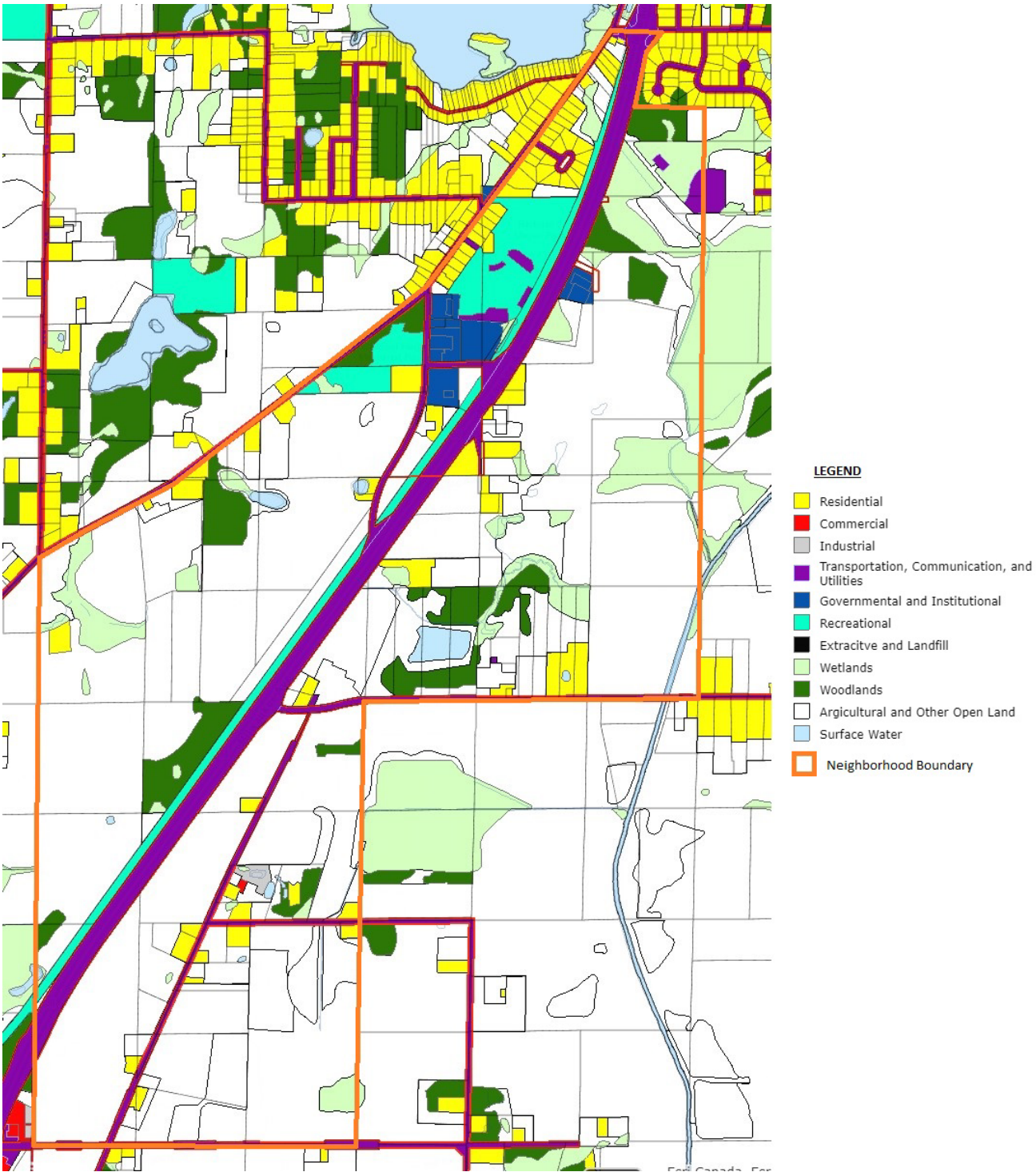

Figure 9.5 Existing Land Use

CURRENT ZONING

Figure 9.6 displays the current zoning of the Loomis South neighborhood. In the southern portion of the neighborhood, the zoning is exclusively A-2 zoning, which is for agriculture, forestry, general farming, and single-family dwellings, among others. In the northern portion of the neighborhood, there is A-3 agricultural zoning, which is a general farming district that is in a so-called holding district where nonagricultural development will be deferred until the appropriate legislative bodies determine that it is economically feasible to provide public services and facilities for uses other than those permitted in the holding district.

Richard J Meyer Park and Colonel Heg Memorial Park are both zoned as P-2, which is for public and existing private recreational uses. The Norway Lutheran Church, Norway Town hall and the Norway Cemetery are zoned as P-1, which is used for public and private institutional uses.

Along Loomis Road and northwest of Richard J Meyer Park, there are R-3 residential zoning, which is used for suburban residential district which is served by a public sewer. The residential lots around Daybreak Court and north of Daybreak Court along Loomis Road are zoned as R-3A, which is used for one-family dwellings on lots served by a public sewer.

At the northern end of the Loomis South neighborhood along STH 36, there are two lots that are zoned as B-1, which is primarily used for a neighborhood business district and is currently occupied by Penny Bar.

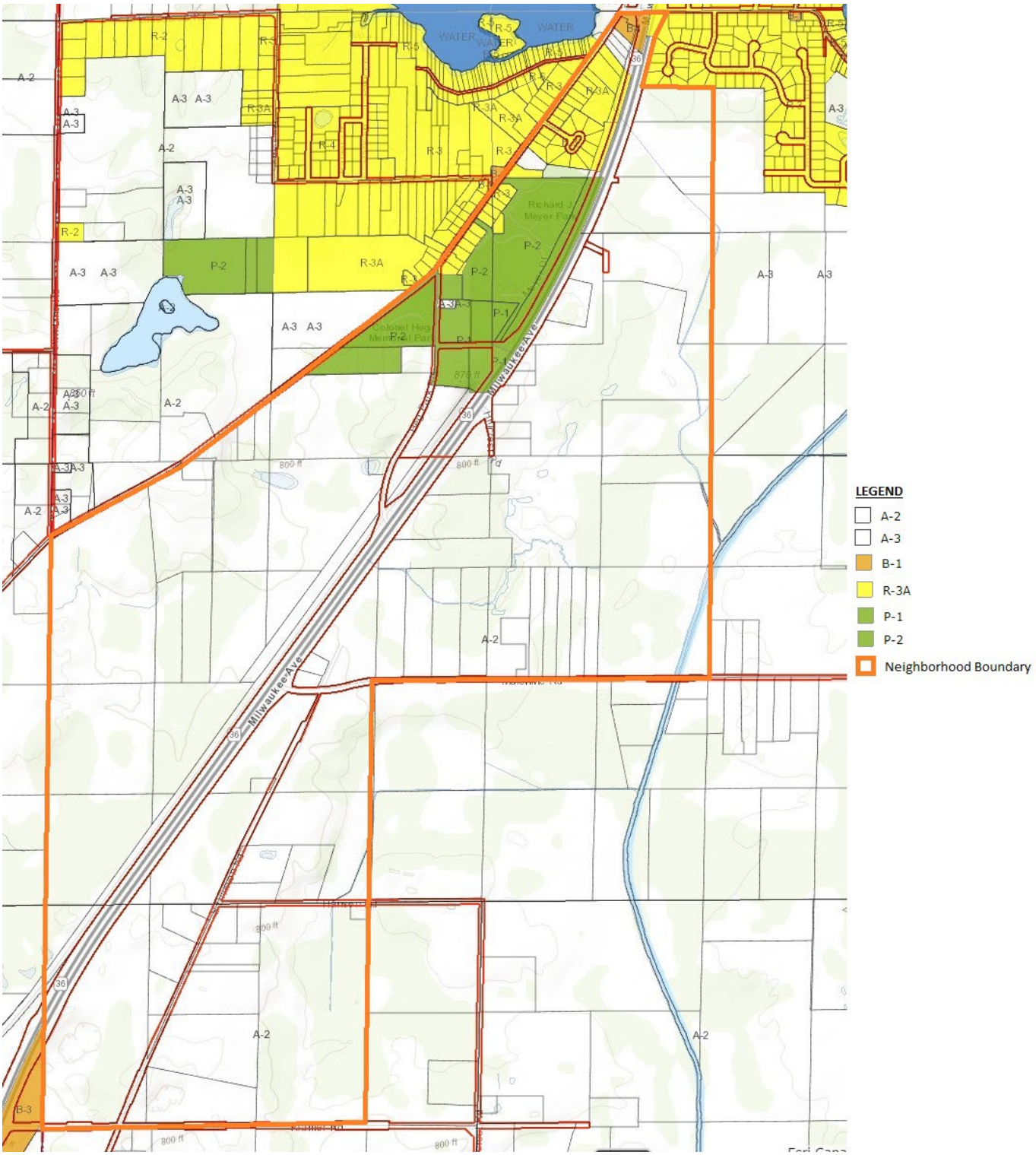

Figure 9.6 Current Zoning

EXISTING SANITARY SEWER

Figure 9.7 displays the existing Norway Sanitary District No. 1 and the portion of the district that is within the Loomis South Neighborhood. Loomis South neighborhood occupies a southern section of the sanitary district. In the northeastern corner of the Loomis South Neighborhood is the Norway Sanitary District No. 1 Wastewater treatment plant. The sanitary sewer area, officially ratified by the Southeastern Wisconsin Regional Planning Commission in June 1999, has not been amended since its adoption.

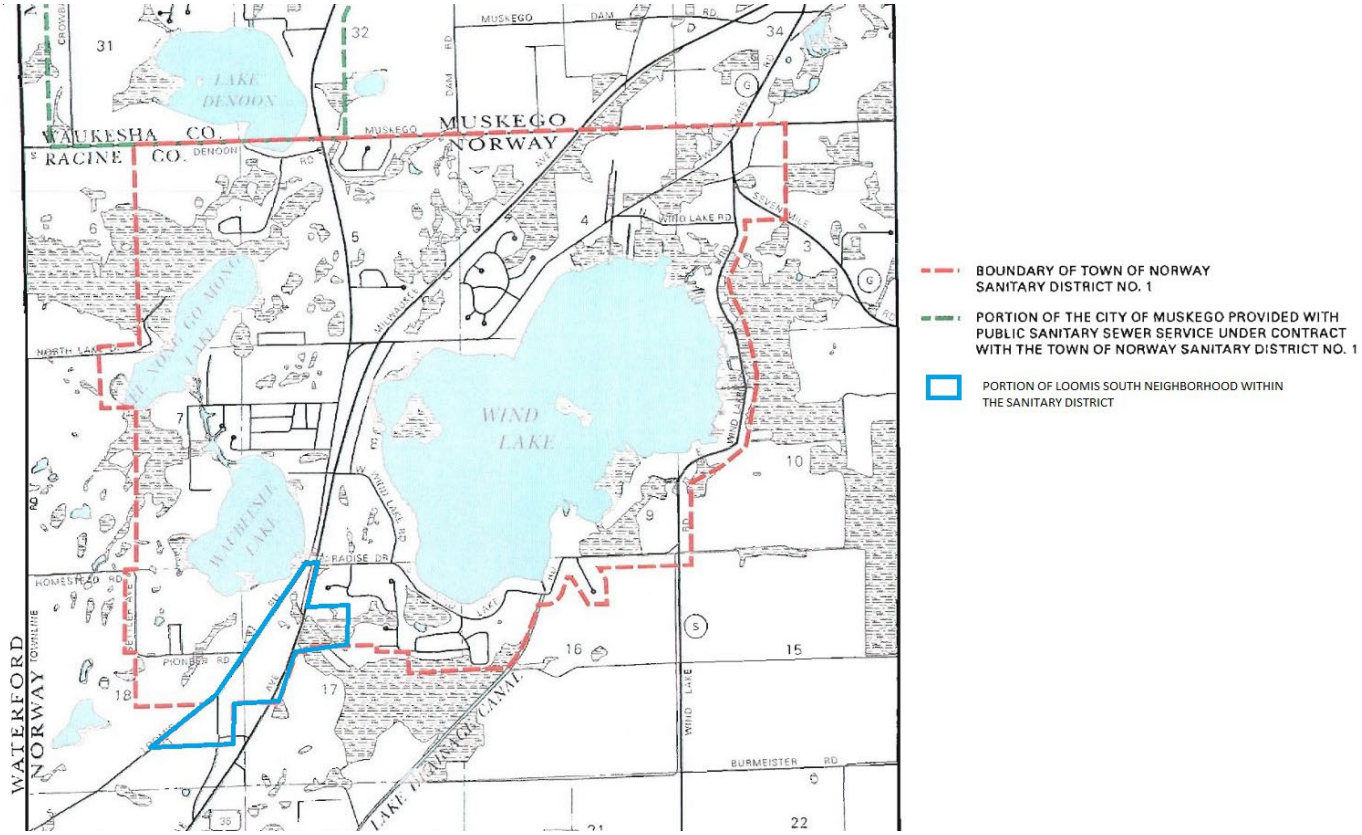

Figure 9.7 Town of Norway Sanitary District No. 1

LOOMIS SOUTH NEIGHBORHOOD PLAN: PROPOSED NEIGHBORHOOD DEVELOPMENTS

LOW DENSITY RESIDENTIAL (YELLOW)

Low density residential land use is utilized for single-family residential dwellings. Due to the large presence of loam soil, there are several opportunities for future developments throughout this neighborhood that will be built in tandem with medium density residential and commercial land uses. There is one development proposed within the Loomis South neighborhood with low density residential, as seen in section F.

MEDIUM DENSITY RESIDENTIAL (ORANGE)

Medium density residential land use is utilized for multi-family residential dwellings. Due to the large presence of loam soil, there are several opportunities for future developments throughout this neighborhood that will be built in tandem with low density residential and commercial land uses. There are two developments with medium density residential proposed within the Loomis South neighborhood, as seen in section F.

COMMERCIAL (RED)

The current land use within the Loomis South neighborhood has limited commercial land usage. The primary detriment to these types of uses is the lack of sanitary sewer availability. As part of the future land use within the Loomis South neighborhood is an expansion of the Town of Norway Sanitary District No. 1 south along STH 36 to accommodate commercial expansion. This land use is anticipated to be a mixed use of commercial developments. There are three proposed commercial districts proposed along STH 36, as seen in section F.

AGRICULTURAL (GREEN)

A lot of the land use within the Loomis South neighborhood is utilized by agricultural, open land, and rural residential land use. This land use will be reduced significantly due to the proposed expansion of residential and commercial land uses along STH 36.

SANITARY SEWER EXPANSION

Norway Sanitary District No. 1 is anticipated to be expanded south along STH 36 to serve the proposed developments. The extents of the sanitary sewer district expansion will be to the Town of Norway Limits. The sanitary sewer will likely be sized at 8-inches and include two pump stations. The estimated proposed length of the sanitary sewer is approximately 16,000 feet. The proposed developments within this neighborhood are only allowed provided sanitary sewers are made available.

FUTURE LAND USE

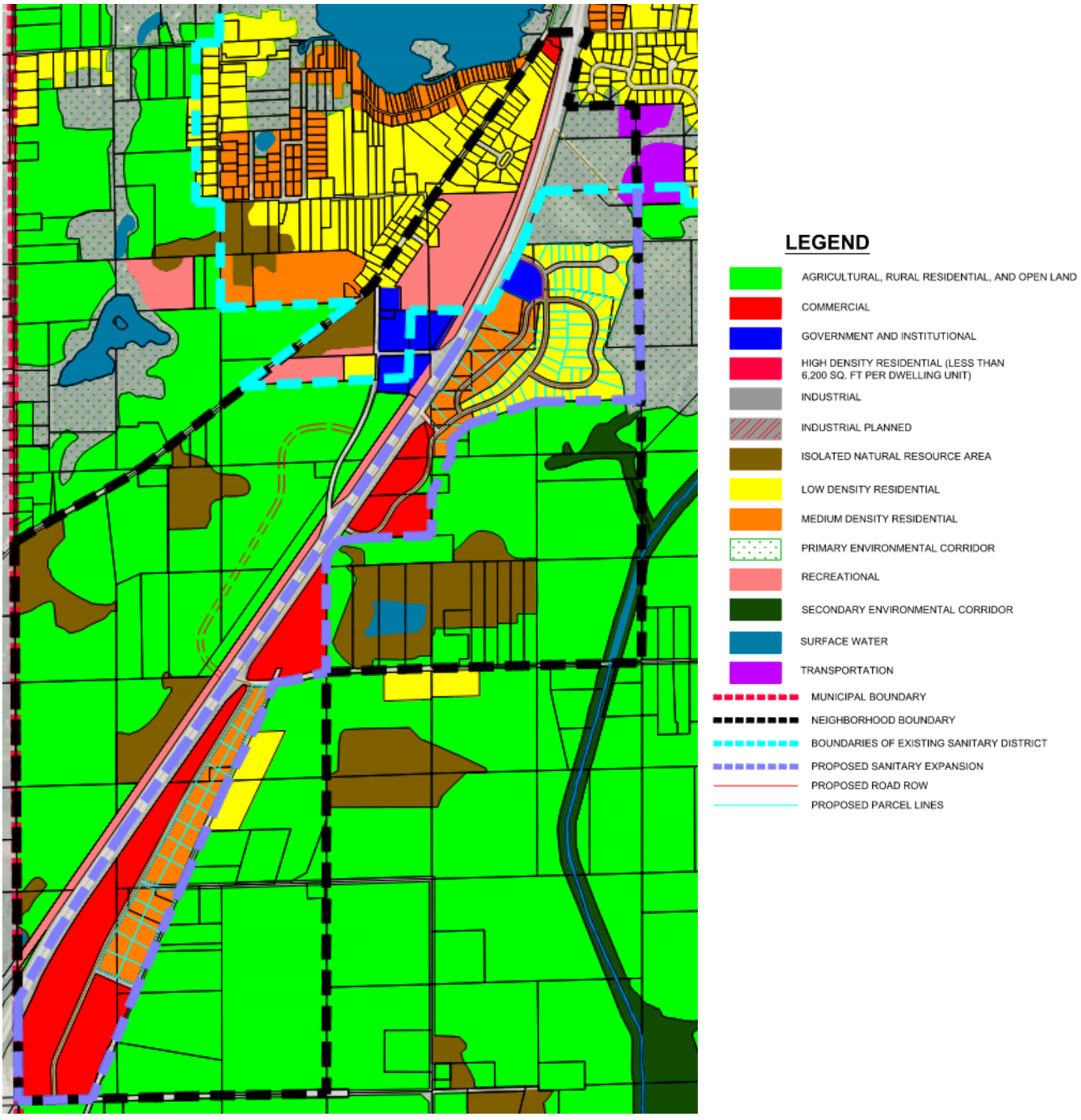

Figure 9.8 Future Land Use

Figure 9.8 displays the future land use for the Loomis South neighborhood. Three developments that are proposed on the south side of STH 36 include commercial, low-density residential, and medium-density residential land uses. One conceptual development is also proposed on the north side of STH 36.

The first proposed development is on the northern portion of the neighborhood and has three access points off STH 36. The south portion of the development is anticipated to be commercial land use and occupies

approximately 18 acres. The development also has medium density residential land use, which is anticipated to be multi-family residential units. Medium density residential land use occupies approximately 40 acres and includes 18 lots, which averages 2.22 acres per lot. The development also has low density residential land use, which is anticipated to be for single-family housing. The low-density residential land use occupies approximately 48 acres and includes 75 lots, which averages 1.56 acres per lot. Lastly, the existing Living Water Lutheran Church is anticipated to stay in place and have approximately 5 acres of institutional land use. In total, the development is approximately 111 acres.

The development anticipates having sanitary sewer extended through the development originating from the wastewater treatment plant. Likely the sanitary sewer will need a pump station to deliver services to this area, and the projected size of the sanitary sewer within the development is 8-inches.

The second proposed development is south of STH 36 and north of Malchine Road. The development would be fully commercial land use and is anticipated to occupy approximately 18 acres. Sanitary sewer is proposed to be extended to this development and will likely need a pump station to deliver services to this area. The projected size of the sanitary sewer within the development is 8-inches.

The third proposed development is south of STH 36 and in the south portion of the Loomis South neighborhood. The development is anticipated to have commercial land uses along STH 36 and occupies approximately 67 acres. The development also has medium density residential land use, which is anticipated to be multi-family residential units. Medium density residential land use occupies approximately 40 acres and includes 30 parcels, which averages 1.33 acres per lot. There is a sanitary sewer proposed to be extended to this development. The projected size of the sanitary sewer will be 8-inches.

The fourth conceptual proposed development is northwest of STH 36 with one access point off STH 36 and one access point off Heg Park Road. There are soil concerns in the proposed area for this development (muck and a former land fill), however, would be an ideal place for a residential development due to the proximity of the Seven Water Trail, Richard J Meyer Park and Colonel Heg memorial Park.

