Village of Somers
7511 12th Street
Somers, WI 53171

Village Plan Commission Meeting
Agenda
Monday, July 13, 2026
5:30 P.M.

1. Call to order

2. Pledge of Allegiance

3. Approve Minutes of June 8, 2026 Meeting

4. Correspondence

   Letter of Support from Jeff Annenberg for proposed Open Arms Assisted Living project

5. Citizen Comments

6. **Comprehensive Plan Amendment:**

   Consider adoption of Resolution 2026-002: SFW Land LLC & Fettner Hergott Investment Group LLC, 1431 Toulon Court, Highland Park, IL 60035 (Owners), Nick Asta, Roers Companies, 2 Carlson Pkwy N #400, Plymouth, MN, 55447 (Agent), requests an amendment to the land use plan map for the Village of Somers (Map 80) as adopted in the Multi-Jurisdictional Comprehensive Plan for Kenosha County: 2035 from "Medium-Density Residential" to "High-Density Residential" on part of Tax Parcel #83-4-223-074-0006, located in the SE 1/4 of Section 7, T2N, R23E, Village of Somers. *(For information only, the property is west of Fire Station 2 along the Union Pacific Railroad tracks.)*

7. **Rezone:**

   Recommendation on Request by: SFW Land LLC & Fettner Hergott Investment Group LLC, 1431 Toulon Court, Highland Park, IL 60035 (Owners), Nick Asta, Roers Companies, 2 Carlson Pkwy N #400, Plymouth, MN, 55447 (Agent), requests a rezoning from R-9 Multiple-Family Residential Dist. & R-4 Urban Single-Family Residential Dist. to R-11 Multiple-Family Residential Dist. on part of Tax Parcel #83-4-223-074-0006, located in the SE 1/4 of Section 7, T2N, R23E, Village of Somers. *(For information only, the property is west of Fire Station 2 along the Union Pacific Railroad tracks.)*

8. **Land Division (Certified Survey Map):**

   Recommendation on Request by: SFW Land LLC & Fettner Hergott Investment Group LLC, 1431 Toulon Court, Highland Park, IL 60035 Owners), Nick Asta, Roers Companies, 2 Carlson Pkwy N

#400, Plymouth, MN, 55447 (Agent), requests approval of a Certified Survey Map (dated January 29, 2026 and prepared by Daniel E. Bednar of JSD) to create one (1) 27.548-acre Lot and one (1) 90.254-acre Lot on Tax Parcel #83-4-223-074-0006, located in the SE 1/4 of Section 7, T2N, R23E, Village of Somers. *(For information only, the property is west of Fire Station 2 along the Union Pacific Railroad tracks.)*

9. **Site Plan Review & Exterior Fenestration:**

   Recommendation on Request by: SFW Land LLC & Fettner Hergott Investment Group LLC, 1431 Toulon Court, Highland Park, IL 60035 (Owners), Nick Asta, Roers Companies, 2 Carlson Pkwy N #400, Plymouth, MN, 55447 (Agent), requesting site plan review and exterior fenestration review on part of Tax Parcel #83-4-223-074-0006, located in the SE 1/4 of Section 7, T2N, R23E, Village of Somers. *(For information only, the property is west of Fire Station 2 along the Union Pacific Railroad tracks.)*

10. Adjourn

I hereby certify that as the designee of the chief elected official of the Village of Somers, I posted this notice of the July 13, 2026 Village Plan Commission Meeting Agenda in 1 public place & on the Village website.

Dated this 8th day of July, 2026 Wendy Burnette, Clerk-Treasurer

Requests from person with disabilities who need assistance to participate in this meeting should be made to the Clerk's Office at 262-859-2822 with as much notice as possible. Notice is hereby given that members of the Plan Commission members participate telephonically. Notice is hereby given that members of the Village Board may be in attendance for the sole purpose of gathering information. A quorum may be present. However, no Board action will be taken.

Village of Somers
Proceeding from the Village Plan Commission Meeting
June 08, 2026

1. **Call to Order**

   Chairman Stoner called the meeting to order at 5:30 p.m.

Present:
- Chairman George Stoner
- Commissioner Donald Boxx
- Commissioner Gregg Thompson
- Commissioner Troy Steege
- Alternate Pat Juliana

Absent:
- Commissioner Vinnie Chambers
- Commissioner Michael Deluca
- Commissioner Jerry Romanowski

Staff present in person: Administrator Jim Hurley, Deputy Clerk Treasurer Eugenia Lara, and Chief Ben Andersen, Kevin Poirier, Village Engineer Brett, Luke Godshall
Village Trustees: None

2. **Pledge of Allegiance**

   Chairman Stoner led everyone in the Pledge of Allegiance. President George Stoner called the meeting to order and announced that the Commission would consider Agenda Item No. 9 first due to scheduling. The meeting was then called to order, followed by the Pledge of Allegiance.

3. **Approve Minutes of January 12, 2026, and April 13, 2026, Meeting**

   A Commissioner requested clarification regarding a previous 3-2 vote reflected in the April minutes. Staff explained the vote referenced the motion to deny the Comprehensive Plan Amendment for the Bose Farms Apartments proposal and that the motion to deny had passed by a 3-2 vote.

   Commissioner Boxx moved to approve minutes of January 12, 2026, and April 13, 2026, meeting.

Seconded by Commissioner Troy Steege Motion carried. 5-0 vote.

4. Correspondence

None

5. Citizen Comments

Ted Terletsky- 9015 12th St expressed concerns regarding continued development within the Village, specifically the proposed assisted living facility. He stated that additional development places increased demands on Village services, particularly Fire and EMS, and shared his professional experience in the fire service regarding emergency response at assisted living facilities. He encouraged the Village to evaluate infrastructure and funding before approving additional development**.**

David Rasmussen 2004 3rd spoke in support of the proposed Bose Farms development. He discussed the potential tax revenue generated by the subdivision, the need to reevaluate the 2008 Country Club Neighborhood Plan, compatibility with surrounding developments, and the demand for additional housing opportunities within the Village.

6. <u>Comprehensive Plan Amendment:</u>

Consider adoption of Resolution 2026-001: David W Rasmussen & Scott B Rasmussen, 2004 3rd Street, Kenosha, WI 53140 (Owner), Raymond C. Leffler, 8338 Corporate Drive, Mt. Pleasant, WI 53406 (Agent); requests an amendment to the land use plan map for the Village of Somers (Map 80) as adopted in the Multi-Jurisdictional Comprehensive Plan for Kenosha County: 2035 from Suburban-Density Residential, PEC, Nonfarmed Wetland, Other Conservancy Land to be Preserved to Medium-Density Residential, Suburban-Density Residential, PEC, Nonfarmed Wetland, Other Conservancy Land to be Preserved, on Tax Parcel # 83-4- 223-062-0200, located in the NW ¼ of Section 6, T2N, R23E, Village of Somers. *(For information use only, the property is located on the south side of Highway 195 at 1911 1st Street).*

Administrator Jim Hurley presented information from the Village Board requesting reconsideration of the proposal. He summarized research regarding surrounding neighborhood lot sizes, current housing demand, anticipated housing study results, available infrastructure, and the age of the existing 2008 Country Club Neighborhood Plan.

Village Planner Luke Godshall explained that the amendment would modify the future land use designation from suburban density residential to medium density residential, allowing development consistent with the proposed subdivision plan.
Commission discussion included:

- Compatibility with existing subdivisions.

● Housing demand within the Village.
● Future condominium development.
● Importance of updating the Comprehensive Plan through a broader public process.
● Water and sewer service coordination with the City of Racine.

Commissioner Patrick Juliana moved to approve ***Consider adoption of Resolution 2026-001****: David W Rasmussen & Scott B Rasmussen, 2004 3rd Street, Kenosha, WI 53140 (Owner), Raymond C. Leffler, 8338 Corporate Drive, Mt. Pleasant, WI 53406 (Agent); requests an amendment to the land use plan map for the Village of Somers (Map 80) as adopted in the Multi-Jurisdictional Comprehensive Plan for Kenosha County: 2035 from Suburban-Density Residential, PEC, Nonfarmed Wetland, Other Conservancy Land to be Preserved to Medium-Density Residential, Suburban-Density Residential, PEC, Nonfarmed Wetland, Other Conservancy Land to be Preserved, on Tax Parcel # 83-4- 223-062-0200, located in the NW ¼ of Section 6, T2N, R23E, Village of Somers. (For information use only, the property is located on the south side of Highway 195 at 1911 1st Street).*

Seconded by: Commissioner Troy Steege Motion carried 5-0 vote.

7. **Rezone:**

Recommendation on Request by: David W Rasmussen & Scott B Rasmussen, 2004 3rd Street, Kenosha, WI 53140 (Owner), Raymond C. Leffler, 8338 Corporate Drive, Mt. Pleasant, WI 53406 (Agent); requests approval of a rezoning from A-2 General Agricultural Dist. & C-2 Upland Resource Conservancy Dist. to R-4.5 Urban Single-Family Residential Dist., R-2 Suburban Single-Family Residential Dist., R-8 Urban Two-Family Residential Dist., C-2 Upland Resource Conservancy Dist. & C-1 Lowland Resource Conservancy Dist., on Tax Parcel # 83-4- 223-062-0200, located in the NW ¼ of Section 6, T2N, R23E, Village of Somers. *(For information use only, the property is located on the south side of Highway 195 at 1911 1st Street).*

Mr. Godshall explained that the rezoning request corresponded with the Comprehensive Plan Amendment and noted that the proposed subdivision complied with Village zoning requirements without requesting deviations from ordinance standards.

Commissioner Boxx moved to approval of a rezoning from A-2 General Agricultural Dist. & C-2 Upland Resource Conservancy Dist. to R-4.5 Urban Single-Family Residential Dist., R-2 Suburban Single-Family Residential Dist., R-8 Urban Two-Family Residential Dist., C-2 Upland Resource Conservancy Dist. & C-1 Lowland Resource Conservancy Dist., on Tax Parcel # 83-4- 223-062-0200, located in the NW ¼ of Section 6, T2N, R23E, Village of Somers.

Seconded by: Commissioner Parick Juliana Motion carried 5-0 vote

8. **Preliminary Plat (land division):**

Recommendation on Request by: David W Rasmussen & Scott B Rasmussen, 2004 3rd Street, Kenosha, WI 53140 (Owner), Raymond C. Leffler, 8338 Corporate Drive, Mt. Pleasant, WI 53406 (Agent); requests approval of a preliminary plat (dated February 24, 2026 and prepared by John P. Konopacki of Pinnacle Engineering Group), on Tax Parcel # 83-4- 223-062-0200, located in the NW ¼ of Section 6, T2N, R23E, Village of Somers. *(For information use only, the property is located on the south side of Highway 195 at 1911 1st Street).*

Mr. Godshall explained that the proposed subdivision would create 41 residential lots and associated outlets. He noted that revisions addressing engineering, stormwater management, fire protection, and ordinance compliance would be required prior to submission of a final plat.

Commissioner Boxx moved to approve request by David W Rasmussen & Scott B Rasmussen, 2004 3rd Street, Kenosha, WI 53140 (Owner), Raymond C. Leffler, 8338 Corporate Drive, Mt. Pleasant, WI 53406 (Agent); requests approval of a preliminary plat (dated February 24, 2026 and prepared by John P. Konopacki of Pinnacle Engineering Group), on Tax Parcel # 83-4- 223-062-0200, located in the NW ¼ of Section 6, T2N, R23E, Village of Somers.

Seconded by: Commissioner Kent Mayes Motion carried 5-0 vote.

9. Plan Commission Conceptual Approval:

Recommendation on Request by: RPF Somers Outlots LLC, 1949 St Johns Ave., Ste 202, Highland Park, IL 60035 (Owner), William A. Morris, 5313 87th Pl., Pleasant Prairie, WI 53158 (Agent), requesting a conceptual review of an assisted living facility on Tax Parcel #s 82-4-222-104-0332 & 82-4-222-104-0333, located in the NW 1/4 of Section 19, T2N, R22E, Village of Somers. Said conceptual approval is subject to formal approvals by the Village Board of a land use plan amendment, rezoning, and site plan, building fenestration and stormwater management plan approvals. *(for information only, this property is located on one of the Hawthorn Apartments outlots on the two parcels fronting Green Bay Road, just north of the Veterinarian Clinic).*

Commissioner Boxx moved to action discussion request by: RPF Somers Outlots LLC, 1949 St Johns Ave., Ste 202, Highland Park, IL 60035 (Owner), William A. Morris, 5313 87th Pl., Pleasant Prairie, WI 53158 (Agent), requesting a conceptual review of an assisted living facility on Tax Parcel #s 82-4-222-104-0332 & 82-4-222-104-0333, located in the NW 1/4 of Section 19, T2N, R22E, Village of Somers. Said conceptual approval is subject to formal approvals by the Village Board of a land use plan amendment, rezoning, and site plan, building fenestration and stormwater management plan approvals.

President Stoner noted that, in response to concerns expressed during public comment, the Village Fire Chief intends to develop a Payment in Lieu of Taxes (PILOT) agreement to offset public safety service costs associated with the proposed facility.
Architect William Morris presented the conceptual development. Highlights included:

- Two 41-bed assisted living buildings.
- High-quality masonry construction.
- Extensive landscaping, berms, and screening.
- Interior courtyards for residents.
- No request for TIF or Village financial assistance.
- Willingness to enter cost recovery agreements with the Village.
- Anticipated property value of approximately $3.5–4 million per building.

Commission discussion included:

- Staffing levels and parking.
- Mechanical equipment screening.
- Building aesthetics.
- Landscaping and architectural quality.
- Community need for senior housing.

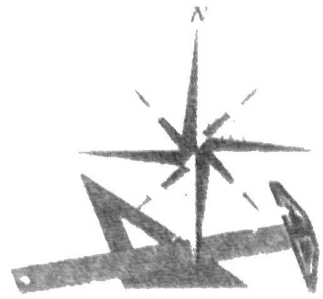
Commissioners expressed general support for the project concept while noting that detailed site plans, architectural elevations, landscaping, and engineering documents would be reviewed during subsequent approval processes.

Seconded by: Commissioner Kent Mayes Motion carried 5-0 vote.

10. **Adjourn:** 6:27 p.m.

    Commissioner Boxx moved to adjourn.
    Seconded by Commissioner Kent Mayes.
    Motion carried 5-0 vote.

Drafted 6/09/ 2026. These minutes are not official until approved by the Plan Commission. Submitted by Deputy/Clerk Treasurer Eugenia Lara.



William A. Morris
Architect – L.L.C.

JUNE 29, 2026

KENOSHA COUNTY PLANNING OFFICE
19600 – 75TH STREET
BRISTOL, WI 53104

ATTENTION: Mr. Luke Godshall

Dear Mr. Godshall,

My name is Jeff Annenberg of Annenberg Investments. / RPF Somers Out lots LLC.
The purpose of this letter is to confirm that as the current Owners of Lots 82-4-222-104-0333 and 82-4-222 -104-0332we are in the process of working with Mr. Qedan of Open Arms Assisted Living and their request to rezone these lots to an I-1 zoning for construction of (2) C.B.R.F. facilities.

It is my understanding that we are on the August 10- 26 Agenda of Somers for needed approval.

Please accept this letter as our support and approval for these two requests.(Rezoning and Approvals)

YOURS TRULY,

Mr. Jeff Annenberg - Owner

Established 1843
Somers
VILLAGE & TOWN
www.somerswi.gov
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VILLAGE OF SOMERS
PLAN COMMISSION
MEETING ITEM MEMORANDUM

MEETING DATE: July 13, 2026

TO: Chairman and Plan Commissioners

PREPARED BY: Jim Hurley, Administrator

REVIEWED BY: Kevin Poirier, Assistant Administrator

AGENDA ITEM: #6, 7, 8 & 9 Roers Companies Multi-Family Residential Development request for comprehensive plan amendment, rezone, land division (certified survey map), site plan and exterior fenestration

BACKGROUND:

In 2025, Roers Companies (SFW Land LLC & Fettner Hergott Investment Group) presented multiple versions of a conceptual plan to the Village Plan Commission. The last presentation was in November 2025.

This past March, the Commission reviewed their application for a comprehensive plan amendment, rezone, land division (certified survey map), and site plan review and exterior fenestration. Details of their proposal are included in the February 27th memo from Senior Land Use Planner Luke Godshall. The proposal was recommended for denial by the Plan Commission on a 6-1 vote.

The application was discussed by the Village Board at multiple meetings in March and April. At the recommendation of Village's legal counsel, the items were directed back to the Plan Commission for reconsideration based on the Village's code, standards, and comprehensive plan.

Roers requested to postpone the item shortly before the May meeting, and the Village's legal counsel was unavailable for the June meeting.

UPDATES:

The attachments include Roers' completed Village of Somers multi-family development checklist, and their justification for a comprehensive plan amendment.

Per Village Code S. 18.38(c), any plan amendment approved by the Village will be approved by a resolution approved by a majority of the full membership of the Plan Commission, and an ordinance adopted by a majority of the full membership of the Village Board.

The remaining items require either a positive or negative recommendation by the Plan Commission, and then approval by the Village Board.

ATTACHMENTS:

2.27.2026 Memo from Luke Godshall

Multi-Family Checklist

Traffic Impact Analysis

Roers Comprehensive Plan Amendment Compatibility Responses

Proposed change in Comp Plan Classification

Comprehensive Plan Map Amendment Application

Proposed Resolution to Amend the Village's Comprehensive Plan

Rezoning Application

Design Renderings and Zoning Exhibits

Land Division Application

Civil Plans

Lighting Plan

Site Plan Application

KENOSHA COUNTY

Shelly Billingsley, Director
Department of Public Works &
Development Services

Andy M. Buehler, Director
Division of Planning & Development

TO: **Village of Somers Plan Commission**
FROM: **Luke Godshall, Senior Land Use Planner**
APPLN DATE: **01-30-26**
RPT DATE: **02-27-26**
MTG DATE: **03-09-26**
RE: **Roers Multi-Family Residential Development**

BACKGROUND:

1. Petitioner/Agent: Nick Asta, Roers Companies
2. Property Owner: SFW LAND LLC; FETTNER HERGOTT INVESTMENT GROUP LLC
3. Location/Address: Between CTHs E & A, on west side of Union Pacific Railroad
4. Tax key Number(s): 83-4-223-074-0006
5. Area: 121.45 acres
6. Existing Zoning: R-3 Urban Single-Family Residential Dist., R-4 Urban Single-Family Residential Dist., R-9 Multiple-Family Residential Dist., A-4 Agricultural Land Holding Dist., C-2 Upland Resource Conservancy Dist., C-1 Lowland Resource Conservancy Dist.
7. Proposed Zoning: R-11 Multiple-Family Residential Dist., A-4 Agricultural Land Holding Dist., C-2 Upland Resource Conservancy Dist., C-1 Lowland Resource Conservancy Dist.
8. Existing Land Use: Medium-Density Residential, High-Density Residential, PEC, Other Conservancy Land to be Preserved, Nonfarmed Wetland
9. Proposed Land Use: Medium-Density Residential, High-Density Residential, PEC, Other Conservancy Land to be Preserved, Nonfarmed Wetland

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OVERVIEW:

The Petitioner proposes to develop a portion of the subject parcel for a 200-unit multifamily residential development consisting of 8- & 16-unit 2-story multi-family residential buildings along with a 5,093 sq. ft. clubhouse, approximately 18 acres of open space including walking trails, dog parks, playground and a sport court. This development concept was previously presented to the Plan Commission at conceptual hearings in May 2025 and November 2025. The Petitioner has amended their plans as a result of feedback received at those conceptual hearings and is now formally requesting review and approval of a comprehensive land use plan amendment, rezoning, a Certified Survey Map (CSM) land division, and overall site plan & exterior building fenestration approval.

