

CITY OF MUSKEGO COMMUNITY DEVELOPMENT AUTHORITY REDEVELOPMENT DISTRICT NO. 2



Prepared by the City of Muskego
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**Fully Amended and Approved by the CDA on August 17, 2010
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ACKNOWLEDGMENTS

2010

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1.0 INTRODUCTION

In Spring 2002, the Common Council of the City of Muskego adopted Resolution No. 63-02, *Resolution Creating the Community Development Authority of the City of Muskego, Wisconsin*. Broadly stated, the purpose of the Community Development Authority (CDA) is to promote adequate places for commerce, employment, housing, and an improved living environment for all Muskego residents.

The purpose of the Redevelopment Plan is to revitalize a declining urban area, spur reinvestment in the community, and to transform it into a better place to live, work and play. The Plan is an important implementation component of the City's Adopted 2020 Comprehensive Plan, which encourages the creation of more livable, mixed-use areas within the community and redevelopment where urban services can be efficiently provided. In addition, employment, shopping, and educational opportunities located within these areas, minimizing transportation time and cost. The downtown area has been identified as being in decline based on disinvestment conditions, blighted commercial and residential properties, and lack of infrastructure.

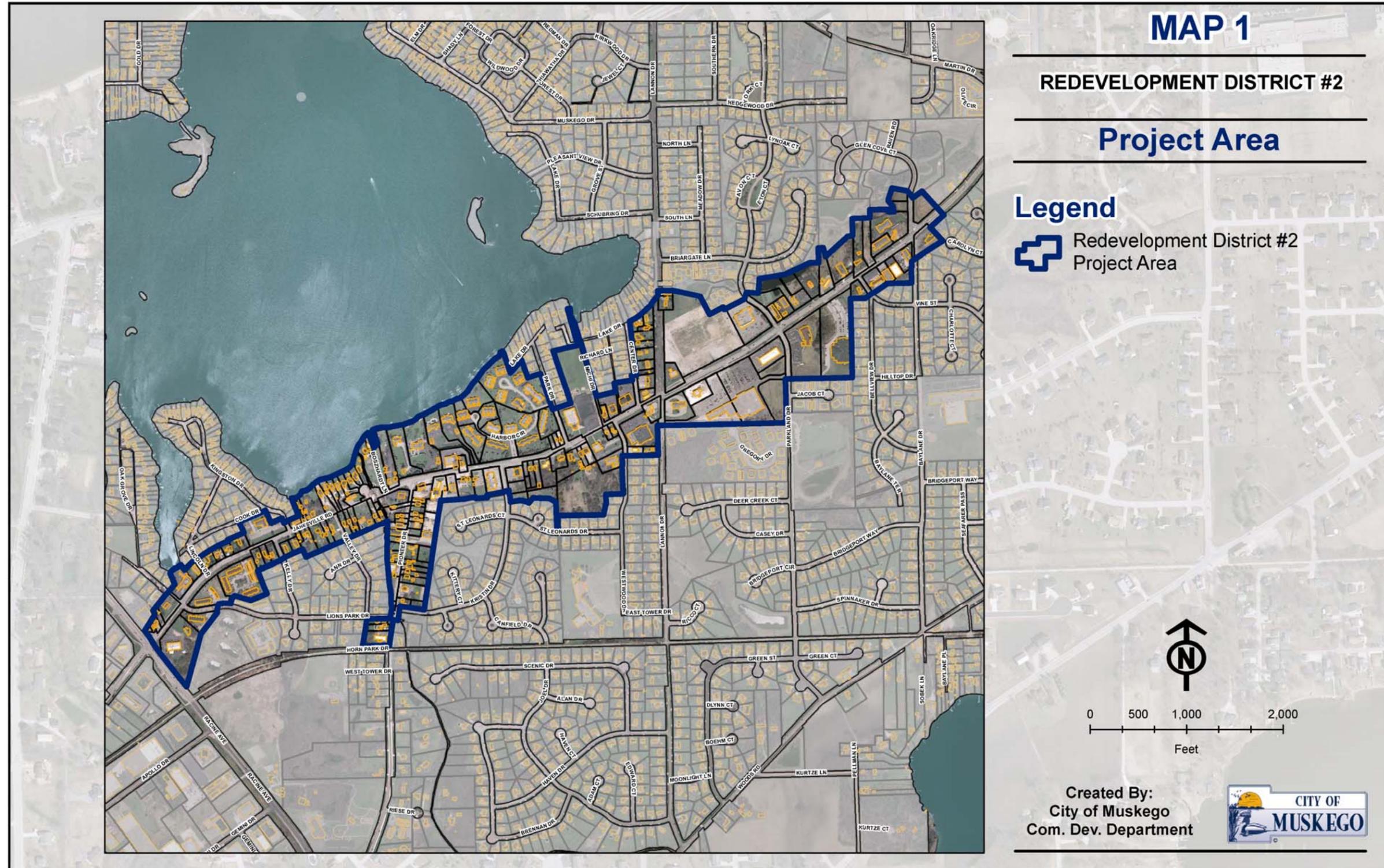
The Project Area is bisected by Janesville Road, a County Trunk Highway. The Waukesha County Department of Public Works has determined the roadway will be widened from two to four driving lanes with boulevards and turning lanes and the project has been included in the County's Capital Budget. Design of the improvements is outlined in 2009-10, right-of-way acquisition is slated for 2009-2010, and construction is determined to occur during 2012-2013. The City is generally subject to the decision-making of State and County agencies for such road projects, but in the case of this road project, the City has had a fair amount of involvement with the designs and layout of the new road. Substantial interaction and correspondence with the property owners and business owners along the affected section of the road has taken place. This pre-planning has helped minimize the impact of the road widening, but there are still numerous properties that are affected by the road project.

This document establishes the community's second Redevelopment Plan pursuant to Section 66.1333(6) of the Wisconsin Statutes, and enables the Community Development Authority (CDA) and the Common Council to pursue additional strategies for the advancement of significant community-oriented redevelopment projects. The CDA created Redevelopment District #2 in 2003. That plan has been subsequently repealed and replaced with this Plan set forth herein in 2009, due to the many changes that are occurring along the downtown area of Janesville Road in Muskego.

Map 1 depicts the Project Area boundaries and affected properties. The legal description for the boundary of the Redevelopment District No. 2 project area (the "Project Area") can be found in Appendix A.

2.0 REDEVELOPMENT PROJECT AREA

The boundaries of the redevelopment project area are shown on Map 1. There have been some amendments made to the boundary area as part of this most current amendment. Over 100 properties have been added to the boundary area and there have been about 30 properties removed from the boundary area. These additions and subtractions occurred due to changes in the characteristics of the area involving the impending Janesville Road



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reconstruction, an improved economic development atmosphere and positive action by the City of Muskego. The areas included within the redevelopment district includes almost all properties that front on Janesville Road between Racine Avenue to just east of Glen Cove Court/Bay Lane Drive. The project area also includes numerous properties adjacent to Janesville Road and properties located along major side streets that intersect with Janesville Road.

3.0 CONCLUSION OF PROPERTY AND PROJECT AREA CONDITIONS

Bearing in mind the statutory definitions of blighted area and blighted property, the Planning Staff, CDA, and Common Council observed the conditions within the Project Area and of specific properties within the Project Area. These observations include: a number of substandard or deteriorating structures; a diversity of ownership; and mainly the presence within the Project Area of predominantly open areas and underutilized parcels. There is large redevelopment potential in this project area, especially with the pending reconstruction and widening of Janesville Road.

The CDA and Common Council found and declared that these conditions, both individually and in combination, substantially impair or arrest the sound growth of the community, constituting an economic and/or social liability.

The CDA originally adopted Resolution #CDA 003-2003 on March 12, 2003. This Resolution established the initial boundaries of the Project Area, found and declared that the Project Area is a blighted area, and determining specific properties within the Project Area that are specifically discussed in this Plan as blighted properties.

NOTE: Deeming the Project Area blighted is a requirement of WI State Statute when developing a Redevelopment Plan. The term “blighted properties” is based on WI State Statute definition, and does not mean individual properties or the Project Area itself are defined as unsafe or in need of condemning. For this Plan’s definition, “blighted properties” shall mean that the properties and Project Area have been identified as needing increased economic development opportunities or in need of economic development encouragement and stimulus to become a better place to live, work and play.

The CDA and Common Council hereby reaffirm prior determinations that the Project Area is a blighted area in accordance with the definitions found in Wisconsin Statutes. The Common Council made its determination by Resolution #098-2010 on September 28th, 2010. The CDA adopted Resolution # 001-2010 on August 17, 2010.

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4.0 EXISTING CONDITIONS

4.1 INVENTORY

The Project Area is located in the north central portion of the City, in the general vicinity of Janesville Road between Racine Avenue to just east of Glen Cove Court/Bay Lane Drive. The Area encompasses approximately 170 acres (including public rights-of-way) and contains 174 properties. The approximate assessed value for the Project Area January 2009 was \$73,000,000.

4.2 CURRENT ZONING

The Project Area contains numerous different zoning districts due to the large geographic area the district encompasses. The following zoning districts are located with the boundary area:

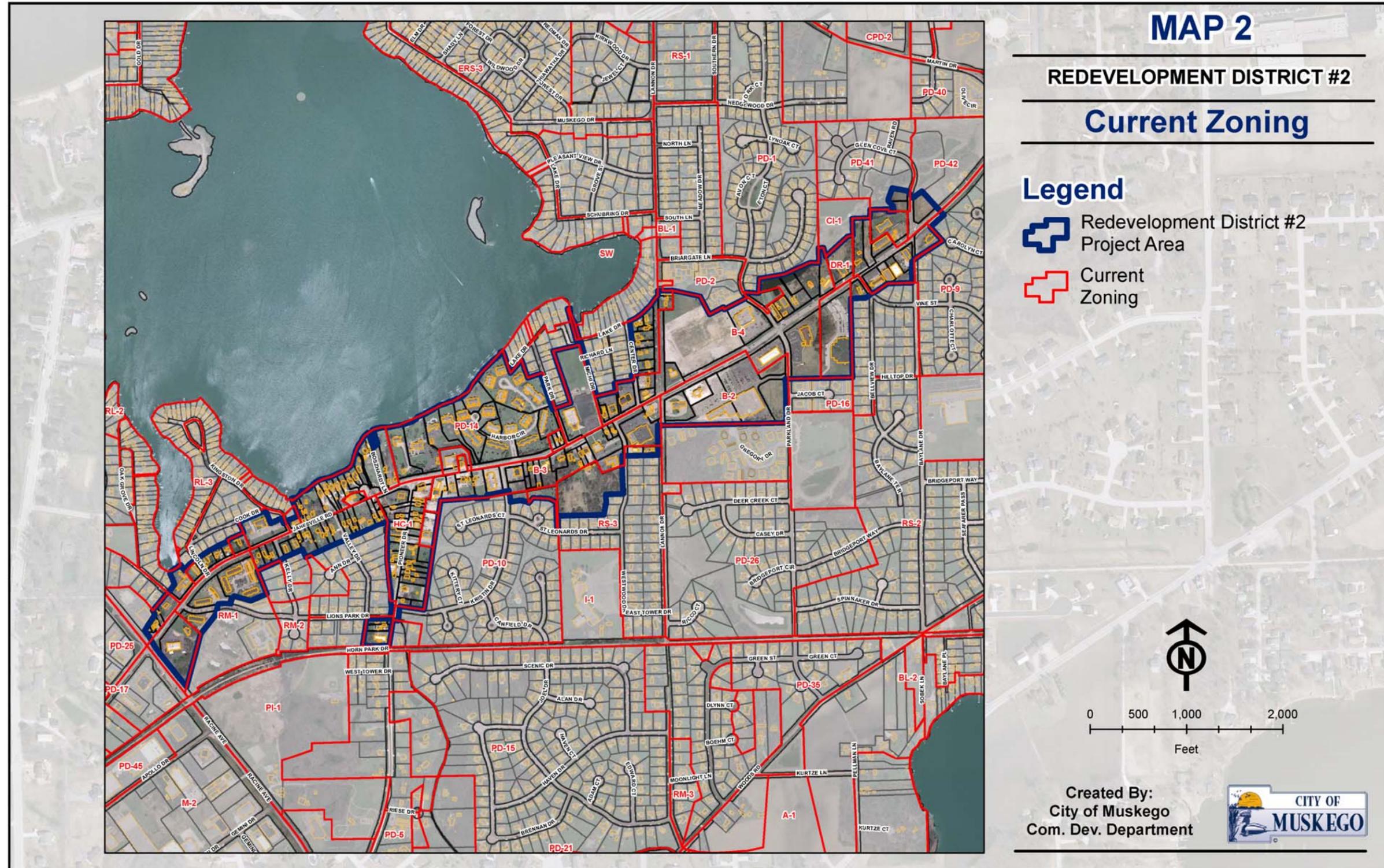
- Commercial: B-2, B-3, B-4, BL-1, BL-2
- Single-Family Residential: RS-3, RL-3, ERS-3
- Multi-Family Residential: RM-1, RM-3
- Mixed Use: HC-1
- Planned Development District: PD-2, PD-14, PD-41, PD-42
- Government/Institutional/Park/Conservation: I-1, PI-1, CI-1