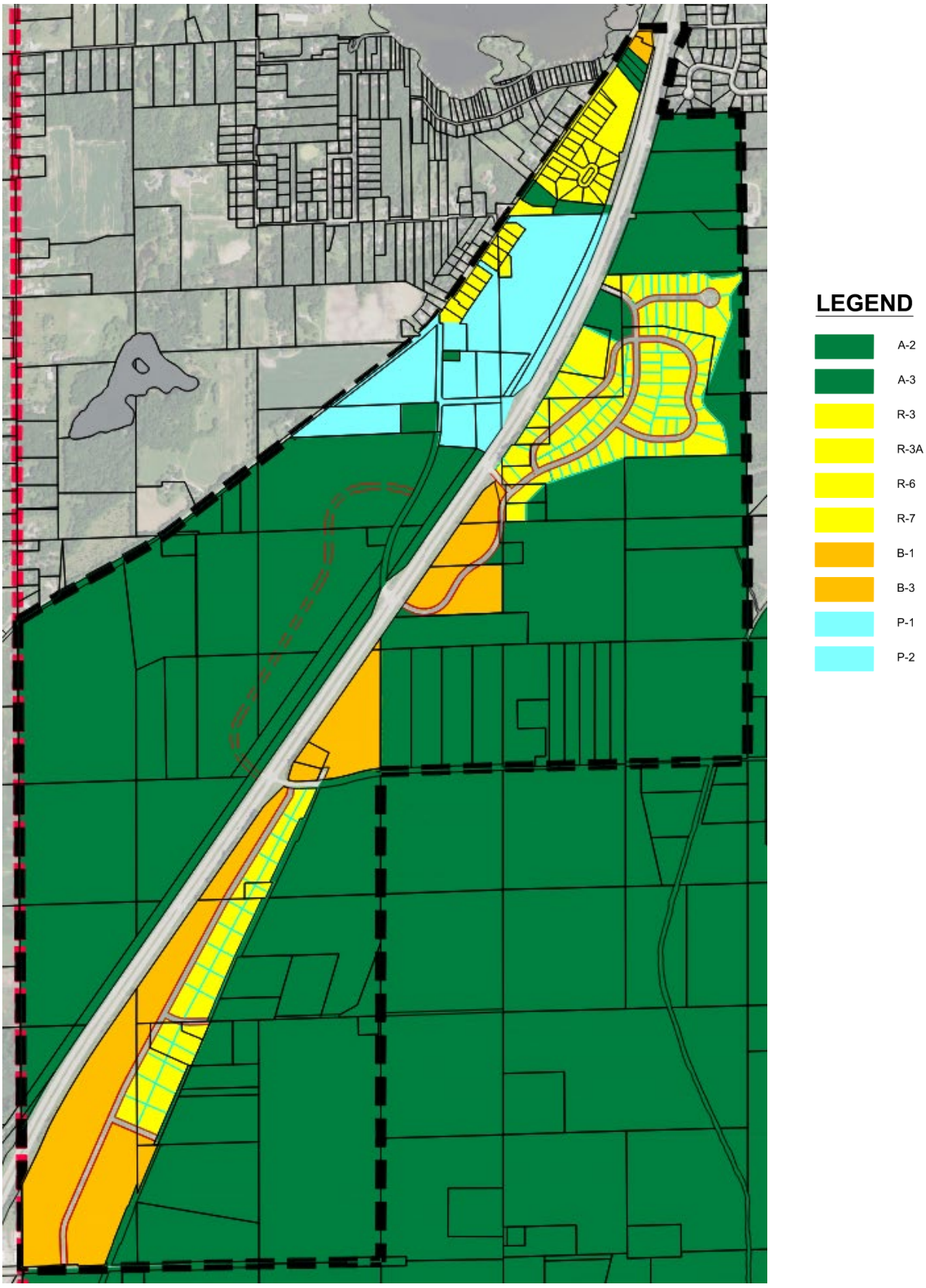

Figure 9.9 Future Zoning

Figure 9.9 displays the future zoning for the Loomis South neighborhood. The northern proposed development will have several zoning changes. The proposed commercial land use will likely change from their current agricultural zoning to either B-1 or B-3 zoning. B-1 zoning is primarily used for a neighborhood business district and B-3 zoning is primarily used for a Commercial service district. For the multi-family housing near STH 36, the lots will likely change from their current agricultural zoning to either R-6 or R-7 zoning. R-6 zoning is primarily used for two-family dwellings on lots served by a public sewer, while R-7 is primarily used for multi-family dwellings, not to exceed eight (8) dwelling units per structure, on lots served by a public sanitary sewer. The residential land use for medium-density residential will likely move to R-3 zoning.

For the second development that is south of STH 36 and north of Malchine Road is exclusively used for commercial land use. Therefore, the zoning is anticipated to change from the current agricultural zoning to either B-1 or B-3 zoning.

For the third development in the south portion of the Loomis South neighborhood, there will be several proposed zoning changes. The commercial land use will likely change from their current agricultural zoning to either B-1 or B-3 zoning. The residential land use will likely change from their current agricultural zoning to either R-6 or R-7 zoning to accommodate two-family or multi-family housing.

LOOMIS NORTH NEIGHBORHOOD PLAN: CURRENT CONDITIONS

LOCATION

The Loomis North neighborhood, as highlighted in **Figure 10.1** below, is in the northern portion of the Town of Norway. The neighborhood is bordered in the south by the Loomis South Neighborhood. It is bordered to the west by Long Lake neighborhood and to the east by the Wind Lake neighborhood. The northern border is the Town of Norway limits. The neighborhood is centered on STH 36.

The area of the Loomis North neighborhood is approximately 650 acres.

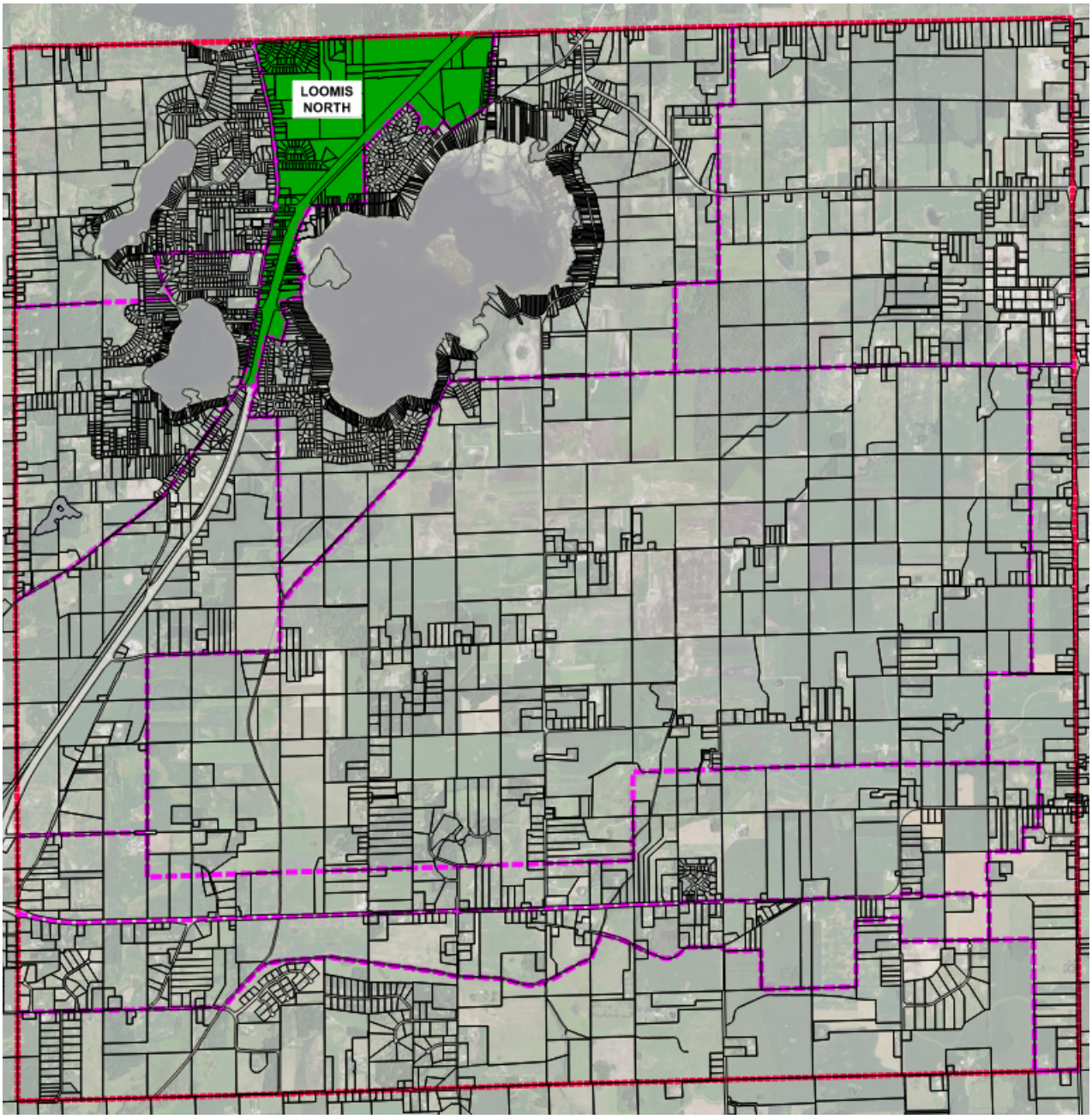

Figure 10.1 Loomis North Neighborhood Location

TRANSPORTATION FACILITIES

Figure 10.2 displays the transportation facilities in and around the Loomis North neighborhood. Current transportation facilities can greatly impact the ability of future developments. Future land use can also greatly increase or decrease traffic volumes and patterns and can have a large impact on the success of future developments.

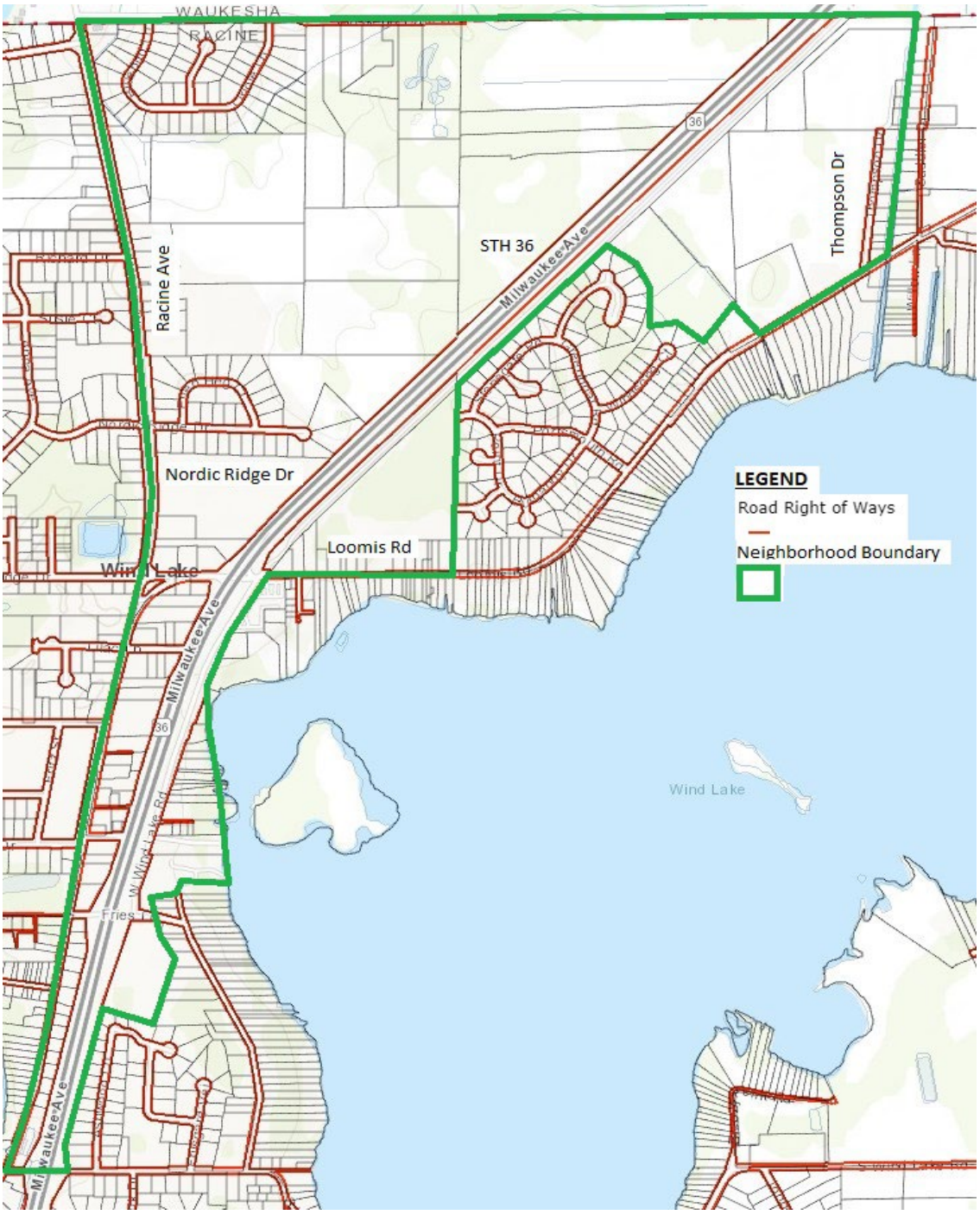

Figure 10.2 Existing Transportation Facilities

Within the Loomis North Neighborhood, STH 36 (Milwaukee Avenue) bisects the center of the neighborhood running north-south as a Principal Arterial. STH 36 is also a limited access roadway. The remaining roads within the neighborhood are classified as local roads. Some of these local roads are dead-end or low-volume residential roads, such as Fries Lane, Oak Lane, Shads Drive, Lilac Lane, Nordic Ridge Drive, Even Heg Court, Bluebird Lane, Oriole Lane, Hummingbird Drive, and Thompson Drive.

West Wind Lake Road runs north-south along the south portion of the neighborhood. W Loomis Road runs east-west and borders the neighborhood. Racine Avenue runs north-south and borders the western portion of the neighborhood.

Along STH 36 on the southeast side, there is a portion of the Norway Trail. The trail carries pedestrian traffic and is anticipated to remain in place in the long-term vision of the Town of Norway.

Table 10.1 Traffic Counts

Non-residential Roadways	Annual Average Daily Traffic (2011)	Annual Average Daily Traffic (2017)	Annual Average Daily Traffic (2021)	Change (veh)	Percent Change (%)
STH 36	10,000	10,800	-	+800	+8%
W Loomis Rd	2,700	2,200	-	-500	-19%
Racine Ave	6,600	6,500	5,600	-100	-2%
W Wind Lake Rd	3,500	4,800	4,800	+1,300	+37%
Source: Wisconsin Department of Transportation TC Map					

Table 10.1 displays the traffic counts done by WisDOT in 2011, 2017, and 2021 on STH 36, W Loomis Road, Racine Avenue, and W Wind Lake Road within the Loomis North neighborhood. The traffic counts on W Loomis Road were relatively low in 2011 and declined in 2021. Traffic counts are high on STH 36 and increased slightly in 2017. The traffic counts on W Wind Lake Road were relatively low in 2011 and increased significantly in 2017, although leveled off in 2021. The traffic counts on Racine Avenue were relatively high in 2011 but decreased in 2017 and 2021. Trends in traffic volumes and traffic patterns can offer an insight into how transportation corridors are currently being utilized and what future capacities will be available.

TOPOGRAPHY, NATURAL RESOURCES, AND WETLANDS

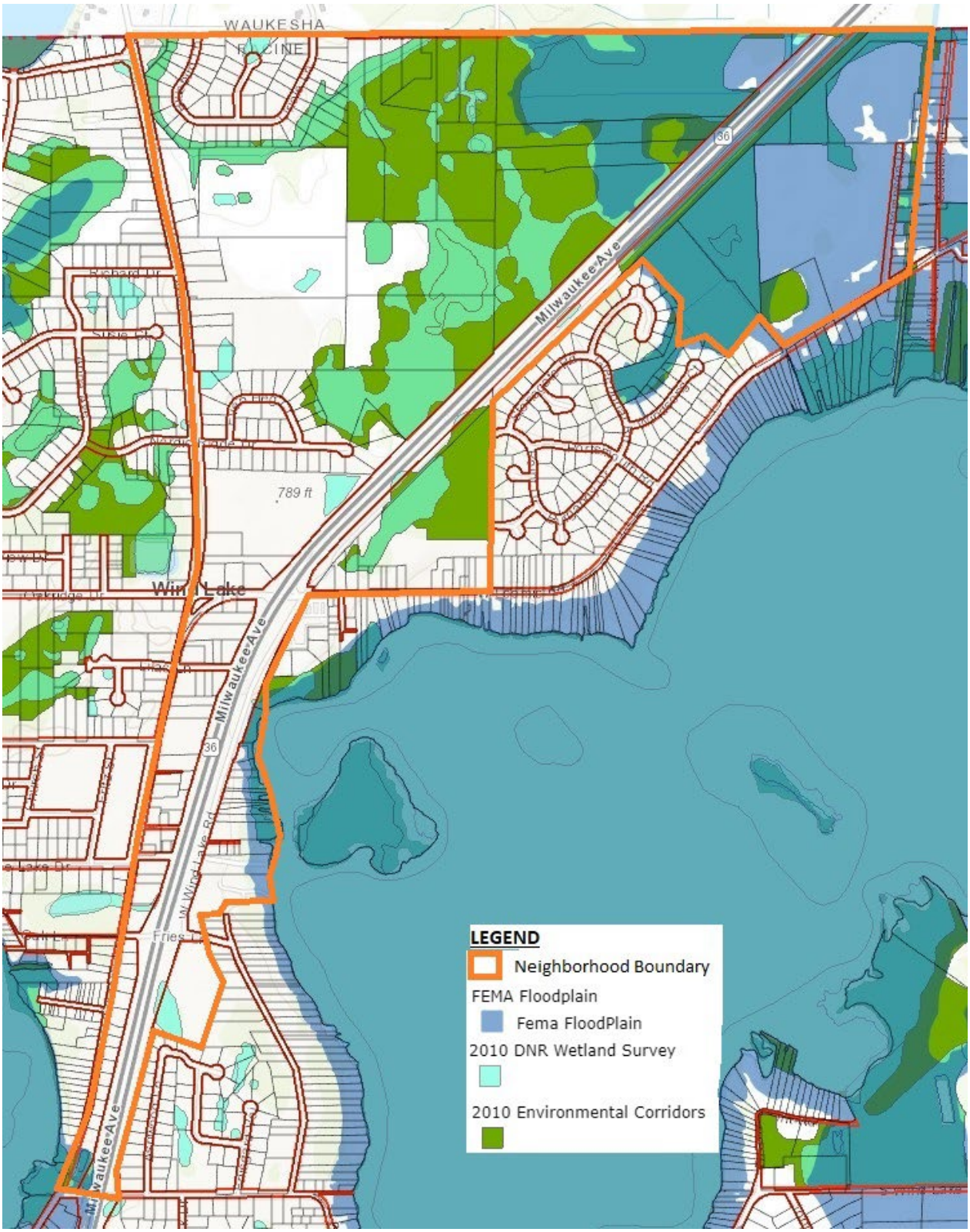

Figure 10.3 Floodplain, Wetland, and Environmental Corridors

Figure 10.3 displays the wetlands, environmental corridors, and FEMA floodplain within the Loomis North neighborhood. The Loomis North neighborhood has substantial floodplain in the northeastern portion of the neighborhood. Generally, areas within the 100-year floodplain will not be developable but may be utilized to meet open space requirements. All of the Loomis North neighborhood is a part of the Norway/Dover Drainage district, which drains into Fox River.

The northern and northeastern portion of the neighborhood has existing wetlands and existing environmental corridors. These areas will be difficult to develop due to the environmental impacts and poor soils present.

EXISTING SOIL CONDITIONS

Figure 10.4 displays the existing soil conditions in the Loomis North neighborhood. The most prominent soil type is Ozaukee Silt Loam (OzaB2) at 18.4% of the neighborhood, followed by Blount Silt Loam (BlA) at 15.1% of the neighborhood and Ozaukee Silt Loam (OzaB) at 11.7% of the neighborhood.

Most of the neighborhood is a type of loam soil. Loam is great in agricultural applications yet is still a suitable soil on which to build a development. There may be limitations to total density of housing based on the specific soil conditions on a particular development site due to the presence of loam. The presence of marsh and muck will make future developments difficult to build upon.