PROPOSED ZONING & LAND USE PLAN AMENDMENT:

The Petitioner is requesting an amendment to the land use plan for a portion of the site from 'Medium-Density Residential' to 'High-Density Residential', and a corresponding rezoning of that area into the R-11 zoning district to allow for the proposed multi-family development. The current land use plan does recognize an area of 'High-Density Residential' on the subject parcel adjacent to CTH E, but this area would need to be expanded to fully encompass the boundary of the proposed multi-family development. This area would then be rezoned into the R-11 zoning district.

It should be noted that the proposed rezoning does not include a request for a Planned Unit Development (PUD) overlay district, as the project has been designed so as to meet or exceed Village ordinance requirements (setbacks, building heights, density, etc.).

CERTIFIED SURVEY MAP (CSM):
The Petitioner intends to subdivide the existing parcel with a 2-Lot CSM. Lot 1 of the CSM would be rezoned into the R-11 zoning district and contain the proposed multi-family buildings, community clubhouse, and the development's associated open spaces. Lot 2 of the CSM is envisioned to be further subdivided and developed as a single-family subdivision.

The CSM provides for the creation of a new public street right-of-way that will provide access to the multi-family development, as well as provide future access for the eventual development of Lot 2 as a single-family residential subdivision. The public street right-of-way shown on the CSM is 66' in width to meet Village standards.

The Kenosha County Land Information office has reviewed the submitted CSM and has indicated the proposed public street shall be named "11th Avenue". The CSM shall be revised to label the street as "11th Avenue" instead of "Road A".

The Kenosha County Highways Department has reviewed and commented on the submitted CSM. They indicate that CTH A is planned to be an 80-foot total ROW and as such the CSM will need to be revised to show an additional 7 feet of right-of-way dedication for CTH A (to create a 40-foot half ROW). Highways also indicates that the CSM will need to be revised to show the complete CTH E right-of-way dimensions adjacent to the subject parcel's frontage along CTH E.

Overall, the CSM generally complies with the Village of Somers Land Division and Platting Control Ordinance. Specific revisions to be made to the CSM are noted below under the Staff Recommendation section below.

SITE & BUILDING PLANS:
The Petitioner has submitted detailed site and building plans which illustrate that the development has been designed to adhere to Village zoning ordinance requirements. As such, the Petitioner is not requesting any relief or deviation of zoning ordinance standards through a Planned Unit Development (PUD) overlay request.

Based on the submitted site and building plans, the proposed development is shown to consist of 200 dwelling units, yielding a density of approximately 7.26 dwelling units per acre – well below the maximum density of 12.4 permitted in the R-11 zoning district.

A total of fifteen (15) two-story apartment buildings are being proposed: five (5) 8-unit & ten (10) 16-unit. All proposed apartment units have been designed to meet or exceed Village ordinance requirement for minimum floor area for 1-bedroom (700 sq. ft.), 2-bedroom (1,000 sq. ft.) and 3-bedroom (1,200 sq. ft.) units. The total number of each type of unit breaks down as follows:

- 1-bedroom units - 40
- 2-bedroom units - 80
- 3-bedroom units - 60
- 4-bedroom units - 20

Both types of apartment buildings and the clubhouse building are within the allowable 35-foot height maximum of the R-11 district. All buildings have also been designed to meet minimum setback requirements for buildings in the R-11 district.

Renderings of the proposed multi-family buildings and community clubhouse have been included in the project submittal and appear to meet the Village's exterior design guidelines. All proposed buildings have a cohesive design and are shown to incorporate a variety of building finishes and materials including large windows, asphalt shingles, brick masonry, and durable cementitious siding.

On-site parking has been increased from the original concept site plan and now meets Village ordinance requirements for number of parking spaces provided. Based on the number and type of apartment units being proposed, a minimum of **465** parking spaces is required by Village ordinance (440 spaces for the units, and 25 spaces for guest parking). The proposed site plan provides **474** total parking spaces (200 enclosed garage spaces (1 enclosed garage space per unit), 200 garage driveway/apron spaces, and 74 surface parking spaces located throughout the site). It should be noted that the Site Information table included on the site plans indicates a total of 270 surface parking stalls. However, a manual count of stalls indicates 274 surface parking stalls, which includes the 200 garage driveway/apron spaces. The Site Information table should be updated to accurately reflect the number of stalls proposed on the site plan.

A site-wide landscape plan was included with the project submittal and has been designed to provide for a wide variety of deciduous & evergreen trees, shrubs, perennials and grasses. Calculations included with the landscape plan indicates that it meets or exceeds minimum landscaping requirements of the zoning ordinance. The landscape plan also includes berms throughout the site, with the petitioner indicating in their application that "berms and enhanced landscaping will be integrated throughout the site to create a sense of inward cohesion, buffer future development to the west, and provide visual and spatial separation from the railroad corridor to the east."

A site-wide photometric lighting plan was included with the project submittal and has been designed to meet zoning ordinance requirements for use of fully shielded fixtures and light intensity not exceeding 0.5 footcandle of illumination at property lines.

The submitted site plans indicate the location of three (3) trash enclosures placed throughout the site. Renderings and details of the trash enclosures are included on Sheet AP400 of the submitted site plan drawings (same sheet containing the exterior elevation drawings of the 8-unit buildings). The trash enclosures are shown to be enclosed with 7-foot high split-face masonry walls and solid wood clad metal swing gates.

STAFF RECOMMENDATION:
Should the Plan Commission choose to recommend approval of this project as submitted, staff would recommend the following conditions:

1. The CSM shall be subject to the following:
    a. Subject to making the following revisions to the CSM:
        1. Add addresses of owners and subdividers to the bottom of Sheet 1.
        2. Re-label "ROAD A" as "11th Avenue" on all applicable sheets of the CSM.
        3. Per the Kenosha County Division of Highways, add an additional 7 feet of right-of-way dedication along CTH "A" (for a total half right-of-way width of 40 feet), and label as "Dedicated to the Public for Street Purposes".

4. Per the Kenosha County Division of Highways, revise the CSM to show complete CTH E right-of-way dimensions along the subject parcel's frontage.
5. Add a note to the CSM indicating the proposed Lots will be served by municipal sewer & water.
6. Add & label the floodplain, shoreland and primary environmental corridor boundaries to the face of the CSM.
7. Add the following note to the CSM: "*Any land below the ordinary high water mark of a lake or a navigable stream is subject to the public trust in navigable waters that is established under article IX, section 1 of the state constitution.*"
8. On Sheet 7, under the "Village of Somers Board Approval" signature block, revise the Clerk's title to read as "Clerk-Treasurer".
9. On Sheet 7, under the Village of Somers Board Approval signature block, add a signature line for "George Stoner, Village President".
10. On Sheet 7, remove the "Village of Somers Plan Commission Approval" signature block, as the Village of Somers Land Division and Platting Control Ordinance requires only that the Village Board certify its approval on the face of the certified survey map.

b. Subject to sending an electronic copy of the revised CSM showing the aforementioned changes to the Kenosha County Department of Planning and Development office to receive sign-off prior to the surveyor preparing the recordable CSM document for signatures. The County contact is Luke Godshall, luke.godshall@kenoshacountywi.gov.

c. No land division shall be recorded if any portion or part of the parent parcel has any unpaid taxes or outstanding special assessments without prior approval of the local and Kenosha County Treasurer.

d. Subject to the Certified Survey Map (CSM) being recorded with the Kenosha County Register of Deeds within twelve (12) months of receiving approval from the Somers Village Board.

2. Revise the Site Information table on submitted site plans with accurate total of surface parking stalls.

3. Revise the Site Information table on submitted site plans with correct Parcel Number: 83-4-223-074-0006

4. Subject to obtaining any necessary approvals and/or permits from the Kenosha County Division of Highways regarding work within the right-of-way of CTH E.

5. Subject to stormwater plan approval by the Village of Somers engineer.

6. Subject to approval by the Somers Fire & Rescue Department.

7. Subject to receiving approval from the Wisconsin Dept. of Natural Resources (DNR) for any wetland areas proposed to be filled/mitigated. All permit approvals from the DNR shall be provided to the Village.

8. Subject to a Kenosha County zoning permit being issued for any proposed structures including principal buildings, signage, fences, accessory buildings, etc.

9. Subject to implementation of a Developer's Agreement between the Petitioner and the Village of Somers.

Village of Somers Multi-Family Development Checklist

Project Name: Roers Attainable Luxury Multi Family

Engineering & Design Firm: JSD Inc. and Engberg Anderson Architects

General Information

The Multi-Family Development Checklist must be completed and submitted by developer prior to staff review by Village Administration.

Please review the full list of "Recommended Plan Commission and Village Board Standards" for items that are required for the Plan Commission Meeting #1 (Concept), and Plan Commission Meeting #2 (Follow Up Meeting), and additional items not included in this Checklist.

Directions

A response of **"Yes"** indicates compliance with Village Standards.
A response of **"No"** indicates **non-compliance** and constitutes a **request for a variance of Standards**.

Any item marked "No" must be accompanied by a **written justification** explaining the reason for non-compliance in the last section. Identify the standard, describe the reason for non-compliance, and explain the requested variance.

YES	NO	Amenities for Units
X		9-foot ceilings
X		High efficiency heat – gas/electric. Suggest hot water/furnace location in garage closet for easy service.
x		In-unit full size washer & dryer
x		Large windows with natural light
x		Wood-style flooring throughout kitchen and living areas.
x		Smart wi-fi thermostats
x		Large closets and storage space
x		Window coverings

YES	NO	Amenities of Clubhouse and Site
x		Amazon and/or package delivery hub
x		Co-working office or study “quiet” space
x		Entertainment, social lounge, game tables
x		Firepits/outdoor, gas
x		Fitness area
x		Grilling stations
x		High-speed internet
x		Outdoor benches and eating tables
X		Outdoor or indoor sport courts not included in the clubhouse
X		Paved walkways and benches/seating with shade trees in public areas
X		Pergola or pavilions, covered with electricity and seating for group activity.
x		Playground area
	x	Pool
x		Sundeck
x		Paved walking/bike pathways.

YES	NO	Architectural Control
X		Submit physical samples of exterior color schemes of siding, trim, roof, brick, or stone.
X		Specifications of all materials must be indicated on plans.
x		Facades require a portion of stone and/or brick.
X		Cementitious siding required on all rentals. No vinyl or aluminum permitted.
X		Accent siding such as scalloped, shingle-style, vertical board and batten and other panelized options along with a variety of colors encouraged.
X		Building architecture should be articulated to reduce the appearance of mass
X		Any façade that can be seen by the public or neighbors should be designed to be attractive, regardless of which way it is faced.

YES	NO	Builders/Contractors
X		Identify the builders and contact information for all phases.

YES	NO	Building Size
X		Buildings provide residents with maximum light, a sense of personal space, abundant windows on exterior walls, and privacy
X		Private entry doors and minimum of one car attached garage preferred.
X		A mixture of building sizes may be acceptable. It is preferred that 8-unit buildings are maximum

YES	NO	Dead-End Streets
X		Dead-end streets with turn-around space must accommodate Somers Fire & Rescue specifications.
X		Turn around space cannot include aprons in front of garages, residents or visitors assigned parking, or private driveways.
x		Require dead-end signage.

YES	NO	Direct Access Attached Garages
X		Minimum one car for one unit. Garage depth to accommodate a large family van such as a Honda Odyssey or Toyota Sienna.
X		Garage pad length minimum of 24' is required to accommodate pickup trucks and full-size vans.
X		Must accommodate interior storage of garbage and recycling containers if site dumpsters are not used.
X		Storage of items within a garage that precludes the use of vehicle parking is prohibited.

YES	NO	Fire & Rescue Concerns
n/a		For any underground parking, it is preferred that electrical vehicle charging be located nearest to the garage door as possible
n/a		Minimum of 10' door for underground garage recommended to accommodate tow truck.
X		Standpipes for fire hose must be compliant with NFPA specifications.
X		Compliance required of turning radius for tower ladder truck.
X		Review plan for street trees and how close they are to the intersection. Tree overhang must be high enough for fire and snowplow trucks to drive under them.
X		Bucket or tower ladder truck overhangs curbs on turns. Trees should be kept 25 feet from a corner or significant turn.
X		Street parking space narrows, especially in the winter with snow build up at curb. Fire Department requests no street parking or parking on one side of the street only. Allow a minimum of three car lengths from the intersection to navigate turns with fire apparatus.
X		Somers Fire & Rescue shall review water main connections points and hydrant locations.

Utilize medians selectively. They can narrow the pathway for large vehicles and limit direct access to driveways and other emergency vehicles.

YES	NO	Floor Plans
X		This information is requested as a "for information only" to better understand living conditions within the units. Include as an Exhibit floor plans indicating square footage of each unit and each room within unit, placement of furniture, windows, appliances, hallways, and stairs for efficiency, 1 BR, 2 BR, and 3 BR's.

YES	NO	Garbage & Recycling Collection
X		Document how developers calculate how many are needed. Accessibility locations.
X		Identify waste management company to privately contract services for garbage and recycling.
If common waste areas vs. individual containers are offered:		
X		Areas shall be screened from view from public rights-of-way or adjacent properties.
X		Screening shall consist of a solid metal fence enclosure constructed of masonry/stone and shall be a min. of 6 ft. and max of 8 ft. tall.
X		Shrubs and other landscaping plantings shall be planted along such screens to help soften the appearance.
X		Waste receptacles shall be enclosed on the fourth side with a metal gate to contain trash or other debris.
X		The gate must be constructed of metal.
X		The gate side of the receptacle shall be oriented toward the interior of the site.
X		The gate is required to be always closed except for serving by the waste management contractor and site users.
X		All waste must be contained in the receptacle. Waste outside of the receptacle for any reason is prohibited and considered a health hazard.

YES	NO	Hydrants
X		All hydrants are Village owned and maintained.

Check full Recommended Standards for Inspection for Quality Materials and Workmanship

YES	NO	Landscaping Bordering Street and Highways
X		Berms and plantings in a combination of salt-resistant evergreens, deciduous trees, shrubs, ornamental grasses, and perennials for privacy and sound control are encouraged.
X		Berms shall be curvilinear and undulating.
X		Berms shall separate incompatible land uses (residential next to commercial) and eliminate adverse impact of noise, dust, vehicle headlights, light intrusion and other activities that will likely cause resident structures to be less desirable and a cause of complaints.

YES	NO	Lease
X		Include sample as Exhibit to confirm terms and conditions

YES	NO	Management - Accessory Building
X		An accessory building is required if development offers on-site management. Detail the location on site plan, building specifications, and use

YES	NO	Management - Maintenance Equipment, Inventory and Vehicles
X		All must be stored indoors in an accessory building

YES	NO	Management - Contact Information
X	X	Village Administration and Fire & Rescue Department require current contact information be on file for the purposes of public safety and emergency circumstances.

YES	NO	Parking for Tenants, and Guests
x		Include detail in Exhibit.
x		Parking locations shall be as convenient as possible to the entrance of each unit.
X		Parking on interior non-Village streets, particularly the distance to an intersection, must meet specifications of Somers Fire & Rescue.
X		Parking lots shall be screened for the purpose of minimizing views of parked cars from public right-of-way, adjoining property, and nearby buildings.
X		The end of every parking aisle shall have a landscaped island.

Smaller parking "clusters" are recommended to avoid a "shopping center" parking lot scene.

YES	NO	Patios and Balconies
x		Verify with Somers Fire & Rescue distance requirement from structure regarding grills.
X		Each unit requires a private open outdoor space of a ground level patio or upper-level balcony.
X		Balconies and patios shall be large enough to accommodate a comfortable space for seating and a table.
X		Covered ground and upper-level patios are desired to provide a high quality of living with summer shade, outdoor privacy, outdoor seating and dining and a natural landscape view from the unit.

YES	NO	Pets, Off-Leash Area
X		If ground and upper-level patios are desired to provide a high quality of living with summer shade, outdoor privacy, outdoor seating and dining and a natural landscape view from the unit.
X		Large enough to keep the area well-controlled.
X		Good drainage, preventing muddy conditions.
x		Access for people with mobility issues.
x		5'-6' sturdy fencing with gate.
x		Benches
x		Display rules
x		Waste station and trash receptacles
x		Lighting
x		Accessible paved path from parking area

Village Administration shall review security surveillance camera systems that may include public areas such as general common outdoor areas, building entrances, parking lots, parking garages, pools, courtyards, and hallways.

YES	NO	Signage
X		Incorporating “Somers, Wisconsin” on the development entrance.
X		Interior navigations signs are required to navigate visitors, law enforcement, and emergency vehicles.
X		Visible signage/address markers are required on all buildings for public safety identification and location.

YES	NO	Site Layout and Issues
X		Non-uniform, unvaried building placement and grid “look alike” street patterns should be avoided
X		A curvilinear design feature is encouraged, in all or part of the overall site layout to break up the site line of concrete and buildings.
X		Obvious service corridors, or alleys are prohibited.
X		Parking areas should be separated by a landscaping island, median, or landscaping walkway.
X		A generous buffer between buildings is encouraged as it screens views of neighbors, creates shaded outdoor space, and provides pleasant interior site walkways.
X		A generous buffer is recommended between buildings and any highway or street.

YES	NO	Snow Storage
x		Detail designated areas on site plan.

YES	NO	Sound Attenuation
	X	All buildings shall be constructed so that there is a soundproofing barrier between walls, ceilings, and floors of each unit with a minimum STC rating of no less than STC 60.
	X	All wastewater and storm water piping, within, adjacent to, or passing through a residential unit shall be enclosed within walls that have a minimum STC 60 rating, and/or the piping must be independently wrapped with an insulation that provides a minimum STC 60 rating. This must be noted on plans.

If a Village street, indicate preference for curb & gutter or rural road (ditches)

YES	NO	Streets – Internal Private
x		Detail and identify on site plan
X		Design requires approval from Somers Fire & Rescue.

YES	NO	Storage-Tenant
	x	Additional secured storage spaces to be available for common family storage needs

YES	NO	Unit Entrances
X		Private entrances are preferred. Entrances should be visibly emphasized, architecturally embellished, and accessible from a street and sidewalk. Interior hallway construction is strongly discouraged.
X		Entrances that cannot face a public street and sidewalk should face an internal pedestrian path that directly connects a street, sidewalk, or courtyard.
X		Private entrances should be accompanied by a covered porch, stoop, veranda, or other features that highlight the entry point, offer rain protection, and encourage leisure seating for outdoor enjoyment.

Interior hallway construction is strongly discouraged.

YES	NO	Unit Sizes
X		Unit or dwelling sizes in all residential zoning districts that fall below our current ordinance are prohibited.