Map 2 depicts existing zoning within and surrounding Redevelopment District No. 2. For details of each zoning district please see Chapter 17, Zoning Ordinance, of the Municipal Code. The zoning code describes the specific requirements and allowed uses for each district.

Within this redevelopment district there are a fair amount of nonconforming structures, nonconforming parcels, and nonconforming uses.

Nonconforming structures are permitted to continue in existence, and may be improved, expanded, and / or enlarged provided the value of such improvement, expansion, or enlargement does not exceed 50-percent of the current market value of the property, and provided the improvement, expansion, or enlargement does not increase the degree of nonconformity. In the event that a nonconforming structure is damaged beyond 50-percent of its market value, the structure must be rebuilt in conformity with the zoning regulations attached to the parcel.

Nonconforming parcels are also permitted to continue in their current existence, and may be used and improved provided that any such use or improvement is developed in conformity with the zoning regulations attached to the parcel. While this zoning code provision strongly encourages reuse of nonconforming parcels, in many cases, the size, shape or orientation of nonconforming parcels do not permit new developments in conformance with modern zoning standards. Additionally, such sizes, shapes, or configurations may constitute an economic liability for the parcel and arrest the sound growth and development of the parcel and Project Area.



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Nonconforming uses are permitted to exist provided they are not improved, expanded, or enlarged more than 50-percent of their market value. Nonconforming uses, which cease to exist for twelve consecutive months, or eighteen accumulative months in any three-year period, are required to cease operation. Nonconforming uses may be permitted to change to another nonconforming use upon petition to and approval by the Plan Commission, provided that the proposed nonconforming use is not of a greater degree of nonconformity. Where proposed uses are of lesser intensity or degree of nonconformity, the intensity of the new use becomes the maximum permitted intensity or degree of nonconformity.

Development and redevelopment opportunities for nonconforming parcels are often hindered by diverse ownership. It is not uncommon within the Project Area to have two, three, or more nonconforming parcels adjacent to one another, each with little or no opportunity to redevelop individually in light of modern zoning requirements, and each in separate ownership. This condition often can impair and arrest sound growth and development.

4.3 CURRENT LAND USE

The redevelopment district contains a variety of current land uses. The mix of uses includes single-family residential, multi-family residential, government/institutional, commercial, public recreation, agricultural, and open space. For the most part, similar land uses are clustered together in similar areas. Map 3 illustrated the current land uses.

4.4 ADOPTED DESIGN GUIDE

The entire City is governed by the design principals of The General Design Guide. A portion of the redevelopment district also is governed additionally by The Downtown Design Guide. These design guides have been adopted via Chapter 41 of the Municipal Code as a detailed element of the adopted Comprehensive Plan. These Guides serve to promote sound development principles and to enhance the aesthetics of the area. City Staff developed these design guides at the direction of the Mayor's Task Force on Economic Development and the Plan Commission.

These Design Guides outline the planning, design, and redesign of the built environment sought by the City of Muskego so as to enhance the City's visual character and avoid monotony. The standards exist to assist in fostering sound, functional, attractive and quality development. Moreover, the Guides specify building construction materials to be utilized, site geometrics, site landscaping requirements, and site lighting standards to be followed.

4.5 ROADWAYS

As previously stated, Janesville Road runs through the center of this redevelopment district. Janesville Road is a major road within the City and it is also a County highway. Currently, Janesville Road is a two-lane road with paved shoulders, although Waukesha County plans to reconstruct and widen Janesville Road to a four-lane road with boulevards within the next few years. Any properties that are directly

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on any County highway are subject to Waukesha County Department of Public Works rules, regulations, and requirements.

Most of the properties within the redevelopment district boundaries are located directly on Janesville Road. There are also some properties that are not located on Janesville Road, but located on other adjacent side streets such as: Pioneer Drive, Janesville Court, Westwood Drive, Lannon Drive, Parkland Drive, and Lake Drive.

Portions of Janesville Road and some of the side streets do have some areas with curbing, but most areas contain a rural road cross section. Within the redevelopment district boundaries, there are currently only two fully signalized intersections, which are located where Janesville Road intersects with Lannon Drive and, Glen Cove Court/Bay Lane Drive intersection.

The Redevelopment District No. 2 is located approximately 2.5 miles from Interstate 43 (I-43) via Moorland Road on the east end and about 2.3 miles from Interstate 43 (I-43) via Racine Avenue on the west end. New construction at both points provides easy on/off access.

4.6 PUBLIC UTILITY INFRASTRUCTURE

The entire project area has moderate or direct access to public sanitary sewer and municipal water. However, some properties along the side streets of Janesville Road are still on private wells. Map 4 illustrates the location of these facilities. The current facilities meet the current needs of the project area.

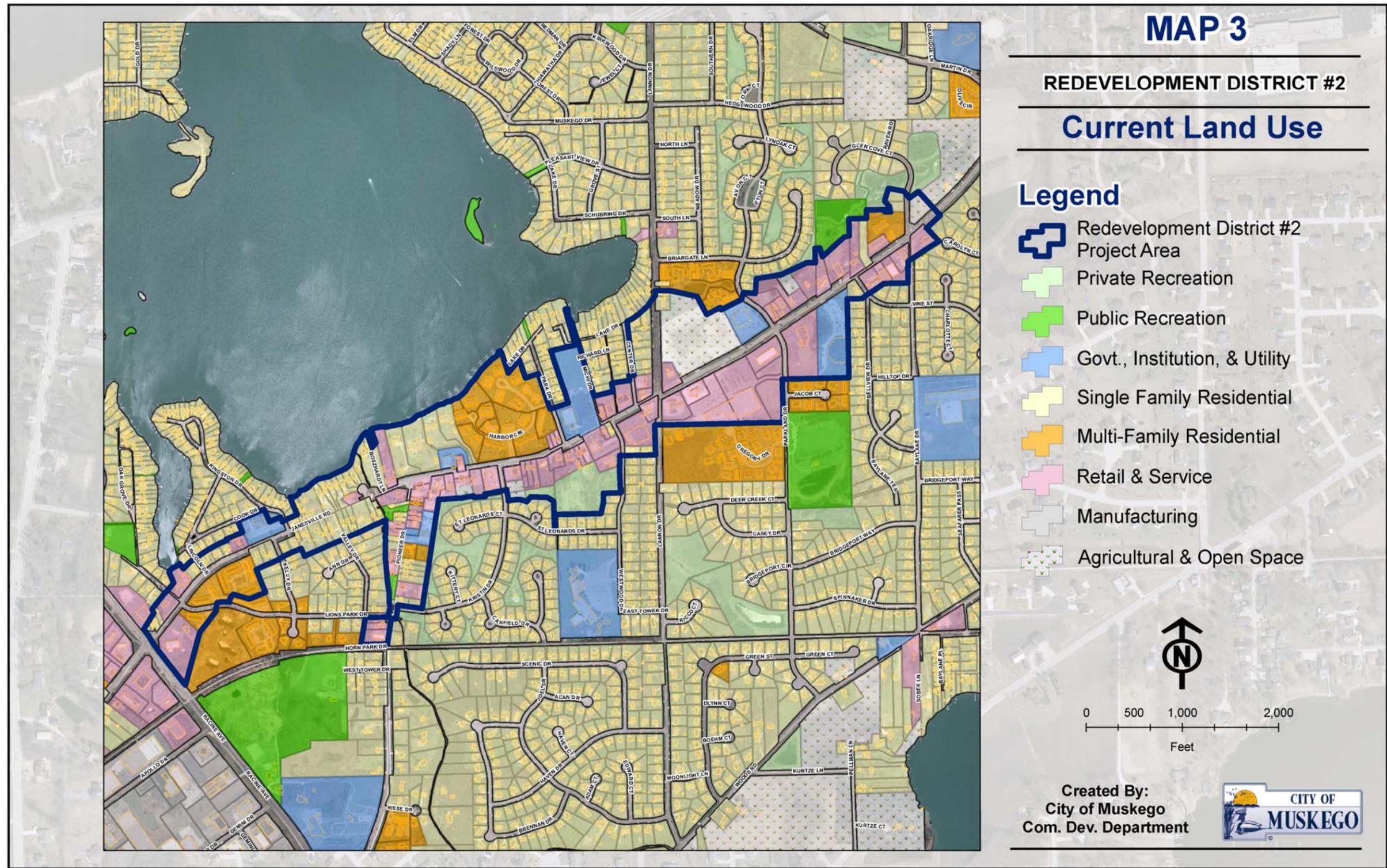
There are ditches and culverts located throughout the project area that handle the stormwater run off and drainage. There is no large-scale underground stormwater sewer system or regional pond for the vicinity.