Figure 1310.4 Existing Soil Conditions

LEGEND

Ac – Adrian Muck	AtA – Ashkum Silty Clay Loam	AzB – Azalan Loam	BlA – Blount Silt Loam
Cv – Clayey Land	FoB – Fox Loam	HbB – Hebron Sandy Loam	Ht – Houghton Muck
Mf – Marsh	MgA – Martinton Silt Loam	Mzc – Montgomery Silty Clay	Na – Navan Silt Loam
Oc – Ogden Muck	OzaB – Ozaukee Silt Loam	OzaB2 – Ozaukee Silt Loam	OzaC – Ozaukee Silt Loam
OzaC2 – Ozaukee Silt Loam	OzaD – Ozaukee Silt Loam	OzlD3 – Ozaukee Silty Clay Loam	Pa – Palms Muck
ShB – Saylesville Silt Loam	Sm – Sebewa Silt Loam	W – Water	Wa – Wallkill Silt Loam

CURRENT LAND USE

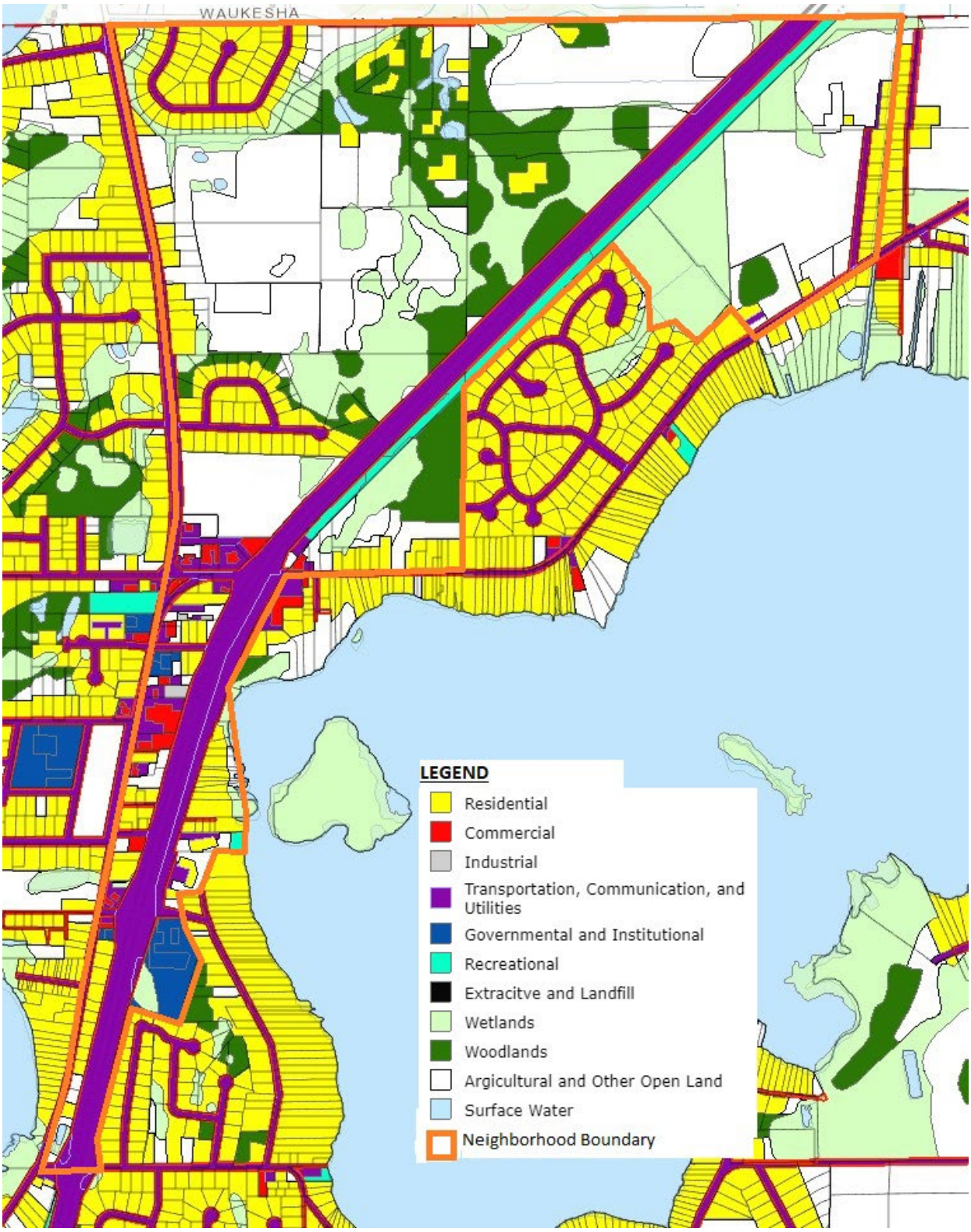

Figure 10.5 Existing Land Use

Figure 10.5 displays the diversity of land use within the Loomis North neighborhood. Most of the land use is agricultural, woodlands, and wetlands, especially in the northern portion of the neighborhood.

There are scattered commercial land uses along STH 36 and Ravine Avenue. These locations are utilized by several commercial businesses, such as Eagle Media, Sparkle City Wash & Storage, Kelly's Bleachers Wind Lake, Blue Lotus Health & Wellness, among others. There are significant residential land uses along W Loomis Road and Ravine Avenue, as well as several dead-end residential roads off Ravine Avenue.

Along STH 36, there is Lakeview Elementary School, which is a governmental and institutional land use. There is also Wind Lake Volunteer Fire Department that is a governmental and institutional land use at the corner of S Loomis Road and Lilac Lane. Lastly, Norway Trail on the southeast side of STH 36 is considered a recreational land use.

CURRENT ZONING

Figure 10.6 displays the current zoning within the Loomis North neighborhood. The agricultural land use, predominantly in the northern and eastern portions of the neighborhood, are zoned A-1, A-2, and A-3. A-1 zoning is a farmland preservation district which is used for maintaining highly productive agricultural lands in food and fiber production by effectively limiting encroachment on non-agricultural development and minimizing land use conflicts among incompatible uses. A-2 zoning is for agriculture, forestry, general farming, and single-family dwellings, among others. A-3 agricultural zoning is a general farming district that is in a so-called holding district where nonagricultural development will be deferred until the appropriate legislative bodies determine that it is economically feasible to provide public services and facilities for uses other than those permitted in the holding district.

The location of Lakeview Elementary School is zoned as P-1, which is primarily used for public and private institutional uses, such as a school, college, university, hospitals, cemeteries, and religious institutions, among others. For commercial land use, there is currently B-3 zoning. B-3 zoning is primarily used for neighborhood business district, community business district as well as other specialized commercial uses.

Most of the neighborhood is zoned for residential land use, which is encompassed by R-3, R-3A, R-4, R-5, R-6 and R-7 zoning. R-3 zoning, which is used for suburban residential district that is served by a public sewer, is widely used along STH 36 and Ravine Avenue. R-3A zoning is very similar to R-3 zoning, only with slightly smaller minimum lot and width sizes. R-3A zoning is utilized along STH 36 and Ravine Avenue. R-4 zoning, which is an urban residential district used for one-family dwellings served by public sanitary sewer, only used on two lots along Ravine Avenue. R-5 zoning, which is also an urban residential district used for one-family dwellings served by public sanitary sewer, is used along Loomis Road and STH 36. R-6 zoning, which is used for two-family dwellings on lots served by sanitary sewer, is utilized along Nordic Ridge Drive. R-7 zoning is used for multi-family dwellings not exceeding eight (8) dwelling units per structure and served by sanitary sewer and is utilized along STH 36.

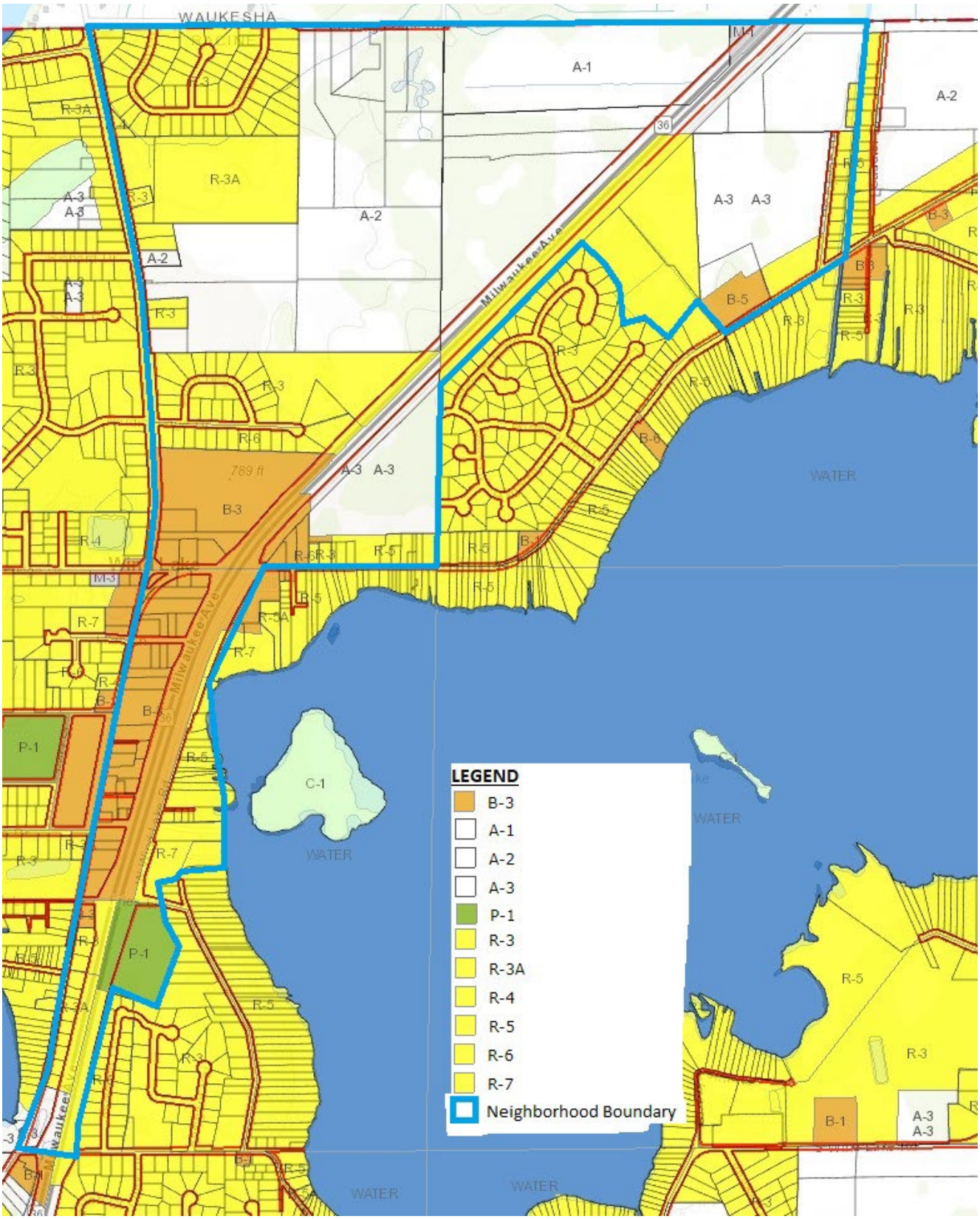

Figure 10.6 Current Zoning

EXISTING SANITARY SEWER

Figure 10.7 displays the existing Norway Sanitary District No. 1 and the portion of the Loomis North neighborhood that is within the district. The entirety of the Loomis North neighborhood is within the sanitary district. The Loomis North neighborhood occupies the northern and central section of the sanitary district. The sanitary sewer area, officially ratified by the Southeastern Wisconsin Regional Planning Commission in June 1999, has not been amended since its adoption.

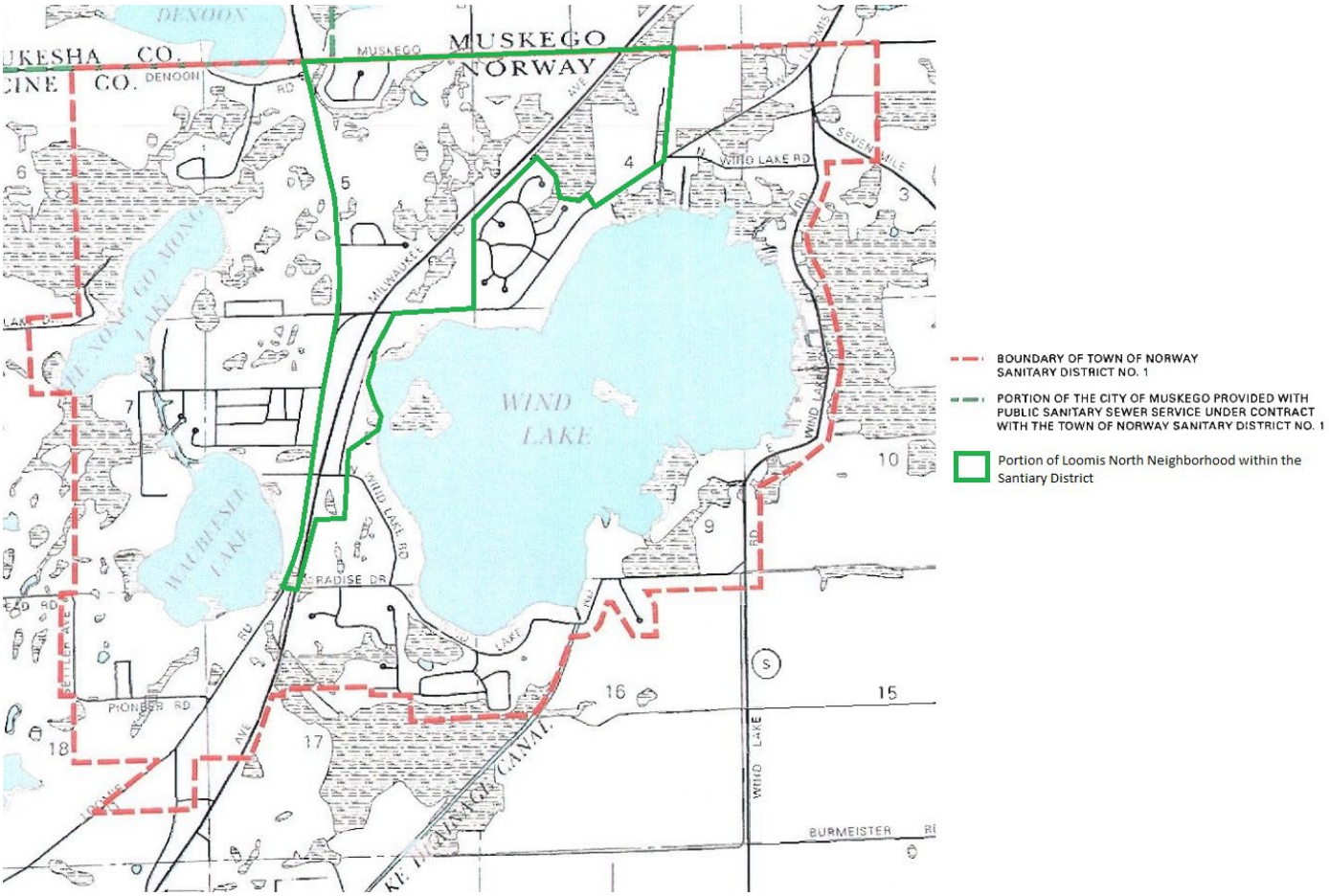

Figure 10.7 Town of Norway Sanitary District No. 1

LOOMIS NORTH NEIGHBORHOOD PLAN: PROPOSED NEIGHBORHOOD DEVELOPMENTS

LOW DENSITY RESIDENTIAL (YELLOW)

Low density residential land use is utilized for single-family residential dwellings. Due to the large presence of loam soil, there is an opportunity for future development within this neighborhood for low density housing. There is one development proposed within the Loomis North neighborhood with low density residential, as seen in section D and E.

MEDIUM DENSITY RESIDENTIAL (ORANGE)

Medium density residential land use is utilized for multi-family residential dwellings. Due to the large environmental corridors, wetlands, and floodplain, there are limited opportunities for medium density housing. The Loomis North neighborhood is largely “built out” and will be difficult to incorporate additional medium density housing within the neighborhood.

COMMERCIAL (RED)

The current land use within the Loomis North neighborhood has significant commercial land usage along STH 36. The future development of the Loomis North neighborhood would be concentrating additional commercial developments along STH 36 and S Loomis Road. The high volume of traffic along this corridor makes it relatively unsuitable for residential developments and ideal for commercial developments.

FUTURE LAND USE – OPTION 1

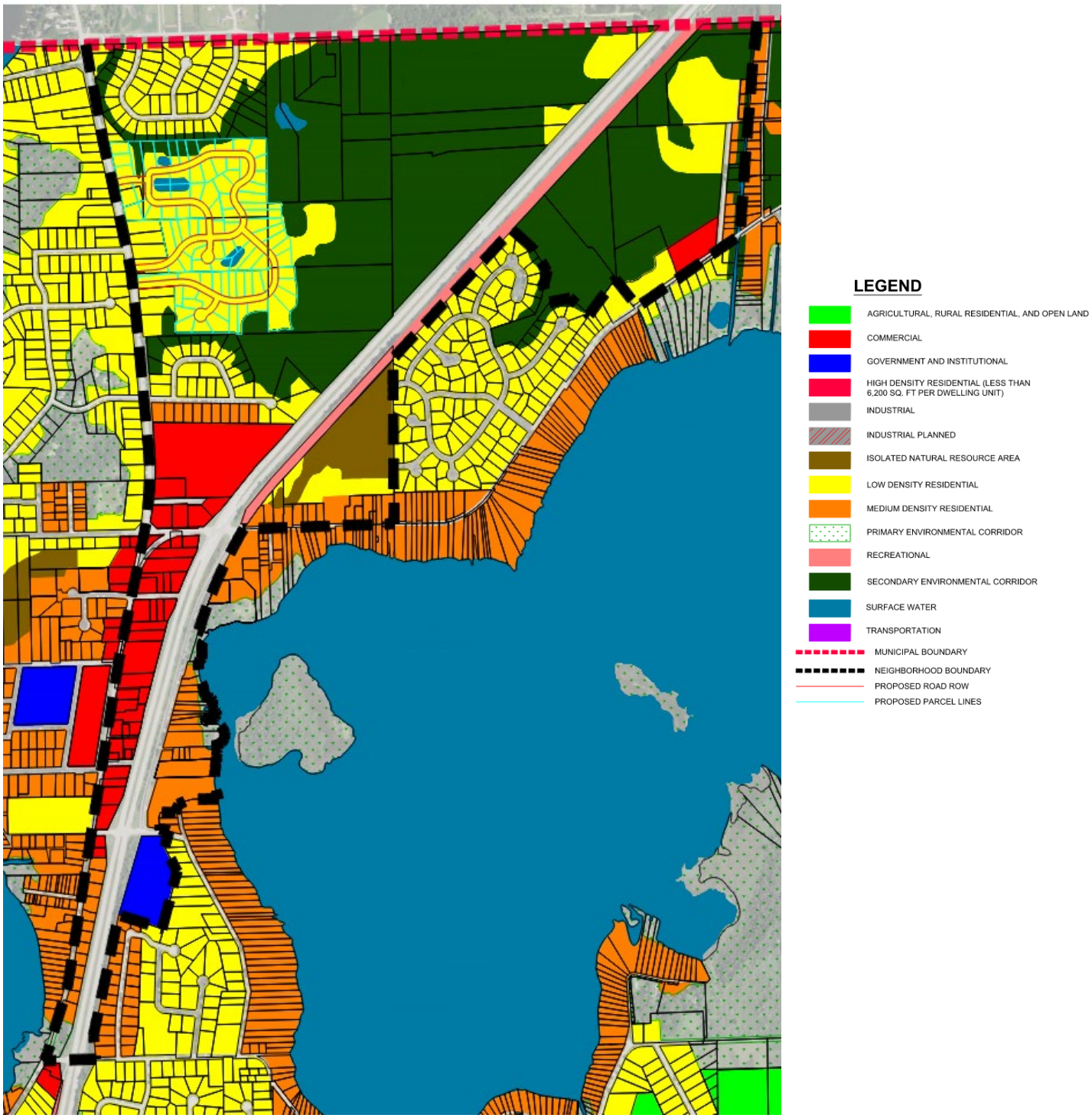

Figure 10.8 Future Land Use – Option 1

Figure 10.8 displays the first option of future land use for the Loomis North neighborhood. One residential development is proposed in the northwest portion of the neighborhood, while commercial expansion is proposed in the southern portion of the neighborhood. With most of the neighborhood "built-out" or occupied by environmental corridors, it is difficult to expand the neighborhood significantly.

The proposed residential development is in the northwest portion of the neighborhood and has three access points off Racine Avenue. The development is built around three small existing wetlands and a large environmental corridor. The development occupies approximately 65 acres and has 100 developable lots, which averages approximately 0.65 acres per lot, although individual lot sizes do vary. There are also two cul-de-sacs in this option.

The development anticipates having sanitary sewer extended through the development. Likely, the sanitary sewer will need an 8-inch diameter pipe and may need a pump station, depending on the elevations of the existing sanitary sewer.

The commercial expansion along S Loomis Road and STH 36 in the south portion of the neighborhood. Currently, this area of the neighborhood is a mix of residential, industrial, commercial, and agricultural land uses. The agricultural, industrial, and residential applications in this area of the neighborhood are not consistent with the transportation facilities and the existing urban environment. Therefore, moving this area to commercial land use will make better use of the existing urban environment and transportation facilities.

The last change in land use is lot ID 010042004046000, which is along W Loomis Road and south of Thompson Drive. The lot is currently used for agricultural, residential, and woodland land use. The land use will be used for residential, such as condos.