YES	NO	Utility Placement
X		Village Administration shall review utility box placement location, preferably in the rear lot easement and not the street front.

Written Justification for Variance from Village Standards

Any item marked "No" must be accompanied by a **written justification** explaining the reason for non-compliance in the last section. Identify the standard, describe the reason for non-compliance, and explain the requested variance. If necessary, include supporting documents as attachments with your checklist to the Village.

To whom it may concern:

No Pool: Roers Companies' design standard for Midwestern based developments do not incorporate pool due to the limited use window as it relates to weather, up-keep / maintenance, and historically low usage by tenants. We are requesting a variance to not require a pool at this development.

Sound Attenuation: Roers Companies' design standards regarding wall soundproofing historically has been at a STC rating of 58-59. This has served more than 15,000 units and has never proved to be a concern in our experience or from the tenant's POV. We are requesting a variance to not be required to have a rating of STC 60.

Storage-tenant: In our current design, we do not have additional tenant storage. Historically if we do offer tenant storage, there is a very low usage rate, and creates an inefficiency. Furthermore, we typically charge for this item and since we are not charging for the garage access, we designed our garage to be larger to account for more space. We are requesting a variance to not require separate tenant storage space.

For additional information, please contact Village Administrator Jim Hurley at 262-859-2822 or jhurley@somerswi.gov, or Senior Land Use Planner Luke Godshall at 262-857-1909 or Luke.Godshall@kenoshacountywi.gov.

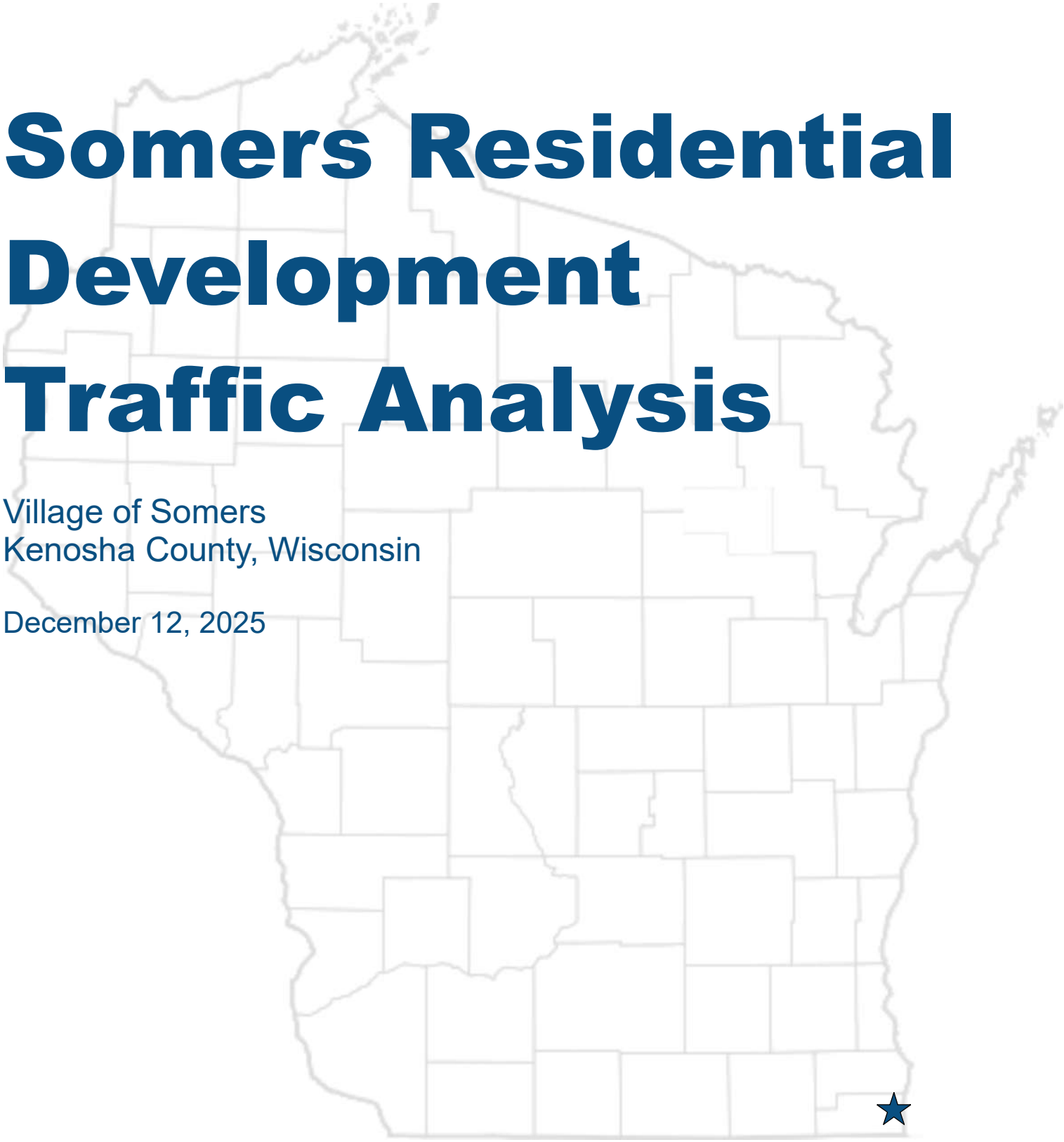
TRAFFIC ANALYSIS & DESIGN, INC.

P.O. Box 128
Cedarburg, WI 53012
800.605.3091
www.tadi-us.com

Somers Residential Development Traffic Analysis

Village of Somers
Kenosha County, Wisconsin

December 12, 2025



TRAFFIC IMPACT ANALYSIS FOR:

SOMERS RESIDENTIAL DEVELOPMENT

VILLAGE OF SOMERS, KENOSHA COUNTY, WISCONSIN

DATE SUBMITTED: Dec. 12, 2025

PREPARED FOR:
Roers Companies
Two Carlson Parkway, Suite 400
Plymouth, MN 55447
Contact Person: Nick Asta, Developer

PREPARED BY:
TADI
P.O. Box 128
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Phone: (614) 483-1297
Contact Person: Daniel Bieberitz, P.E., PTOE

"I certify that this Traffic Impact Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering."

Daniel C. Bieberitz

Daniel Bieberitz, P.E., PTOE
TADI

Traffic Impact Analysis
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Exhibit 13.....Left-Turn and Right-Turn Lane Warrants Based on Year 2035 Total Build Traffic Volumes, CTH E & Site Driveway

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Existing Traffic Counts

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Appendix C ..... Year 2035 Total Build Traffic Peak Hour Analysis Outputs

PART A – INTRODUCTION

A residential development is being proposed on the north side of CTH E/12th Street just west of the railroad tracks in the Village of Somers. The new development will consist of initially 200 multifamily units and the second phase will consist of up to 125 single family homes.

This traffic study summarizes the trip generation and traffic operations anticipated with the proposed development at the proposed site driveway intersection.

PART B – STUDY AREA

An aerial of the study area with the proposed development site location is shown in Exhibit 1. A conceptual site plan for the proposed development is shown in Exhibit 2.

The study area includes the intersection of CTH E and the proposed site driveway. Exhibit 3 shows the existing transportation details near the study area intersection.

CTH E/12th Street is an east/west principal arterial street with a 45-mph speed limit within the study area. According to the Wisconsin Department of Transportation (WisDOT), the 2024 annual average daily traffic (AADT) west of State Trunk Highway (STH) 32 was 4,600 vehicles per day (vpd). There is a multi-use path on the north side of CTH E within the study area. There is no street lighting along CTH E within the study area.

PART C – TRAFFIC VOLUMES

C1. Year 2017 Existing Traffic Volumes

TADI obtained directional hourly traffic counts (48-hour count) from WisDOT, which was from June 26-28, 2017 on CTH E just west of STH 32. Based on these hourly traffic counts, the AM peak hour is from 7:00 to 8:00 am and the PM peak hour is from 4:00 to 5:00 pm from the June 27, 2017 data. Exhibit 4 shows the existing peak hour traffic volumes.

Since the traffic count was completed in year 2017, traffic growth rates were obtained from WisDOT's planning level forecasts completed on STH 32 just north of CTH E. (WisDOT's planning level forecasts are only completed on their own system - STH, USH & interstates). The general growth rate is 0.8% per year, so traffic on CTH E was increased by 7% to the year 2025 traffic volumes.

In addition to the yearly growth rate, a factor for school traffic was added since the count was taken in June. A WisDOT permanent count station is located on STH 31 just south of CTH E, which has data for hourly traffic volumes per month of the year. The September 2025 data was compared to the June 2025 data on STH 31 to determine variations in traffic between these two months. The AM peak hour showed that traffic in September is on average 5% higher than June. However, for the PM peak hour, traffic is relatively the same between June and September. Therefore, traffic was increased on CTH E for the AM peak hour by 5% to account for school traffic. The updated year 2025 project traffic volumes, taking into account the growth rate from 2017 and the school traffic, is shown on Exhibit 5.

The WisDOT direction counts are included in Appendix A.

C2. Proposed Development Access

The development has one proposed full access driveway along CTH E approximately 380 feet west of the railroad tracks or 1,460 feet west of STH 32. This access will also serve the future single family portion of development. See Exhibit 2 for proposed site driveway location.

C3. Trip Generation & Distribution

Trips for the proposed development were calculated based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. ITE land uses #220 Multifamily Housing (Low Rise, Not Close to Rail Transit) and #210 Single-Family Detached Housing were used for the trip generation of the development. The initial phase will include 200 multifamily units and is expected to break ground in the summer of 2026. The final phase of the development will include up to 125 single family homes and is expected to break ground in the Fall of 2026.

The development trip generation tables for the initial phase of the development (200 multifamily units) and the total build of the development (200 multifamily units and 125 single family homes) are shown on Exhibit 6. As shown on Exhibit 6, the initial build development is expected to generate 1,360 trips on a typical weekday with 85 trips (20 in/65 out) during the weekday AM peak hour and 105 trips (65 in/40 out) during the weekday PM peak hour.

The total build of the development is expected to generate 2,600 trips on a typical weekday with 175 trips (45 in/130 out) during the weekday AM peak hour and 230 trips (145 in/85 out) during the weekday PM peak hour.

The trip distribution of new site trips was based on the existing peak hour traffic count along CTH E and AADT volumes along STH 32 and CTH Y. The distribution of the development trips is listed below and shown graphically on Exhibit 7.

- 40% to/from west on CTH E
- 60% to/from east on CTH E

The new trips for the initial build were assigned to the study intersections based on their respective trip distribution percentages. The traffic assignments of the initial build development trips are shown on Exhibit 8. The Year 2026 initial build traffic volumes, shown in Exhibit 9, were determined by summing the Year 2025 projected traffic volumes (Exhibit 5) and the initial development new trips shown in Exhibit 8.

The traffic assignments of the total build development new trips are shown on Exhibit 10. The Year 2035 total build traffic volumes, shown in Exhibit 11, were determined by summing the Year 2025 projected traffic volumes (Exhibit 5) and the total development new trips shown in Exhibit 10.

PART D – INTERSECTION CAPACITY ANALYSIS

D1. Level of Service Definitions

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual, 7th Edition* (HCM). Intersection operation is defined by "Level of Service." Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For the purpose of this study and as a standard in southeast Wisconsin, LOS D or better was used to define desirable peak hour operating conditions at the study area intersections. Descriptions of the various levels of service are shown in Table 1.

Table 1: Level of Service Descriptions

LOS	Control Delay/Vehicle (sec/veh)	Unsignalized Intersection - Traffic Flow Description	Relative Delay
A	≤10	Free-flow traffic operations at avearge travel speeds. Vehicles completely unimpeded in ability to maneuver.	Short Delays
B	> 10 - 15	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.	
C	> 15 - 25	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.	
D	> 25 - 35	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic and less acceptable gaps in traffic at two-way stop intersections.	Moderate Delays
E	> 35 - 50	Significant delays. Travel speeds reduced to one-third of average free flow travel speed.	
F	> 50	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.	Long Delays

Source: Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010

D2. Traffic Operations – Year 2026 Initial Build Volumes

The analysis of the Year 2026 initial build traffic volumes was conducted using and the traffic volumes in Exhibit 9 and the intersection geometry of one southbound shared left-turn/right-turn lane with stop control for the proposed site driveway and one approach lane for each direction on CTH E (free-flow). Based on the results of the capacity analysis (LOS, delay, and queue length) as shown on Table 2, all movements are expected to operate at a LOS B or better at the site driveway intersection.

Table 2
Year 2026 Initial Build Traffic Peak Hour Operating Conditions
With Existing Geometrics with Side-Street Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	-	-	*1*			-			*1*			
Node 100: CTH E & Site Driveway *One-Way Stop Control*	AM	LOS	A	-	-	*			-			B			A
		Delay	7.4	-	-	*			-			10			2.3
		Queue	0'	-	-	*			-			25'			
	PM	LOS	A	-	-	*			-			B			A
		Delay	7.8	-	-	*			-			11.4			1.4
		Queue	25'	-	-	*			-			25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

The analysis worksheets of the existing conditions are included in Appendix B.

D3. Traffic Operations – Year 2035 Total Build Volumes

The analysis for Year 2035 total build traffic volumes was conducted using the same geometry as the initial build analysis and the traffic volumes in Exhibit 11. Based on the results of the capacity analysis as shown on Table 3, all movements are shown to continue to operate at a LOS B or better at the site driveway intersection.

Table 3
Year 2035 Total Build Traffic Peak Hour Operating Conditions
With Existing Geometrics with Side-Street Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*		-	-	*1*			-			*1*		
Node 100: CTH E & Site Driveway *One-Way Stop Control*	AM	LOS	A		-	-	*			-			B		A 3.8
		Delay	7.4		-	-	*			-			10.8		
		Queue	0'		-	-	*			-			25'		
	PM	LOS	A		-	-	*			-			B		A 2.7
		Delay	8.1		-	-	*			-			13.1		
		Queue	25'		-	-	*			-			25'		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

An additional analysis was conducted with a westbound right-turn lane at the site driveway and with the year 2035 total build traffic volumes. (See Part E for right-turn lane warrants.) From Table 4, all movements are shown to continue to operate at a LOS B or better at the study intersection with the westbound right-turn lane.

Table 4
Year 2035 Total Build Traffic Peak Hour Operating Conditions
With WB Right-Turn Lane & Side-Street Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*		-	-	*1*	*1*		-			*1*		
Node 100: CTH E & Site Driveway *One-Way Stop Control*	AM	LOS	A		-	-	*	*		-			B		A 3.8
		Delay	7.4		-	-	*	*		-			10.7		
		Queue	0'		-	-	*	*		-			25'		
	PM	LOS	A		-	-	*	*		-			B		A 2.6
		Delay	8.1		-	-	*	*		-			12.5		
		Queue	25'		-	-	*	*		-			25'		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

The analysis worksheets are included in Appendix C.

PART E – LEFT/RIGHT-TURN LANE WARRANTS

Left and right-turn lane warrants were analyzed following WisDOT's Facilities Development Manual (FDM), Sections 11-25-5.2 and 10.3. The proposed site driveway intersection was analyzed with the left-turn and right-turn lane charts, which are shown on Exhibit 12 for the year 2026 initial build volumes and Exhibit 13 for the year 2035 total build traffic volumes.

Based on the year 2026 initial build traffic volumes, left-turn and right-turn lanes are not warranted at the site driveway. (The volumes represented in the red and blue dots are shown to the left of their respective colored lines.) However, based on the year 2035 total build traffic volumes, a westbound right-turn lane is warranted based on the PM peak hour, but not an eastbound left-turn lane.

PART F – RECOMMENDED MODIFICATIONS

Modifications are for jurisdictional consideration and are not legally binding. The Village of Somers and Kenosha County reserves the right to determine alternative solutions.

The recommended modifications at the proposed site driveway intersection are shown for the initial build of development (200 multifamily units) and the total build of the development (multifamily plus 125 single family homes).

Based on the year 2026 initial build development traffic, capacity analysis, and the turn lane warrants, the following improvements are recommended for the initial development, which are also shown on Exhibit 14:

CTH E/12th Street at Proposed Site Driveway

- Construct the proposed access drive with one southbound approach lane (shared left/right-turn) with side-street stop control.
- No additional improvements are needed on CTH E.

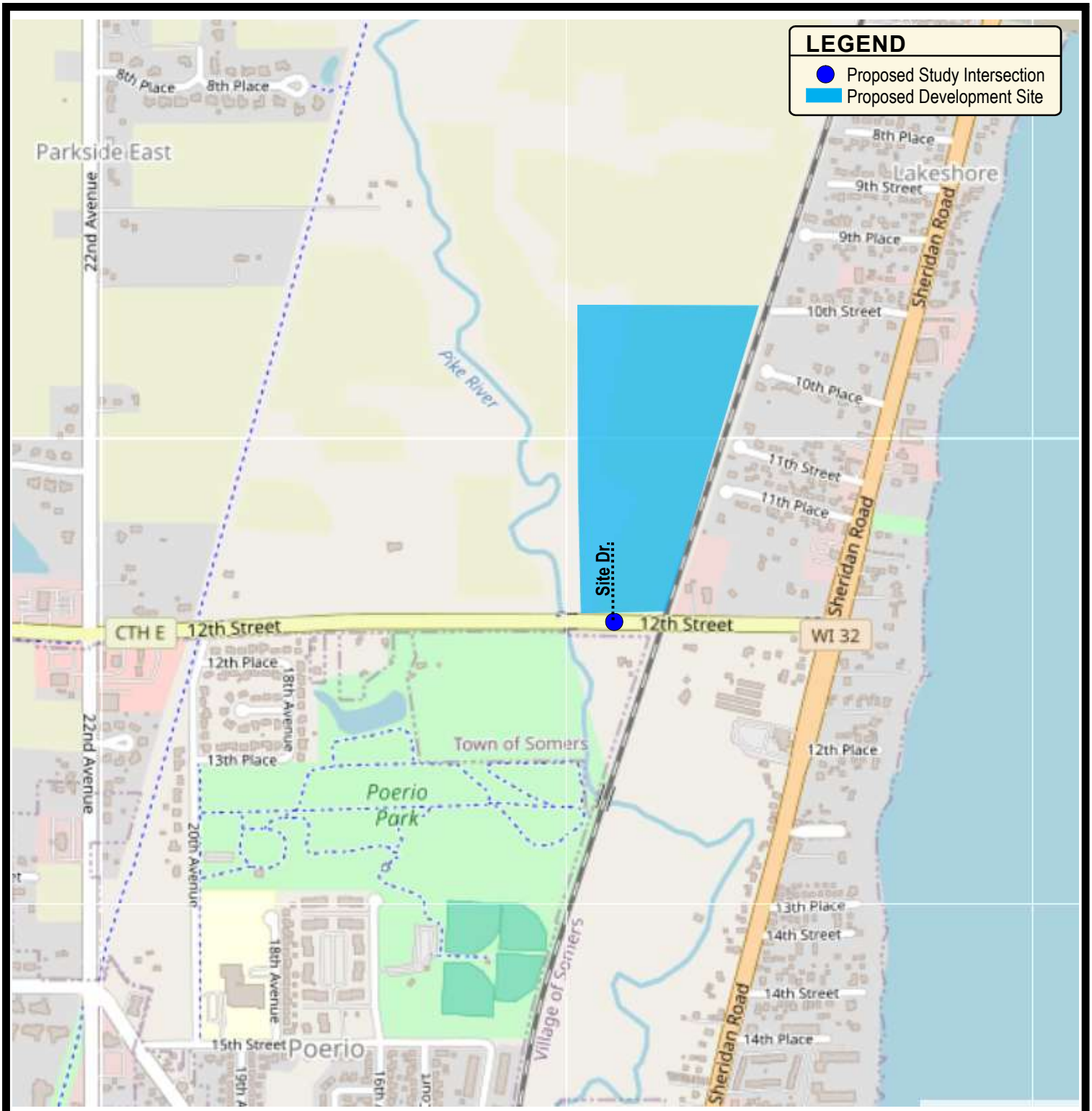
Based on the year 2035 total build development traffic, capacity analysis, and the turn lane warrants, the following additional improvements are recommended for the total build development, which are also shown on Exhibit 15:

CTH E/12th Street at Proposed Site Driveway

- Construct a 100-foot westbound right-turn lane with a 150-foot taper on CTH E.