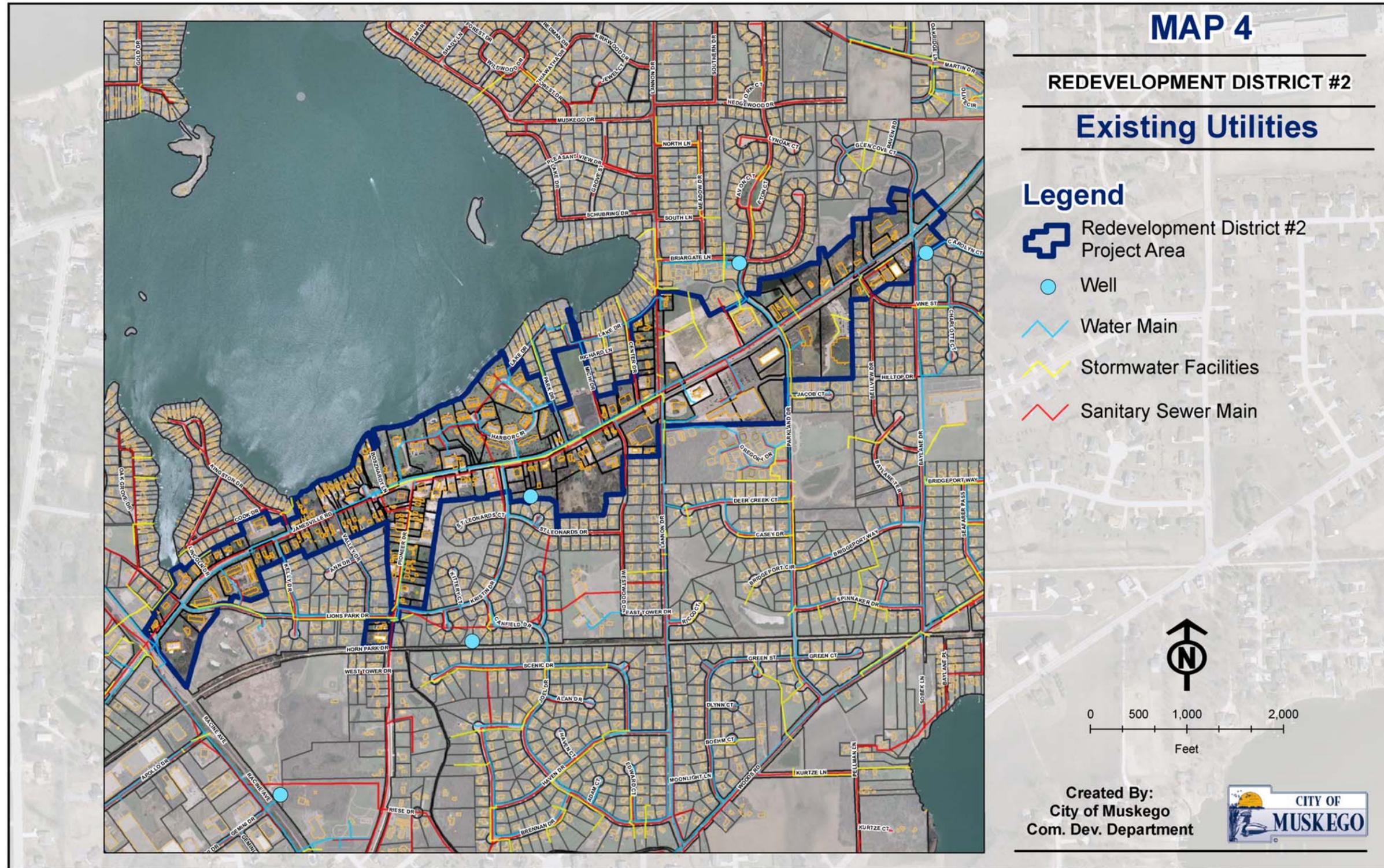
4.7 PRIVATE UTILITY INFRASTRUCTURE

Miscellaneous private utilities exist within the project area such as Time Warner (cable television, telephone, and internet), AT&T (cable television, telephone, and internet), and WE Energies (gas and electric). Since these entities are all privately run utilities, they expand and upgrade as they deem necessary. Most of these utilities are above ground, and the visible presence of utility lines scars the landscape and contributes to the aesthetic unsightliness of this redevelopment area. The poor aesthetic qualities of these utilities reduce the economic viability of development and redevelopment of this area. Burying of overhead utilities along Janesville Road is slated to occur with the reconstruction in 2011 and 2012.

5.0 VISION PLAN AND IMPLEMENTATION MEASURES

The purpose of this plan is to facilitate the development and redevelopment of the downtown area of Muskego. The City is looking to aid the property and business owners within this redevelopment district. As stated previously, the City has been working with the property and business owners within the area over the past few years due to the Janesville Road reconstruction planning. Many good ideas and pertinent needs have been identified due to the





meetings surrounding the reconstruction efforts. The implementation measures suggested to help achieve the goals of this plan are listed below.

5.1 FUTURE DEVELOPMENT

IDENTIFYING DEVELOPMENT / REDEVELOPMENT OPPORTUNITIES

Many opportunities exist in the area for new development and/or redevelopment. These opportunities may be development in the form of vacant parcels or redevelopment of an area located on an already developed parcel where room exists for expansion. Past discussions with many local landowners suggest many businesses wish to expand in the near future, and this Plan looks to facilitate and promote expansions when viable.

Table 1 discusses the development / redevelopment opportunities within RD #2 as identified by the City. These opportunities are further referenced on Map 5 attached herein.

Note: The table and map are strictly representational in relation to how a parcel may realize its highest and best use. All the identified opportunity assumptions are based upon existing 2020 Comprehensive Plan rationale or other known facts relating to zoning or infrastructure.

Overall, many of the identified opportunities are anticipated to be commercial office or retail uses. New development at these locations can help set higher design standards, with a renewed emphasis on community image and the cost effective public services. Moreover, quality projects at these locations will provide the downtown area, and indeed the entire community, with an identity reflecting the upbeat local quality of life and the affluence of City households. Widely accepted development and planning principles suggest that new development should help the downtown and City compete in an increasingly competitive and quality-conscious real estate environment, and provide alternative housing and shopping opportunities in close proximity to one another. It is anticipated key planning elements will include the following:

Design Character

- Buildings squarely facing the street
- Pedestrian scale – walkable, accented storefronts
- Variable roof-lines.
- Transitional massing blending with surrounding architecture
- Sense of place/identity

Use Mix

- Upper end condos and apartments above retail/office (professionals & ‘empty nesters’)
- Destination and convenience retail
- Orientation to service industries such as insurance offices, salons, and restaurants
- Shared parking
- Multiple purpose trips
- Convenience

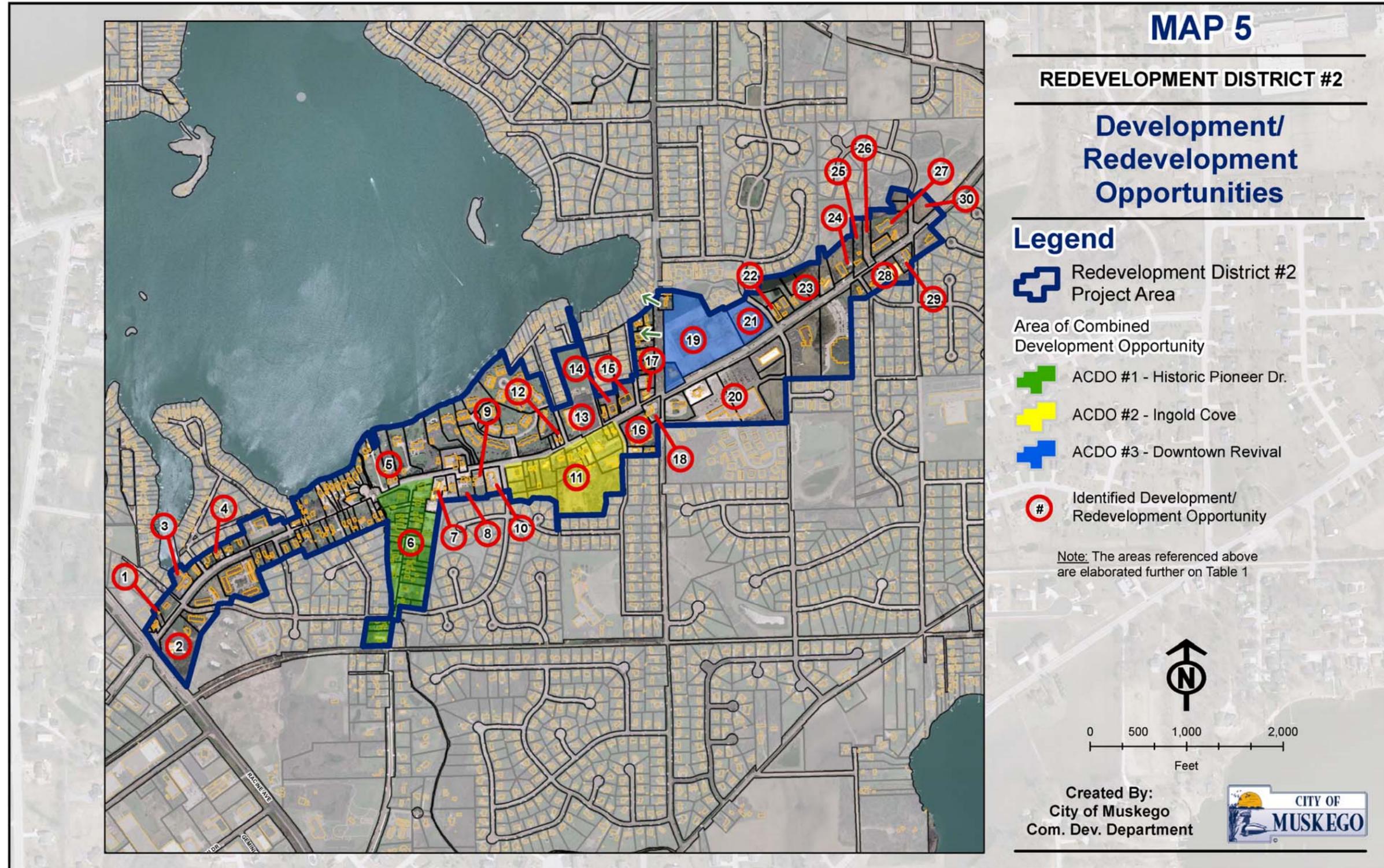
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Density

- Mid-Rise
- Built-in consumer market for downtown businesses
- More efficient public services/utilities
- Interconnected activity centers

As part of identifying opportunities, the following measures may take place:

1. City staff should maintain the inventory and map that identifies the lots within the Plan limits that have development / redevelopment potential. Characteristics such as lots size, building size, open space, etc. could be looked at to help determine where the development / redevelopment opportunities may be possible. Property owners should be contacted and informed of their potential and with ways the City may be able to help a redevelopment/development effort (Aid may exist in the form of financial help, marketing partnerships, etc.).
2. The designs, uses, and densities should be considered when planning new developments/redevelopments of Redevelopment District #2.
3. Sales and marketing targeting specific businesses.
4. Business Leader/Mentor group possibility.
5. Cluster developments where multiple lot owners band together to take advantage of buying power in developing larger tracts of land into distinct city areas.



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Table 1: Parcel Development/Redevelopment Potential

# from Map 5	Tax Key Number(s)	Total Acres	Current Zoning	2020 Land Use	Potential Notes
1	2195.982, 2195.982.001, 2195.983, & 2195.984	0.4	B-2	Commercial	This grouping of parcels is located on the northeast corner of Racine Avenue and Janesville Road. Waukesha County is acquiring a portion of these lands for the Janesville Road reconstruction project and opportunity will exist to assemble the parcels for future commercial activity. Incorporating parcel area to the office uses to the north for parking could take place OR a new commercial use that may or may not share access with the Valvoline Oil Change center to the east. One parcel will still be privately owned after the Janesville Road reconstruction project (abutting Valvoline to the west) and may require aid in the form of marketing the potential.
2	2195.981	4.4	B-4	Commercial	Parcel currently has Goodyear Auto and Sindic Auto Sales on property. Potential exists to subdivide parcel further along Racine or Janesville for new commercial opportunity.
3	2195.117 & 2195.066	1.5	RL-3 & ERS-3	Institutional	Two parcels exist here with one being utilized as a nursing home and the other as a single-family residential use. The nursing home parcel has lake frontage on Little Muskego Lake. Opportunity exists to convert the parcels to a commercial use that utilizes the lake to its advantage (Ex. restaurant, bed & breakfast, etc.)
4	2195.064, 2195.063, 2195.061, & 2195.058	1.7	RS-3 & ERS-3	Commercial	These parcels are primarily used as residential with the exception of the eastern most parcel which is partially used for business purposes. The 2020 Comprehensive Plan has reserved these parcels for commercial uses due to being along Janesville Road and being across the street from multi-family residential uses. Opportunity exists for conversion to commercial uses for a variety of highway business uses that may include retail and/or office.
5	2195.999	1.53	RL-3	Residential	DJ's Pub & Grill currently exists here, however, the DJ's structure is slated to be taken by the Janesville Road reconstruction leaving the parcel without the business. The parcel is zoned for residential and would need a rezoning to a commercial zoning (DR-1) in order to rebuild and operate the restaurant. Support for this rezoning, dependent on an appropriate Building, Site, and Operation Plan in front of the city's Planning Commission, may be appropriate to keep commerce along this area of Janesville Road and to enhance this gateway to the downtown of Muskego.
6	ACDO #1 All properties zoned HC-1 in Pioneer Drive Corridor	Approx. 14	HC-1	Commercial	ACDO#1 "Historic Pioneer Drive": See supporting information within Plan text
7	2196.975 & 2196.973	1.5	B-3	Commercial	The parcels currently consist of an auto repair facility, gas station, and carwash. Opportunities exist to update the facades of the structures and to add additional open spaces and landscaping. City loan/grant programs could be candidate.