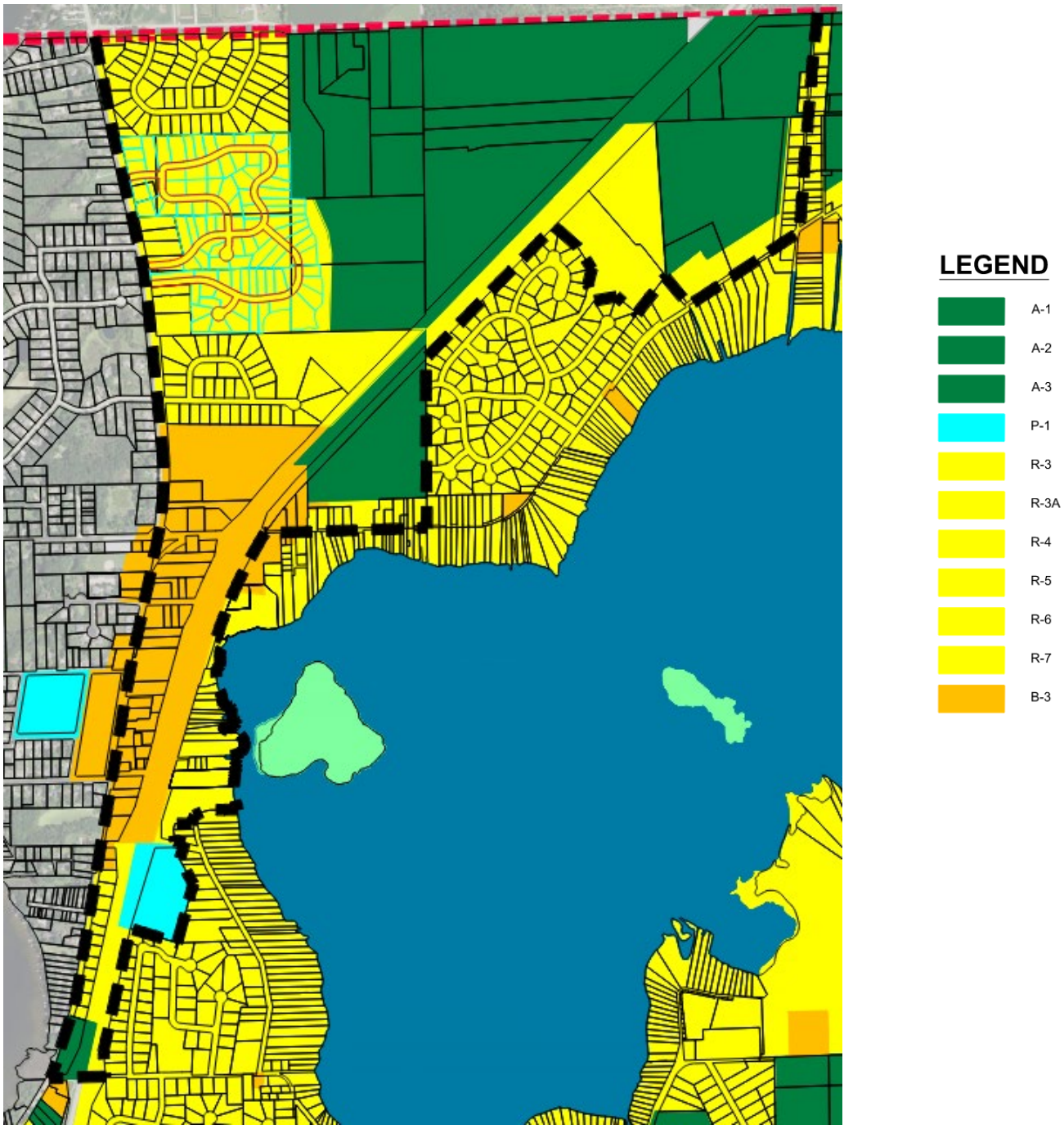

Figure 10.9 Future Zoning - Option 1

Figure 10.9 displays the future zoning for the first option of the Loomis North neighborhood. Due to most of the neighborhood being "built out," most of the neighborhood will remain zoned as it is currently. The proposed zoning change to the proposed neighborhood development in the northwest portion of the neighborhood will be zoned as residential, likely R-3. The lot ID 010042004046000 along W Loomis Road will also change zoning to R-3, with conditional land use for condos.

FUTURE LAND USE – OPTION 2

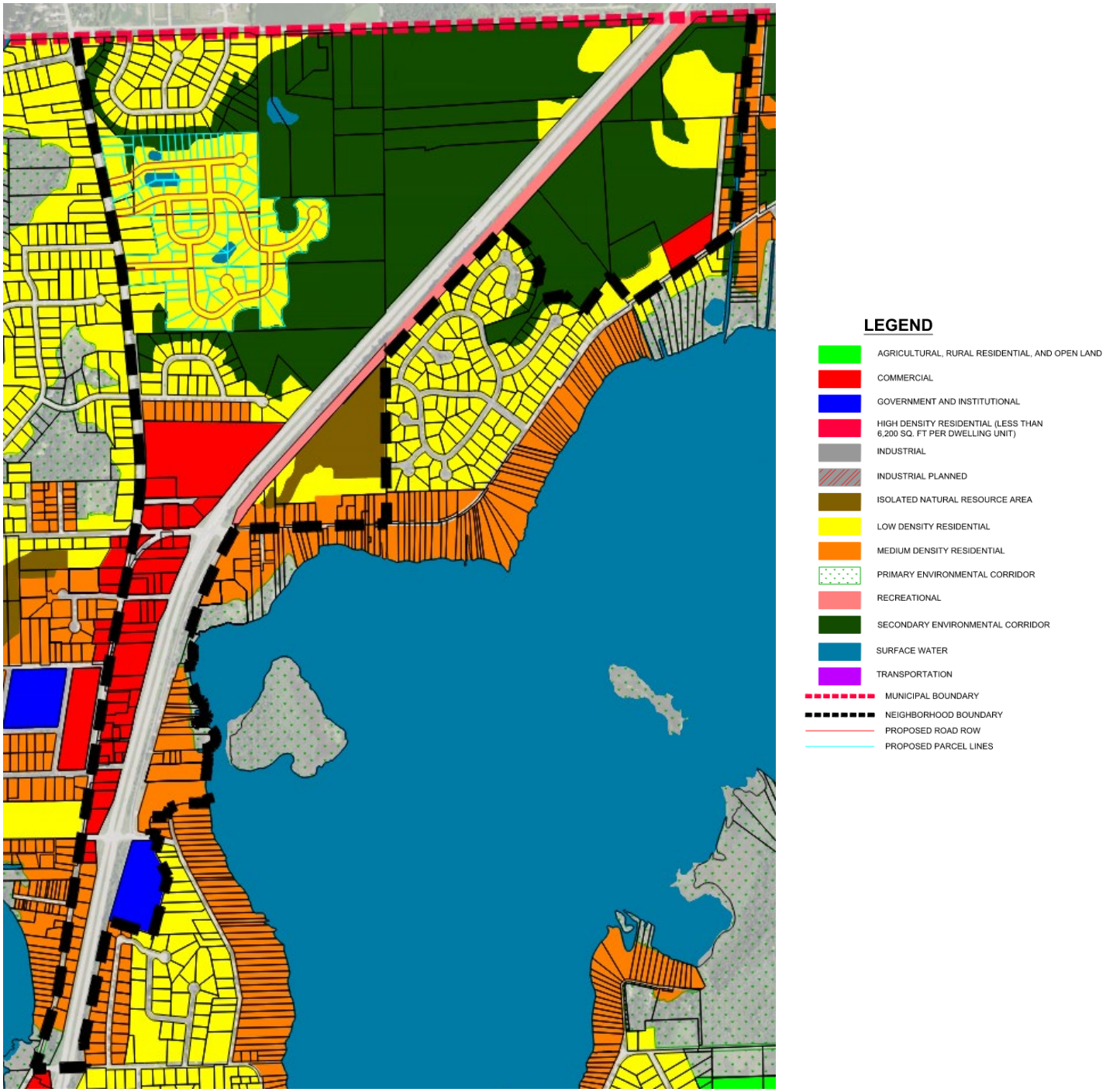

Figure 10.10 Future Land Use - Option 2

Figure 10.10 displays the second option of future land use for the Loomis North neighborhood. One residential development is proposed in the northwest portion of the neighborhood, while commercial expansion is proposed in the southern portion of the neighborhood. With most of the neighborhood "built-out" or occupied by environmental corridors, it is difficult to expand the neighborhood significantly.

The proposed residential development is in the northwest portion of the neighborhood and has three access points off Racine Avenue. The development is built around three small existing wetlands and a large environmental corridor. The development occupies approximately 75 acres and has 109 developable lots, which averages approximately 0.64 acres per lot, although individual lot sizes do vary. There are also three cul-de-sacs in this option.

The development anticipates having sanitary sewer extended through the development. Likely, the sanitary sewer will need an 8-inch diameter pipe and may need a pump station, depending on the elevations of the existing sanitary sewer.

The commercial expansion along S Loomis Road and STH 36 in the south portion of the neighborhood. Currently, this area of the neighborhood is a mix of residential, industrial, commercial, and agricultural land uses. The agricultural, industrial, and residential applications in this area of the neighborhood are not consistent with the transportation facilities and the existing urban environment. Therefore, moving this area to commercial land use will make better use of the existing urban environment and transportation facilities.

The last change in land use is lot ID 010042004046000, which is along W Loomis Road and south of Thompson Drive. The lot is currently used for agricultural, residential, and woodland land use. The land use will be used for residential, such as condos.

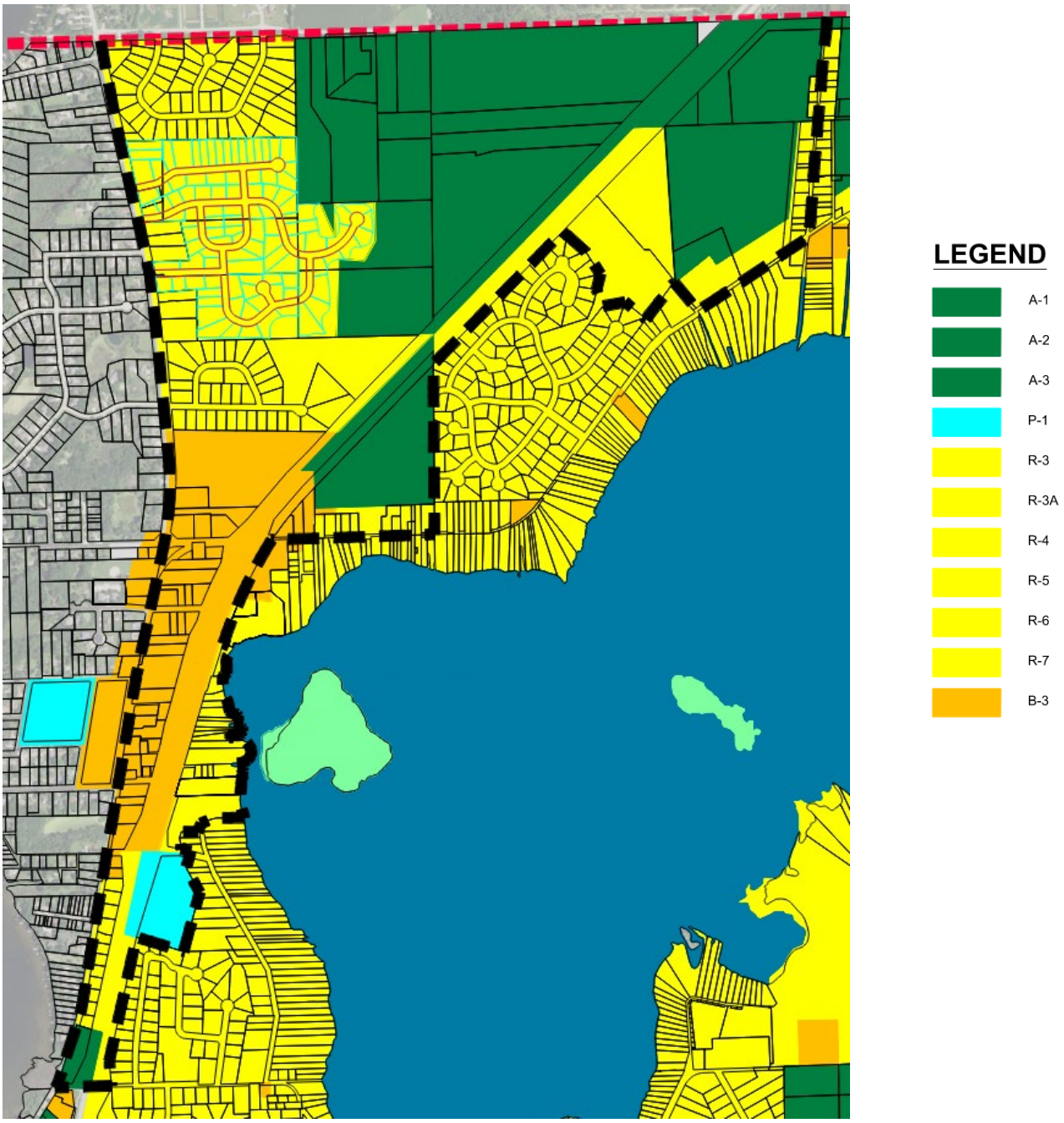

Figure 10.11 Future Zoning - Option 2

Figure 10.11 displays the future zoning for the first option of the Loomis North neighborhood. Due to most of the neighborhood being "built out," most of the neighborhood will remain zoned as it is currently. The proposed zoning change to the proposed neighborhood development in the northwest portion of the neighborhood will be zoned as residential, likely R-3. The lot ID 010042004046000 along W Loomis Road will also change zoning to R-3, with conditional land use for condos.

LONG LAKE NEIGHBORHOOD PLAN: CURRENT CONDITIONS

LOCATION

The Long Lake neighborhood, as highlighted in **Figure 11.1** below, is in the northwestern corner of the Town of Norway. The neighborhood is bordered in the south by the Waubeesee Lake Neighborhood and Long Lake Road. It is bordered to the east by the Loomis North Neighborhood. The western border and northern border of the neighborhood is the Town of Norway limits. The neighborhood is centered on Long Lake.

The area of the Long Lake neighborhood is approximately 1,240 acres.

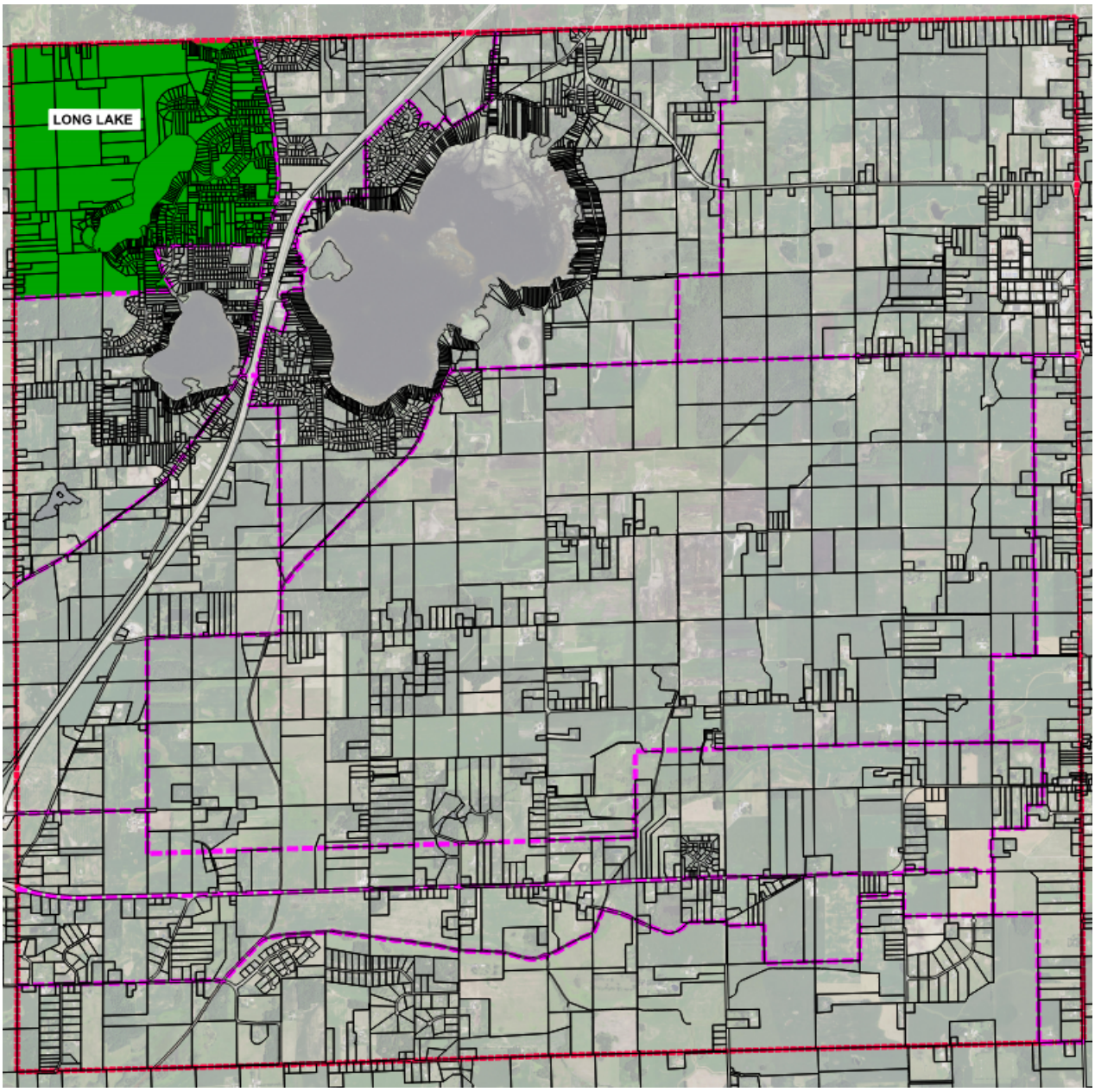

Figure 11.1 Long Lake Neighborhood Location

TRANSPORTATION FACILITIES

Figure 11.2 displays the transportation facilities in and around the Long Lake neighborhood. Current transportation facilities can greatly impact the ability of future developments. Future land use can also greatly increase or decrease traffic volumes and patterns and can have a large impact on the success of future developments.

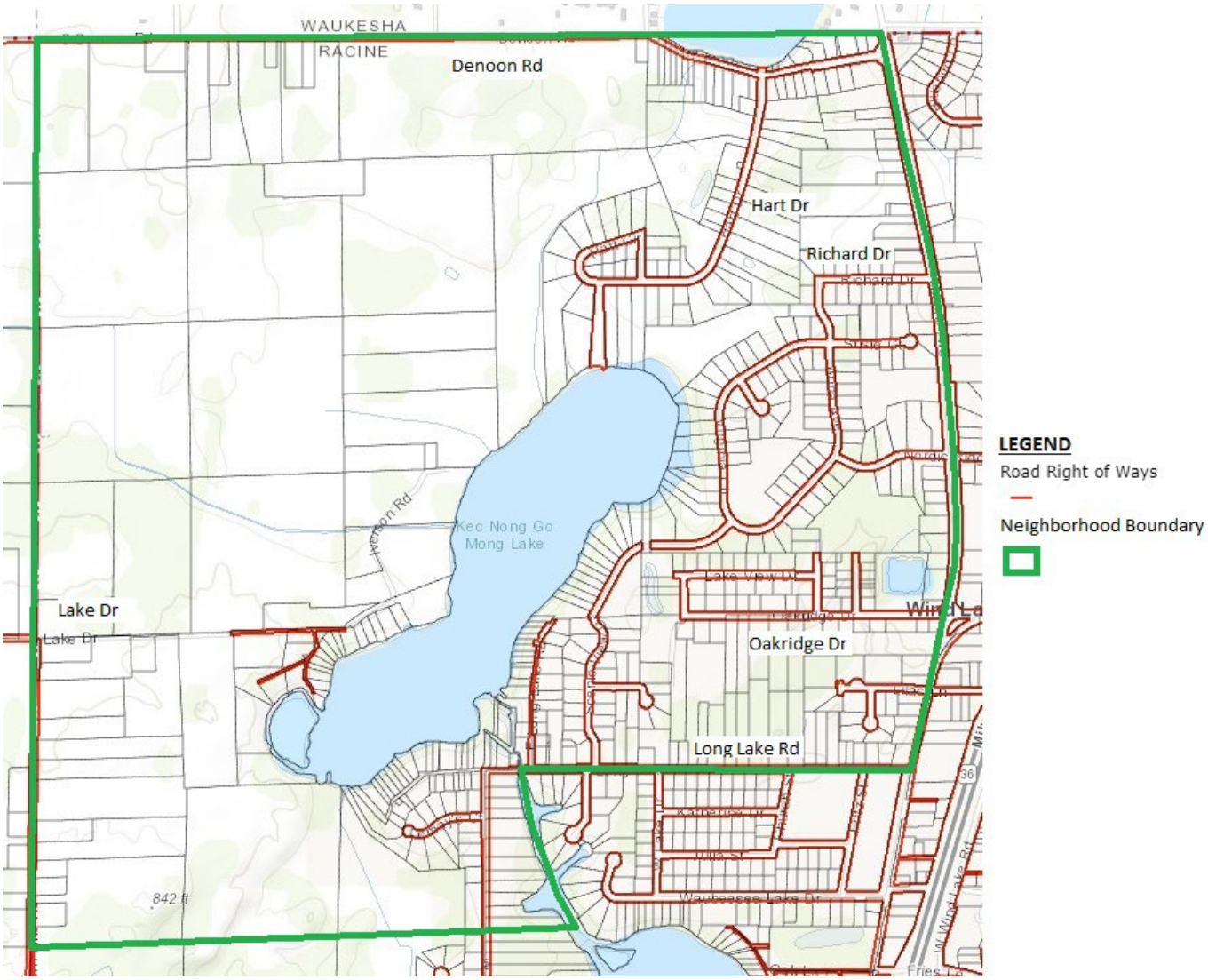

Figure 11.2 Existing Transportation Facilities

Within the Long Lake Neighborhood, all roads are classified as local roads. Some of these local roads are dead-end or low-volume residential roads, such as Butternut Drive, N Lake Drive, Mehring Road, Lemay's Court, E Long Lake Drive, Lorie Drive, Scenic View Drive, Lakeview Drive, Oakridge Drive, Valley Drive, Virginia Circle, Nordic Ridge Drive, Susie Court, Richard Drive, Long Lake Road, Foxhaven Drive, and Hart Drive.