PART G – CONCLUSION

With the addition of the proposed residential development, traffic volumes will increase along CTH E and the surrounding arterials; however, all movements at the proposed site driveway are expected to operate safely and efficiently with the recommended improvements.



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N

EXHIBIT 1
SITE LOCATION MAP

SOMERS, WISCONSIN



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3573; 12/10/25

N

EXHIBIT 2
CONCEPTUAL SITE PLAN

SOMERS, WISCONSIN



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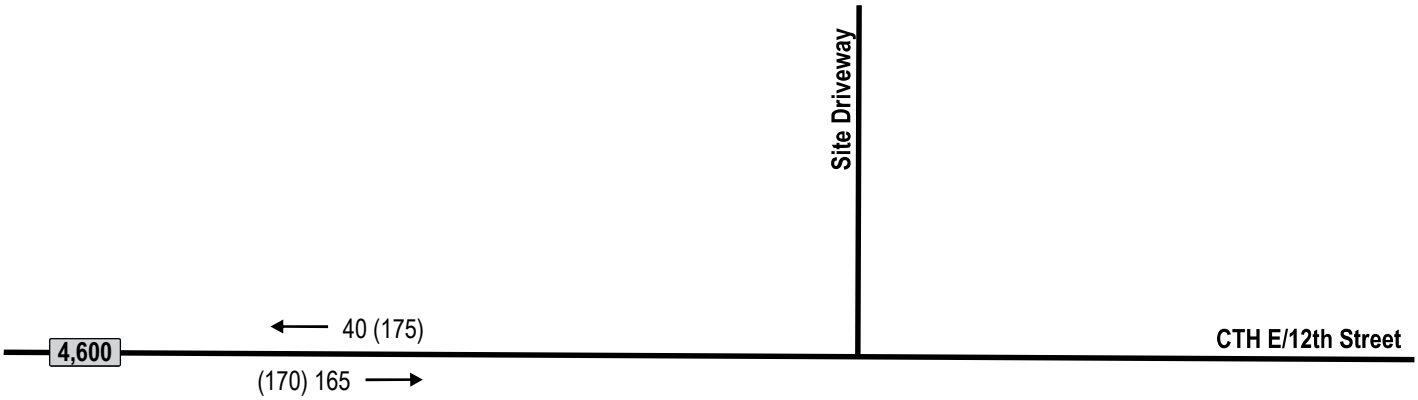
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EXHIBIT 3
EXISTING TRANSPORTATION DETAIL

SOMERS, WISCONSIN

LEGEND

XX	AM Peak Hour Volumes (7:00 - 8:00 AM)
(XX)	PM Peak Hour Volumes (4:00 - 5:00 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)
X,XXX	Year 2024 Annual Average Daily Traffic (AADT)



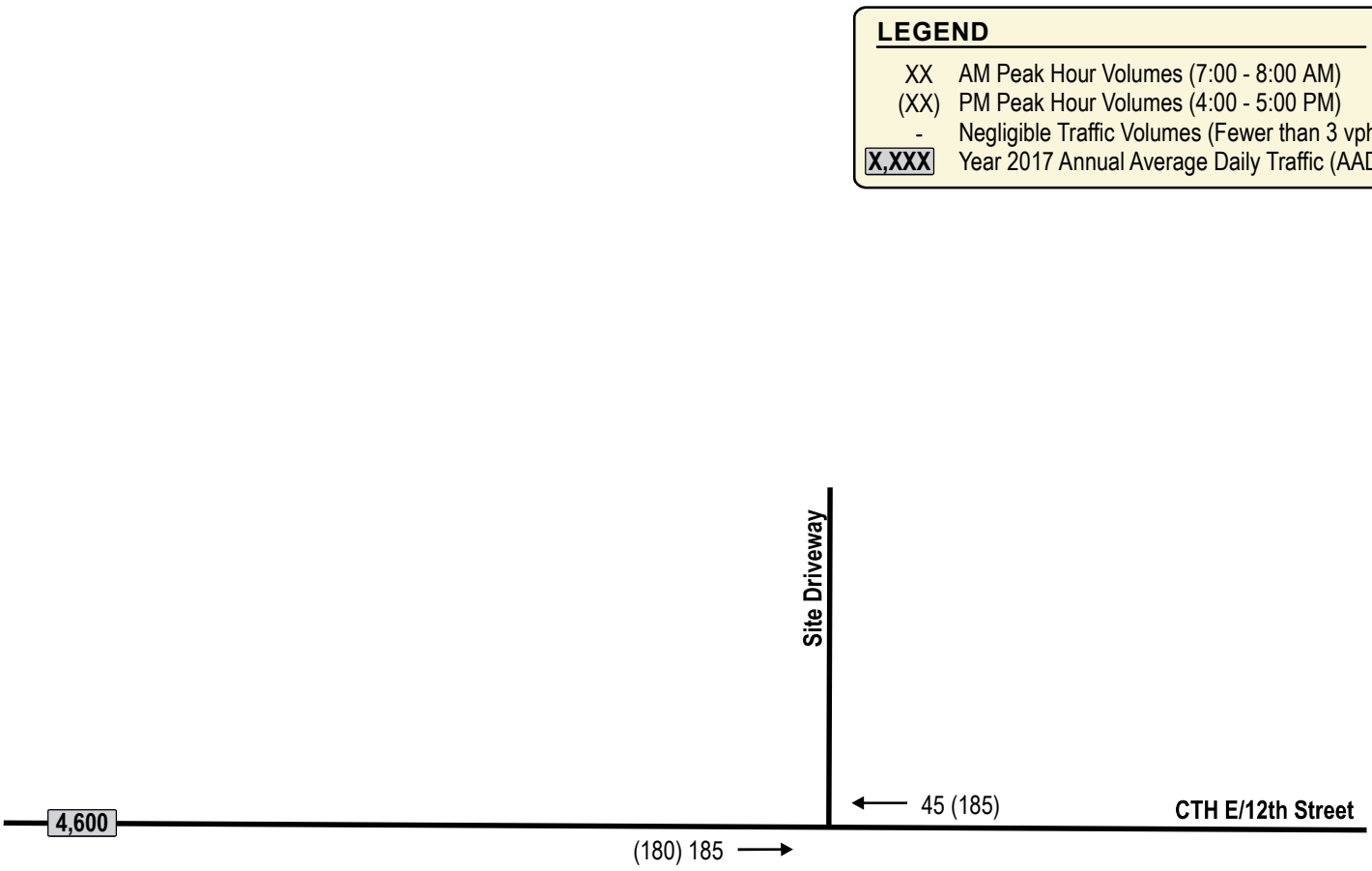
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3573; 12/10/25

N

NOT TO SCALE

EXHIBIT 4
YEAR 2017 EXISTING TRAFFIC VOLUMES

SOMERS, WISCONSIN



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3573; 12/10/25

N

NOT TO SCALE

EXHIBIT 5
YEAR 2025 PROJECTED TRAFFIC VOLUMES

SOMERS, WISCONSIN

On-Site Trip Generation Table [1] - Initial Build

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Multifamily Housing (Low-Rise) (Not Close to Rail Transit)	220	200 Units	1,360 FCE	20 (24%)	65 (76%)	85 FCE	65 (63%)	40 (37%)	105 FCE
Total New Trips			**1,360**	**20**	**65**	**85**	**65**	**40**	**105**

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*

TRIP DISTRIBUTION

West on CTH E	40%	540	10	25		25	15
East on CTH E	60%	820	10	40		40	25
	100%	***1360***	***20***	***65***		***65***	***40***

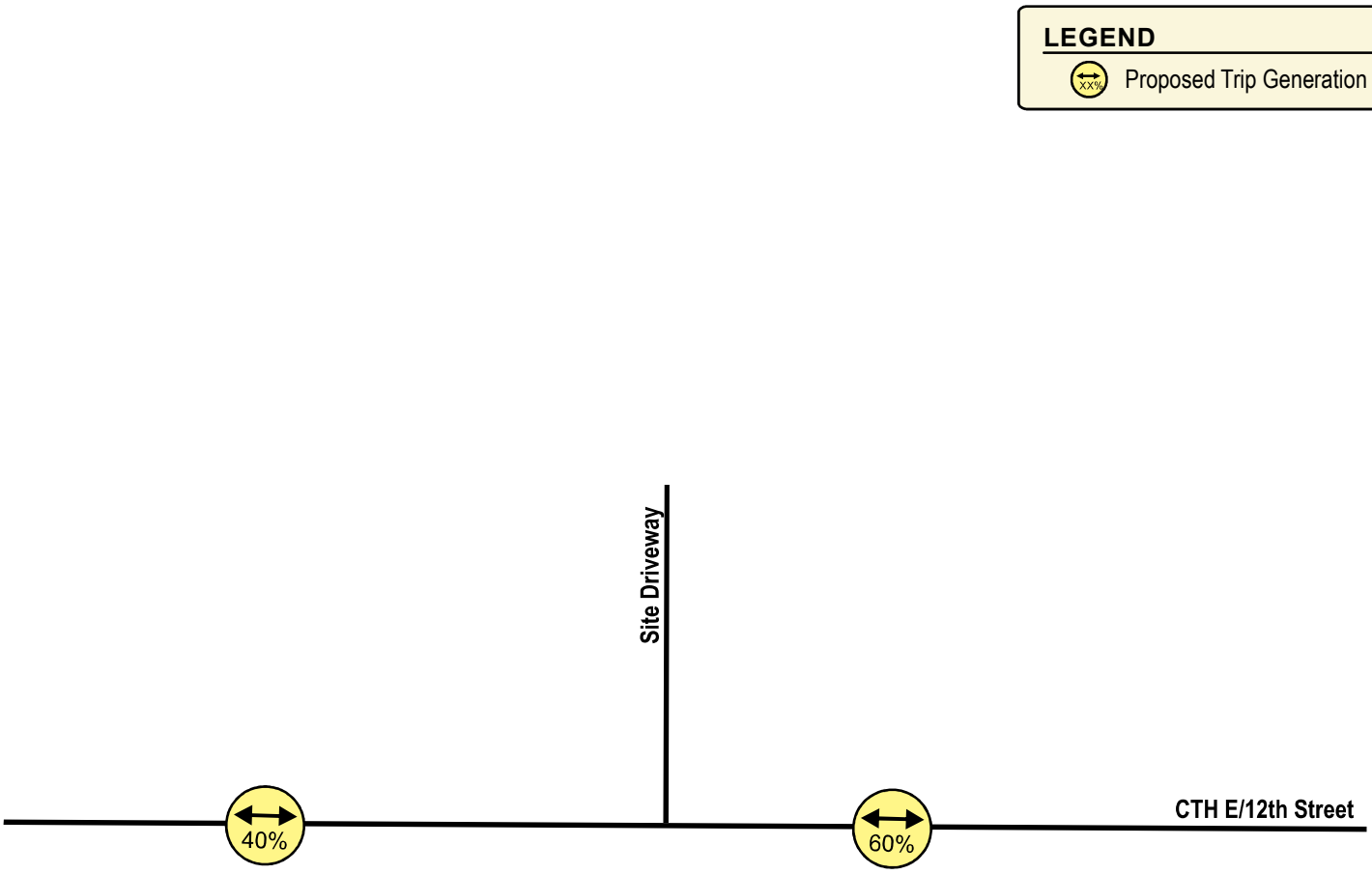
On-Site Trip Generation Table [1] - Total Build

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Multifamily Housing (Low-Rise) (Not Close to Rail Transit)	220	200 Units	1,360 FCE	20 (24%)	65 (76%)	85 FCE	65 (63%)	40 (37%)	105 FCE
Single-Family Detached Housing	210	125 Units	1,240 FCE	25 (25%)	65 (75%)	90 FCE	80 (63%)	45 (37%)	125 FCE
Total New Trips			**2,600**	**45**	**130**	**175**	**145**	**85**	**230**

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*

TRIP DISTRIBUTION

West on CTH E	40%	1040	20	50		60	35
East on CTH E	60%	1560	25	80		85	50
	100%	***2600***	***45***	***130***		***145***	***85***



TRAFFIC ANALYSIS & DESIGN, INC.
3573; 12/10/25

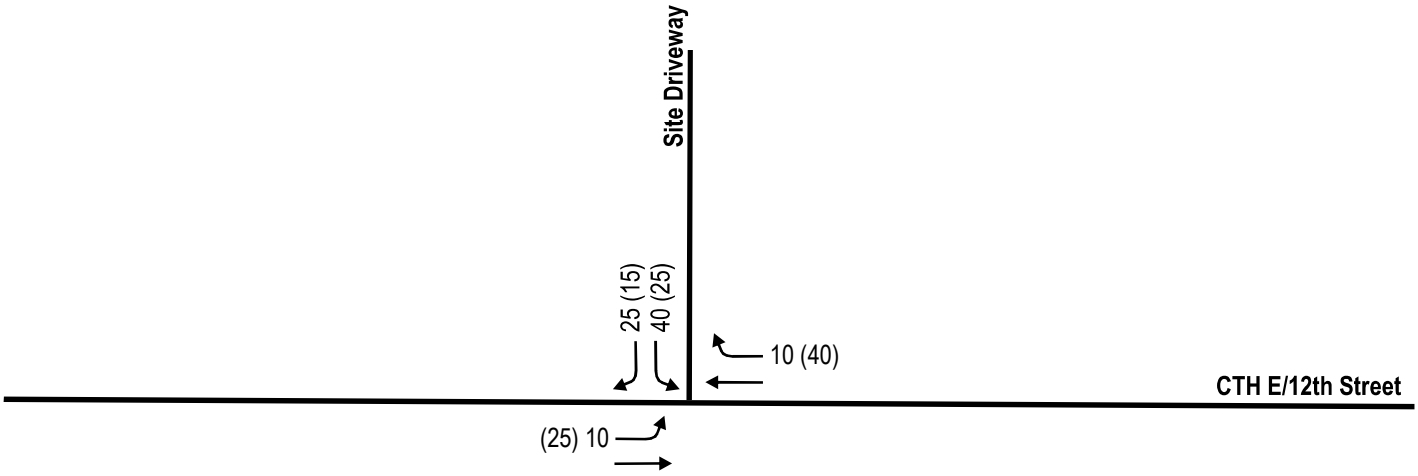
N
NOT TO SCALE

EXHIBIT 7
TRIP DISTRIBUTION DIAGRAM

SOMERS, WISCONSIN

LEGEND

XX	AM Peak Hour Volumes (7:00 - 8:00 AM)
(XX)	PM Peak Hour Volumes (4:00 - 5:00 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)



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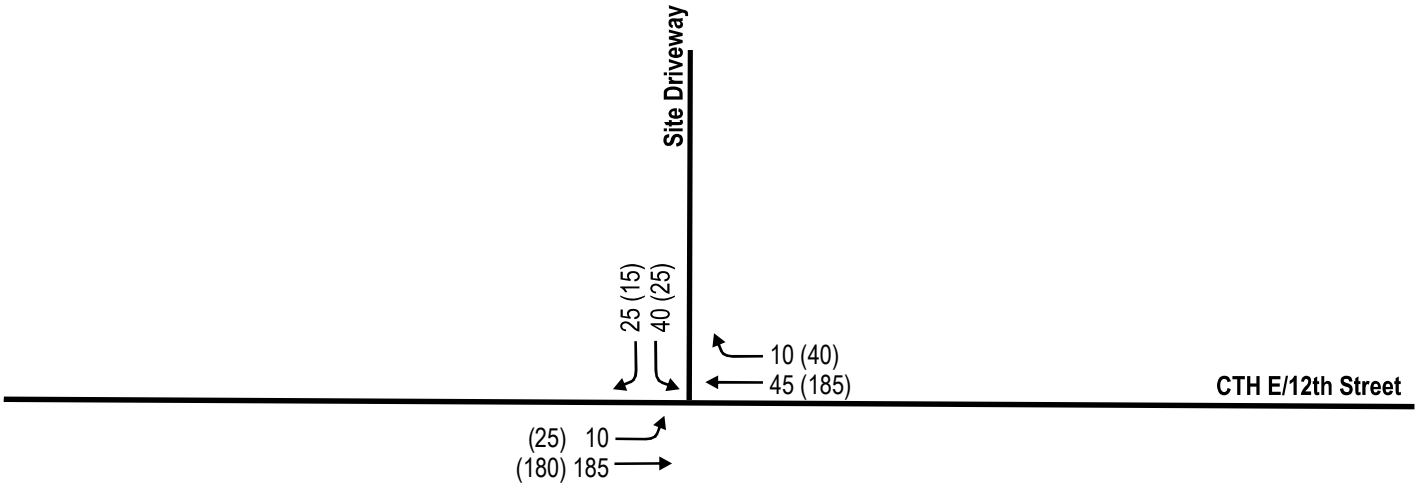
N
NOT TO SCALE

EXHIBIT 8
INITIAL DEVELOPMENT NEW TRIPS

SOMERS, WISCONSIN

LEGEND

XX	AM Peak Hour Volumes (7:00 - 8:00 AM)
(XX)	PM Peak Hour Volumes (4:00 - 5:00 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)



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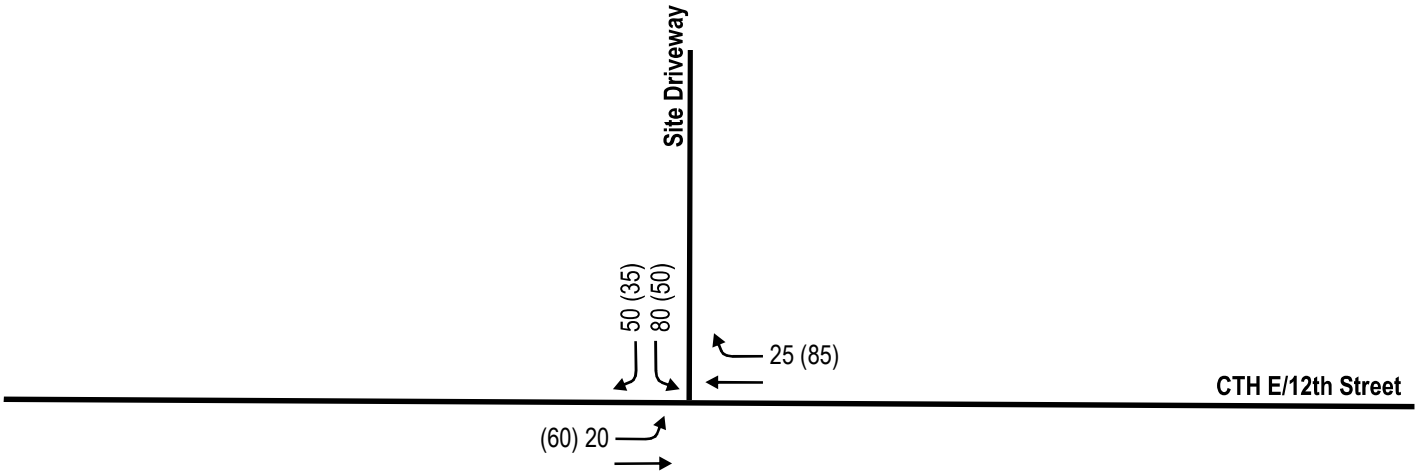
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NOT TO SCALE