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8	2196.972, 2196.971, & 2196.959.001	0.9	B-3	Commercial	The parcels currently consist of an auto repair facility with only the northernmost portion of the property utilized along Janesville Road. The Janesville Road reconstruction will result in removal of the structures on these lots and opportunity exists for a new development. Cross access and consistent architecture standards should try to be utilized if other businesses redevelop around this location as well. City loan/grant programs could be candidate.
9	2196.970	0.8	B-3	Commercial	The parcel is currently utilized as a beauty salon. Parking lots and structures are orientated along Janesville Road. Opportunity for future development along the southern portion of the lot exists OR sharing of developable land with surrounding parcels for new construction, parking, etc. City loan/grant programs could be candidate.
10	2169.969	1	B-3	Commercial	Currently utilized as William's Supper Club with structure taking up majority of site along with impervious surfaces for parking on rest of site. Renovations to facades of structure could be realized OR full redevelopment of site that utilizes space from parcels to the west. City loan/grant programs could be candidate.
11	ACDO #2 Multiple Tax Keys possible	16.4	B-3, I-1, & RS-3	Commercial	ACDO#2 "Ingold Cove": See supporting information within Plan text
12	2193.123, 2193.124, & 2193.125	0.45	B-4	Commercial	These three parcels reside on the northwest corner of Janesville Road and Park Drive. Two structures exist that are slated to be removed with the Janesville Road reconstruction project. The parcel has two businesses consisting of Twins Flowers and a Limo service. The remnant parcel leftover after the reconstruction taking could allow a new structure and supporting amenities, especially with the setbacks found in the DR-1 Zoning District. Establishing other locations for these businesses will be key.
13	2193.104	7	I-1	Institutional	Location of Muskego Elementary School. Property stretches from Janesville Road to within a parcel of Little Muskego Lake to the north. Future viability of parcel for a school might change due to recent School District Feasibility Study. Change from Institutional use could warrant a great location for a mixed use development. Little Muskego Lake access point does exist along northern boundary line.
14	2193.088	0.85	B-4	Commercial	Delta Restaurant currently exists here and will loose some frontage property to the Janesville Road reconstruction. Opportunities exist for working with the surrounding properties in finding a consistent design to reinvent the facades and site plans for the structures in this area to make a more consistent environment. Shared parking and access may also benefit the properties as well. The parcel to the west of this property (Sport Shack) will be lost to the Janesville Road reconstruction and the possibility of expanding the parking lot and site plan for Delta may take place. Use of grant and loan funds could work well here.

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15	2193.059	1	B-4	Commercial	Muskego Liquor currently exists here and will loose some frontage property to the Janesville Road reconstruction. Opportunities exist for working with the surrounding properties in finding a consistent design to re-invent the facades and site plans for the structures in this area to make a more consistent environment. Shared parking and access may also benefit the properties as well. An old right-of-way exists along the west property line that could be vacated by the City to open up more access room for this property and Delta to the east. The back portion of this [property may be able to be utilized for more parking as well. Use of grant and loan funds could work well here.
16	2196.032	2.4	B-4	Commercial	This parcel houses the retail center with Jerome Drugs as the main hub. The façade and site for this parcel are aging and façade updates could occur. Possibly matching themes with the businesses across the street could provide a more consistent environment. With the removal of many structures in this area due to the Janesville Road construction, this block of parcels could provide a new identity. Use of grant and loan programs to improve the site and facades may work well here.
17	2193.07	0.3	B-4	Commercial	This site currently has the Shell gas station and the structures here will be removed with the Janesville Road project. A remnant parcel will remain that may be fairly small for any new business to be constructed. Options may exist to promote parcel combinations to the restaurant to the north in order to create more parking space for the users of the downtown along with created a focal point along this major intersection of people gathering (open air dining, etc.).
18	2196.952	0.4	B-4	Commercial	The BP Gas Station exists on this southwest corner of Janesville Road and Lannon Drive. The road project will remove all the structures currently found here, however, a larger remnant parcel may remain. Aiding the rebuilding of the station, or other use, in a comparable design format of the other parcels found on this block may work well in creating an identity for the area. Use of grant and loan programs could be utilized here.
19	ACDO #3 Multiple Tax Keys possible	17+	ERS-3 & B-4	Commercial	ACDO#3 "Downtown Revival": See supporting information within Plan text
20	2199.999.022, 2199.999.065, & 2199.999.064	11	B-2	Commercial	These parcels contain Pick n' Save and an associated retail strip center. The architecture and site plans represent a past time before the city adopted the various design guides. Opportunity to work with the property owners to re-invent the architecture designs for this large commercial complex could take place. Re-creating the parking lot layouts to include more green space and landscaping may also benefit the area well since these parcels reside in what the City considers the middle of downtown. Updates to the properties may occur once a development occurs across the street with the former Parkland Mall property. The parcel farthest to the east (next to Pick n' Save) does allow room for further expansion of the grocery store or a new commercial entity, which should be promoted.
21	2198.984.001	2.6	B-4	Commercial	A strip center with a variety of businesses and the US Post Office exists here. The site and architecture are of an older design period and cooperation with the City's loan and grant programs may work well in recreating the design of the structure to match those of the newer buildings found in the area. The property is within the City's TID #8 where incentives might be found.

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22	2198.981	0.3	B-4	Commercial	A large structure with a few misc. businesses along with Jill's Cleaners exists on this corner of Parkland Drive and Janesville Road. The parking is going to be even more limited by the Janesville Road reconstruction and the facades are of an older architecture period. Opportunities to facilitate a new site plan for increased parking and access to the site will benefit the owners and patrons. Further, working with the landowners in updating the facades in conjunction with grant and loan programs could work well in providing an identity with the other buildings found around this intersection.
23	2198.990.004, 2198.984.006, 2198.984.005, 2198.984.002, & 2198.991.001	6+	B-4	Commercial	A variety of stand alone businesses exist along this stretch of Janesville Road. Opportunities to create shared access will benefit these properties since the reconstruction of Janesville Road will create less full access points here since boulevards will be placed. Loan and grant aid to create shared parking and access may be key. Aid to help those wishing to update facades, create new signage, or expanding could also work well. One parcel does exist north of the Arby's (2198.984.005) that does have opportunity for a new full development, which should be promoted. The properties are within the City's TID #8 where incentives might be found.
24	2198.992	1.75	B-4	Commercial	A small residential building, that has been converted to commercial uses, exists on this parcel. Opportunity to update the structure and re-use commercially is a possibility. However, acquisition of this parcel for redevelopment with the parcels surrounding this property may prove more beneficial. The property is within the City's TID #8 where incentives might be found.
25	2198.993	0.4	B-4	Commercial	This parcel currently has two structures upon it that can be used for leased commercial space. The parcel is long and only uses the frontage portion for the business uses. Opportunity to combine with parcels to the east/west for a larger redevelopment opportunity exists in order to utilize the overall acreage. Cross access to other parcels in this area should be promoted as one of the only full access points across Janesville Road will be found here across from Vine Street once the reconstruction begins. The property is within the City's TID #8 where incentives might be found.
26	2198.995	1.2	B-4	Commercial	This is a vacant parcel with limited Janesville Road frontage, although with a large amount of acreage due to the depth. Opportunity to combine with surrounding parcels for development could occur and should be promoted. The property is within the City's TID #8 where incentives might be found.
27	2198.997	0.9	B-4	Commercial	The parcel has vacant frontage on the northwest corner of Glen Clove Court and Janesville Road. Multi-family uses already exist to the rear, but the promotion of creating a new commercial opportunity along the frontage would be key. Creating a consistent design with the structures surrounding this block should be necessary as this is one of the gateways to the downtown. Cross access between adjoining properties should be accomplished due to limited access next to a high traveled, lighted, intersection.
28	2198.978, 2198.950, & 2198.949	2.5	RM-1	Multi-Family	This set of parcels exists on the south side of Janesville Road just east of Vine Street. The parcels already share cross access for parking and ingress/egress. The buildings are of an older architecture and opportunity exists to create an identity with similar updated facades and site planning. Use of City grant and loan programs with the landowners should be promoted.

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29	2198.948	2.5	B-4	Commercial	This parcel is currently used by Firestone Auto, however, the structure is slated to be removed with the Janesville Road reconstruction project. A remnant parcel will exist on this corner of Janesville Road and Bay Lane Drive, which could prove useful for a new commercial opportunity or as a parcel add-on to a redevelopment that could occur with the businesses still existing to the west.
30	2198.161	0.8	B-4	Commercial	One acre is reserved for commercial uses at this northeast corner of Glen Cove Court and Janesville Road. Promotion of this parcel as a commercial opportunity should be done. Architecture of a new structure should establish an identity since this is a gateway to the downtown from the east.

Note: This table is for informational purposes only and is strictly representational in relation to how a parcel may realize it's highest and best use. All the identified opportunity assumptions are based upon existing 2020 Comprehensive Plan rationale or other known facts relating to zoning or infrastructure.

AREAS OF COMBINED DEVELOPMENT OPPORTUNITY (ACDO)

Map 5 and Table 1 also display what this Plan is referring to as “Areas of Combined Development Opportunities (ACDO).” ACDO parcels are areas of opportunity the CDA and staff has found to be redevelopment opportunities of a grander scale. Essentially, ACDO areas are groupings of parcels that may find advantages if redevelopment efforts are combined with neighboring parcels. Further, ACDOs relate in one way or another to the City’s adopted 2020 Comprehensive Plan. Each ACDO is numbered and the possible opportunities of each are discussed in more detail below.

As part of the ACDOs, the following measures may take place:

1. City staff, area specific Alderman, and members of the Mayor’s Task Force and/or CDA will open up further discussion with ACDO property owners and attempt together to discover ways that could make developments / redevelopments a reality. Determining the needs of the owners (financial, etc.) and any shortfalls (lease or approval issues, etc.) will be key along with other potentially unforeseen variables.

ACDO #1 “HISTORIC PIONEER DRIVE”

The Redevelopment District #1 Plan now includes an area that has always been deemed historic by the community. The area is known as Historic Pioneer Drive and is a compilation of residential and commercial properties located along Pioneer Drive from Janesville Road to the north and Horn Park Drive to the south. Essentially, this area is comprised of all the properties along this stretch currently zoned HC-1 Historic Crossroads District.