S Loomis Road and Racine Avenue run north-south along the eastern border of the neighborhood. Denoon Road runs east-west along the northern border of the neighborhood. Townline Road runs north-south along the western border of the neighborhood.

Table 11.1 Traffic Counts

Non-residential Roadways	Annual Average Daily Traffic (2011)	Annual Average Daily Traffic (2015)	Annual Average Daily Traffic (2021)	Annual Average Daily Traffic (2022)	Change (veh)	Percent Change (%)
Racine Ave	6,600	-	5,600	-	-100	-2%
Denoon Rd	-	1100	-	960	-140	-13%
Townline Rd	580	-	390	-	-190	-33%
Source: Wisconsin Department of Transportation TC Map						

Table 11.1 displays the traffic counts done by WisDOT in 2011, 2015, 2021, and 2022 on Racine Avenue, Denoon Road, and Townline Road within the Long Lake neighborhood. The traffic counts on Racine Avenue were relatively moderate in 2011 and declined in 2021. The traffic counts on Denoon Road were relatively low in 2015 and decreased in 2022. The traffic counts on Townline Road were relatively low in 2011 and decreased in 2021. These decreasing trends in traffic may be a result of the COVID-19 pandemic. Trends in traffic volumes and traffic patterns can offer an insight into how transportation corridors are currently being utilized and what future capacities will be available.

TOPOGRAPHY, NATURAL RESOURCES, AND WETLANDS

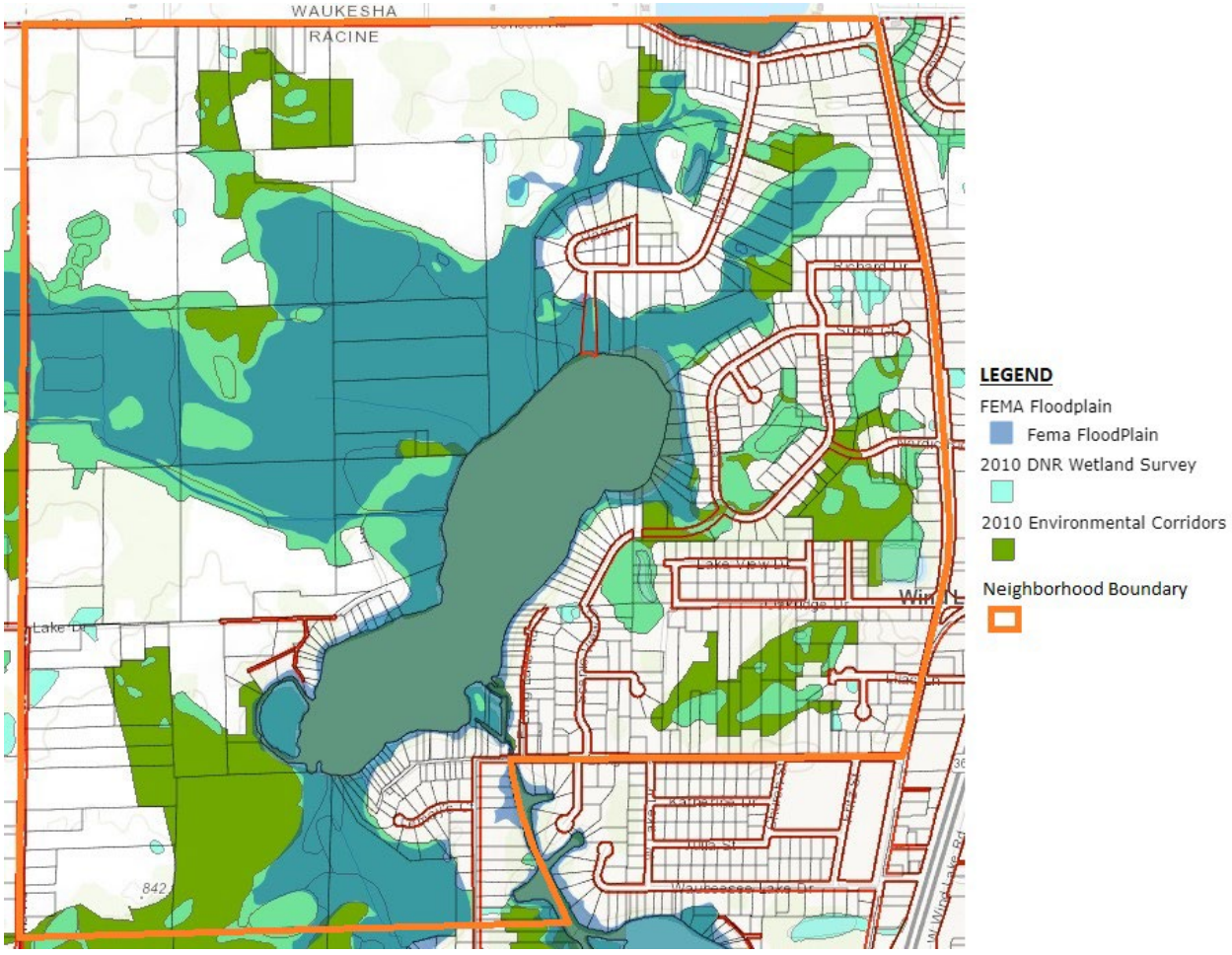

Figure 11.3 Floodplain, Wetland, and Environmental Corridors

Figure 11.3 displays the wetlands, environmental corridors, and FEMA floodplain within the Long Lake neighborhood. The Long Lake neighborhood has substantial floodplain around Long Lake as well as the southern, central, and western portions of the neighborhood. Generally, areas within the 100-year floodplain will not be developable but may be utilized to meet open space requirements. All of the Long Lake neighborhood is a part of the Norway/Dover Drainage district, which drains into Fox River.

There are extensive wetlands and environmental corridors scattered throughout the neighborhood. These areas will be difficult to develop due to the environmental impacts and poor soils present. The existing developments have been built in between the existing wetlands and environmental corridors.

EXISTING SOIL CONDITIONS

Figure 11.4 displays the existing soil conditions in the Long Lake neighborhood. The most prominent soil type is Ozaukee Silt Loam (OzaB) at 22.0% of the neighborhood, followed by Houghton Muck (Ht) at 17.3% of the neighborhood and Blount Silt Loam (BlA) at 15.7% of the neighborhood.

Most of the neighborhood is a type of loam soil. Loam is great in agricultural applications yet is still a suitable soil on which to build a development. There may be limitations to total density of housing based on the specific soil conditions on a particular development site due to the presence of loam. The presence of marsh and muck will make future developments difficult to build upon.

Figure 11.4 Existing Soil Conditions

LEGEND

Ac – Adrian Muck	AtA – Ashkum Silty Clay Loam	BlA – Blount Silt Loam	Cv – Clayey Land
FmB – Fox Sandy Loam	FmC2 – Fox Sandy Loam	FoB – Fox Loam	Ht – Houghton Muck
Lu – Loamy Land	Mf – Marsh	MkA – Matherton Loam	Na – Navan Silt Loam
Oc – Ogden Muck	OzaB – Ozaukee Silt Loam	OzaB2 – Ozaukee Silt Loam	OzaC – Ozaukee Silt Loam
OzaC2 – Ozaukee Silt Loam	OzaD – Ozaukee Silt Loam	OzaD2 – Ozaukee Silt Loam	OzaE – Ozaukee Silt Loam
OzlD3 – Ozaukee Silty Clay Loam	Pa – Palms Muck	ShB – Saylesville Silt Loam	ShC2 – Saylesville Silt Loam
Sm – Sebewa Silt Loam	W – Water	Wa – Wallkill Silt Loam	

CURRENT LAND USE

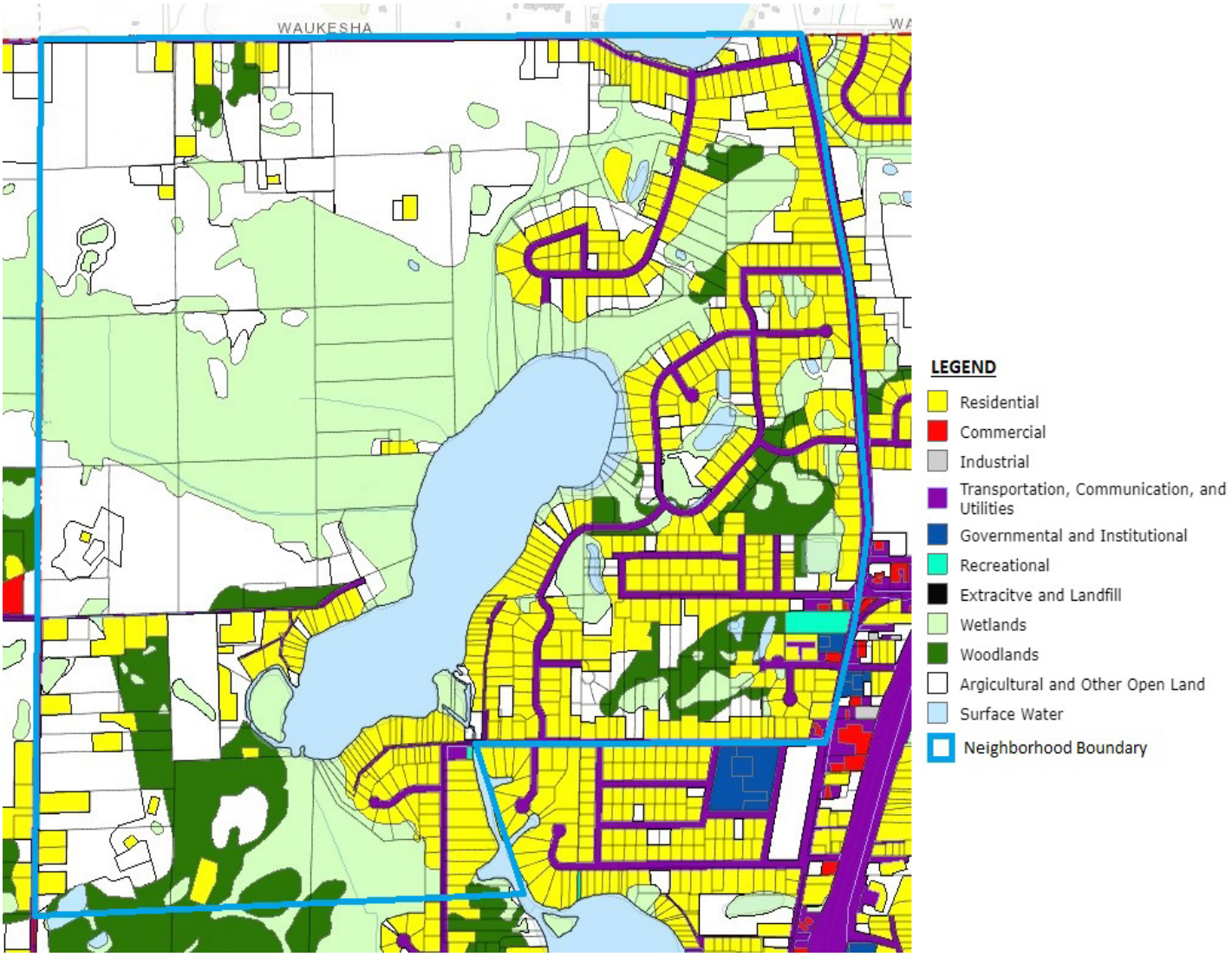

Figure 11.5 Existing Land Use

Figure 11.5 displays the diversity of land use within the Long Lake neighborhood. Most of the land use is agricultural, woodlands, and wetlands, especially in the northwestern portion of the neighborhood.

There is limited commercial land use along S Loomis Road, which is occupied by BP gas station, B-Lazy Bar and Grill and Lisa Ramlow State Farm Insurance Agent. There is also a recreational land use located at the intersection of S Loomis Road and Oakridge Drive.

The eastern portion of the neighborhood has extensive residential land use off a variety of residential roads. These residential roads run largely east west and connect to Ravine Avenue or S Loomis Road..

CURRENT ZONING

Figure 11.6 displays the current zoning within the Long Lake neighborhood. The agricultural land uses, predominantly in the northwestern and western portions of the neighborhood, are zoned as A-2 and A-3 zoning. A-2 zoning is for agriculture, forestry, general farming, and single-family dwellings, among others. A-3 agricultural zoning is a general farming district that is in a so-called holding district where nonagricultural development will be deferred until the appropriate legislative bodies determine that it is economically feasible to provide public services and facilities for uses other than those permitted in the holding district.

There are extensive wetlands and environmental corridors in the center and western portions of the neighborhood that are zoned C-1. C-1 zoning is primarily used for fishing, flood overflow and flood water storage, hunting, navigation, pedestrian and equestrian trails, preservation of scenic, historic and scientific areas, public fish hatcheries, soil and water conservation practices, sustained yield forestry, stream bank and lakeshore protection, water retention ponds, and wildlife areas.

For commercial land use, there is currently B-1 zoning and B-3 zoning. B-1 zoning, which is used for the BP gas station at the corner of Long Lake Road and S Loomis Road, is primarily used for a neighborhood business district. B-3 zoning, which is used for B-Lazy Bar & Grill, is primarily used for a neighborhood business district, community business district, as well as other specialized commercial uses. There is also one lot on Oak Ridge Drive that is zoned as M-3, which is used as a heavy industrial district.

Most of the eastern portion of the neighborhood is zoned for residential land use, which is encompassed by R-2S, R-3, R-3A, R-4, R-5, and R-7 zoning. R-2S zoning, which four lots are zoned for in the western portion of the neighborhood, is primarily used for one-family dwellings on larger lots served by a public sanitary sewer. R-3 zoning, which is used for suburban residential district that is served by a public sewer, is widely used throughout the neighborhood. R-3A zoning is very similar to R-3 zoning, only with slightly smaller minimum lot and width sizes. R-3A zoning is utilized on two lots off Racine Avenue. R-4 zoning, which is an urban residential district used for one-family dwellings served by public sanitary sewer, is used on lots off Hart Drive and one lot off S Loomis Road. R-5 zoning, which is also an urban residential district used for one-family dwellings served by public sanitary sewer, is widely used throughout the neighborhood. R-7 zoning is used for multi-family dwellings not exceeding eight (8) dwelling units per structure and served by sanitary sewer and is utilized on two lots off Denoon Road and on one lot on Lilac Lane.

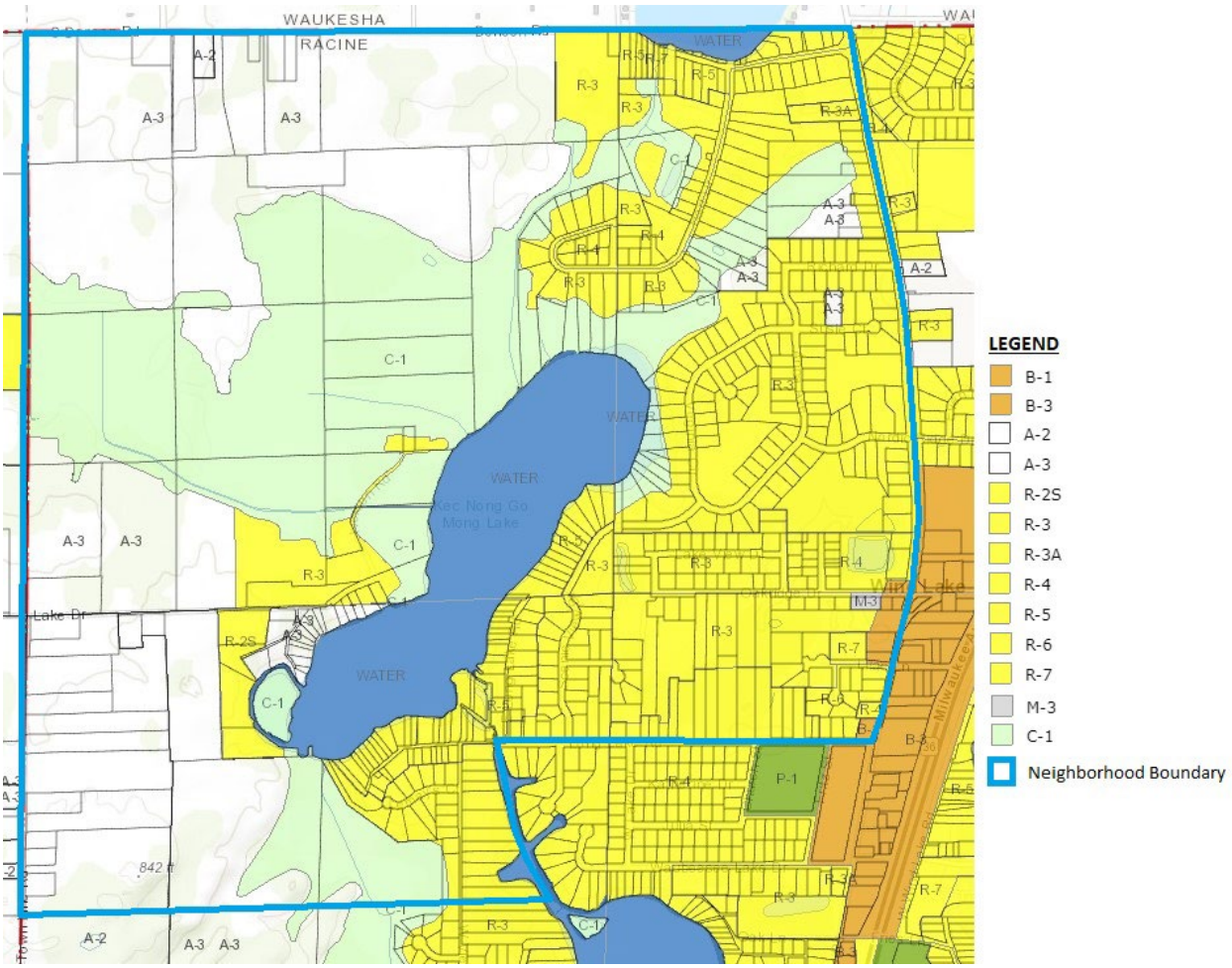

Figure 11.6 Current Zoning

EXISTING SANITARY SEWER

Figure 11.7 displays the existing Norway Sanitary District No. 1 and the portion of the Long Lake Neighborhood that is within the within the district. The Long Lake neighborhood occupies the northeastern portion of the sanitary district. The sanitary sewer area, officially ratified by the Southeastern Wisconsin Regional Planning Commission in June 1999, has not been amended since its adoption.