EXHIBIT 9
YEAR 2026 INITIAL BUILD TRAFFIC VOLUMES

SOMERS, WISCONSIN

LEGEND

XX	AM Peak Hour Volumes (7:00 - 8:00 AM)
(XX)	PM Peak Hour Volumes (4:00 - 5:00 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)



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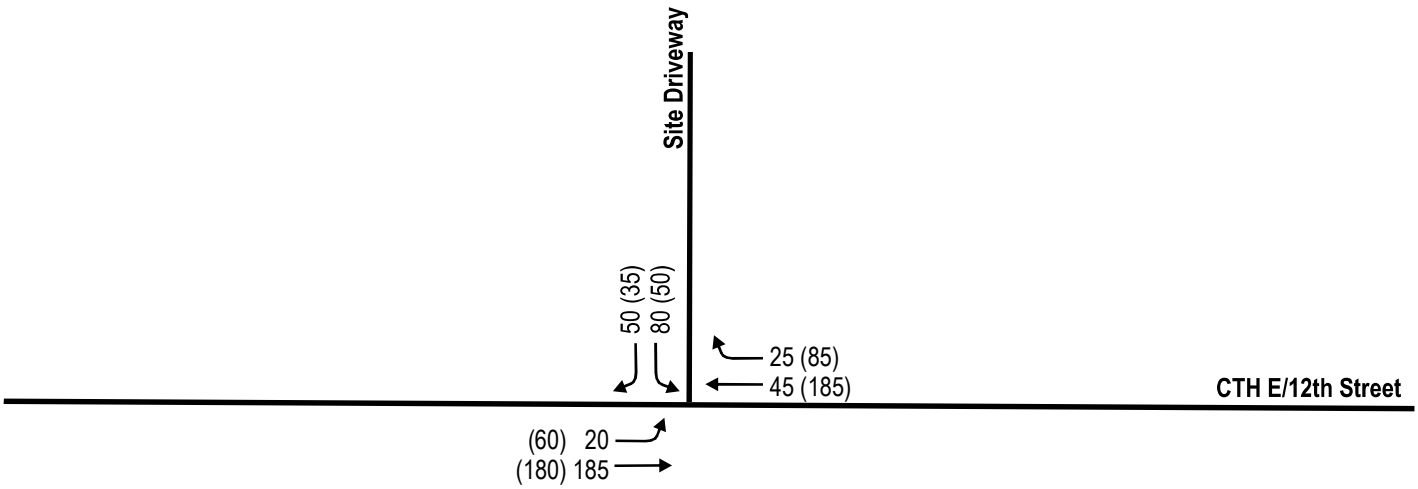
N
NOT TO SCALE

EXHIBIT 10
YEAR 2035 TOTAL BUILDOUT NEW TRIPS

SOMERS, WISCONSIN

LEGEND

XX	AM Peak Hour Volumes (7:00 - 8:00 AM)
(XX)	PM Peak Hour Volumes (4:00 - 5:00 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3573; 12/10/25

N
NOT TO SCALE

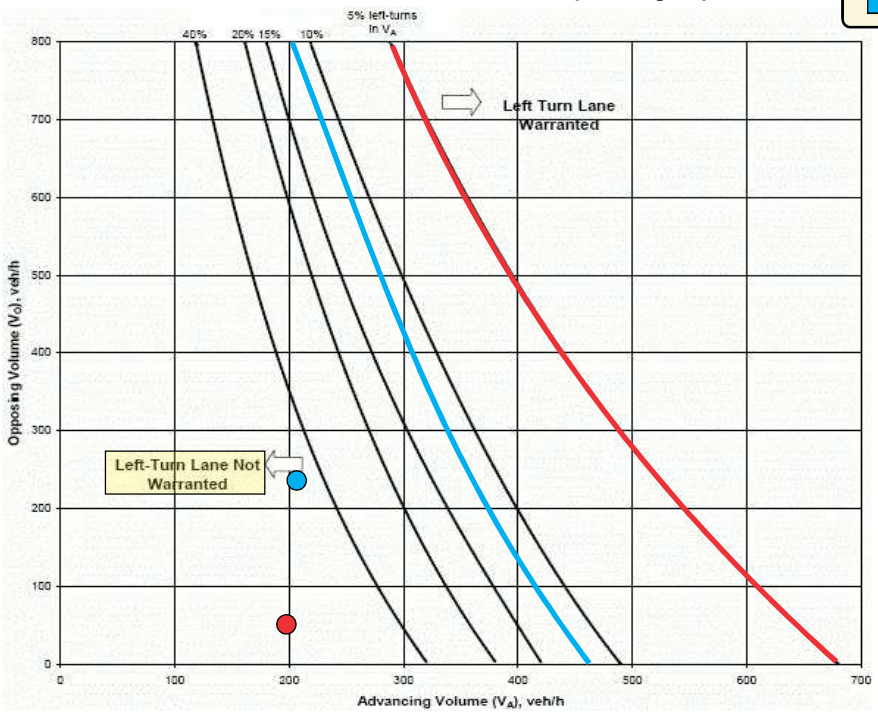
EXHIBIT 11
YEAR 2035 TOTAL BUILD TRAFFIC VOLUMES

SOMERS, WISCONSIN

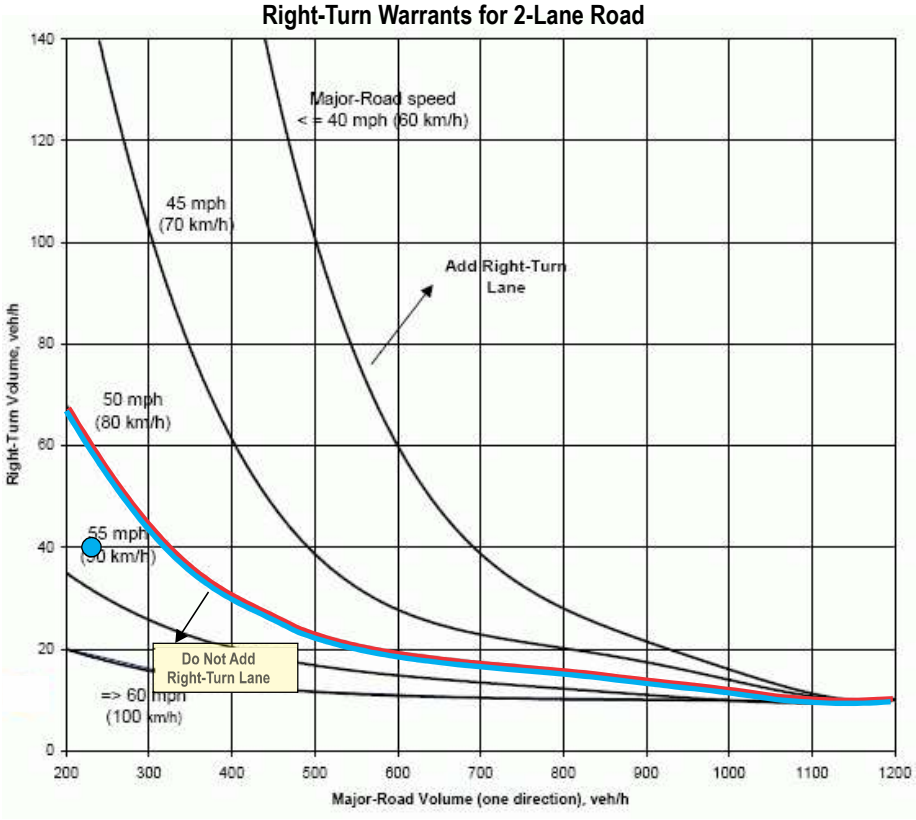
LEGEND

- AM Peak Hour Data
- PM Peak Hour Data

Left-Turn Warrant for 2-Lane Road with 50mph Design Speed



Right-Turn Warrants for 2-Lane Road



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3573; 12/10/25

N

NOT TO SCALE

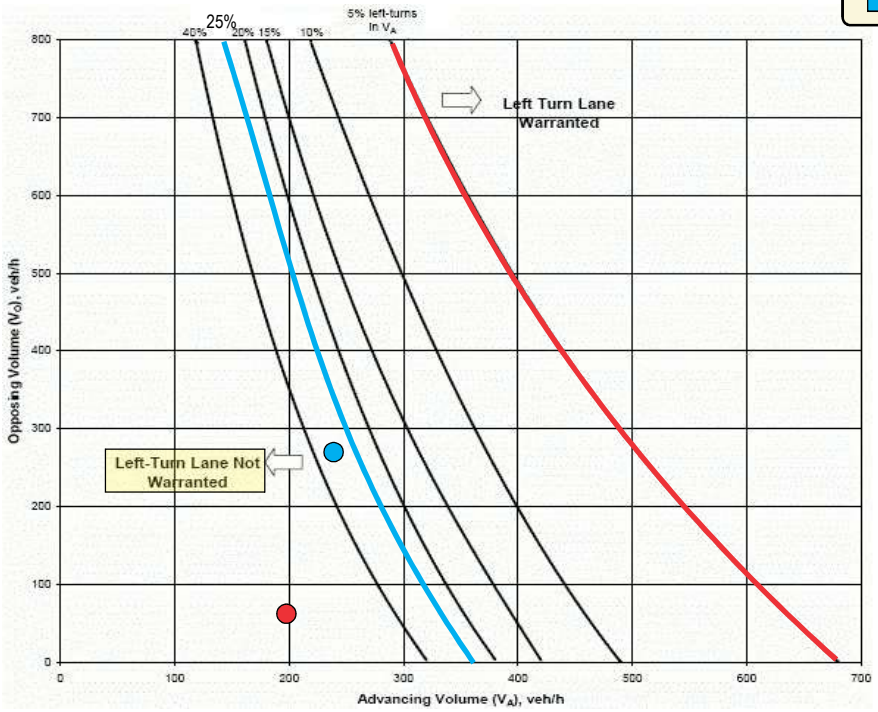
EXHIBIT 12
LEFT-TURN AND RIGHT-TURN LANE WARRANTS
BASED ON 2026 INITIAL BUILD TRAFFIC VOLUMES
CTH E & SITE DRIVEWAY

SOMERS, WISCONSIN

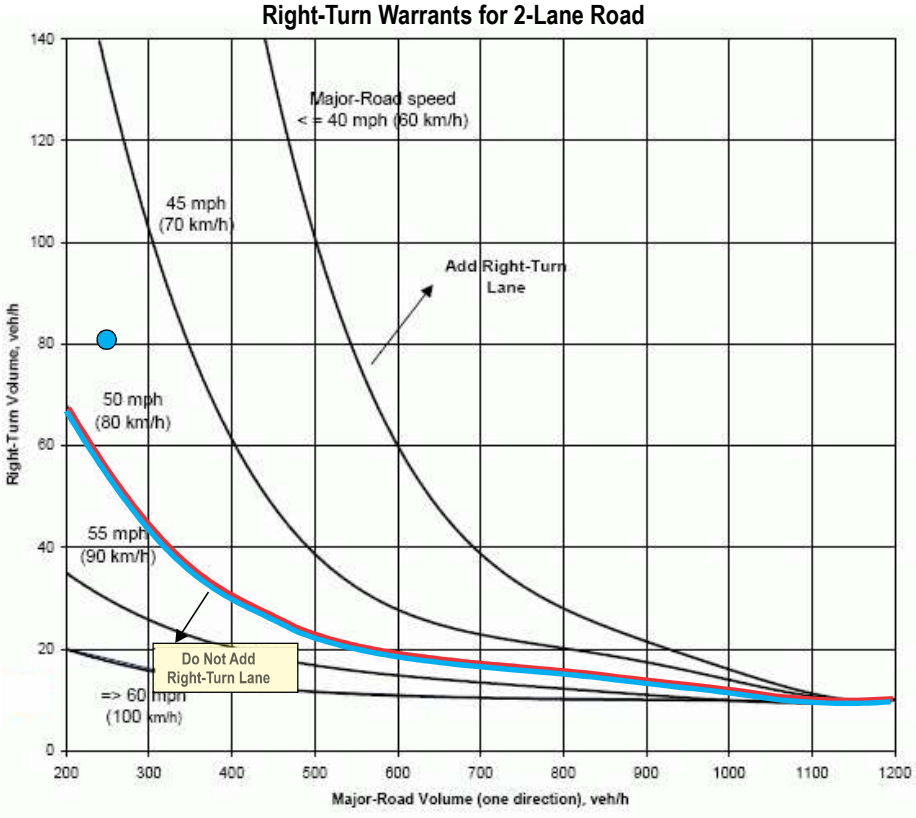
LEGEND

- AM Peak Hour Data
- PM Peak Hour Data

Left-Turn Warrant for 2-Lane Road with 50mph Design Speed



Right-Turn Warrants for 2-Lane Road



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3573; 12/10/25

N

NOT TO SCALE

EXHIBIT 13
LEFT-TURN AND RIGHT-TURN LANE WARRANTS
BASED ON 2035 TOTAL BUILD TRAFFIC VOLUMES
CTH E & SITE DRIVEWAY

SOMERS, WISCONSIN

LEGEND

- STOP Stop Sign Control
- Existing Lane Configuration
- Planned Lane Configuration
- BLUE Proposed Modifications



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N
NOT TO SCALE

EXHIBIT 14
YEAR 2026 INITIAL BUILD OF DEVELOPMENT
RECOMMENDED MODIFICATIONS

SOMERS, WISCONSIN

LEGEND

- Stop Sign Control
- Existing Lane Configuration
- Planned Lane Configuration
- **BLUE** Proposed Modifications



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3573; 12/10/25

N
NOT TO SCALE

EXHIBIT 15
YEAR 2035 TOTAL BUILD OF DEVELOPMENT
RECOMMENDED MODIFICATIONS

SOMERS, WISCONSIN

Appendix A
Traffic

Existing Traffic Counts

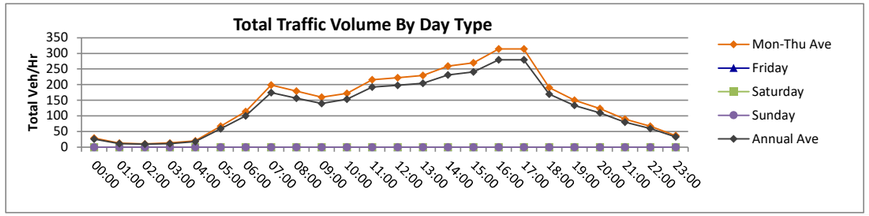
Wisconsin Department of Transportation

Hourly Traffic Volume Report **2017-Jun-26 to 2017-Jun-28**

Coverage Count

48 Hour Count - Averages and Graphs Do Not Include All Days

Location	**CTH E WEST OF STH 32 SOMERS TNSHP**	Segment ID	
Site #	300591	Seasonal Factor Group	2
Region	SE	Daily Factor Group	2
County	KENOSHA	Axle Factor Group	5
Funct. Class	U Principal Arterial - Other	Growth Factor Group	1



Hour	Sun			Mon 2017-06-26			Tues 2017-06-27			Wed 2017-06-28			Thur			Fri			Sat		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59			-			-	16	11	*27*	21	11	*32*			-			-			-
01:00-01:59			-			-	7	5	*12*	9	5	*14*			-			-			-
02:00-02:59			-			-	6	5	*11*	11	0	*11*			-			-			-
03:00-03:59			-			-	10	4	*14*	10	3	*13*			-			-			-
04:00-04:59			-			-	10	7	*17*	14	10	*24*			-			-			-
05:00-05:59			-			-	37	29	*66*	39	29	*68*			-			-			-
06:00-06:59			-			-	82	33	*115*	83	30	*113*			-			-			-
07:00-07:59			-			-	167	42	*209*	151	38	*189*			-			-			-
08:00-08:59			-			-	133	48	*181*	128	49	*177*			-			-			-
09:00-09:59			-			-	117	47	*164*	111	45	*156*			-			-			-
10:00-10:59			-	89	66	*155*	104	86	*190*			-			-			-			-
11:00-11:59			-	102	97	*199*	113	119	*232*			-			-			-			-
12:00-12:59			-	106	100	*206*	119	119	*238*			-			-			-			-
13:00-13:59			-	105	121	*226*	111	122	*233*			-			-			-			-
14:00-14:59			-	125	123	*248*	128	143	*271*			-			-			-			-
15:00-15:59			-	119	137	*256*	156	128	*284*			-			-			-			-
16:00-16:59			-	158	126	*284*	169	175	*344*			-			-			-			-
17:00-17:59			-	157	141	*298*	189	141	*330*			-			-			-			-
18:00-18:59			-	132	58	*190*	124	67	*191*			-			-			-			-
19:00-19:59			-	94	50	*144*	119	37	*156*			-			-			-			-
20:00-20:59			-	82	34	*116*	79	52	*131*			-			-			-			-
21:00-21:59			-	62	25	*87*	63	29	*92*			-			-			-			-
22:00-22:59			-	45	18	*63*	56	15	*71*			-			-			-			-
23:00-23:59			-	20	14	*34*	33	8	*41*			-			-			-			-
Daily Total	-	-	-	-	-	-	**2,148**	**1,472**	***3,620***	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	**167**	**48**	***209***	**151**	**49**	***189***	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	07:00	08:00	*07:00*	07:00	08:00	*07:00*	-	-	-	-	-	-	-	-	-
MD Peak	-	-	-	**125**	**123**	***248***	**128**	**143**	***271***	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	14:00	14:00	*14:00*	14:00	14:00	*14:00*	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	**158**	**141**	***298***	**189**	**175**	***344***	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	16:00	17:00	*17:00*	17:00	16:00	*16:00*	-	-	-	-	-	-	-	-	-	-	-	-
Daily Peak	-	-	-	-	-	-	**189**	**175**	***344***	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	17:00	16:00	*16:00*	-	-	-	-	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	8.8%	11.9%	*9.5%*	-	-	-	-	-	-	-	-	-	-	-	-
Daily Ave	-	-	-	-	-	-	**90**	**61**	***151***	-	-	-	-	-	-	-	-	-	-	-	-
Seasonal Fctr				0.924	0.924		0.924	0.924		0.924	0.924										
Daily Fctr				0.981	0.981		0.948	0.948		0.948	0.948										
Axle Factor				0.500	0.500		0.500	0.500		0.500	0.500										
Pulse Fctr				2.000	2.000		2.000	2.000		2.000	2.000										
Overall Fctr	0.000	0.000		0.906	0.906		0.876	0.876		0.876	0.876		0.000	0.000		0.000	0.000		0.000	0.000	

Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average			Estimated Annual Ave		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59	19	11	*30*	-	-	-	-	-	-	16	10	*26*
01:00-01:59	8	5	*13*	-	-	-	-	-	-	7	4	*11*
02:00-02:59	9	3	*11*	-	-	-	-	-	-	7	2	*10*
03:00-03:59	10	4	*14*	-	-	-	-	-	-	9	3	*12*
04:00-04:59	12	9	*21*	-	-	-	-	-	-	11	7	*18*
05:00-05:59	38	29	*67*	-	-	-	-	-	-	33	25	*59*
06:00-06:59	83	32	*114*	-	-	-	-	-	-	72	28	*100*
07:00-07:59	159	40	*199*	-	-	-	-	-	-	139	35	*174*
08:00-08:59	131	49	*179*	-	-	-	-	-	-	114	42	*157*
09:00-09:59	114	46	*160*	-	-	-	-	-	-	100	40	*140*
10:00-10:59	97	76	*173*	-	-	-	-	-	-	86	68	*153*
11:00-11:59	108	108	*216*	-	-	-	-	-	-	96	96	*192*
12:00-12:59	113	110	*222*	-	-	-	-	-	-	100	97	*198*
13:00-13:59	108	122	*230*	-	-	-	-	-	-	96	108	*204*
14:00-14:59	127	133	*260*	-	-	-	-	-	-	113	118	*231*
15:00-15:59	138	133	*270*	-	-	-	-	-	-	122	118	*240*
16:00-16:59	164	151	*314*	-	-	-	-	-	-	146	134	*279*
17:00-17:59	173	141	*314*	-	-	-	-	-	-	154	126	*280*
18:00-18:59	128	63	*191*	-	-	-	-	-	-	114	56	*170*
19:00-19:59	107	44	*150*	-	-	-	-	-	-	95	39	*134*
20:00-20:59	81	43	*124*	-	-	-	-	-	-	72	38	*110*
21:00-21:59	63	27	*90*	-	-	-	-	-	-	56	24	*80*
22:00-22:59	51	17	*67*	-	-	-	-	-	-	45	15	*60*
23:00-23:59	27	11	*38*	-	-	-	-	-	-	24	10	*33*
Daily Total	**2,061**	**1,401**	***3,462***	-	-	-	-	-	-	**1,826**	**1,244**	**3,070**
AM Peak	**159**	**49**	***199***	-	-	-	-	-	-	**139**	**42**	***174***
Hour	07:00	08:00	*07:00*	-	-	-	-	-	-	07:00	08:00	*07:00*
MD Peak	**127**	**133**	***260***	-	-	-	-	-	-	**113**	**118**	***231***
Hour	14:00	14:00	*14:00*	-	-	-	-	-	-	14:00	14:00	*14:00*
PM Peak	**173**	**151**	***314***	-	-	-	-	-	-	**154**	**134**	***280***
Hour	17:00	16:00	*16:00*	-	-	-	-	-	-	17:00	16:00	*17:00*
Daily Peak	**173**	**151**	***314***	-	-	-	-	-	-	**154**	**134**	***280***
Hour	17:00	16:00	*16:00*	-	-	-	-	-	-	17:00	16:00	*17:00*
% of Total	8.4%	10.7%	*9.1%*	-	-	-	-	-	-	8.4%	10.8%	*9.1%*
Daily Ave	**86**	**58**	***144***	-	-	-	-	-	-	**76**	**52**	***128***

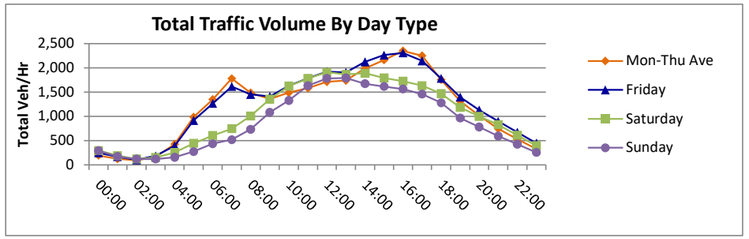
Wisconsin Department of Transportation

Monthly Average Hourly Volume by Day of Week

Jun 2025

Continuous Count

Location	**STH 31 - SOUTH OF CTH E**	Segment ID	6945
Site #	306104	Seasonal Factor Group	2
Region	SE	Daily Factor Group	2
County	KENOSHA	Axle Factor Group	5
Funct. Class	U Principal Arterial - Other	Growth Factor Group	1



Hour	Sundays			Mondays			Tuesdays			Wednesdays			Thursdays			Fridays			Saturdays		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59	147	145	*292*	75	71	*146*	126	85	*211*	136	79	*214*	133	82	*215*	148	100	*248*	163	130	*294*
01:00-01:59	93	80	*173*	47	45	*92*	76	61	*137*	72	56	*129*	83	57	*140*	96	72	*168*	106	84	*190*
02:00-02:59	63	56	*119*	36	38	*75*	54	49	*102*	58	44	*101*	57	43	*99*	59	46	*105*	71	49	*119*
03:00-03:59	52	68	*119*	54	94	*147*	73	97	*170*	68	100	*168*	87	95	*182*	74	113	*187*	70	83	*153*
04:00-04:59	87	68	*155*	176	248	*424*	189	245	*434*	184	251	*436*	181	233	*414*	176	217	*393*	122	134	*256*
05:00-05:59	127	146	*273*	461	480	*941*	516	515	*1,030*	480	491	*971*	483	516	*998*	457	460	*917*	231	214	*445*
06:00-06:59	210	226	*435*	600	695	*1,295*	642	747	*1,389*	621	721	*1,341*	649	718	*1,367*	599	668	*1,266*	299	305	*604*
07:00-07:59	227	292	*519*	752	965	*1,718*	833	1,001	*1,834*	797	987	*1,784*	820	965	*1,785*	736	880	*1,616*	352	393	*745*
08:00-08:59	321	411	*731*	660	812	*1,473*	679	829	*1,507*	691	803	*1,494*	658	812	*1,470*	633	817	*1,450*	442	568	*1,010*
09:00-09:59	486	598	*1,084*	620	720	*1,340*	621	741	*1,361*	612	728	*1,340*	615	779	*1,394*	636	773	*1,409*	622	730	*1,352*
10:00-10:59	611	716	*1,326*	685	742	*1,427*	701	805	*1,505*	706	777	*1,483*	744	804	*1,548*	783	844	*1,627*	774	852	*1,626*
11:00-11:59	819	814	*1,633*	747	779	*1,526*	767	797	*1,564*	785	786	*1,571*	814	857	*1,671*	863	925	*1,787*	876	908	*1,784*
12:00-12:59	891	890	*1,781*	834	823	*1,657*	838	859	*1,696*	847	861	*1,707*	896	886	*1,781*	945	975	*1,920*	978	932	*1,909*
13:00-13:59	901	889	*1,790*	842	841	*1,683*	857	865	*1,722*	866	880	*1,746*	905	898	*1,803*	958	948	*1,906*	953	914	*1,867*
14:00-14:59	810	863	*1,673*	950	981	*1,931*	1,012	999	*2,010*	953	996	*1,948*	1,023	1,045	*2,069*	1,059	1,065	*2,123*	961	926	*1,887*
15:00-15:59	816	798	*1,615*	1,086	1,048	*2,134*	1,100	1,078	*2,178*	1,076	1,066	*2,142*	1,120	1,082	*2,201*	1,183	1,082	*2,265*	943	850	*1,793*
16:00-16:59	763	802	*1,566*	1,169	1,161	*2,330*	1,219	1,139	*2,358*	1,193	1,116	*2,309*	1,238	1,163	*2,401*	1,195	1,113	*2,308*	902	825	*1,728*
17:00-17:59	720	740	*1,460*	1,158	1,090	*2,248*	1,151	1,149	*2,301*	1,126	1,098	*2,224*	1,109	1,125	*2,234*	1,077	1,067	*2,143*	808	826	*1,634*
18:00-18:59	649	629	*1,278*	900	813	*1,713*	904	828	*1,731*	937	820	*1,756*	961	865	*1,826*	921	860	*1,781*	752	716	*1,468*
19:00-19:59	493	469	*963*	686	574	*1,261*	709	589	*1,298*	716	595	*1,311*	741	651	*1,393*	754	645	*1,399*	614	568	*1,182*
20:00-20:59	393	389	*781*	506	453	*960*	538	474	*1,012*	546	475	*1,021*	550	510	*1,060*	596	537	*1,132*	495	504	*999*
21:00-21:59	305	288	*593*	368	323	*691*	406	356	*762*	395	353	*747*	430	354	*783*	456	443	*900*	413	417	*831*
22:00-22:59	214	211	*425*	266	252	*518*	266	246	*512*	284	250	*534*	276	282	*558*	339	335	*674*	303	306	*609*
23:00-23:59	137	117	*254*	160	145	*305*	176	157	*332*	173	157	*330*	191	143	*334*	235	216	*451*	191	203	*394*
Daily Total	**10,335**	**10,705**	***21,039***	**13,842**	**14,193**	***28,035***	**14,448**	**14,706**	***29,154***	**14,318**	**14,488**	***28,806***	**14,760**	**14,963**	***29,723***	**14,974**	**15,199**	***30,173***	**12,439**	**12,435**	***24,874***
AM Peak	**486**	**598**	***1,084***	**752**	**965**	***1,718***	**833**	**1,001**	***1,834***	**797**	**987**	***1,784***	**820**	**965**	***1,785***	**736**	**880**	***1,616***	**622**	**730**	***1,352***
Hour	09:00	09:00	*09:00*	07:00	07:00	*07:00*	07:00	07:00	*07:00*	07:00	07:00	*07:00*	07:00	07:00	*07:00*	07:00	07:00	*07:00*	09:00	09:00	*09:00*
MD Peak	**901**	**890**	***1,790***	**950**	**981**	***1,931***	**1,012**	**999**	***2,010***	**953**	**996**	***1,948***	**1,023**	**1,045**	***2,069***	**1,059**	**1,065**	***2,123***	**978**	**932**	***1,909***
Hour	13:00	12:00	*13:00*	14:00	14:00	*14:00*	14:00	14:00	*14:00*	14:00	14:00	*14:00*	14:00	14:00	*14:00*	14:00	14:00	*14:00*	12:00	12:00	*12:00*
PM Peak	**816**	**802**	***1,615***	**1,169**	**1,161**	***2,330***	**1,219**	**1,149**	***2,358***	**1,193**	**1,116**	***2,309***	**1,238**	**1,163**	***2,401***	**1,195**	**1,113**	***2,308***	**943**	**850**	***1,793***
Hour	15:00	16:00	*15:00*	16:00	16:00	*16:00*	16:00	17:00	*16:00*	16:00	16:00	*16:00*	16:00	16:00	*16:00*	16:00	16:00	*16:00*	15:00	15:00	*15:00*
Daily Peak	**901**	**890**	***1,790***	**1,169**	**1,161**	***2,330***	**1,219**	**1,149**	***2,358***	**1,193**	**1,116**	***2,309***	**1,238**	**1,163**	***2,401***	**1,195**	**1,113**	***2,308***	**978**	**932**	***1,909***
Hour	13:00	12:00	*13:00*	16:00	16:00	*16:00*	16:00	17:00	*16:00*	16:00	16:00	*16:00*	16:00	16:00	*16:00*	16:00	16:00	*16:00*	12:00	12:00	*12:00*
% of Total	8.7%	8.3%	*8.5%*	8.4%	8.2%	*8.3%*	8.4%	7.8%	*8.1%*	8.3%	7.7%	*8.0%*	8.4%	7.8%	*8.1%*	8.0%	7.3%	*7.7%*	7.9%	7.5%	*7.7%*
Daily Ave	**431**	**446**	***877***	**577**	**591**	***1,168***	**602**	**613**	***1,215***	**597**	**604**	***1,200***	**615**	**623**	***1,238***	**624**	**633**	***1,257***	**518**	**518**	***1,036***

Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59	117	79	*196*	123	83	*207*	132	99	*231*
01:00-01:59	70	55	*124*	75	58	*133*	82	65	*147*
02:00-02:59	51	43	*94*	53	44	*97*	57	46	*103*
03:00-03:59	70	96	*167*	71	100	*171*	68	93	*161*
04:00-04:59	183	244	*427*	181	239	*420*	159	199	*359*
05:00-05:59	485	500	*985*	479	492	*971*	394	403	*796*
06:00-06:59	628	720	*1,348*	622	710	*1,332*	517	583	*1,100*
07:00-07:59	801	979	*1,780*	788	960	*1,747*	645	783	*1,428*
08:00-08:59	672	814	*1,486*	664	815	*1,479*	583	722	*1,305*
09:00-09:59	617	742	*1,359*	620	748	*1,369*	601	724	*1,326*
10:00-10:59	709	782	*1,491*	724	794	*1,518*	715	791	*1,506*
11:00-11:59	778	805	*1,583*	795	829	*1,624*	810	838	*1,648*
12:00-12:59	853	857	*1,710*	872	881	*1,752*	890	889	*1,779*
13:00-13:59	868	871	*1,738*	886	886	*1,772*	898	891	*1,788*
14:00-14:59	984	1,005	*1,989*	999	1,017	*2,016*	967	982	*1,949*
15:00-15:59	1,095	1,068	*2,164*	1,113	1,071	*2,184*	1,046	1,001	*2,047*
16:00-16:59	1,205	1,145	*2,349*	1,203	1,138	*2,341*	1,097	1,046	*2,143*
17:00-17:59	1,136	1,115	*2,252*	1,124	1,106	*2,230*	1,021	1,013	*2,035*
18:00-18:59	925	831	*1,757*	924	837	*1,761*	860	790	*1,650*
19:00-19:59	713	602	*1,316*	721	611	*1,332*	673	585	*1,258*
20:00-20:59	535	478	*1,013*	547	490	*1,037*	518	477	*995*
21:00-21:59	400	346	*746*	411	366	*777*	396	362	*758*
22:00-22:59	273	258	*530*	286	273	*559*	278	269	*547*
23:00-23:59	175	150	*325*	187	163	*350*	180	162	*343*
Daily Total	**14,342**	**14,587**	***28,929***	**14,468**	**14,710**	***29,178***	**13,588**	**13,812**	**27,400**
AM Peak	**801**	**979**	***1,780***	**788**	**960**	***1,747***	**645**	**783**	***1,428***
Hour	07:00	07:00	*07:00*	07:00	07:00	*07:00*	07:00	07:00	*07:00*
MD Peak	**984**	**1,005**	***1,989***	**999**	**1,017**	***2,016***	**967**	**982**	***1,949***
Hour	14:00	14:00	*14:00*	14:00	14:00	*14:00*	14:00	14:00	*14:00*
PM Peak	**1,205**	**1,145**	***2,349***	**1,203**	**1,138**	***2,341***	**1,097**	**1,046**	***2,143***
Hour	16:00	16:00	*16:00*	16:00	16:00	*16:00*	16:00	16:00	*16:00*
Daily Peak	**1,205**	**1,145**	***2,349***	**1,203**	**1,138**	***2,341***	**1,097**	**1,046**	***2,143***
Hour	16:00	16:00	*16:00*	16:00	16:00	*16:00*	16:00	16:00	*16:00*
% of Total	8.4%	7.8%	*8.1%*	8.3%	7.7%	*8.0%*	8.1%	7.6%	*7.8%*
Daily Ave	**598**	**608**	***1,205***	**603**	**613**	***1,216***	**566**	**576**	***1,142***

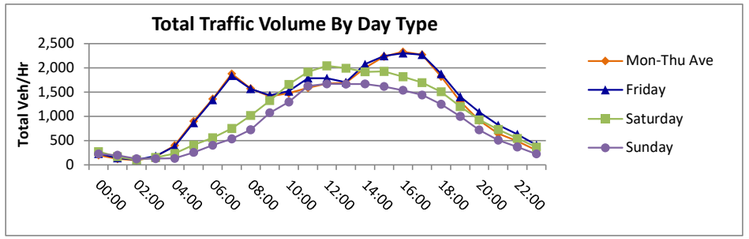
Wisconsin Department of Transportation

Monthly Average Hourly Volume by Day of Week

Sep 2025

Continuous Count

Location	**STH 31 - SOUTH OF CTH E**	Segment ID	6945
Site #	306104	Seasonal Factor Group	2
Region	SE	Daily Factor Group	2
County	KENOSHA	Axle Factor Group	5
Funct. Class	U Principal Arterial - Other	Growth Factor Group	1