Historic Pioneer Drive is characterized by aging historic buildings once setup as a classic downtown with retail and residential structures closely located to the right-of-way. Today the area is made up of a line of disparate commercial and residential uses along an aging roadway. Many buildings squarely face the street and the old downtown look and feel is still apparent on a few of the properties still standing.

A Design Guide is already adopted for the area. The purpose of the guide is to aid the Planning Staff and Plan Commission in the planning, design and re-design of the built environment, so as to enhance and unify its visual character while avoiding monotony and repetition.

Each property found in this area has its own potential for redevelopment; however, the City may be able to act as a catalyst regarding a couple key aspects associated with appearances from both the properties themselves and the roadway infrastructure supporting the area.

First, Pioneer Drive is set-up for two-way traffic with on-street parking and concrete pathways on either side. Above ground utilities are found along the route as well. Potential exists to create an identity for this area via reconstruction of Pioneer Drive with the additions of streetscaping aspects (landscaping, lighting, pavement treatments, etc.) and the burying of utilities.

Redevelopment District #2

Second, numerous properties within this area could benefit from various grant and loan programs that are used for activities adapted to the area's design guide. Building new structures closer to the street, having reduced side yard setbacks, incorporating mixed uses (commercial below and residential above), redeveloping facades, and incorporating an overall cleanup schedule could all work well to begin to bring back a historic identity to the neighborhood.

As part of ACDO #1, the following measures may take place:

1. Exploring opportunities to reconstruct the roadway with a variety of options for streetscaping treatments could be explored.
2. Redevelopment potential of this area both in general, and parcel specific, should be identified and promoted with the property owners/developers.
3. Various financing methods should be used to spur redevelopment with the individual property owners including property-specific development based incentives and loan/grant programs.

ACDO #2 "INGOLD COVE"

Along the south side of Janesville Road between Kristin Drive and Westwood Drive exist a number of commercial properties creating the potential for a large redevelopment project. Many of the parcels have been built very close to the Janesville Road right-of-way, leaving large portions of the parcels open and vacant to the rear. Further, one property in particular has over 6 acres of open space to the rear deemed by the City as a future commercial opportunity in its 2020 Comprehensive Plan (Note: This ACDO is named after this large open space parcel owner name).

The local property owners, City staff, and elected officials have been discussing the best opportunity for redevelopment in this area since 2008. Each property has its own potential for redevelopment. However, the City might be able to assist with a couple key aspects associated with access and stormwater management.

First, to ensure maximum redevelopment potential, regional stormwater management should be reviewed. Potential exists on property already owned by the City for a local well. Secondly, access behind and through a majority of these parcels would help alleviate access concerns along heavily traveled Janesville Road. Further, access would help in the cross access between a variety of commercial uses. Potential exists for an internal access road connecting the parcels from Kristin to Westwood Drives.

Overall, it appears most properties would redevelop on an "as needed basis" in a commercially used form. Given the one large parcel in the middle of this ACDO though, opportunity exists for a mix of uses that may include multi-family condominiums, apartments, or senior living. Chances to develop a downtown open space that could allow for various community events might work in this area as well that would connect the commercial activities with the large residential core of properties that exist in this downtown area. Connecting an internal access road with a downtown open space and a new mixed-use development may be the key to making the Ingold Cove area distinct.

Redevelopment District #2

As part of ACDO #2 “Ingold Cove”, the following measures may take place:

1. Creating an overall concept plan for the City to promote may be key to seeing the redevelopment potential of this area through. Formulating an overall concept plan along with ways to finance the plan is critical. Financing may include the use of a TIF District.
2. Redevelopment potential of this area both in general, and parcel specific, should be continually promoted with the property owners.
3. Parcels may have the potential to be purchased by the community as funds become available for reasons specific to spurring redevelopment of other parcels in the area. Reasons may include remedying access concerns, assembling open spaces, and stormwater management.
4. Various financing methods should be used to spur redevelopment with the individual owners, including property specific development based incentives and loan/grant programs.

ACDO #3 “DOWNTOWN REVIVAL”

ACDO #3 is considered the central downtown of the City of Muskego. The area with the most redevelopment potential is found along the north side of Janesville Road between Lannon Drive and Parkland Drive and includes the 10-acre former Parkland Mall site.

The area is currently comprised of single-family residential uses along along the west side of Lannon Drive. Commercial zoning and land uses are found in place for the parcels abutting Janesville Road, which includes the former Parkland Mall site.

Redevelopment in this area should seek to enhance the image, profile, and use of Downtown Muskego. Given its central location, the site plays a crucial role in the future viability of the Janesville Road commercial district. Equally important, the site provides an opportunity to begin to reshape Downtown Muskego from a disparate collection of aging commercial structures to a functional and symbolic city center befitting a community of over 20,000.

New development at the former Parkland Mall site can help set higher standards of design with a renewed emphasis on community image and the cost effective provision of public services. Moreover, a quality project at this location will provide the downtown area, and indeed the entire community, with an identity reflecting the local quality of life and the affluence of city households – in short, a visual and economic anchor for the currently attenuated and uncentered Janesville Road corridor. Widely accepted development and planning principles suggest that new development should help the downtown and City compete in an increasingly competitive and quality-conscious real estate environment, while providing alternative housing and shopping opportunities in close proximity.

The vision for the Parkland Mall site should encompass a mixed-use development utilizing traditional neighborhood development standards. Area residents should feel a new sense of place, as a development must provide a downtown identity. Commercial and residential uses are envisioned providing a one-stop convenience of institutional and public services. Overall, this project should demonstrate market driven principles that work within the Muskego’s economic landscape.

Redevelopment District #2

The following key planning elements are to be used as a guide for the development/redevelopment of the portion of this area that abuts Janesville Road (Note: A development may include other elements not listed OR may exclude some of the elements below as any new development should be market driven):

Design Character

- Traditional town center/modern 'main-street'
- Buildings squarely facing the street
- Buildings closer to street, parking behind
- Pedestrian scale – walkable, accented storefronts
- Taller building profiles – downtown centerpoint and landmark
- Variable roof-lines.
- Transitional massing blending with surrounding architecture
- Sense of place/downtown identity

Use Mix

- Possible upper end condos (professionals & 'empty nesters')
- Destination and convenience retail
- Smaller floorplate retail
- Shared parking
- Multiple purpose trips
- Convenience

Density

- Possible Mid-Rise heights: Somewhat higher than City norm
- Built in consumer market for downtown businesses
- Greater TIF revenues
- More efficient public services/utilities
- Activity center
- Downtown anchor and landmark

As stated, the parcels west of Lannon Drive, are primarily residential; however, the 2020 Plan lists future uses as being commercial in character. Commercial land uses will most likely come to fruition after the primary spot in the former Parkland Mall site is developed.

The parcels abutting the lake may develop only after a larger development along Janesville Road is created to link an open space lake access to the downtown. Future assemblage of these parcels to create lake access and view sheds may entail a mixed-use development that adapts to the lake, consisting of various commercial activities intermingled with multi-family condominium projects.

Future lake accesses and view sheds will hopefully bring the lake back into the community and create new opportunities for residents and visitors to enjoy an original amenity Muskego has historically been famous for.

As part of ACDO #3 "Downtown Revival", these measures may take place:

Redevelopment District #2

1. Deriving an overall concept plan for the City to promote may be key to seeing the redevelopment potential of this area through. Formulating an overall concept plan along with ways to finance the plan is critical. Financing may include the use of a TIF District.
2. Future decision-making bodies should be sensitive to how future lake access here is developed in order to assure that the access points work well with surrounding land uses.
3. Parcels may have the potential to be purchased by the community as funds become available, development takes place, and/or properties go up for sale. Community participation should only be used in acquisitions associated with a larger adopted development plan for the area.
5. Redevelopment potential of this area both in general, and parcel specific, should be continually promoted with the property owners.
6. Various financing methods should be used to spur redevelopment with the individual owners including property specific development based incentives and loan/grant programs.
7. Various financing methods should be investigated to make a redevelopment with lake access/views a reality, including the use of TID financing.

MAYOR'S TASK FORCE ESTABLISHED DOWNTOWN

Over the past couple of years, the Mayor's Task Force on Economic Development (MTF) has been working with a variety of study groups in order to determine how to recreate and promote Muskego's downtown area. The groups have focused on such items as:

1. What types of businesses are desired in a downtown in general and directly by the residents themselves?
2. What the businesses in a downtown desire (look, feel, types of businesses, etc.)?
3. How can we create a city center for people to live, work and play (park once to experience a variety of everyday activities)?
4. How to we create a retail hub where people park once?
5. How can we create a gathering place for City events?

Overall, the MTF established early on that the definition of the downtown would be the area found on Map 6 consisting of Westtown, Midtown, and Easttown. These "towns" have been discussed that each named section could have defined identities. At the very least, the towns are a way to plan businesses appropriately, along with their associated designs, in conjunction with the surrounding land uses and infrastructure that might exist from place to place.

This Plan acknowledges MTF ongoing efforts and will look to work in conjunction with the committee to implement any redevelopment/development efforts associated with Redevelopment District #2.

5.2 BEAUTIFICATION & UPKEEP

GENERAL CLEANUP

Redevelopment District #2

As part of reclaiming an identity for Muskego via downtown development research indicates the focus must be centered on enforcing the City's ordinances relating to outdoor storage, landscaping, general site upkeep, and signage while also enforcing the Planning Commission approvals many sites have received. The community will be embarking on one of the largest public works projects Waukesha County has completed with the reconstruction of Janesville Road in 2012/13, and Muskego's objective is to ensure this newly created landscape is complemented by the surrounding environs.

As part of the General Cleanup, the CDA will take action to implement these requirements/guidelines, which will include the following:

1. The Muskego Community Development Department staff will begin to inventory properties potentially in conflict with past approvals or various city ordinances relating to site upkeep. Contacts will be made regarding the possible discrepancies prior to the completion of the Janesville Road reconstruction project.

Following the completion of the Janesville Road reconstruction project, site upkeep and approvals will be strictly enforced in order to assure the best environment possible for City residents, business owners, and visitors.

2. One aspect of Janesville Road effecting overall appearance is in relation to temporary signs randomly dotting the intersections in relation to telemarketing efforts or rummage sales. No temporary signage of this nature is allowed in the county or city rights-of-way by City Ordinance. Thus, by adoption of this Plan, the City will enforce this ordinance by removing any signage in the rights-of-way within Redevelopment District #2 immediately upon being found. Note: Temporary signage for businesses is still allowed by City ordinances as long as proper permits are sought, and the sign is located outside of the public right-of-way.

BEAUTIFICATION & GATEWAYS

Overall District beautification is considered essential since the City is investing a large amount of money towards the streetscaping of the downtown in line with the Janesville Road reconstruction. Emphasis on streetscaping will be evident on the gateways. Maintaining and enhancing the overall appeal of the streetscaping is essential.

As part of improved beautification and gateways, the following implementation measures may take place:

1. Annual review of the "state of the gateways and beautification measures" in the district should take place by the CDA. Recommendations for maintenance and updates to the streetscaping should be considered and costs determined and budgeted.
2. New development/redevelopments should look to compliment the streetscaping and themes the City puts in place.

5.3 FINANCIAL AIDS

JANESVILLE ROAD COMMERCIAL LOAN PROGRAM

In 2009, the Community Development Authority established the Janesville Road Commercial Building and Site Loan Program. The CDA intends these funds to be used to improve properties and enhance the tax base within Redevelopment District #2. Businesses and property owners within RD #2 are eligible for low-interest loans to finance business expansion or start-up projects. Repaid loan funds will be used to assist other businesses within the RD #2. One of the purposes of this plan is to set forth the criteria for the financing that is available from the Loan Program. The Façade Loan Program is relatively the same as the Façade Grant Program, but is focused towards larger scaled projects.