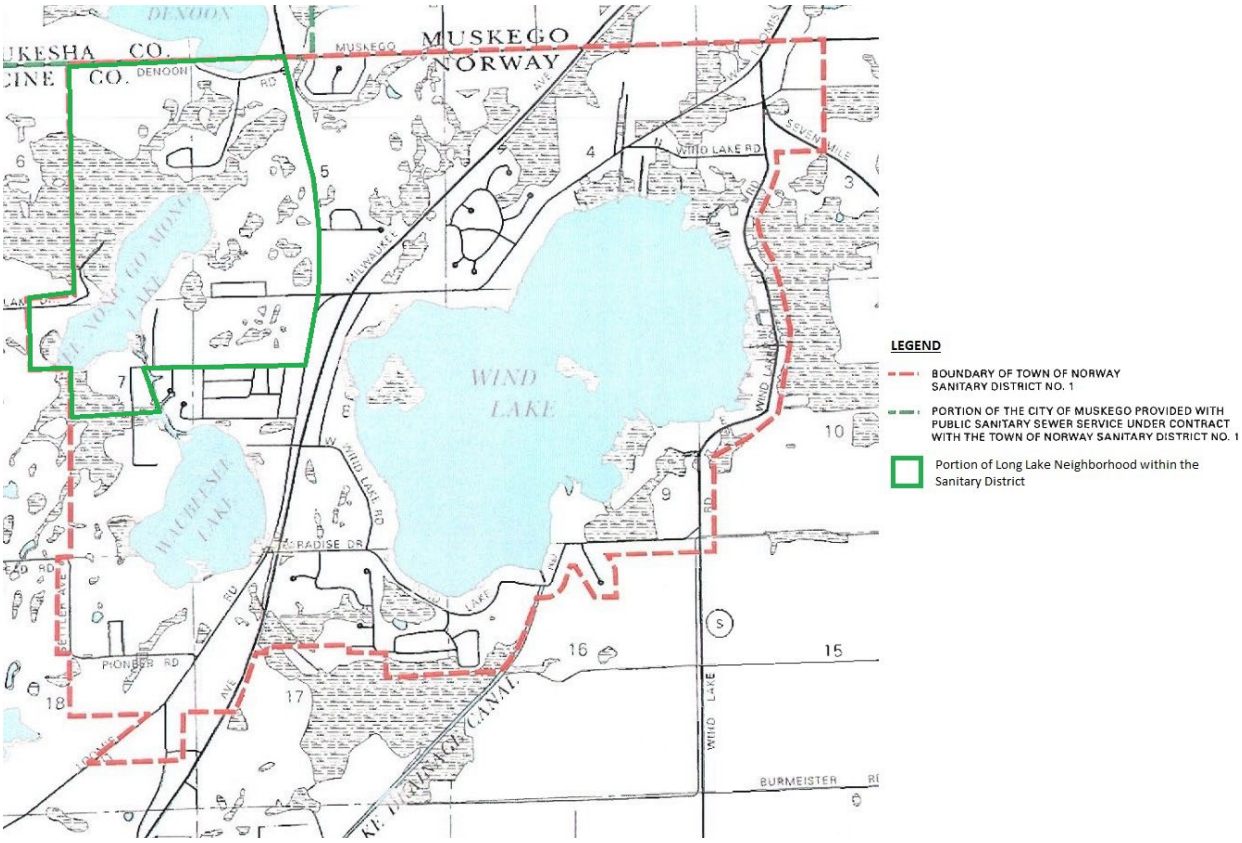

Figure 11.7 Town of Norway Sanitary District No. 1

LONG LAKE NEIGHBORHOOD PLAN: PROPOSED NEIGHBORHOOD DEVELOPMENTS

LOW DENSITY RESIDENTIAL (YELLOW)

Low density residential land use is utilized for single-family residential dwellings. Due to the large presence of loam soil, there are several opportunities for future developments throughout this neighborhood. One development is proposed outside of the sanitary district while another is proposed inside the sanitary district, as seen in section D.

MEDIUM DENSITY RESIDENTIAL (ORANGE)

Medium density residential land use is utilized for multi-family residential dwellings or single-family residential on relatively small lots. No new medium density residential is proposed, but there is existing medium density residential within the neighborhood, especially around Long Lake. The proposed developments are far enough away from S Loomis Road and STH 36 that low density residential is more appropriate for the application.

AGRICULTURAL (GREEN)

The western portion of the Long Lake neighborhood is utilized by agricultural, open land, and rural residential land use. This land could be developed in the future but is more difficult to develop due to the various owners of the existing lots and, therefore, more parties involved to complete the development.

FUTURE LAND USE

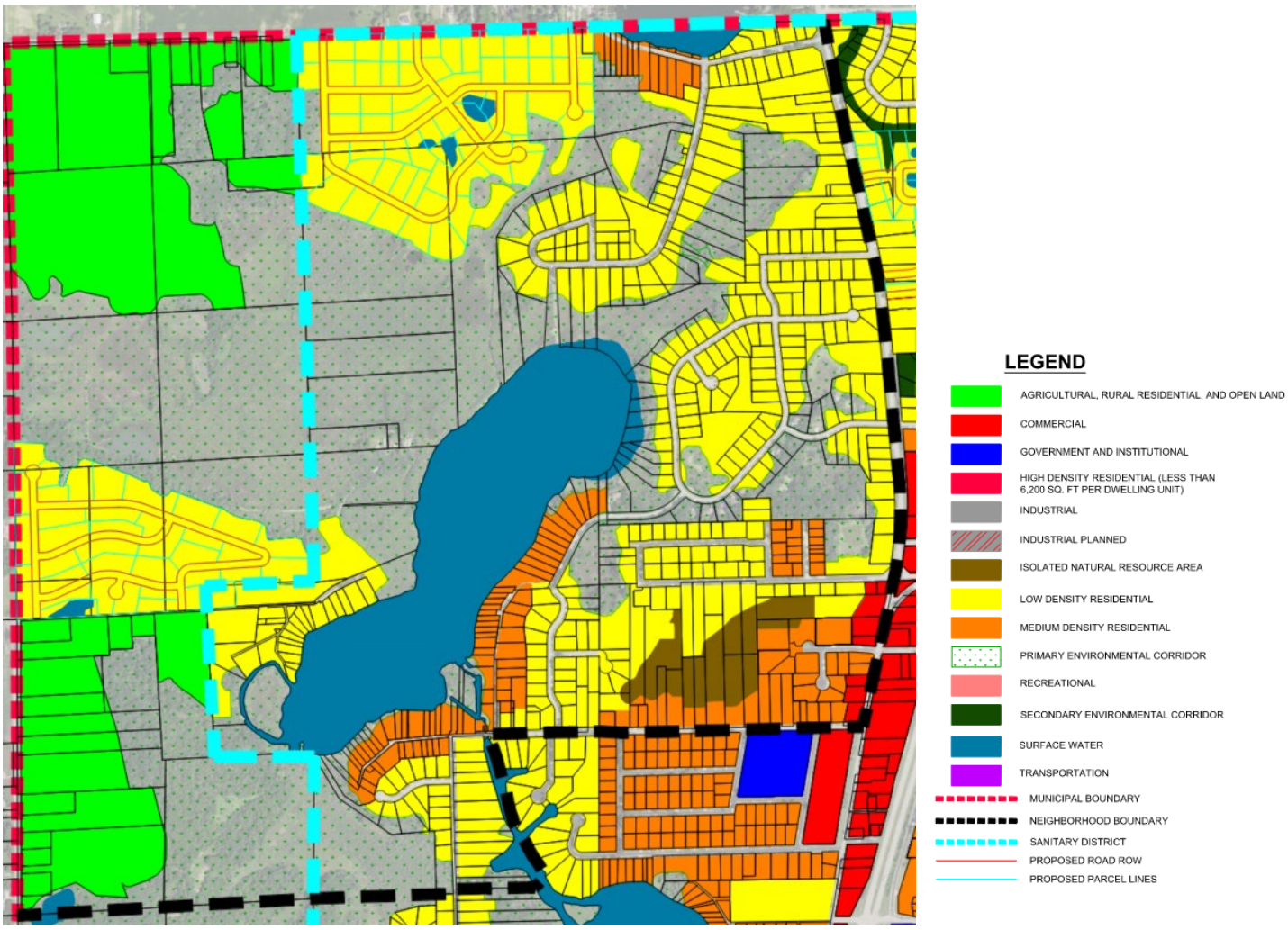

Figure 11.8 Future Land Use

Figure 11.8 displays the future land use for the Long Lake neighborhood. Two developments are proposed within the neighborhood, with one development in the sanitary district on the north side of the neighborhood, and the other development on the west side of the neighborhood outside the sanitary district.

The first proposed development is on the northern portion of the neighborhood and has three access points off Denoon Road. The development occupies approximately 88 acres and will hold 66 lots, which averages to approximately 1.33 acres per lot, although lot sizes do vary. The development is low density residential land use, which is anticipated to be for single-family housing. Since the development is within the sanitary district, it is likely that sanitary sewers will be utilized to serve the development, although the size of the main and the need for a pump station will be determined at a different time. The development has two cul-de-sacs in this option.

The second proposed development is proposed in the western portion of the neighborhood and has two access points off N Lake Drive. The development occupies approximately 60 acres and holds 37 lots, which averages to 1.62 acres per lot, although lot sizes do vary. Since the development is outside the sanitary sewer district, it is not proposed to have sanitary sewer serve the development. The development has two cul-de-sacs in this option.

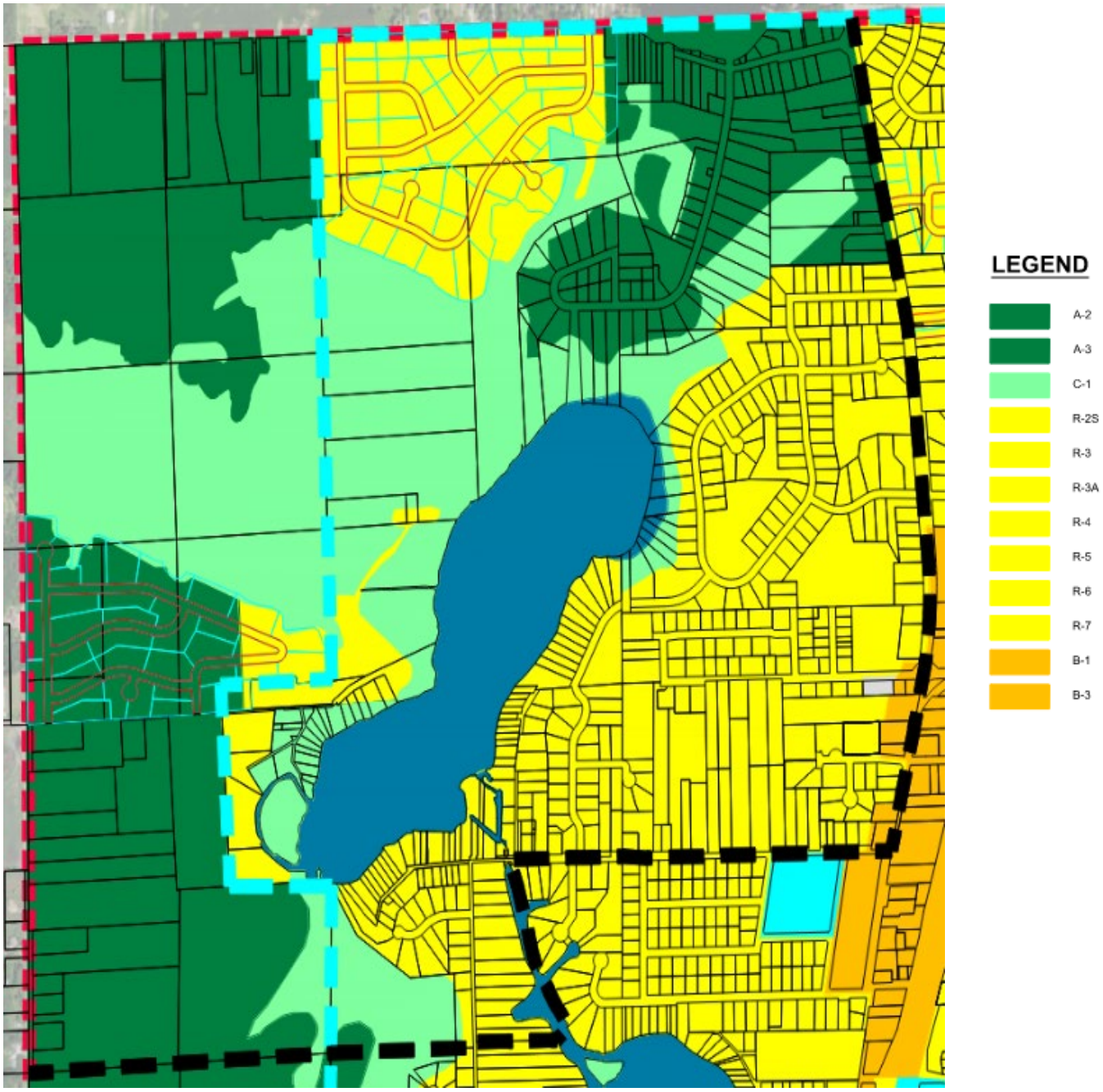

Figure 11.9 Future Zoning

Figure 11.9 displays the future zoning for the Long Lake neighborhood. The northern development is the only development to change from the existing zoning. The development will likely be zoned R-3. The western development will remain zoned the way it is due to the size of the proposed lots.

WAUBEESEE LAKE NEIGHBORHOOD PLAN: CURRENT CONDITIONS

LOCATION

The Waubeesee Lake neighborhood, as highlighted in **Figure 12.1** below, is in the western portion of the Town of Norway. The neighborhood is bordered to the south by the Loomis South neighborhood and to the east by the Loomis North neighborhood. The neighborhood is bordered to the north by the Long Lake neighborhood. The western border is the Town of Norway limits. The neighborhood is centered on Waubeesee Lake.

The area of the Waubeesee Lake neighborhood is approximately 1,095 acres.

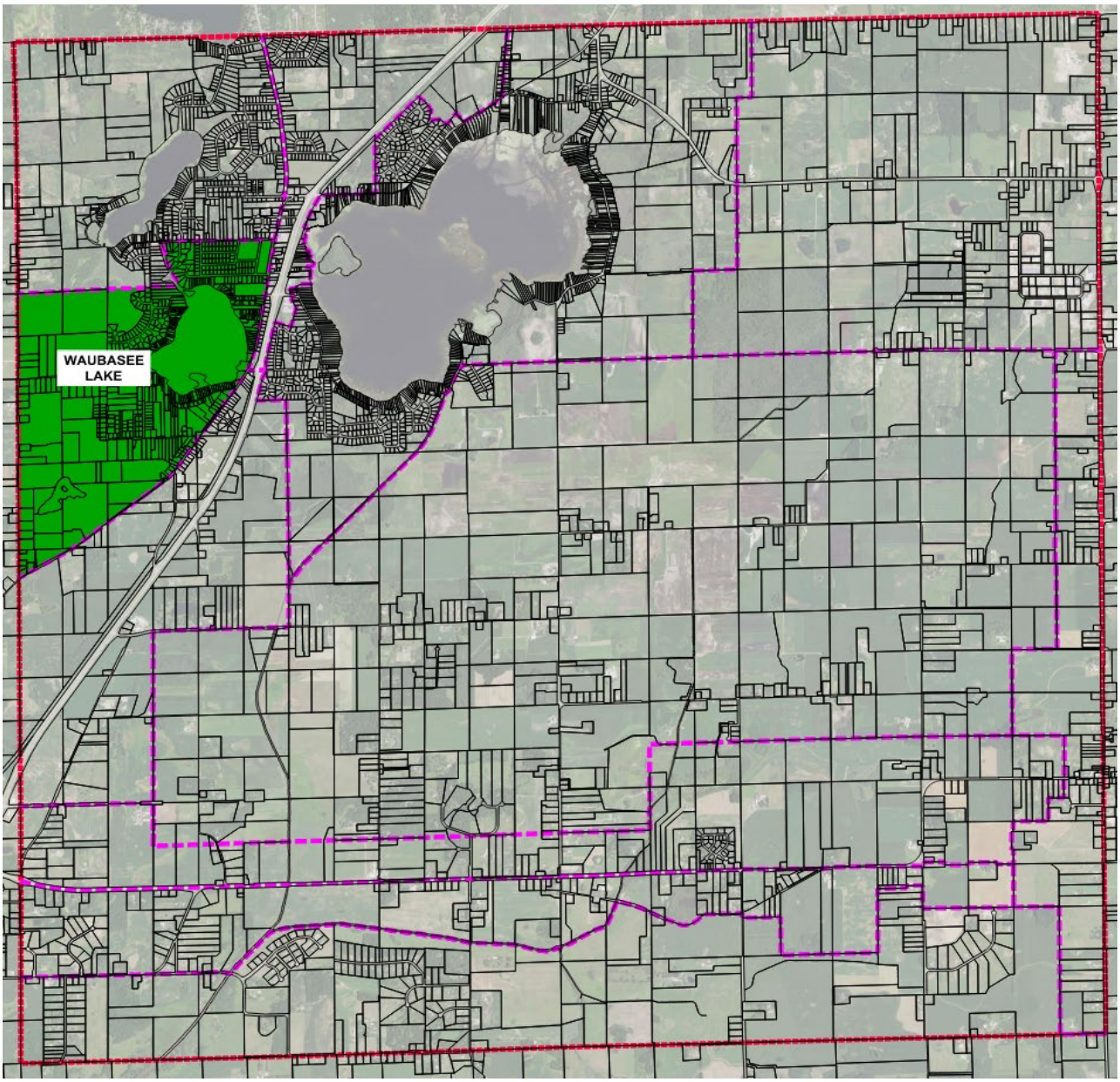

Figure 12.1 Waubeesee Lake Neighborhood Location

TRANSPORTATION FACILITIES

Figure 12.2 displays the transportation facilities in and around the Waubeesee Lake neighborhood. Current transportation facilities can greatly impact the ability of future developments. Future land use can also greatly increase or decrease traffic volumes and patterns and can have a large impact on the success of future developments.

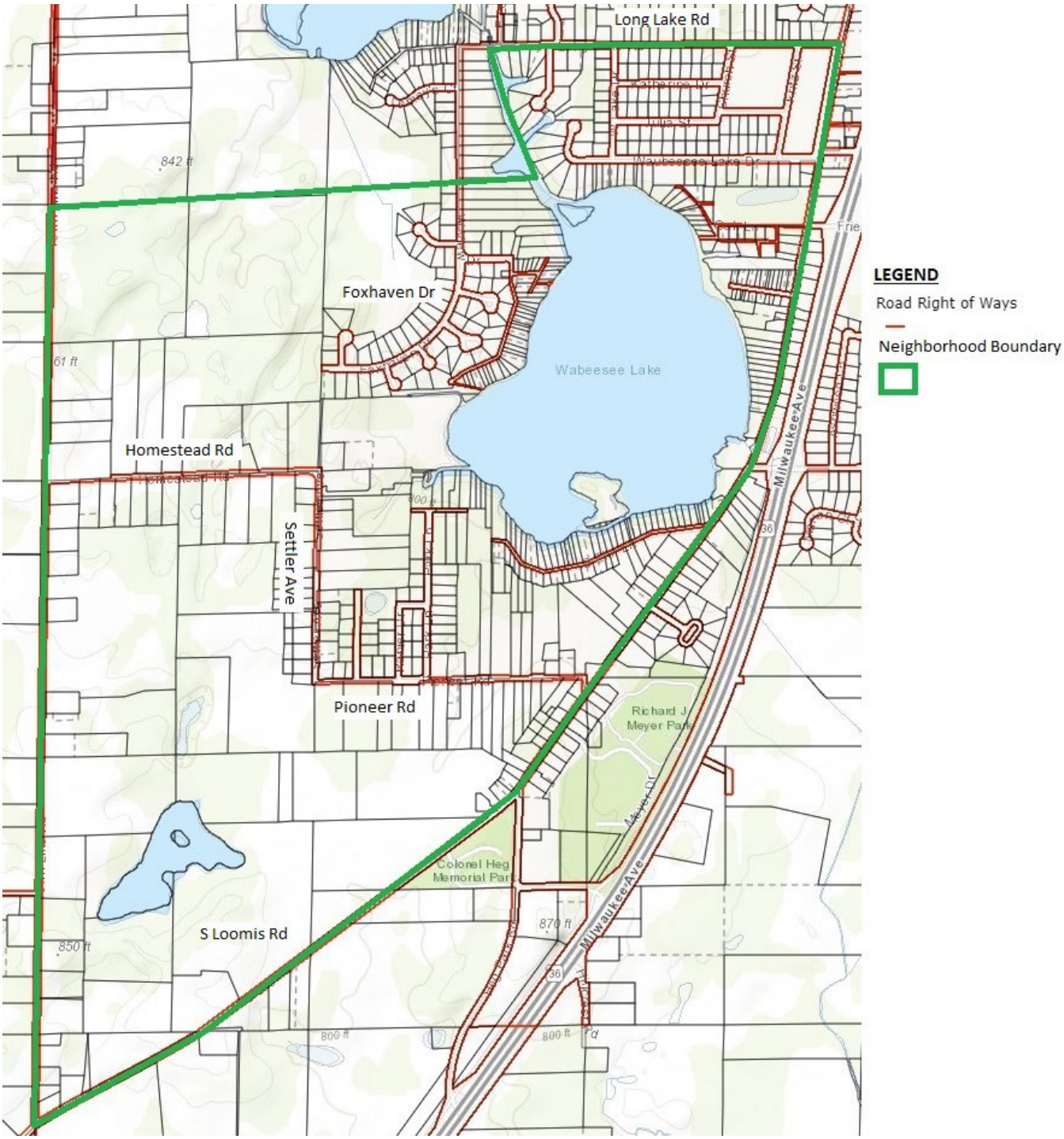

Figure 12.2 Existing Transportation Facilities

Within the Waubeesee Lake Neighborhood, all roads are classified as local roads. Some of these local roads are dead-end roads or low-volume residential roads, such as Park Ridge, Rainer Drive, Park Lane, S Elm Lake, W View Drive, Foxhaven Court, Lemay's Court, Ora Drive, Roosevelt Lane, Oak Lane, Deerpath Lane, Pheasant Court, Katherine Street, Julia Street, Waubeesee Lake Drive, W Lake Drive, Fritz Street, Church Street, Long Lake Road, and Meadowlark Court.