Hour	Sundays			Mondays			Tuesdays			Wednesdays			Thursdays			Fridays			Saturdays		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59	110	118	*227*	79	79	*158*	109	80	*189*	128	104	*232*	133	88	*221*	138	98	*235*	155	120	*274*
01:00-01:59	109	90	*198*	50	44	*94*	67	56	*123*	81	69	*150*	70	60	*130*	79	62	*141*	95	74	*169*
02:00-02:59	68	58	*125*	40	37	*77*	54	37	*91*	65	37	*101*	57	43	*100*	60	42	*102*	56	48	*104*
03:00-03:59	54	75	*128*	53	87	*141*	61	104	*165*	67	102	*169*	79	100	*179*	74	109	*183*	67	85	*152*
04:00-04:59	70	64	*133*	134	225	*359*	156	246	*401*	173	254	*427*	168	250	*417*	154	224	*378*	102	132	*234*
05:00-05:59	116	142	*258*	377	395	*771*	442	495	*937*	460	486	*946*	446	491	*938*	416	454	*870*	199	212	*411*
06:00-06:59	191	214	*404*	540	631	*1,170*	648	740	*1,388*	678	771	*1,449*	680	738	*1,417*	633	706	*1,339*	271	287	*558*
07:00-07:59	251	285	*536*	697	888	*1,584*	850	1,083	*1,933*	880	1,119	*1,999*	892	1,101	*1,993*	803	1,035	*1,838*	374	377	*751*
08:00-08:59	325	399	*723*	677	747	*1,424*	754	838	*1,592*	811	863	*1,674*	746	846	*1,591*	753	814	*1,567*	441	579	*1,019*
09:00-09:59	485	587	*1,072*	619	681	*1,301*	694	767	*1,461*	680	747	*1,427*	700	759	*1,458*	687	747	*1,435*	600	721	*1,321*
10:00-10:59	594	701	*1,295*	673	735	*1,408*	739	771	*1,511*	721	770	*1,491*	747	752	*1,499*	746	773	*1,519*	835	827	*1,662*
11:00-11:59	825	802	*1,627*	744	782	*1,526*	770	828	*1,598*	787	827	*1,614*	803	816	*1,620*	822	962	*1,785*	956	956	*1,912*
12:00-12:59	830	837	*1,667*	820	845	*1,665*	851	843	*1,694*	838	822	*1,660*	846	852	*1,697*	875	912	*1,787*	1,021	1,020	*2,041*
13:00-13:59	852	810	*1,662*	849	840	*1,689*	842	849	*1,691*	808	836	*1,644*	851	887	*1,738*	920	785	*1,705*	1,005	989	*1,994*
14:00-14:59	801	867	*1,668*	901	994	*1,895*	974	1,068	*2,042*	958	1,041	*1,999*	944	1,112	*2,056*	1,048	1,027	*2,075*	974	945	*1,918*
15:00-15:59	809	805	*1,614*	1,050	1,057	*2,107*	1,133	1,123	*2,257*	1,118	1,133	*2,251*	1,168	1,153	*2,321*	1,166	1,082	*2,248*	977	949	*1,926*
16:00-16:59	761	778	*1,538*	1,109	1,034	*2,143*	1,220	1,143	*2,363*	1,239	1,174	*2,413*	1,233	1,167	*2,400*	1,203	1,099	*2,302*	899	919	*1,818*
17:00-17:59	734	707	*1,441*	1,052	1,054	*2,106*	1,172	1,158	*2,329*	1,146	1,148	*2,294*	1,196	1,158	*2,354*	1,141	1,132	*2,273*	812	882	*1,694*
18:00-18:59	652	598	*1,250*	893	813	*1,706*	946	901	*1,847*	954	883	*1,837*	991	901	*1,891*	955	923	*1,878*	757	750	*1,507*
19:00-19:59	494	505	*999*	642	560	*1,202*	715	581	*1,296*	696	611	*1,307*	760	651	*1,412*	751	654	*1,405*	606	595	*1,201*
20:00-20:59	364	357	*720*	444	400	*844*	486	460	*946*	465	455	*920*	481	476	*957*	584	501	*1,085*	468	463	*932*
21:00-21:59	264	245	*508*	293	268	*561*	346	341	*687*	307	314	*621*	369	343	*712*	414	407	*820*	354	376	*730*
22:00-22:59	190	179	*369*	216	219	*435*	227	246	*473*	243	262	*505*	272	271	*544*	318	314	*633*	280	265	*545*
23:00-23:59	124	100	*224*	147	135	*282*	166	132	*298*	157	147	*304*	180	154	*334*	221	187	*408*	200	166	*366*
Daily Total	**10,068**	**10,319**	***20,386***	**13,099**	**13,550**	***26,649***	**14,424**	**14,891**	***29,314***	**14,458**	**14,972**	***29,430***	**14,810**	**15,167**	***29,977***	**14,960**	**15,047**	***30,007***	**12,504**	**12,734**	***25,238***
AM Peak	**485**	**587**	***1,072***	**697**	**888**	***1,584***	**850**	**1,083**	***1,933***	**880**	**1,119**	***1,999***	**892**	**1,101**	***1,993***	**803**	**1,035**	***1,838***	**600**	**721**	***1,321***
Hour	09:00	09:00	*09:00*	07:00	07:00	*07:00*	07:00	07:00	*07:00*	07:00	07:00	*07:00*	07:00	07:00	*07:00*	07:00	07:00	*07:00*	09:00	09:00	*09:00*
MD Peak	**852**	**867**	***1,668***	**901**	**994**	***1,895***	**974**	**1,068**	***2,042***	**958**	**1,041**	***1,999***	**944**	**1,112**	***2,056***	**1,048**	**1,027**	***2,075***	**1,021**	**1,020**	***2,041***
Hour	13:00	14:00	*14:00*	14:00	14:00	*14:00*	14:00	14:00	*14:00*	14:00	14:00	*14:00*	14:00	14:00	*14:00*	14:00	14:00	*14:00*	12:00	12:00	*12:00*
PM Peak	**809**	**805**	***1,614***	**1,109**	**1,057**	***2,143***	**1,220**	**1,158**	***2,363***	**1,239**	**1,174**	***2,413***	**1,233**	**1,167**	***2,400***	**1,203**	**1,132**	***2,302***	**977**	**949**	***1,926***
Hour	15:00	15:00	*15:00*	16:00	15:00	*16:00*	16:00	17:00	*16:00*	16:00	16:00	*16:00*	16:00	16:00	*16:00*	16:00	17:00	*16:00*	15:00	15:00	*15:00*
Daily Peak	**852**	**867**	***1,668***	**1,109**	**1,057**	***2,143***	**1,220**	**1,158**	***2,363***	**1,239**	**1,174**	***2,413***	**1,233**	**1,167**	***2,400***	**1,203**	**1,132**	***2,302***	**1,021**	**1,020**	***2,041***
Hour	13:00	14:00	*14:00*	16:00	15:00	*16:00*	16:00	17:00	*16:00*	16:00	16:00	*16:00*	16:00	16:00	*16:00*	16:00	17:00	*16:00*	12:00	12:00	*12:00*
% of Total	8.5%	8.4%	*8.2%*	8.5%	7.8%	*8.0%*	8.5%	7.8%	*8.1%*	8.6%	7.8%	*8.2%*	8.3%	7.7%	*8.0%*	8.0%	7.5%	*7.7%*	8.2%	8.0%	*8.1%*
Daily Ave	**419**	**430**	***849***	**546**	**565**	***1,110***	**601**	**620**	***1,221***	**602**	**624**	***1,226***	**617**	**632**	***1,249***	**623**	**627**	***1,250***	**521**	**531**	***1,052***

Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59	112	88	*200*	117	90	*207*	122	98	*219*
01:00-01:59	67	57	*124*	69	58	*128*	79	65	*144*
02:00-02:59	54	38	*92*	55	39	*94*	57	43	*100*
03:00-03:59	65	98	*163*	67	100	*167*	65	94	*160*
04:00-04:59	158	244	*401*	157	240	*397*	137	199	*336*
05:00-05:59	431	467	*898*	428	464	*892*	351	382	*733*
06:00-06:59	636	720	*1,356*	636	717	*1,353*	520	584	*1,104*
07:00-07:59	830	1,047	*1,877*	824	1,045	*1,869*	678	841	*1,519*
08:00-08:59	747	823	*1,570*	748	821	*1,570*	644	726	*1,370*
09:00-09:59	673	738	*1,412*	676	740	*1,416*	638	716	*1,354*
10:00-10:59	720	757	*1,477*	725	760	*1,485*	722	761	*1,483*
11:00-11:59	776	813	*1,589*	785	843	*1,628*	815	853	*1,669*
12:00-12:59	839	840	*1,679*	846	855	*1,701*	869	876	*1,744*
13:00-13:59	837	853	*1,690*	854	839	*1,693*	875	857	*1,732*
14:00-14:59	944	1,054	*1,998*	965	1,048	*2,013*	943	1,008	*1,950*
15:00-15:59	1,117	1,117	*2,234*	1,127	1,110	*2,237*	1,060	1,043	*2,103*
16:00-16:59	1,200	1,130	*2,330*	1,201	1,123	*2,324*	1,095	1,045	*2,140*
17:00-17:59	1,141	1,129	*2,271*	1,141	1,130	*2,271*	1,036	1,034	*2,070*
18:00-18:59	946	874	*1,820*	948	884	*1,832*	878	824	*1,702*
19:00-19:59	703	601	*1,304*	713	611	*1,324*	666	594	*1,260*
20:00-20:59	469	448	*917*	492	458	*950*	470	445	*915*
21:00-21:59	329	317	*645*	346	335	*680*	335	328	*663*
22:00-22:59	240	249	*489*	255	262	*518*	249	251	*500*
23:00-23:59	162	142	*304*	174	151	*325*	171	146	*317*
Daily Total	**14,198**	**14,645**	***28,843***	**14,350**	**14,725**	***29,075***	**13,475**	**13,811**	**27,286**
AM Peak	**830**	**1,047**	***1,877***	**824**	**1,045**	***1,869***	**678**	**841**	***1,519***
Hour	07:00	07:00	*07:00*	07:00	07:00	*07:00*	07:00	07:00	*07:00*
MD Peak	**944**	**1,054**	***1,998***	**965**	**1,048**	***2,013***	**943**	**1,008**	***1,950***
Hour	14:00	14:00	*14:00*	14:00	14:00	*14:00*	14:00	14:00	*14:00*
PM Peak	**1,200**	**1,130**	***2,330***	**1,201**	**1,130**	***2,324***	**1,095**	**1,045**	***2,140***
Hour	16:00	16:00	*16:00*	16:00	17:00	*16:00*	16:00	16:00	*16:00*
Daily Peak	**1,200**	**1,130**	***2,330***	**1,201**	**1,130**	***2,324***	**1,095**	**1,045**	***2,140***
Hour	16:00	16:00	*16:00*	16:00	17:00	*16:00*	16:00	16:00	*16:00*
% of Total	8.5%	7.7%	*8.1%*	8.4%	7.7%	*8.0%*	8.1%	7.6%	*7.8%*
Daily Ave	**592**	**610**	***1,202***	**598**	**614**	***1,211***	**561**	**575**	***1,137***

Appendix B
Year 2026 Initial Build Traffic
Peak Hour Analysis Outputs

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	185	45	10	40	25
Future Vol, veh/h	10	185	45	10	40	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	11	206	50	11	44	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	61	0	-	0	283	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	707	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	701	1011
Mov Cap-2 Maneuver	-	-	-	-	701	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	810	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.38	0	9.98
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	92	-	-	-	795
HCM Lane V/C Ratio	0.007	-	-	-	0.091
HCM Ctrl Dly (s/v)	7.4	0	-	-	10
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	180	185	40	25	15
Future Vol, veh/h	25	180	185	40	25	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	28	200	206	44	28	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	250	0	-	0	483	228
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	256	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1298	-	-	-	542	812
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	787	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1298	-	-	-	529	812
Mov Cap-2 Maneuver	-	-	-	-	529	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.96	0	11.38
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	220	-	-	-	609
HCM Lane V/C Ratio	0.021	-	-	-	0.073
HCM Ctrl Dly (s/v)	7.8	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Appendix C
Year 2035 Total Build Traffic
Peak Hour Analysis Outputs

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	185	45	25	80	50
Future Vol, veh/h	20	185	45	25	80	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	22	206	50	28	89	56

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	78	0	-	0	314	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1502	-	-	-	679	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1502	-	-	-	668	1000
Mov Cap-2 Maneuver	-	-	-	-	668	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.73	0	10.79
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	176	-	-	-	766
HCM Lane V/C Ratio	0.015	-	-	-	0.189
HCM Ctrl Dly (s/v)	7.4	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	180	185	85	50	35
Future Vol, veh/h	60	180	185	85	50	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	67	200	206	94	56	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	300	0	-	0	586	253
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1244	-	-	-	473	786
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1244	-	-	-	444	786
Mov Cap-2 Maneuver	-	-	-	-	444	-
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.01	0	13.06
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	450	-	-	-	541
HCM Lane V/C Ratio	0.054	-	-	-	0.175
HCM Ctrl Dly (s/v)	8.1	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	185	45	25	80	50
Future Vol, veh/h	20	185	45	25	80	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	22	206	50	28	89	56

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	78	0	-	0	300	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1502	-	-	-	691	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1502	-	-	-	680	1018
Mov Cap-2 Maneuver	-	-	-	-	680	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.73	0	10.67
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	176	-	-	-	780
HCM Lane V/C Ratio	0.015	-	-	-	0.185
HCM Ctrl Dly (s/v)	7.4	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	180	185	85	50	35
Future Vol, veh/h	60	180	185	85	50	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	67	200	206	94	56	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	300	0	-	0	539	206
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1244	-	-	-	503	835
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1244	-	-	-	473	835
Mov Cap-2 Maneuver	-	-	-	-	473	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.01	0	12.47
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	450	-	-	-	576
HCM Lane V/C Ratio	0.054	-	-	-	0.164
HCM Ctrl Dly (s/v)	8.1	0	-	-	12.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Village of Sommers Comprehensive Plan Amendment - Compatibility Responses

(e) Compatibility with the Village of Somers Comprehensive Plan (address the following questions in detail):

(e-1) Is the proposed amendment consistent with the goals, objectives, policies, and programs of this plan? Explain

The proposed apartment complex advances Kenosha County's adopted goals and objectives by supporting sustainable growth patterns, expanding housing choice, and strengthening transportation connectivity while protecting community character and public resources.

Balanced and Sustainable Land Use

The development encourages a balanced and sustainable distribution of land uses by introducing residential housing in an area served by existing public infrastructure and services. By locating new housing within an established urban service area, the project supports efficient land use patterns that meet the social, physical, and economic needs of County residents while minimizing the extension of public utilities and services. This approach helps accommodate projected population and household growth through the 2035 planning horizon without contributing to unnecessary land consumption or sprawl.

Efficient Growth and Infrastructure Utilization

The proposed apartment complex is designed to utilize existing transportation, utility, and public service infrastructure, thereby reducing long-term public costs and promoting fiscally responsible development. Concentrating residential growth in areas with existing infrastructure supports infill and redevelopment objectives, enhances service efficiency, and avoids the leapfrog approach to land development. The project avoids environmentally sensitive areas and incorporates site design practices that protect natural resources, consistent with County objectives to preserve environmental quality and community character.

Housing Choice and Affordability

The development directly supports the County's goal of promoting a range of affordable housing choices for residents of all income levels, ages, and abilities. The apartment complex expands rental housing opportunities for working households, young families, seniors, and individuals with disabilities, helping to address documented housing needs within Kenosha County. The project's design encourages flexibility in housing options and incorporates elements of universal design principles to improve accessibility and usability

for residents with varying physical abilities, supporting aging in place and inclusive community living.

Community Character and Quality of Life

Through thoughtful site planning, building orientation, and landscaping, the proposed development complements the distinct character of the community. The project contributes to an attractive and healthful physical environment by incorporating open space, resident amenities, and opportunities for social interaction. By locating more compact residential development within urbanized areas, the project helps preserve rural landscapes, agricultural vistas, and natural resources elsewhere in the County.

Transportation and Mobility

The apartment complex supports the County's transportation goals by promoting development patterns that reduce vehicle dependency and encourage multiple transportation options. The site's proximity to existing road networks, transit routes, and community destinations allows residents to access employment, services, and recreation efficiently. The project's realization of multi-modal principles will result in the development's residents having healthier lifestyle choices when it comes to connectivity.

Long-Term Sustainability and Fiscal Responsibility

By aligning residential growth with existing services and infrastructure, the proposed apartment complex enables the County and local jurisdictions to better evaluate and manage long-term fiscal impacts. The project supports efficient service delivery, balanced development, and sustainable land use practices that benefit both current and future residents.

Conclusion

Overall, the proposed apartment complex is consistent with Kenosha County's comprehensive planning goals and objectives. It accommodates anticipated growth, expands affordable and accessible housing options, promotes efficient and sustainable development patterns, supports multimodal transportation, and preserves the County's natural and community assets. The project represents a responsible approach to growth that advances the long-term health, safety, and welfare of Kenosha County residents.

(e-2) Is the proposed amendment compatible with surrounding land uses? Explain its compatibility with both existing and planned land uses:

The proposed Comprehensive Plan amendment to expand the high-density residential considerations to more of the subject property is compatible with the surrounding land

uses and supports the existing development pattern in the area. The site is located in proximity to the University of Wisconsin–Parkside and Carthage College, both of which are institutional land uses that generate ongoing demand for nearby housing for students, faculty, staff, and affiliated professionals. The proposed development also aligns well with the shared-use sidepath located adjacent to the site. This multimodal facility provides safe and convenient pedestrian and bicycle access, supporting non-vehicular transportation, reducing reliance on automobiles, and promoting a healthy lifestyle.

Open space areas surrounding the site further enhance compatibility by providing visual buffers, recreational opportunities, and transitions between different land uses. The presence of open space helps mitigate potential impacts associated with this development, such as building scale and activity levels, while contributing to an attractive and healthful living environment. Placing apartment development like this within close proximity to open space can enhance safety through passive surveillance and increase utilization of recreational amenities. Overall, the proposed Comprehensive Plan amendment represents an appropriate and compatible land use transition that supports institutional uses, leverages existing transportation infrastructure, and respects surrounding open space.

(e-3) Will the proposed amendment have any detrimental environmental effects? Explain:

The proposed amendment is not expected to result in any negative environmental impacts. The conversion of the site from active farmland to a thoughtfully planned and stabilized development, incorporating modern stormwater management and treatment systems, is anticipated to provide an overall environmental benefit. Properly designed stormwater facilities will control runoff, reduce erosion, and improve water quality before discharging to the surrounding watershed. All site construction activities will be conducted in accordance with an approved stormwater runoff and erosion control plan and will comply with applicable state and local development standards, ensuring that environmental resources are protected both during construction and over the long term.

(e-4) Has a substantial public benefit been demonstrated by the proposed plan amendment? Explain:

The proposed apartment complex delivers a substantial public benefit by expanding access to high-quality housing while supporting the community's long-term planning, economic, and sustainability objectives. By introducing a mix of modern, well-designed residential units in a compact and efficient development pattern, the project helps address current and projected housing demand, supports workforce and family housing needs, and

promotes more efficient use of land and existing infrastructure. The development encourages walkability and connectivity, reduces pressure for outward expansion, and incorporates sustainable design practices that lower environmental impacts over time. In addition, the project is expected to strengthen the local tax base, support nearby businesses, and contribute to a safe, attractive, and cohesive neighborhood, providing lasting social and economic benefits to the broader community.

e-5) Are public roads, services, and utilities available, or planned to be available in the near

The public roads, services, and utilities are adjacent to this property and provide the necessary means to serve the proposed development associated with the amendment. The site is located in an area already served by public water and sanitary sewer systems with sufficient capacity to accommodate the proposed development. In addition, existing pedestrian infrastructure in the vicinity, including sidepaths and connections to nearby destinations, supports safe and convenient non-vehicular access. Together, these facilities provide a strong foundation for the proposed development and can serve it efficiently without the need for significant new public infrastructure investments.

Water

Water service to the development will be provided in accordance with direction from the Village of Somers Utility Department. The site will be served by an extension of the existing 12-inch public water main located within the 12th Street (CTH E) public right-of-way. The proposed 12-inch water main will extend east–west within the 12th Street right-of-way. A proposed 12-inch water main will then extend north within the proposed public roadway serving the site and the future development to the west. An 8-inch public water main looped branch will extend into the development reconnect to a secondary proposed 12-inch public water main which will extend into and throughout the development to provide service. This 12-inch main will connect back to the existing 8-inch public water main in 10th Street, creating a fully looped water system. An additional 12-inch public water main extension for future development to the north will terminate at the northern property limits. The Village of Somers Utility Department has confirmed that the proposed water system meets Village standards and that sufficient capacity is available to serve the development.

Sanitary Sewer

Sanitary service to the development will be provided in accordance with direction from the Village of Somers Utility Department. Sanitary service to the site will be provided via an extension of the existing 10-inch public sanitary sewer main located in South 11th Place. The proposed public main extension will enter the site from the east and extend west

across the property, terminating with a plugged stub to accommodate a future extension to the adjacent parcel. Two 10-inch public sanitary sewer laterals will branch from the public main and extend north and south to serve the full development. two additional laterals will also extend from this system. One 8-inch public sanitary extension to the east to service the Village of Somers Fire Station No.2, and one 10-inch public sanitary sewer stub to the north which will terminate at the northern property boundary for future development use. The Village of Somers Utility Department has confirmed that both capacity and system utilization are adequate to support the proposed development.