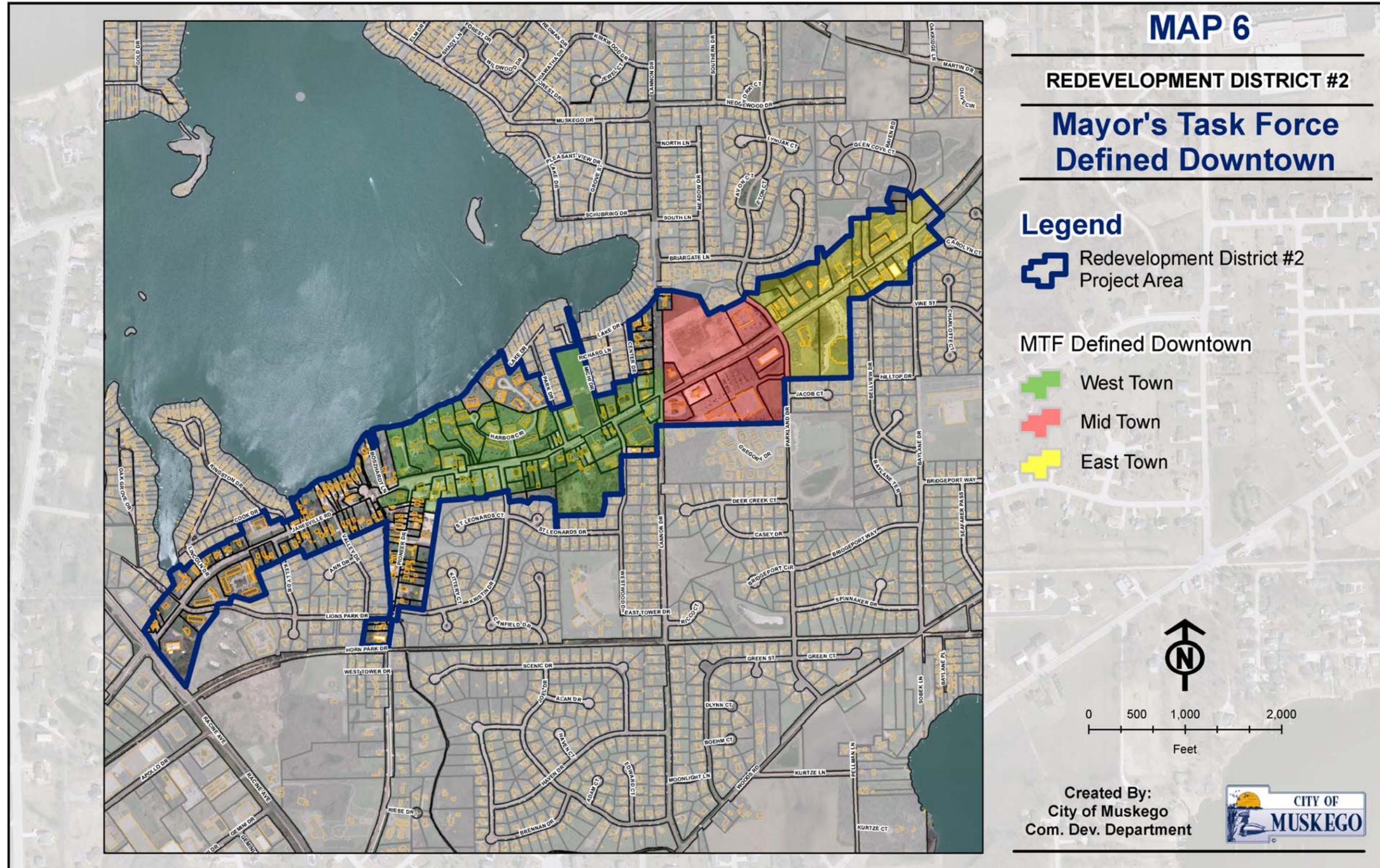
The Program has been established to increase the tax base of RD #2 through the retention and expansion of existing, and the development of new, small businesses. Small- and medium-sized businesses often lack the necessary capital to develop or expand their operations, and, as such, this lack of capital has a significant impact on the local tax base.

Further, the program is instituted to encourage urban design excellence, integrate urban design and preservation of Muskego's heritage into the process of downtown redevelopment, while enhancing the character of the downtown area. Loan resources applied properly will produce visible changes to commercial buildings and commercial sites.

The Program includes funding mechanisms and interest rates designed to encourage business development, while providing for the recapitalization and growth of the Program.

As part of this program, the following implementation measures may take place:

1. Formal marketing of this program, by the CDA and staff, so that all owners are well aware of their options when considering updates to their property.
2. CDA Note: The City should be open to any request for a loan that potentially improves the image of the RD #2 area. Thus, even grant requests outside the parameters established in the adopted program (amount requested, etc.) should be discussed by the CDA, at the very least, in order to attempt to find options for those who wish to enhance this area.



JANESVILLE ROAD COMMERCIAL GRANT PROGRAM

The Janesville Road Commercial Building & Site Grant Program has been established to stimulate commercial exterior building and site improvements within the context of RD #2, as administered by the Community Development Authority.

The Façade Grant Program is relatively the same as the Façade Loan Program but is focused towards smaller scaled projects, such as new signage, parking lot updates, general structure updates, and landscaping. Businesses meet the eligibility requirements outlined below can receive matching grants up to \$3,000.

The purpose of the Janesville Road Commercial Building & Site Grant Program is to encourage urban design excellence, integrate urban design and preservation of Muskego's heritage into the process of downtown redevelopment, and enhance the character of the downtown area. Grant resources should produce visible changes to commercial buildings and commercial sites.

As part of this program, the following implementation measures may take place:

1. Formal marketing of this program, by the CDA and staff, so all RD #2 owners are well aware of their options when considering updates to their property.
2. CDA Note: The City should be open to any request for a grant whose goal is to improve the image of the RD #2 area. Thus, even grant requests outside the parameters established in the adopted program (amount requested, etc.) should be discussed by the CDA, at the very least, in order to attempt to find options for those who wish to enhance this area.

RESIDENTIAL GRANT PROGRAM

The residential lots and homes within the Redevelopment District #2 are just as important in creating a sense of place and high aesthetic quality along Janesville Road as the businesses. Thus, a residential grant program will look to be adopted by the CDA as part of the adoption of this RD #2 Plan. Such a grant program can aid a landowner in making improvements such as painting, residing, fence replacement/addition, front porch replacement/additions, landscaping upkeep/enhancement, and any other miscellaneous renovations that show a positive contribution to beautifying the Janesville Road corridor in the RD #2 District boundary area. Many other communities have such programs in place and most programs are limited to the front facades of the homes and lots.

As part of this program, the following implementation measures may take place:

1. Adoption of a new residential grant program for Janesville Road corridor enhancement.
2. Formal marketing of this program, by the CDA and staff, so all RD #2 owners are well aware of their options when considering updates to their property.
3. CDA Note: The City should be open to any request for a grant whose goal is to improve the image of the RD #2 area. Thus, even grant requests outside the parameters established in the adopted program (amount requested, etc.) should

Redevelopment District #2

be discussed by the CDA, at the very least, in order to attempt to find options for those who wish to enhance this area.

REVOLVING LOAN FUND

The City of Muskego and the CDA has for some time administered a Revolving Loan Fund (RLF), which provides a viable source of financing that fills the "gap" between the monies available through the private sector and the amount needed to complete a project. The City uses RLF monies to provide loans to new and expanding businesses. Businesses, in return for use of the public funds, provide private investment towards the assisted activity and create job opportunities, principally for the benefit of low- and moderate-income persons. In making a RLF loan to a business, communities act like a "bank" and accept responsibilities comparable to a commercial lender. The RLF money the City utilizes is a result of repaid Community Development Block Grant (CDBG) loans from the State of Wisconsin.

The City of Muskego's program allows interest rates as low as 50% below the prime rate, and the money can be used for a variety of projects including:

- Purchase, rehabilitation, renovation, or construction of a building
- Site acquisition and preparation
- Purchase of furniture, fixtures, and equipment
- Financing of working capital
- Clearance, demolition, and removal of structures
- Buyouts by purchase of assets or stock

To qualify for a low interest RLF loan, business must demonstrate one fulltime equivalent job is being created for every \$20,000 requested from the City. Assurances and collateral apply just like in any other bank loan.

As part of this program, the following implementation measures may take place:

1. Formal marketing of this program, by the CDA and staff, so all owners are well aware of their RLF options when considering updates to their propertyies.

OTHER INCENTIVE TECHNIQUES

It is the intention of the City of Muskego to attempt to find options for any entrepreneur to meet their goals when planning/expanding their business. Many other financial mechanisms exist which might be the appropriate outlets befitting the direct needs of a business venture or the City. These mechanisms may include the use of Tax Increment Districts or specific municipal aids/incentives for grants, loans, land acquisitions, buyouts, and leases to name a few.

As part of this program, the following implementation measures may take place:

1. The City should not discount any financial option when trying to realize the goals and implementation measures of this Plan. "Outside the box" options should always be entertained, even when the option might not seem feasible at face value.

5.4 ACQUISITIONS AND RELOCATIONS

This Plan does not include specific plans to acquire or relocate any businesses/properties. However, there may be times in which property owners may wish to discuss the option of selling their property to the City for redevelopment purposes. Also, specific businesses may come forward looking to be relocated.

As part of this, the following implementation measures may take place:

1. The CDA will work with any property owner or business attempting to solve sale of a property for redevelopment or business relocation, as long as the end goals are consistent with Comprehensive Plan. Mechanisms may include outright purchases or financial assistance mechanisms to reach these goals. However, any purchase of property or financial aid mechanism, shall be subject to the approval of the Common Council and any governing State Statutes.

5.5 UTILITIES AND INFRASTRUCTURE

ROAD INFRASTRUCTURE

The main thoroughfare within Redevelopment District #2 is Janesville Road, which is slated for full reconstruction in 2012-2013. The reconstruction will include the expansion of an existing two-lane road into a four-lane road separated mostly by boulevards. Full streetscaping efforts will also take place consisting of 5-foot wide concrete sidewalks on either side, pedestrian pavement improvements, trees/shrubs, lighting, and street furniture. The improvements are exactly what have been needed for some time to give the district a “sense of place” to build upon. All intersections will be treated as part of the reconstruction effort as well. The only large scale need for road infrastructure changes would be the Pioneer Drive corridor.

As part of road infrastructure improvements, the following implementation measures may take place:

1. Staff shall take an active role in the Janesville Road reconstruction efforts with Waukesha County providing the full implementation of the approved street layout and streetscaping plans. Further, City staff and the CDA shall try to work out any issue that may arise before, during, and after the Janesville Road reconstruction effort.
2. Staff shall look at the road infrastructure improvement needs of Pioneer Drive from Janesville Road to Horn Park Drive. Desired improvements compliment the historic atmosphere of the neighborhood desired. Items for consideration shall include minor streetscaping such as signage, landscaping, lighting, and identification of pedestrian crossings, in addition to sidewalk reconstruction, and road resurfacing.

WATER & SEWER

There are no planned improvements to the water or sanitary sewer systems within the project area.

STORMWATER

There are no stormwater facilities planned at this time. However, this Plan recognizes stormwater management is required by code in a development / redevelopment creating more than a ½ acre of impervious surface area.