Pioneer Road runs east-west in the south portion of the neighborhood and connects to Settler Avenue, which runs north-south through the south portion of the neighborhood. Homestead Road then connects to Settler Avenue and runs east-west out the west side of the neighborhood. Town Line Road runs north-south and runs along the western border of the neighborhood. S Loomis Road runs along the south and eastern border of the neighborhood.

Table 12.1 Traffic Counts

Non-residential Roadways	Annual Average Daily Traffic (2011)	Annual Average Daily Traffic (2021)	Change (veh)	Percent Change (%)
Town Line Rd	580	390	190	-33%
S Loomis Rd	2,900	1,900	-1000	-34%
Pioneer Rd	-	-	-	-
Settler Ave	-	-	-	-
Homestead Rd	-	-	-	-
Source: Wisconsin Department of Transportation TC Map				

Table 12.1 displays the traffic counts done by WisDOT in 2011 and 2021 on S Loomis Road and Town Line Road within the Waubeesee Lake neighborhood. The traffic counts on S Loomis Road were relatively low in 2011 and declined in 2021. Traffic counts were very low on Town Line Road in 2011 and decreased in 2021. Unfortunately, there were no traffic counts on Pioneer Road, Settler Avenue, and Homestead Road. Traffic volumes and traffic patterns can offer an insight into how transportation corridors are currently being utilized and what future capacities will be available.

TOPOGRAPHY, NATURAL RESOURCES, AND WETLANDS

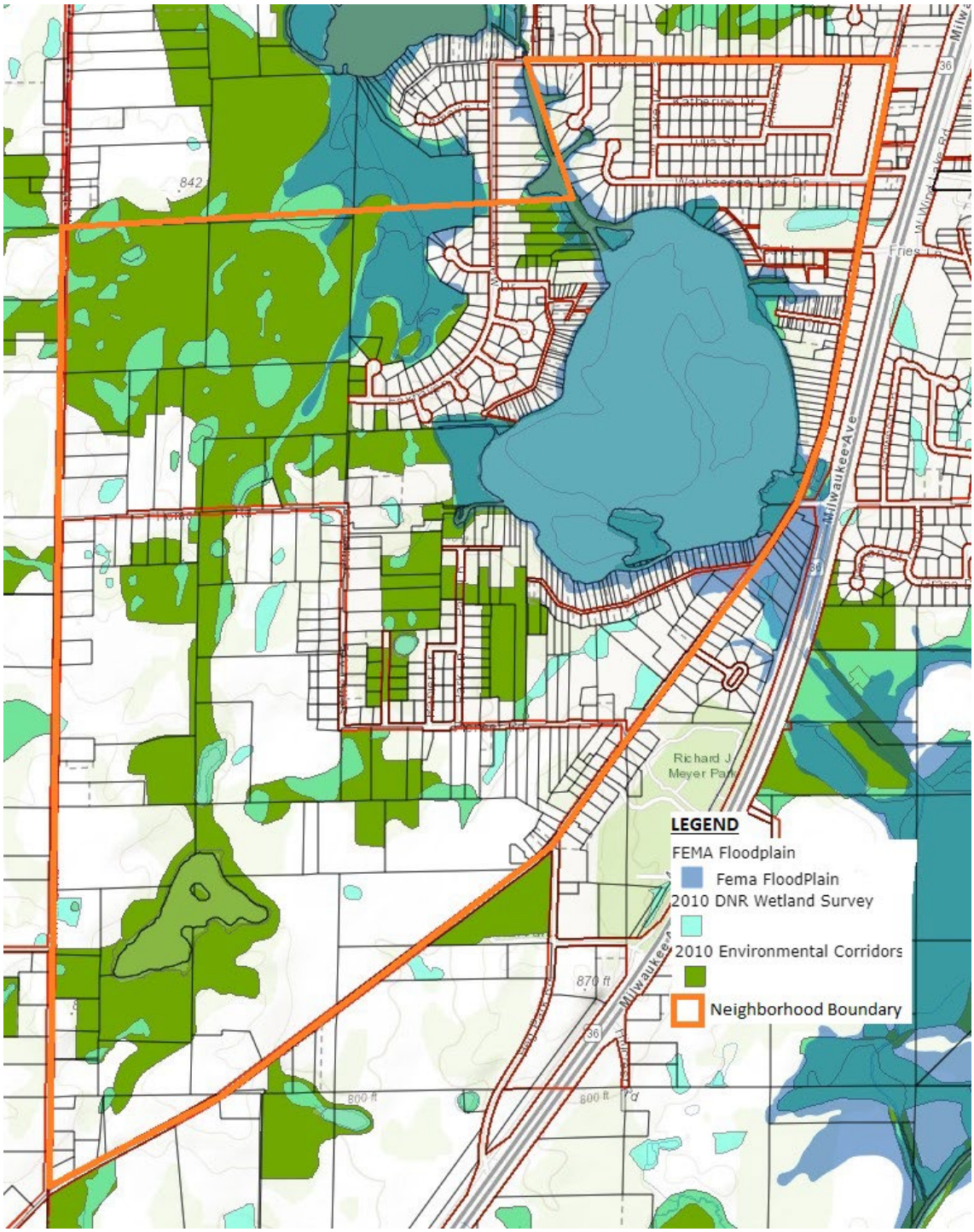

Figure 12.3 Floodplain, Wetland, and Environmental Corridors

Figure 12.3 displays the wetlands, environmental corridors, and FEMA floodplain within the Waubeesee Lake neighborhood. The Waubeesee Lake neighborhood has substantial floodplain around Waubeesee Lake. Generally, areas within the 100-year floodplain will not be developable but may be utilized to meet open space requirements. All of the Waubeesee Lake neighborhood is a part of the Norway/Dover Drainage district, which drains into Fox River.

The northwestern portion of the neighborhood has substantial wetlands and environmental corridors, while there are more scattered wetlands and environmental corridors throughout the neighborhood. These areas will be difficult to develop due to the environmental impacts and poor soils present.

EXISTING SOIL CONDITIONS

Figure 12.4 displays the existing soil conditions in the Waubeesee Lake neighborhood. The most prominent soil type is Ozaukee Silt Loam (OzaB) at 34.1% of the neighborhood, followed by Blount Silt Loam (BlA) at 18.2% of the neighborhood and Ozaukee Silt Loam (OzaB) at 6.1% of the neighborhood.

Most of the neighborhood is a type of loam soil. Loam is great in agricultural applications yet is still a suitable soil on which to build a development. There may be limitations to total density of housing based on the specific soil conditions on a particular development site due to the presence of loam. There is limited rough broken land (0.3%), marsh (2.0%), muck (4.3%), and gravel pits (0.1%) where development possibilities are limited.

Figure 12.4 Existing Soil Conditions

LEGEND

Ac – Adrian Muck	AtA – Ashkum Silty Clay Loam	AuA – Aztalan Sandy Loam	BlA – Blount Silt Loam
FoB – Fox Loam	GP – Gravel Pit	HeB2 – Hebron Loam	Ht – Houghton Muck
Mf – Marsh	Oc – Ogden Muck	OzaB – Ozaukee Silt Loam	OzaB2 – Ozaukee Silt Loam
OzaC – Ozaukee Silt Loam	OzaC2 – Ozaukee Silt Loam	OzaD – Ozaukee Silt Loam	OzaD2 – Ozaukee Silt Loam
OzaE – Ozaukee Silt Loam	OzlC3 – Ozaukee Silty Clay Loam	OzlD3 – Ozaukee Silty Clay Loam	RaA – Radford Silt Loam
Ry – Rough Broken Land	W – Water	Wa – Wallkill Silt Loam	

CURRENT LAND USE

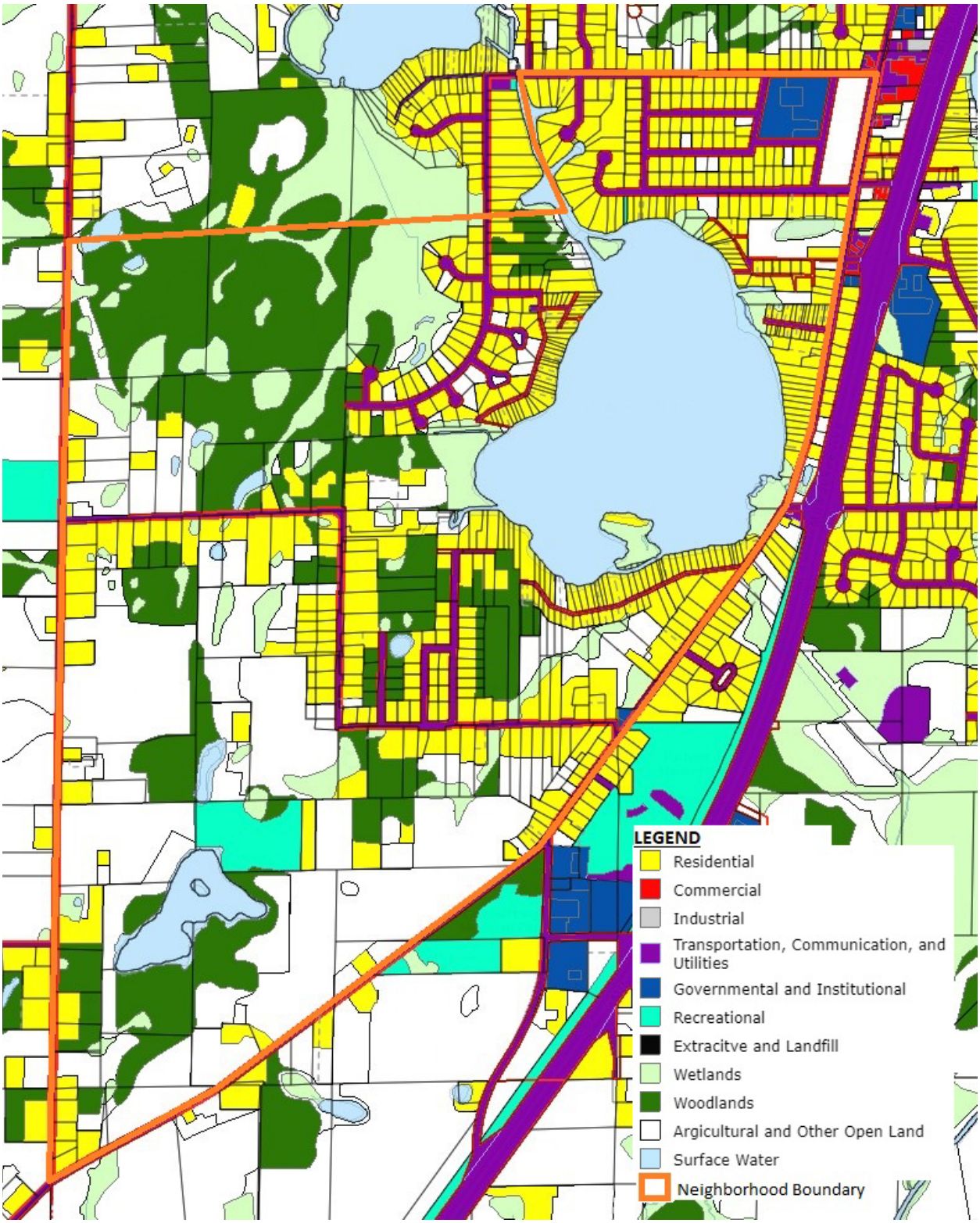

Figure 12.5 Existing Land Use

Figure 12.5 displays the diversity of land use within the Waubeesee Lake neighborhood. Most of the land use is agricultural, woodlands, and wetlands, especially in the western portion of the neighborhood.

There are no commercial land uses within the Waubeesee Lake neighborhood. There is an institutional land use at the corner of Fritz Street and Long Lake Road and is occupied by St. Clare Catholic Church Wind Lake. The other institutional land use is occupied by Little VIP Child Care Center and is located at the corner of Pioneer Road and S Loomis Road.

There is recreational land use at the end of an access drive off S Loomis Road, which is occupied by Slovenia Cultural Society Triglav Park. Lastly, there are many residential land use applications throughout the neighborhood. The majority are off the residential neighborhood roads within the neighborhood and around Waubeesee Lake.

CURRENT ZONING

Figure 12.6 displays the current zoning within the Waubeesee Lake neighborhood. The agricultural land use, predominantly in the western portion of the neighborhood, is zoned A-2 and A-3. A-2 zoning is for agriculture, forestry, general farming, and single-family dwellings, among others. A-3 agricultural zoning is a general farming district that is in a so-called holding district where nonagricultural development will be deferred until the appropriate legislative bodies determine that it is economically feasible to provide public services and facilities for uses other than those permitted in the holding district.

The location of St. Clare Catholic Church Wind Lake is zoned as P-1, which is primarily used for public and private institutional uses, such as a school, college, university, hospitals, cemeteries, and religious institutions, among others. Slovenia Cultural Society Triglav Park is zoned as P-2, which is for public and existing private recreational uses. Little VIP Child Care Center is zoned B-1, which is primarily used for a neighborhood business district. There is also a block of undeveloped area west of S Loomis Road between Waubeesee Lake Drive and Long Lake Road which is zoned as B-3, which is primarily used for neighborhood business district, community business district as well as other specialized commercial uses.

There are extensive wetlands and environmental corridors in the northern portion of the neighborhood that are zoned as C-1, which is primarily used for fishing, flood overflow and flood water storage, hunting, navigation, pedestrian and equestrian trails, preservation of scenic, historic, and scientific areas, public fish hatcheries, soil and water conservation practices, sustained yield forestry, stream bank and lakeshore protection, water retention ponds, and wildlife areas.

Most of the neighborhood is zoned for residential land use, which is encompassed by R-2, R-3, R-3A, R-4, R-5, and R-6 zoning. R-2 zoning, which is for one-family dwelling lots that are not served by public sanitary sewers, is utilized outside of the sanitary district in the western portion of the neighborhood. R-3 zoning, which is used for suburban residential district that is served by a public sewer, is widely used throughout the neighborhood. R-3A zoning is very similar to R-3 zoning, only with slightly smaller minimum lot and width sizes. R-3A zone is utilized along S Loomis Road. R-4 zoning, which is an urban residential district used for one-family dwellings served by public sanitary sewer, is used throughout the neighborhood. R-5 zoning, which is also an urban residential district used for one-family dwellings served by public sanitary sewer, is used around Waubeesee Lake. R-6 zoning, which is used for two-family dwellings on lots served by sanitary sewers, is utilized for one lot along Elm Lane.

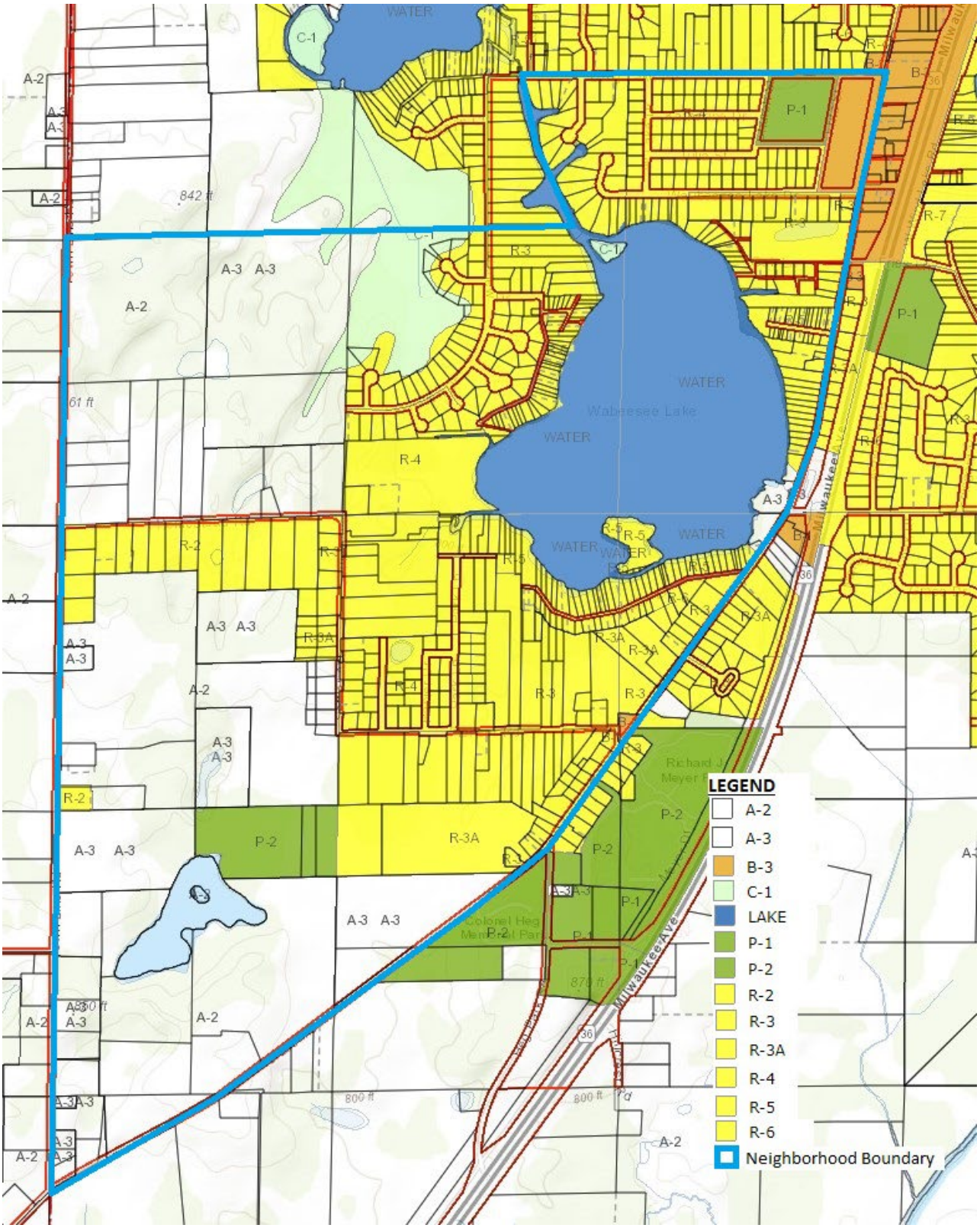

Figure 12.6 Current Zoning

EXISTING SANITARY SEWER

Figure 12.7 displays the existing Norway Sanitary District No. 1 and the portion of the Waubeesee Lake neighborhood that is within the district. The Waubeesee Lake neighborhood occupies the southwestern corner of the sanitary district. The sanitary sewer area, officially ratified by the Southeastern Wisconsin Regional Planning Commission in June 1999, has not been amended since its adoption.

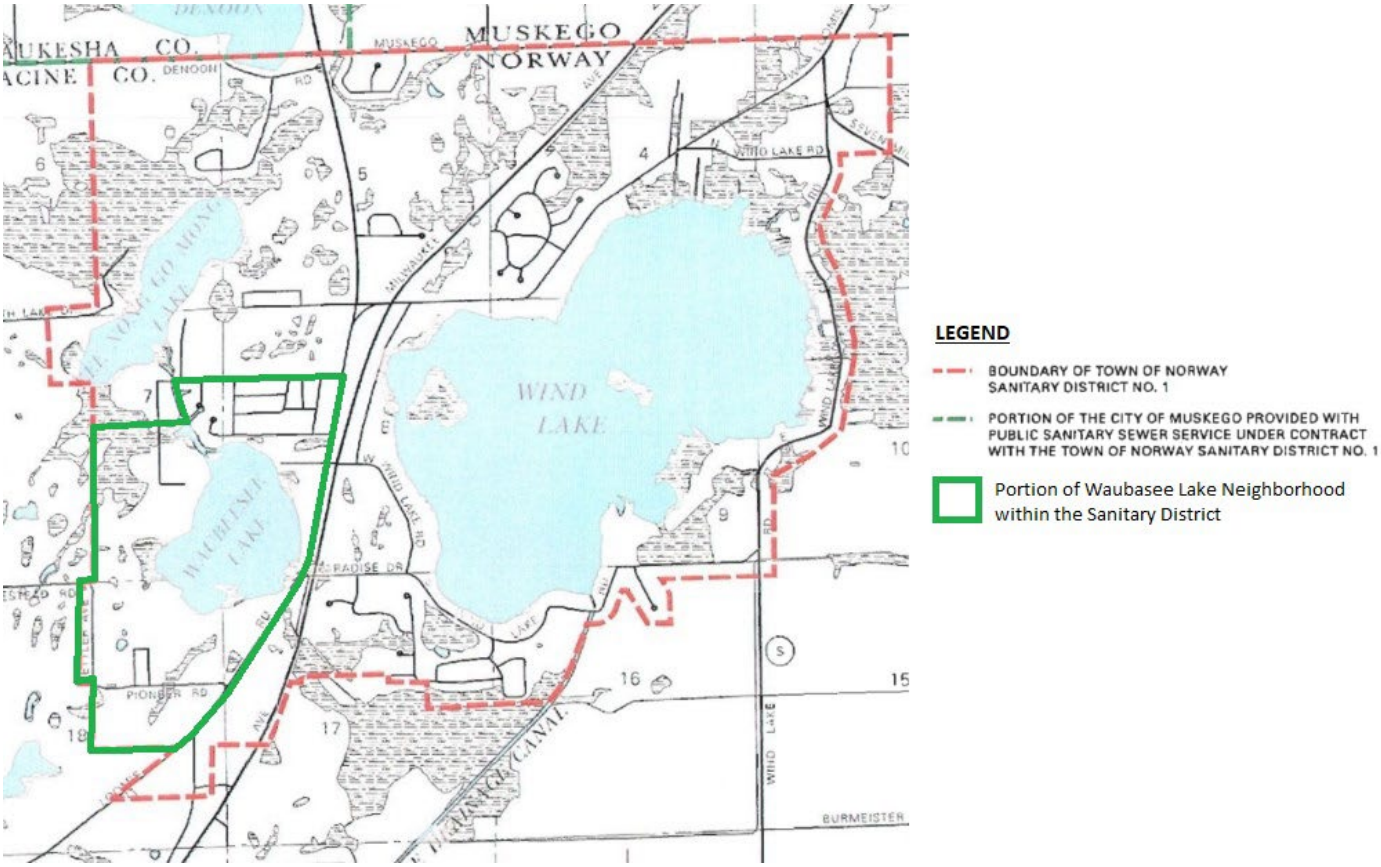

Figure 12.7 Town of Norway Sanitary District No. 1

WAUBEESEE LAKE NEIGHBORHOOD PLAN: PROPOSED NEIGHBORHOOD DEVELOPMENTS

LOW DENSITY RESIDENTIAL (YELLOW)

Low density residential land use is utilized for single-family residential dwellings. Due to the large presence of loam soil, there is an opportunity for future development within this neighborhood for low density housing. There is one development proposed within the Waubeesee Lake neighborhood with low density residential land use, as seen in section D and E.

