

## Land Use Planning and Zoning Impact Evaluation

### 1. Existing Land Use/Zoning

The following table summarizes land use and zoning information for each interchange. Zoning information was obtained from local units of government. In general, land use at project-area interchanges corresponds to the zoning. It is not unusual, however, to find large tracts of agricultural land that are zoned commercial or industrial. The area surrounding the CTH K interchange is an example of this, and confirms the changing character of the project area planned by local units of government.

**Existing Land Use and Zoning**

Interchange	Quadrant	Land use within area of effect	Zoning within area of effect
STH 165 (Kenosha Co.)	Northwest	Commercial, Agricultural	Commercial, Agricultural
	Northeast	Wetland, Conservancy	Commercial, Agricultural, Conservancy,
	Southeast	Commercial, Conservancy, Wetland,	Commercial, Conservancy
	Southwest	Commercial, Agricultural, Residential,	Commercial, Agricultural, Residential, Light Industrial,
CTH C (Kenosha Co.)	Northwest	Commercial, Residential, Light Industrial, Environmental	Light Industrial, Conservancy, Agricultural, Residential
	Northeast	Residential, Environmental Corridor, Floodplain	Residential, Agricultural
	Southeast	Commercial, Agricultural, Residential, Conservancy, Floodplain	Commercial, Residential, Agricultural, Conservancy
	Southwest	Commercial, Agricultural, Wetland, Floodplain	Agricultural, Conservancy, Commercial
STH 50 (Kenosha Co.)	Northwest	Commercial, Agricultural	Commercial, Agricultural
	Northeast	Commercial	Commercial
	Southeast	Commercial, Environmental Corridor, Floodplain	Commercial, Conservancy
	Southwest	Commercial, Agricultural, Conservancy	Commercial, Agricultural, Conservancy

Interchange	Quadrant	Land use within area of effect	Zoning within area of effect
STH 158 (Kenosha Co )	Northwest	Agricultural	Agricultural
	Northeast	Environmental Corridor, Floodplain,	Agricultural, Conservancy,
	Southeast	Agricultural, Environmental Corridor, Floodplain	Agricultural, Conservancy
	Southwest	Agricultural	Agricultural
STH 142 (Kenosha Co.)	Northwest	Commercial, Agricultural	Commercial, Agricultural
	Northeast	Commercial, Agricultural	Commercial, Agricultural
	Southeast	Commercial, Agricultural, Wetland	Commercial, Conservancy, Agricultural
	Southwest	Commercial, Agricultural, Residential	Commercial, Agricultural, Residential
CTH E (Kenosha Co )	Northwest	Agricultural	Commercial, Agricultural
	Northeast	Commercial, Agricultural, Residential, Light Industrial, Conservancy, Floodplain	Light Industrial, Commercial, Conservancy, Residential, Agricultural
	Southeast	Commercial, Agricultural, Residential	Commercial, Agricultural, Residential
	Southwest	Agricultural, Residential	Residential, Agricultural
CTH KR (Kenosha / Racine Co. Line)	Northwest	Commercial, Agricultural, Environmental Corridor	Commercial, Agricultural
	Northeast	Agricultural, Conservancy, Wetland	Conservancy, Agricultural
	Southeast	Residential	Residential, Agricultural
	Southwest	Agricultural, Conservancy	Agricultural, Conservancy
STH 11 (Racine Co.)	Northwest	Industrial	Industrial
	Northeast	Commercial, Agricultural, Residential, Industrial	Commercial, Agricultural, Residential, Light Industrial
	Southeast	Agricultural	Commercial, Agricultural
	Southwest	Commercial, Agricultural	Commercial, Agricultural
STH 20 (Racine Co.)	Northwest	Commercial, Industrial	Commercial, Industrial
	Northeast	Commercial, Agricultural	Commercial, Agricultural
	Southeast	Commercial, Agricultural	Commercial, Agricultural
	Southwest	Commercial	Commercial

Interchange	Quadrant	Land use within area of effect	Zoning within area of effect
CTH K (Racine Co.)	Northwest	Commercial	Commercial
	Northeast	Commercial, Agricultural, Wetland	Commercial, Agricultural
	Southeast	Commercial, Agricultural	Commercial, Agricultural
	Southwest	Commercial, Agricultural, Residential	Commercial, Agricultural, Residential
CTH G (Racine Co.)	Northwest	Commercial, Agricultural	Commercial, Agricultural
	Northeast	Agricultural, Environmental Corridor, Wetland	Commercial, Agricultural
	Southeast	Commercial, Agricultural, Wetland	Commercial, Agricultural
	Southwest	Commercial, Agricultural	Commercial, Agricultural
7 Mile Road (Racine Co.)	Northwest	Commercial	Commercial
	Northeast	Commercial, Agricultural	Commercial, Agricultural
	Southeast	Commercial, Residential	Commercial, Agricultural
	Southwest	Commercial, Light Industrial	Highway service, Commercial
27th Street / USH 41 (Racine Co.)	Southeast	Commercial, Agricultural	Commercial, Agricultural
	Southwest	Commercial, Light Industrial	Commercial, Light Industrial

## 2. Adopted Land Use Plans

SEWRPC's 1991 *A Land Use and Transportation System Development Plan for the IH-94 South Freeway Corridor: Kenosha, Milwaukee, and Racine Counties* is intended to guide local land use decisions at project-area interchanges. This plan reevaluated, amended, updated, and extended adopted regional and local plans as they pertain to project-area interchanges and the larger I-94 corridor. It also considered local development objectives reflected in locally adopted land use control ordinances.

An Intergovernmental Coordinating and Technical Advisory Committee was formed to direct and assist in the development of SEWRPC's transportation and land use plan. The committee consisted of 22 elected and appointed public officials and civic leaders representing each of the concerned and affected municipalities in the corridor planning area. As such, the adopted plan serves as the authoritative comprehensive plan for land use and transportation system development in the I-94 corridor.

## 3. Compatibility Of Proposed Action With Adopted Plans

The concept of separating frontage roads and I-94 ramps was recommended by SEWRPC's transportation and land use plan. The proposed improvements discussed in this document are, therefore, compatible with SEWRPC's recommendations and the project's adopted land use and transportation plan. Future development at the project-area interchanges has been

planned for by SEWRPC and local units of government. It will not be considered a secondary impact of the proposed action. No secondary development beyond the planned interchange development is anticipated as a result of this project.