As part of stormwater management, the following implementation measures may take place:

1. Whenever possible, the City should work to help property owners in orchestrating shared stormwater management programs. Shared stormwater ponds or regional ponds increase land development potential and lessen the cost of this needed infrastructure.

5.6 CODES AND ORDINANCES

CITY BUDGET

Addressing various implementation measures annually will ensure the objectives of the Redevelopment District #2 Plan are followed. Some measures will require financial resources from year to year to guarantee positive outcomes.

As part of the City Budget, the following implementation measures may take place:

1. The Community Development Authority will review the financial requirements of this Redevelopment District #2 Plan annually and request the necessary operational funding to the Common Council for various budget approvals.

ZONING ORDINANCE AND MAP AMENDMENTS

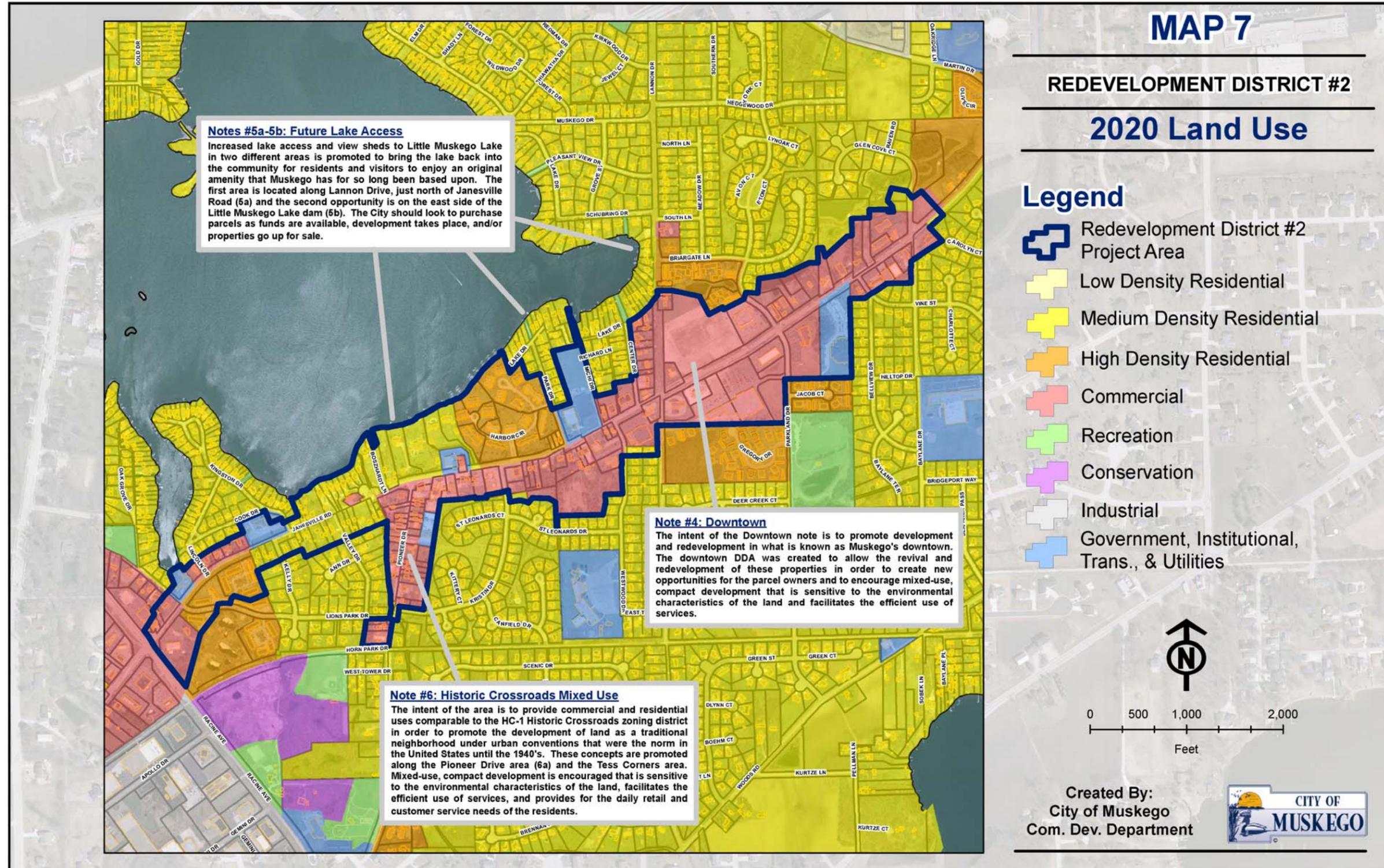
The majority of existing zoning districts attached to RD #2 parcels will accommodate the proposed redevelopment visions. No rezonings appear to be necessary at this time. However, this Plan does recognize many properties will be affected by the reconstruction of Janesville Road and development / redevelopment opportunities could be reduced due to this reconstruction. Thus, future approvals of comparable zoning districts for those affected properties may be recommended as long as the proposed use(s) meet the objections of the City's Comprehensive Plan. An example of a comparable zoning district would be a request to go from B-4 Highway Business District to the DR-1 Downtown Revival District in order to allow structures to be built close to the front and side property lines.

COMPREHENSIVE PLAN AMENDMENTS

The adopted 2020 Land Use Map is illustrated on Map 7. The redevelopment visions outlined within this Plan can be accommodated without amendment to the land use element of the 2020 Plan.

AMENDMENT TO BUILDING CODES AND ORDINANCES

Properties within Redevelopment District #2, like all other areas within Muskego, are subject to all Building Codes and Ordinances of the City of Muskego. No amendments are needed as a part of this Plan.



Redevelopment District #2

APPENDICES

APPENDIX A - PROJECT AREA LEGAL DESCRIPTION

The boundary of the Redevelopment District No. 2 project area (the "Project Area") contains parcels of land legally described as:

All that part of the Northeast ¼, Northwest ¼, and the Southwest ¼ of Section 10, and the Northeast ¼, Southwest ¼, and Southeast ¼ of Section 9, and the Southeast ¼ of Section 8, and the Northwest ¼ of Section 16, all in Town 5 North, Range 20 East, City of Muskego, Waukesha County, Wisconsin, bounded and described as follows:

Commencing at the Southwest corner of Outlot 1, Certified Survey Map No. 10221, said point also being the point of beginning of lands to be described; thence Easterly along a South line of said Outlot 1, a distance of 50.15 feet to a Westerly line of said Outlot 1; thence Southerly along said Westerly line 91.48 feet to the Southerly line of said Outlot 1; thence Northeasterly along said Southerly line 305.60 feet to an angle point in said Southerly line; thence continuing along said Southerly line 53.13 feet to an Easterly line of said Outlot 1; thence Northerly along said Easterly line 177.79 feet to a Southerly line of said Outlot 1; thence Easterly along said Southerly line 183.92 feet to the East line of said Outlot 1; thence Northerly along said East line 84.92 feet to the a Southerly line of Outlot 1 of Forest Glen Subdivision; thence Easterly along said South line 194.86 feet; thence Southerly along a East line of said Outlot 1 a distance of 24.90 feet; thence Easterly along a South line of Outlot 1 a distance of 56.82 feet, to the West line of Lot 1 of said Forest Glen Subdivision; thence Northerly along said West line 57.24 feet; thence Northerly along a West line of said Lot 1 a distance of 70.97 feet; to the Southwest corner of Lot 2 in said Subdivision; thence Northerly along the Westerly line of said Lot 2 a distance of 15.71 feet; thence continuing Northerly on the Westerly line of said Lot 2 a distance of 125.53 feet to the Northerly line of said Lot 2; thence Easterly along said Northerly line 161.48 feet, to the Northeast corner of said Lot 2; thence Southerly 89 feet more or less to the Southwest corner of Outlot 4 of said Forest Glen Subdivision; thence Northeasterly along the Southerly line of said Outlot 4 a distance of 118 feet; thence Southeasterly 335 feet more or less to the Northeast corner of Lot 50, in Guernsey Meadows Addition No. 1; thence Easterly along the Northerly line of said Lot 50 a distance of 190.00 feet to the Westerly line of said Lot 50; thence Southeasterly along said West line 188.16 feet to the Northerly line of Lot 51 in said Guernsey Meadows Addition No. 1; thence Southwesterly along said North line and the North line of Outlot 2 of said Guernsey Meadows Addition No. 1 a distance of 310.30 feet, to the Northwest corner of said Outlot 2; thence continuing Southwesterly along the same bearing of said North line 69 feet more or less to the West right-of way line of Bay Lane; thence Southerly along said West right-of-way 59 feet more or less to the Southeast corner of the property identified by Tax –key No. 2198-948; thence Southwesterly along the Southeasterly line of said property, said line also being the Northwesterly right-of-way line of said Bay Lane 5.96 feet to said West right-of-way of Bay Lane; thence Southerly along said West right-of-way line 164 feet to the North line of Certified Survey Map No. 1876; thence Westerly along said North line 254.02 feet to the Southeast line of the property identified by Tax –key No. 2198-978; thence Southwesterly along said Southeast line 176.12 feet to the Northeasterly right-of-way line of Vine Street; thence Southwesterly 65 feet more or less, to the Northeast corner of the property identified by Tax –key No. 2198-976 also known as Lot 17, in Unrecorded Ludwigs Subdivision; thence Southwesterly along the North line of said Lot 17 a distance of 34.50 feet; thence Westerly along the North line of said lot 17 a

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distance of 152.95 feet, to the East line of Parcel 1, Certified Survey Map No. 8361; thence Southerly along said East line 813 feet more or less to the South line of said Parcel 1; thence Westerly along said South line and along the South line of Parcel 1 Certified Survey Map No. 5886 a distance of 634.08 feet to the Easterly right of way line of Parkland Drive; thence continuing Westerly along the said South line extended, 60 feet more or less to the Westerly right of way line of said Parkland Drive; thence Southerly along said Westerly right-of-way line 449 feet more or less to the South line of Lot 3, Certified Survey Map No. 10029; thence Westerly along the South line of Lot 3, and Lot 4 of said Certified Survey Map No. 10029, and Parcel 1 of Certified Survey Map 6635, a distance of 1260.65 feet, to the East right-of-way line of Lannon Drive; thence continuing Westerly along the extended Southerly property line of said Parcel 1, a distance of 73 feet more or less to the Westerly right-of-way line of said Lannon Drive, said line also being the East line of Lot 13, in Westview Subdivision; thence Southerly along said Westerly right-of-way line and along the East line of said Lot 13, and also along the East line of Lots 1, 2 and 3, in Chesterhill Subdivision, 309 feet more or less to the South line of Lot 3 in said Chesterhill Subdivision; thence Westerly along said South line, and along the South line of Lot 10, in said Westview Subdivision, 320.00 feet to the East right-of-way line of Westwood Drive; thence Westerly along extended South line 50 feet more or less to the West right of way line of said Westwood Drive; thence Southerly along said West line 388 feet more or less, to the North line of Parcel 1 of Certified Survey Map No. 7170; thence Westerly along said North line 182.31 feet to the West line of said Parcel 1; thence Southerly along said West line 100 feet, to the North line of Parcel 1 Certified Survey Map No. 4432; thence Westerly along said North line 5.00 feet, to the West line of said Parcel 1; thence Southerly along said West line 111.82 feet, to the South line of Parcel 2 said Certified Survey Map 7170; thence Westerly along said South line 475.46 feet to the East line of Outlot 3 in Kristin Down Subdivision; thence Southerly along said East line 149 feet more or less to the North right of way line of St. Leonards Drive; thence Westerly along said North line 14.77 to a West line of said Outlot 3; thence Northerly along said West line 289.23 feet, to a South line of said Outlot 3; thence Westerly along said South line 75.00 feet; thence along a South line of said Outlot 3 a distance of 174.01 feet; thence Southwesterly along a South line of said Outlot 3 a distance of 68.35 feet, to the South line of Parcel 3, Certified Survey Map No. 8922; thence Westerly along the South line of said Parcel 3, and the North lines of Lots 82, and 83, of said Kristin Down Subdivision 193.36 feet to the East right-of-way line of Kristin Drive; thence Northerly along said East line 113 feet more or less; thence Westerly along the Southerly extended property line of a parcel identified by Tax –key No. 2196-969, a distance of 230 feet more or less, to the East line of a property identified by Tax –key No. 2196-970; thence Southerly along said East line 25 feet more or less to the South line of said property; thence Westerly along said South line 120.66 feet, to the West line of said property; thence Northerly along said West line 12 feet more or less to the South line of a property identified by Tax –key No. 2196-959-001; thence Southwesterly along said South line 120 feet more or less to the North line of Outlot 2, of said Kristin Down Subdivision; thence Westerly along said North line 222 feet more or less to an angle point in said North line; thence Northwesterly along said North line 20.00 feet, to the West line of said Outlot 2; thence Southerly along said West line 1,144.00 feet to the North right of way line of Kristin Drive; thence Westerly along said North line 300 feet more or less to the Easterly right of way line of Pioneer Drive; thence Southerly 62 feet more or less to the Northwest corner of Outlot 1 in said Kristin Down subdivision; thence Southerly along the Easterly right of way of said Pioneer Drive 90.00 feet to the North line of a property identified by Tax –key No. 2196-981-002; thence Westerly along said North line extended 50 feet more or less to the center line of said Pioneer drive; thence Southerly along said center line 268 feet more or less to the extended