MEDIUM DENSITY RESIDENTIAL (ORANGE)

Medium density residential land use is utilized for multi-family residential dwellings. There is an opportunity for medium density residential housing within the Waubeesee Lake Neighborhood, as seen in section D and E. This proposed development is within the existing sanitary sewer district and will likely be fed by sanitary sewers.

COMMERCIAL (RED)

There are no existing commercial land uses within the Waubeesee Lake neighborhood. However, there is future expansion potential in the undeveloped block surrounded by S Loomis Road, Waubeesee Lake drive, Fritz Street, and Long Lake Road. The block is among other commercial land use as well as has ample traffic to be conducive to future commercial land use.

FUTURE LAND USE – OPTION 1

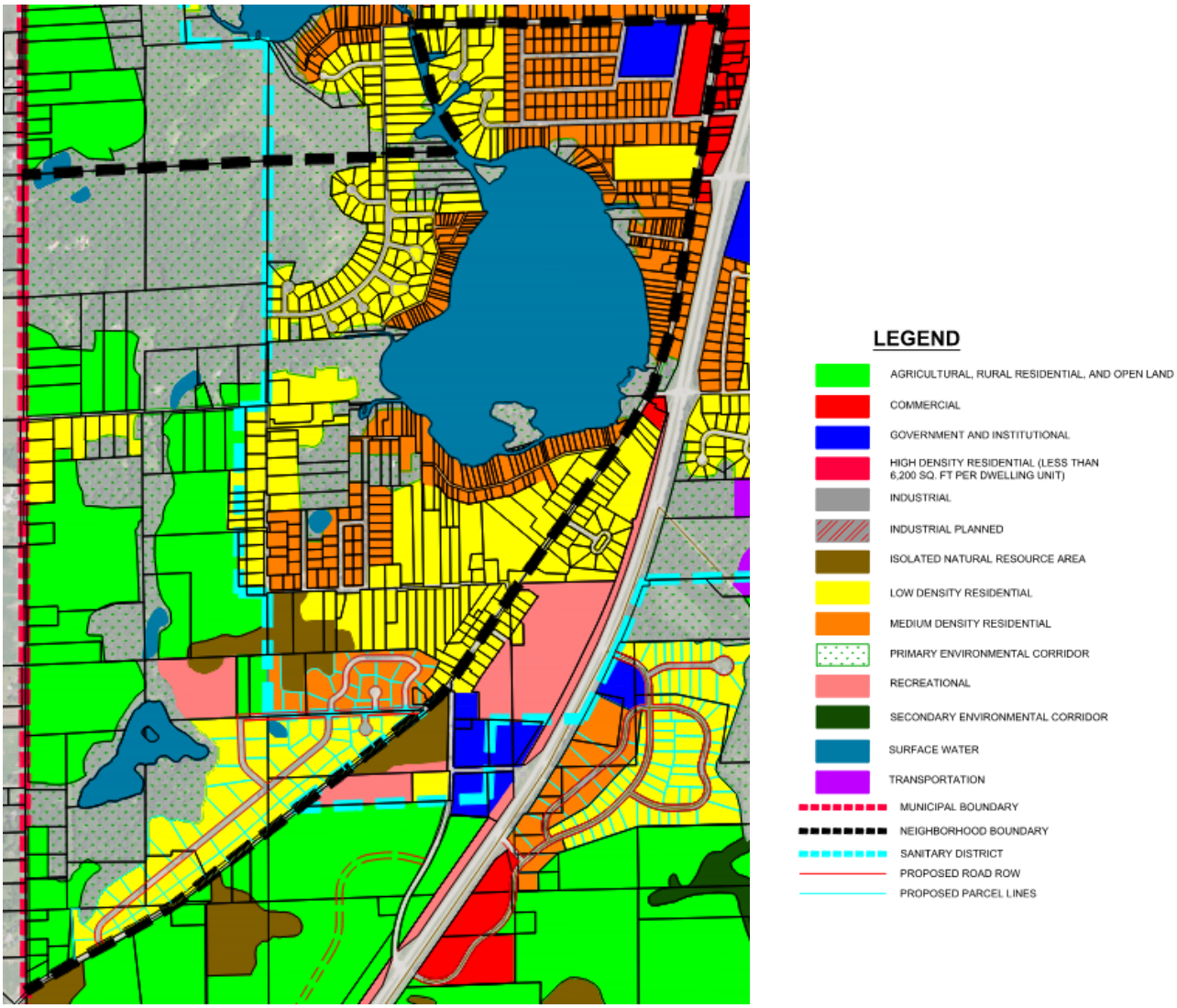

Figure 12.8 Future Land Use - Option 1

Figure 12.8 displays the first option of future land use for the Waubeesee Lake neighborhood. One medium-density residential development is proposed in the center of the neighborhood, while another low-density residential development is proposed in the southern portion of the neighborhood. Commercial expansion is proposed in the undeveloped block surrounded by S Loomis Road, Waubeesee Lake drive, Fritz Street, and Long Lake Road. The western portion of the neighborhood will remain undeveloped.

The proposed medium-density residential development is in the center of the neighborhood and has three access points off a new proposed road. The development includes a new proposed road off S Loomis Road which is currently used as an access road to Slovenia Cultural Society Triglav Park. The development occupies approximately 18 acres and has 24 developable lots, which averages approximately 0.74 acres per lot, although individual lot sizes do vary. The development is anticipated to be within the sanitary sewer district. There is also one cul-de-sac in this option.

The proposed low-density residential development is in the southern portion of the neighborhood and has three access points off the proposed ROW and one access point off S Loomis Road. The development occupies approximately 59 acres and has 58 developable lots, which averages approximately 1.00 acres per lot, although individual lot sizes do vary. There is also one cul-de-sac in this option.

Lastly, a commercial development is anticipated at the undeveloped block surrounded by S Loomis Road, Waubeesee Lake drive, Fritz Street, and Long Lake Road. The location makes logical sense for commercial expansion due to the proximity to S Loomis Road and other commercial land use throughout the Town of Norway.

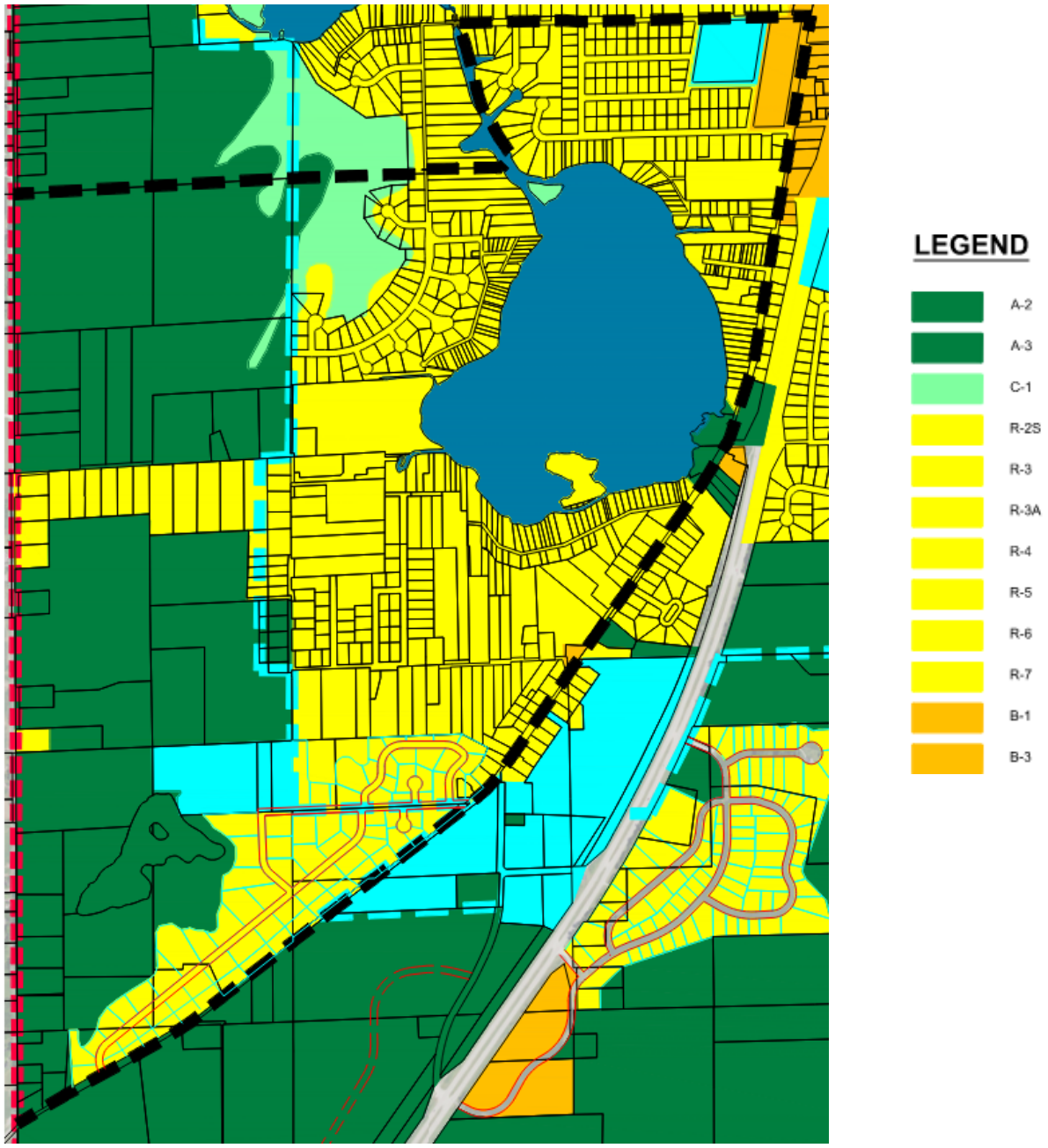

Figure 12.9 Future Zoning - Option 1

Figure 12.9 displays the future zoning for the first option of the Waubeesee Lake neighborhood. The proposed commercial land use is already zoned as B-3 and can remain zoned as B-3 unless the future commercial enterprises dictate a change in zoning. The proposed medium-density residential land use is anticipated to be zoned as R-6, while the proposed low-density residential land use is anticipated to be zoned as R-3.

FUTURE LAND USE – OPTION 2

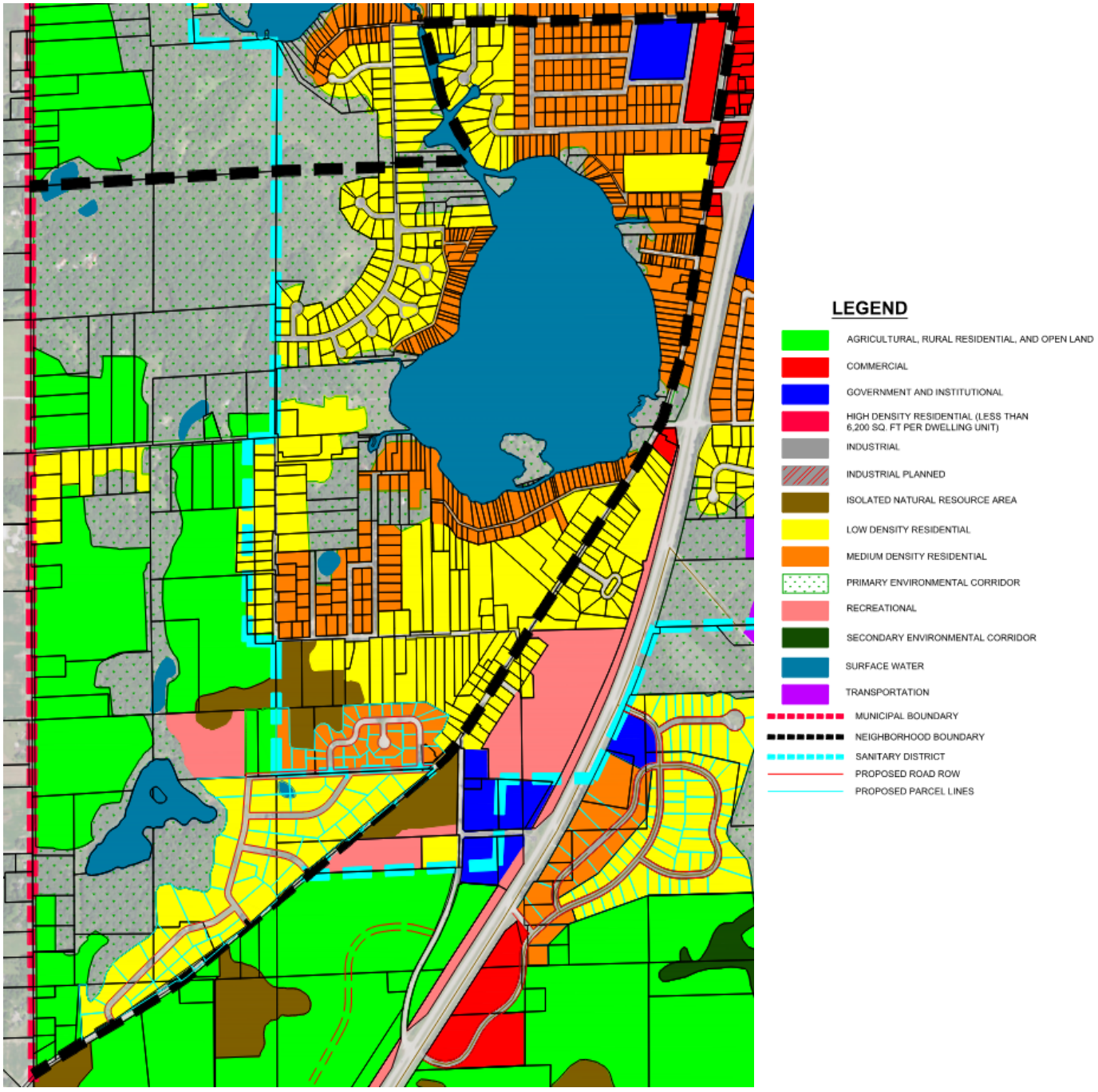

Figure 12.10 Future Land Use - Option 2

Figure 12.10 displays the second option of future land use for the Waubeesee Lake neighborhood. One medium-density residential development is proposed in the center of the neighborhood, while another low-density residential development is proposed in the southern portion of the neighborhood. Commercial expansion is proposed in the undeveloped block surrounded by S Loomis Road, Waubeesee Lake drive, Fritz Street, and Long Lake Road. The western portion of the neighborhood will remain undeveloped.

The proposed medium-density residential development is in the center of the neighborhood and has two access points off a proposed road. The development includes a new proposed road off S Loomis Road which is currently used as an access road to Slovenia Cultural Society Triglav Park. The development occupies approximately 18 acres and has 37 developable lots, which averages approximately 0.49 acres per lot, although individual lot sizes do vary. The development is anticipated to be within the sanitary sewer district. There is also one cul-de-sac in this option.

The proposed low-density residential development is in the southern portion of the neighborhood and has two access points off the proposed ROW and three access points off S Loomis Road. The development occupies approximately 59 acres and has 51 developable lots, which averages approximately 1.16 acres per lot, although individual lot sizes do vary.

Lastly, a commercial development is anticipated at the undeveloped block surrounded by S Loomis Road, Waubeesee Lake drive, Fritz Street, and Long Lake Road. The location makes logical sense for commercial expansion due to the proximity to S Loomis Road and other commercial land use throughout the Town of Norway.

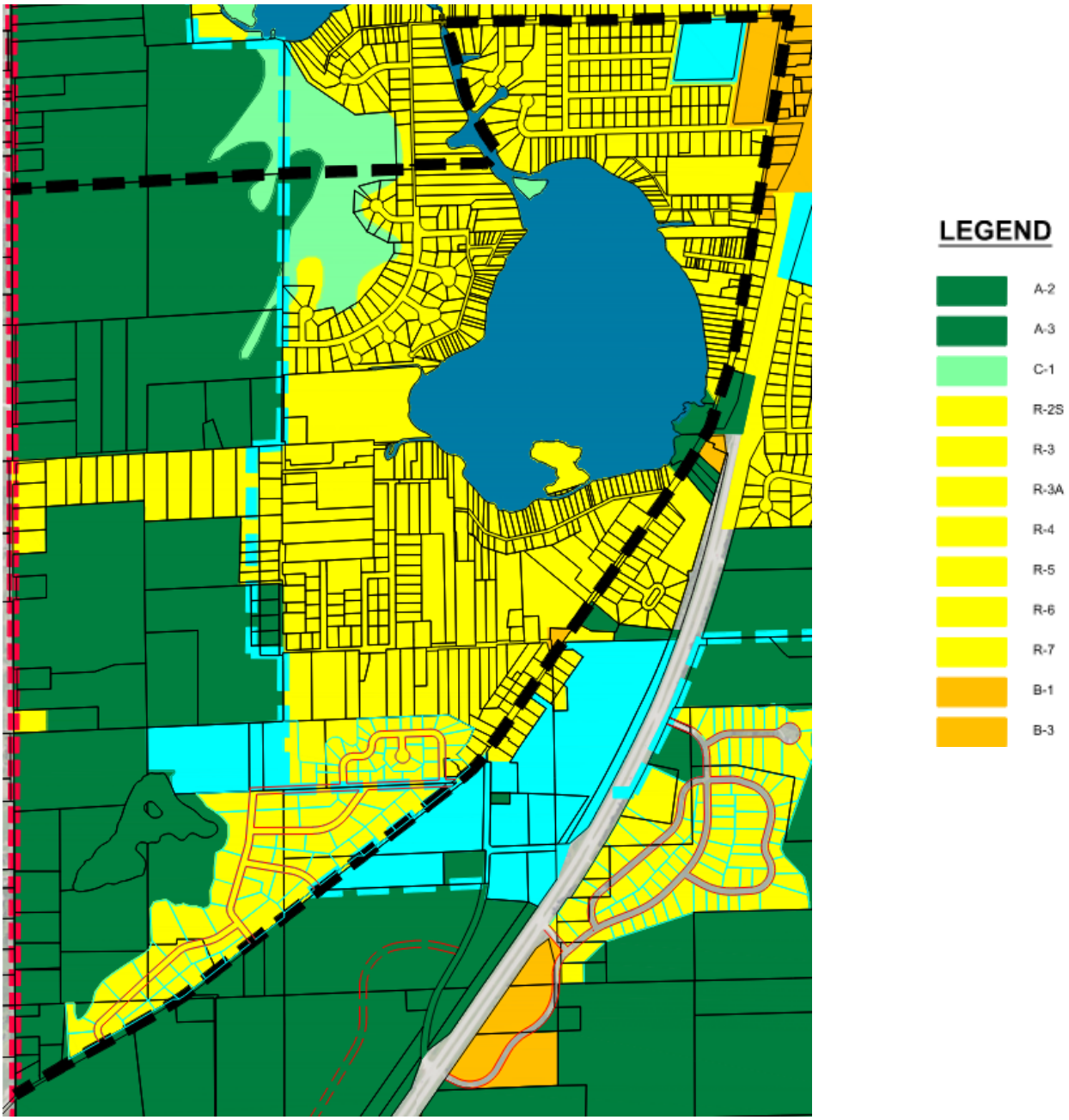

Figure 12.11 Future Zoning - Option 2

Figure 12.11 displays the future zoning for the second option of the Waubeesee Lake neighborhood. The proposed commercial land use is already zoned as B-3 and can remain zoned as B-3 unless the future commercial enterprises dictate a change in zoning. The proposed medium-density residential land use is anticipated to be zoned as R-6, while the proposed low-density residential land use is anticipated to be zoned as R-3.