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South property line of a property identified by Tax –key No. 2195-937; thence Westerly along said South line 275 feet more or less to the West line of said property; thence Northerly along said West line and the West lines of Parcel 1 Certified Survey Map No. 3461 and Parcel 1 of Certified Survey Map No. 3439 a distance of 282.31 feet to the North line of said Parcel 1 Certified Survey Map No. 3439; thence Easterly along said North line 209.35 feet, to the Northeast corner of said Parcel 1; thence Northerly to the Southeast corner of a property identified by Tax –key No. 2195-940; thence Northerly along the East line of said property 73 feet more or less to the center line of a navigable waterway known as Muskego Canal; thence Northerly along said center line 893 feet more or less to the Northeast corner of a property identified by Tax –key No. 2195-951; thence Southwesterly along the North line of said property and also the North line of a property identified by Tax –key No. 2195-950 a distance of 453.05 feet to the Easterly right of way line of Valley Drive; thence Southwesterly 51 feet more or less to the Northeast corner of a property identified by Tax –key No. 2195-932; thence Southwesterly along the North line of said property and also the North lines of properties identified by Tax –key Nos. 2195-931, 2195-952-001, 2195-952-002 a distance of 421.28 feet, to the East line of Parcel C, Certified Survey Map No. 3037; thence Northerly along said East line 87.40 feet, to the North line of said Parcel C; thence 198.00 feet to the Easterly right of way line of Kelly Drive; thence Southwesterly 61 feet more or less to the Northeast corner of a property identified by Tax –key No. 2195-119; thence Southwesterly along the North line of said property 254.59 feet, to the East line of Parcel 2, Certified Survey Map No. 6090; thence Southerly along said East line 256 feet more or less to the South line of said Parcel 2; thence Southwesterly along said Southerly line 183.00 feet to an angle point; thence Northwesterly along said Southerly line 175.00 feet, to an Easterly line of said Parcel 2; thence Southerly along said Easterly line 24.36 feet to an angle point and a point on a curve; thence Southerly along said Easterly line and along the arc of a curve 69.42 feet, to the North right of way line of Lion Park Drive and a point on a curve; thence Westerly along said North line and along the arc of a curve 134.13 feet; thence Southerly 63 feet more or less to the Northwesterly corner of Parcel 5, Certified Survey Map No. 6091; thence Southerly along the Westerly line of said parcel 5 a distance of 28.74 feet, to an angle point; thence Southwesterly along said Westerly line 280.90 feet, to an angle point; thence Southerly along said West line 365.75 feet, to the Easterly right of way line of Racine Avenue (C.T.H. “Y”); thence Northwesterly along said Easterly right of way line 721 feet more or less, to the South corner of Parcel 2, of Certified Survey Map No. 8294; thence Northeasterly along the Southeasterly line of said Parcel 2 a distance of 197.50 feet, to the Easterly line of said Parcel 2; thence Northwesterly along said Easterly line 46.04 feet, to the corner of Parcel 1, Certified Survey Map No. 7495; thence Northeasterly along the Southeasterly line of said Parcel 1 a distance of 202.94 feet to the Northeast corner of said Parcel 1; thence Northeasterly 50 feet more or less to the west corner of a property identified by Tax –key No. 2195-117; thence Northeasterly along a Northerly line of said property 81.55 feet, to a Westerly line of said property; thence Northerly along said Westerly line 120.03 feet to the shore of Little Muskego Lake; thence Northeasterly along said Shore 142 feet more or less to the Westerly property line of Lot 18, in Kingston’s On Muskego Subdivision No. 2; thence Southeasterly along said Westerly line 63 feet more or less to the Southerly line of said Lot 18; thence Northeasterly along said Southerly line and the Southerly line of Lot 19 in said Subdivision 132.5 feet to the Southeast corner of said Lot 19; thence Northeasterly 50 feet more or less to the Northwest corner of Lot 15 in said Subdivision; thence Northeasterly along the North lines of Lots 11, 12, 13, 14, and 15 of said Subdivision 361 feet more or less to the Westerly line of Lot 26 in said Subdivision; thence Northwesterly along said West line 15 feet, to the South line of said Lot 26; Thence Northeasterly along said South line and the South lines of Lots 27 and 28 of

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said Subdivision 180 feet to the Westerly line of Lot 29 in said Subdivision; thence Northwesterly along said Westerly line 125 feet more or less to the Southerly right of way line of Cook Drive; thence Northeasterly along said Southerly line 300 feet to the Westerly line of Lot 34 in said Subdivision; thence Southeasterly along said West line 140.0 feet, to the South line of said Lot 34; thence Northeasterly along said South line 123.0 feet to the Westerly right of way line of Kingston Drive; thence Southeasterly along said Westerly line 47.33 feet; thence Northeasterly along the extended South line of a property identified by Tax –key No. 2195-003 a distance of 170 feet more or less to the West line of a property identified by Tax –key No. 2195-987; thence Northwesterly along said West line 195 feet more or less to the shoreline of Little Muskego Lake; thence Northeasterly along said shoreline 2,078 feet to the Easterly line of Parcel 2 Certified Survey Map No. 6668; thence Southerly along said Easterly line 266 feet more or less to an angle point; thence Southeasterly along said Easterly line 181.74 feet, to an angle point; thence Southeasterly along said Easterly line 99.30 feet to an angle point; thence Southeasterly along said Easterly line 170.86 feet to the Northerly ultimate right of way line of Janesville Road (C.T.H. “L”); thence Northeasterly along said Northerly right-of-way 767.24 feet, to the West line of Lot 19, Block B, Muskego Beach Park Addition; thence Northerly along said West line 125.08 feet to the North line of said Lot 19; thence Northeasterly along the North lines of Lots 19, 20, and 21, Block B, in said Muskego Beach Park Addition 141.84 feet, to the West right-of-way line of Park Drive; thence Northwesterly along said West line 216 feet more or less, to the extended South line of Lot 15, Block A, of said Muskego Beach Park Addition; thence Northeasterly along said extended South line 198.05 feet to the East line of said Lot 15, said East line also being the East line of said Subdivision; thence Northwesterly along said East line 572 feet more or less, to the North line of a property identified by Tax –key No. 2193-104; thence Easterly along said North line 261 feet more or less to the Westerly extended property line of a property identified by Tax –key No. 2193-979; thence Northwesterly along said extended Westerly line 384 feet more or less, to the Northerly line of said property; thence Easterly along said North line 27 feet more or less to the shore line of Little Muskego Lake; thence Southerly along said Shore line 161 feet more or less to the Easterly line of said property; thence Southerly along said East line 169 feet more or less to the Southeast corner of said property; thence Southerly 30 feet more or less to the Northwest corner of Lot 1 in the Michi Plat, said point also being on the East right-of-way line of Michi Drive; thence Southeasterly along said right-of-way 591 feet more or less to the South line of Lot 15, in said Michi Plat; thence Northeasterly along said South line 201.59 feet, to the East line of said Michi Plat; thence Northerly along said East line 88 feet more or less to the extended South line of a property identified by Tax –key No. 2193-054; thence Easterly along said South line 188 feet more or less, to the West right-of-way line of Center Drive; thence Northerly along said West line 44 feet more or less, to the extended South line of Lot 27, First Addition To Krogmanns Subdivision; thence Easterly along said South line 51 feet more or less to the Southwest corner of said Lot 27, also being a point on the East right of way line of said Center Drive; thence Northerly along said East line 574 feet more or less to the Southeast corner of property identified by Tax –key No. 2193-032-001, said point also being on the Northerly right of way line of Lake Drive; thence Southwesterly along said Northerly line 68 feet to the Westerly line of said property; thence 300 feet more or less to the shoreline of Little Muskego Lake; thence Northerly along said shoreline 759 feet more or less to the Northwesterly line of Lot 1, Certified Survey Map No. 2275; thence Northeasterly 114 feet more or less to the West line of said Lot 1; thence Northerly along said West line 35.11 feet, to the North line of said Lot 1; thence Easterly along said North line 94.35 feet, to the West right-of-way line of said Lannon Drive; thence Northerly along said West line 58 feet more or less to the South extended right-of-way line of South Lane; thence Easterly

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along said South line 297 feet, to the East line of Lot 1, Block 1, Meadow Dale Subdivision; thence Southerly along the East line 162.0 feet to the South line of said Lot 1; thence Westerly along said South line 248 feet to the center line of Lannon Drive; thence Southerly along said center line 548 feet more or less to the Northerly extended property line of a property identified by Tax –key No. 2198-987; thence Easterly along said Northerly line 150 feet to the Northerly line of a property identified by Tax –key No. 2198-984; thence Easterly along said Northerly line 293.37 feet, to an angle point; thence Southeasterly along said Northerly line 210.00 feet to an angle point; thence Northeasterly along said Northerly line 160.00 feet, to an angle point; thence Southeasterly along said Northerly line 28.22 feet, to an angle point; thence Easterly along said Northerly line 16.09 feet, to the Northwest corner of a property identified by Tax –key No. 2198-984-001; thence Easterly along the Northerly line of said property 222.79 feet, to the Westerly right-of-way of Parkland Drive; thence Northerly 73 feet more or less, to the Southerly line of Outlot 4, Parkland No. 3 Subdivision; thence Easterly along said South line 125.08 feet to the East line of said Outlot 4; thence Northerly along said East line 153.00 feet, to the Southeast line of said Outlot 4; thence Northeasterly along said Southeast line 263.00 feet, to an angle point; thence Northeasterly along said Southeast line 285.00 feet, to the South line of Said Outlot 4; thence Easterly along said South line 96.14 feet, to the East line of said Outlot 4; thence Northerly along said East line 148 feet more or less, to the point of beginning.

The Project Area boundaries are depicted in Map 2.