(e-6) Are existing or planned facilities and services adequate to serve the type of development associated with the amendment? Explain:

There are existing and planned facilities and services that will adequately serve the development. An existing bus route travels along 12th, providing transit service to the site that would connect to the area's higher education facilities. The development's proximity to these institutions makes the proposed development housing desirable to students and university employees. A fire station, which would serve the development, is located on the southeast corner of the site. The planned expansion of the Pike Trail will connect this development to downtown Kenosha in the south, positively impacting both recreational and alternative transportation modes to jobs, shopping, dining, and services. Nearby recreation opportunities, including sports fields, can be found at Peorio Park just south of this development.

Somers Land Use Plan 2035 "Existing Comprehensive Plan"



KENOSHA COUNTY
INTERACTIVE MAPPING

- Street Centerlines

CountyLUP

- Agricultural and Rural-Density Residential
- Business/Industrial Park
- Commercial
- Extractive
- Farmland Protection
- General Agricultural and Open Land
- Governmental and Institutional
- High-Density Residential
- INRA
- Industrial
- Landfill
- Medium-Density Residential
- Mixed Use
- Nonfarmed Wetland
- Office/Professional Services
- Other Conservancy Land to be Preserved
- PEC
- Park and Recreational
- Rural-Density Residential
- SEC
- Street and Highway Right-of-Way
- Suburban-Density Residential
- Surface Water
- TCU

N
S

1:6,000
1" = 500'

DISCLAIMER This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, data and information located in various state, county and municipal offices and other sources affecting the area shown and is to be used for reference purposes only. Kenosha County is not responsible for any inaccuracies herein contained. If discrepancies are found, please contact Kenosha County.

Date Printed: 1/30/2026

Somers Land Use Plan 2035 "Proposed Comprehensive Plan Classification Change"



KENOSHA COUNTY
INTERACTIVE MAPPING

- Street Centerlines

CountyLUP

- Agricultural and Rural-Density Residential
- Business/Industrial Park
- Commercial
- Extractive
- Farmland Protection
- General Agricultural and Open Land
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- High-Density Residential
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- Industrial
- Landfill
- Medium-Density Residential
- Mixed Use
- Nonfarmed Wetland
- Office/Professional Services
- Other Conservancy Land to be Preserved
- PEC
- Park and Recreational
- Rural-Density Residential
- SEC
- Street and Highway Right-of-Way
- Suburban-Density Residential
- Surface Water
- TCU

N
S

1:6,000
1" = 500'

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Date Printed: 1/30/2026

May 2015

VILLAGE OF SOMERS

VILLAGE OF SOMERS COMPREHENSIVE PLAN MAP AMENDMENT APPLICATION

(a) Property Owner's Name:
SFW LLC + FETTNER HERGOTT LLC x [signature] Sec/Mgr.
Signature

Mailing Address:
1431 TOULON

City: HIGHLAND PARK State: IL Zip: 60035

Phone Number: [redacted] E-mail (optional): _____

Note: If the property owner's signature cannot be obtained in the above space, a "letter of agent status" signed by the property owner must be submitted if you are an applicant (tenant, leaseholder, or authorized agent representing the legal owner) acting on their behalf.

Applicant's Name (if applicable):
Roers Companies (Attn: Nick Asta) x [signature]
Signature

Mailing Address:
2 Carlson Pkwy N #400

City: Plymouth State: MN Zip: 55447

Phone Number: [redacted] E-mail (optional): [redacted]

(b) Existing planned land use category as shown on Map 80 of the document entitled, "A Multi-Jurisdictional Comprehensive Plan For Kenosha County: 2035":
Medium Density Residentail and High-Density Residential

(c) Proposed land use category (must be a land use category included in the legend for Map 80 of the document entitled, "A Multi-Jurisdictional Comprehensive Plan For Kenosha County: 2035":
High-Density Residential

VILLAGE OF SOMERS

VILLAGE OF SOMERS COMPREHENSIVE PLAN
MAP AMENDMENT APPLICATION

(a) Property Owner's Name:

SFW LLC x _____
Signature

Mailing Address:

7 Mountain Road

City: Lexington State: MA Zip: 02420

Phone Number: [redacted] E-mail (optional): [redacted]

Note: If the property owner's signature cannot be obtained in the above space, a "letter of agent status" signed by the property owner must be submitted if you are an applicant (tenant, leaseholder, or authorized agent representing the legal owner) acting on their behalf.

Applicant's Name (if applicable):

Roers Companies (Attn: Nick Asta) x _____
Signature

Mailing Address:

2 Carlson Pkwy N #400

City: Plymouth State: MN Zip: 55447

Phone Number: [redacted] E-mail (optional): [redacted]

(b) Existing planned land use category as shown on Map 80 of the document entitled, "A Multi-Jurisdictional Comprehensive Plan For Kenosha County: 2035":

Medium Density Residentail and High-Density Residential

(c) Proposed land use category (must be a land use category included in the legend for Map 80 of the document entitled, "A Multi-Jurisdictional Comprehensive Plan For Kenosha County: 2035":

High-Density Residential

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(d) Proposed use (a statement of intended use and/or the type, extent, area, etc. of any development project):

Roers Companies is proposing the construction of a high-quality, residential community consisting of 200 modern, family-oriented apartment units located at the northwest of 12th Street and Sheridan Road in Kenosha, Wisconsin. The development will be composed of 15 two-story stacked flat buildings, by way of five 8-unit buildings and ten 16-unit buildings. These structures are thoughtfully designed to comply with all applicable zoning requirements and Village guidance. Building architecture will incorporate masonry elements, large windows, and durable cementitious siding, creating an attractive and cohesive residential environment. The project will provide a combination of tuck-under garages and surface parking, with each unit assigned one dedicated garage space. Berms and enhanced landscaping will be integrated throughout the site to create a sense of inward cohesion, buffer future development to the west, and provide visual and spatial separation from the railroad corridor to the east.

(e) Compatibility with the Village of Somers Comprehensive Plan (address the following questions in detail):

(e-1) Is the proposed amendment consistent with the goals, objectives, policies, and programs of this plan? Explain:

See word file attachment for full explanation.

(e-2) Is the proposed amendment compatible with surrounding land uses? Explain its compatibility with both existing and planned land uses:

The proposed Comprehensive Plan amendment to expand the high-density residential considerations to more of the subject property is compatible with the surrounding land uses and supports the existing development pattern in the area. The site is located in proximity to the University of Wisconsin–Parkside and Carthage College, both of which are institutional land uses that generate ongoing demand for nearby housing for students, faculty, staff, and affiliated professionals. The proposed development also aligns well with the shared-use sidepath located adjacent to the site. This multimodal facility provides safe and convenient pedestrian and bicycle access, supporting non-vehicular transportation, reducing reliance on automobiles, and promoting a healthy lifestyle.

Open space areas surrounding the site further enhance compatibility by providing visual buffers, recreational opportunities, and transitions between different land uses. The presence of open space helps mitigate potential impacts associated with this development, such as building scale and activity levels, while contributing to an attractive and healthful living environment. Placing the apartment development like this within close proximity to open space can enhance safety through passive surveillance and increase utilization of recreational amenities. Overall, the proposed Comprehensive Plan amendment represents an appropriate and compatible land use transition that supports institutional uses, leverages

(e-3) Will the proposed amendment have any detrimental environmental effects? Explain:

The proposed amendment is not expected to result in any negative environmental impacts. The conversion of the site from active farmland to a thoughtfully planned and stabilized development, incorporating modern stormwater management and treatment systems, is anticipated to provide an overall environmental benefit. Properly designed stormwater facilities will control runoff, reduce erosion, and improve water quality before discharging to the surrounding watershed. All site construction activities will be conducted in accordance with an approved stormwater runoff and erosion control plan and will comply with applicable state and local development standards, ensuring that environmental resources are protected both during construction and over the long term.

(e-4) Has a substantial public benefit been demonstrated by the proposed plan amendment? Explain:

The proposed apartment complex delivers a substantial public benefit by expanding access to high-quality housing while supporting the community's long-term planning, economic, and sustainability objectives. By introducing a mix of modern, well-designed residential units in a compact and efficient development pattern, the project helps address current and projected housing demand, supports workforce and family housing needs, and promotes more efficient use of land and existing infrastructure. The development encourages walkability and connectivity, reduces pressure for outward expansion, and incorporates sustainable design practices that lower environmental impacts over time. In addition, the project is expected to strengthen the local tax base, support nearby businesses, and contribute to a safe, attractive, and cohesive neighborhood, providing lasting social and economic benefits to the broader community.

(e-5) Are public roads, services, and utilities available, or planned to be available in the near future, to serve the proposed development? Explain:

The public roads, services, and utilities are adjacent to this property and provide the necessary means to serve the proposed development associated with the amendment. The site is located in an area already served by public water and sanitary sewer systems with sufficient capacity to accommodate the proposed development. In addition, existing pedestrian infrastructure in the vicinity, including sidepaths and connections to nearby destinations, supports safe and convenient non-vehicular access. Together, these facilities provide a strong foundation for the proposed development and can serve it efficiently without the need for significant new public infrastructure investments.

See word file attachment for full explanation on water and sewer utilities.

(e-6) Are existing or planned facilities and services adequate to serve the type of development associated with the amendment? Explain:

There are existing and planned facilities and services that will adequately serve the development. An existing bus route travels along 12th, providing transit service to the site that would connect to the area's higher education facilities. The development's proximity to these institutions makes the proposed development housing desirable to students and university employees. A fire station, which would serve the development, is located on the southeast corner of the site. The planned expansion of the Pike Trail will connect this development to downtown Kenosha in the south, positively impacting both recreational and alternative transportation modes to jobs, shopping, dining, and services. Nearby recreation opportunities, including sports fields, can be found at Peorio Park just south of this development.

(e-7) Any additional data or information as requested by the Department of Planning and Development:

(f) Attach a legal description and provide the tax key number(s) below of property to be amended on the Village of Somers Comprehensive Plan:

Lot 2 in Certified Survey Map No. 2275, recorded November 26, 2001 as Document No. 1244084 and being part of the Northwest 1/4 of the Northwest 1/4 of Section 8 and of the Northeast 1/4, Southeast 1/4 and Southwest 1/4 of the Northeast 1/4 and of the Southeast 1/4 of the Northwest 1/4 and of the Northeast 1/4 of the Southwest 1/4 and of the Northeast 1/4, Northwest 1/4, Southwest 1/4 of the Southeast 1/4 of Section 7, and part of the Northwest 1/4 of the Northeast 1/4 of Section 18, Township 2 North, Range 23 East. Said land being in the Town of Somers, County of Kenosha, State of Wisconsin.
Tas key #: 83-4-223-074-0006

(g) Attach plot plan or survey plat of property to be amended on the comprehensive plan (showing location, dimensions, planned land use of adjacent properties, existing uses and buildings of adjacent properties—drawn to scale).

(h) The fee specified in Section 12.05-8 of this ordinance.

Request for Land Use Plan Map Amendment (payable to "Kenosha County") $1,435.00

IMPORTANT TELEPHONE NUMBERS

Kenosha County Center
Department of Planning & Development
19600 - 75th Street, Suite 185-3
Bristol, Wisconsin 53104

Division of County Development (including Sanitation & Land Conservation)..... **857-1895**
Facsimile #..... 857-1920

Public Works Division of Highways 857-1870

Administration Building
Division of Land Information..... 653-2622

Village of Somers 859-2822
Wisconsin Department of Natural Resources - Sturtevant Office 884-2300
Wisconsin Department of Transportation - Waukesha Office 548-8722

VILLAGE OF SOMERS
PLAN COMMISSION
RESOLUTION NO. 2026-002

RESOLUTION APPROVING AN AMENDMENT TO THE MULTI-JURISDICTIONAL COMPREHENSIVE PLAN FOR KENOSHA COUNTY AS IT PERTAINS TO THE VILLAGE OF SOMERS

WHEREAS, the Village of Somers, pursuant to § 62.23, and § 61.35, of Wisconsin Statutes, created the Village Plan Commission to function in accordance with the provisions of § 62.23, Wisconsin Statutes; and

WHEREAS, the Town Board adopted the Multi-Jurisdictional Comprehensive Plan for Kenosha County: 2035 as the Town Comprehensive Plan on March 9, 2010, following extensive public participation. Per § 18.38(A) of the Town Code, the Plan was adopted by the Village of Somers; and

WHEREAS, SFW Land LLC & Fettner Hergott Investment Group, LLC, owner, has submitted a petition to the Plan Commission consistent with the application procedures for comprehensive plan amendments established by the Village; and

WHEREAS, the petitioner seeks an amendment to the land use plan map for the Village of Somers (Map 80) as adopted in the Multi-Jurisdictional Comprehensive Plan for Kenosha County: 2035 from “Medium-Density Residential” to "High-Density Residential" on part of Tax Parcel #83-4-223-074-0006, located in the SE 1/4 of Section 7, T2N, R23E, Village of Somers; and

WHEREAS, the Plan Commission finds that the comprehensive plan, with the proposed amendment, contains all the required elements specified in § 66.1001(2) of the Wisconsin Statutes and the comprehensive plan, with the proposed amendment, is internally consistent; and

WHEREAS, the Village has duly noticed and held a public hearing on the proposed amendment, following the procedures in § 66.1001(4)(d) of the Wisconsin Statutes and the public participation plan for comprehensive plan amendments adopted by the Village Board.

NOW, THEREFORE, BE IT RESOLVED that pursuant to § 66.1001(4)(b) of the Wisconsin Statutes, the Village of Somers Plan Commission hereby approves the amendment to the Multi-Jurisdictional Comprehensive Plan for Kenosha County as it pertains to the Village of Somers.

BE IT FURTHER RESOLVED that the Plan Commission does hereby recommend that the Village Board enact an ordinance to adopt the comprehensive plan amendment.

Dated at Somers, Wisconsin, this_____day of July, 2026.

VILLAGE OF SOMERS

By:_____
George Stoner, Village Plan Commission Chairperson

Attest:_____
Wendy Burnette, Clerk/Treasurer

VILLAGE OF SOMERS
Department of Planning & Development

VILLAGE OF SOMERS REZONING PROCEDURES

☐ **1.** Contact the Kenosha County Department of Planning & Development and check with staff to determine if your proposed zoning change meets the requirements of the Multi-Jurisdictional Comprehensive Plan for Kenosha County: 2035, Village of Somers General Zoning and Shoreland/Floodplain Zoning Ordinance and the Village of Somers Land Division and Platting Control Ordinance. Note: If the proposed rezoning is part of a proposed land division see the Certified Survey Map Information and Procedures.

☐ **2.** Contact the Kenosha County Department of Planning & Development and schedule a pre-conference meeting, which is required for all rezoning requests.

Meeting Date: March 20th, 2025

☐ **3.** Contact the Village of Somers to determine if your rezoning petition requires concept review by the Village Plan Commission. If so, contact the Village of Somers clerk to schedule a concept meeting with the Village Plan Commission.

Meeting Date: March 20th, 2025

☐ **4.** Complete and submit to the Kenosha County Department of Planning & Development the Village of Somers Rezoning Application by the filing deadline.

Filing Deadline: January 30th, 2026

☐ **5.** Upon submission you will be given two copies of the date-stamped application. Submit 10 copies of the date-stamped application to the Village of Somers clerk for placement on the agendas of the Village of Somers Plan Commission and the Village of Somers Board and keep one for your records.

☐ **7.** Attend the Village Plan Commission and the Village Board meetings. **NOTE:** You must attend or the Village will not be able to act on your request. At these meetings you will be asked to brief the committee on your request.

Village Plan Commission meeting date (tentative): March 9th, 2026

Village Board meeting date (tentative): May 12th, 2026

☐ **8.** Village clerk will provide written notice of final action to property owner/applicant.

IMPORTANT TELEPHONE NUMBERS

Kenosha County Center
Department of Public Works & Development Services
19600 - 75th Street, Suite 185-3
Bristol, Wisconsin 53104-9772

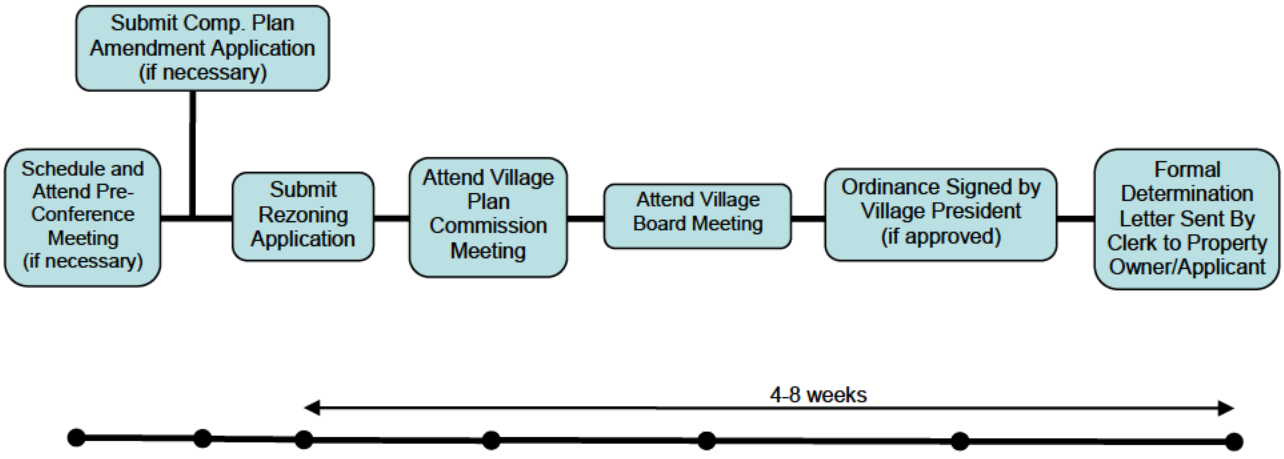
Division of Planning & Development (including Sanitation & Land Conservation) **857-1895**
Facsimile # 857-1920

Public Works Division of Highways 857-1870

Administration Building
Division of Land Information 653-2622

Village of Somers 859-2822
Wisconsin Department of Natural Resources - Sturtevant Office 884-2300
Wisconsin Department of Transportation - Waukesha Office 548-8722

Rezoning Procedure Timeline



For Reference Purposes

VILLAGE OF SOMERS
Department of Planning and Development

REZONING APPLICATION

(a) Property Owner's Name:
SFW LLC + FETTNER HERGOTT LLC

Print Name: JAY S. HERGOTT Signature: Mgr.

Mailing Address: 1431 TOULON COURT

City: HIGHLAND PARK State: IL Zip: 60035

Phone Number: [redacted] E-mail (optional):

Note: Unless the property owner's signature can be obtained in the above space, a letter of agent status **signed** by the legal property owner **must** be submitted if you are a tenant, leaseholder, or authorized agent representing the legal owner, allowing you to act on their behalf.

(b) Agent's Name (if applicable):

Print Name: Nick Asta Signature:

Business Name: Roers Companies

Mailing Address: 2 Carlson Pkwy N #400

City: Plymouth State: MN Zip: 55447

Phone Number: [redacted] E-mail (optional): [redacted]

(c) Tax key number(s) of property to be rezoned:
83-4-223-074-0006

Property Address of property to be rezoned:
TBD

(d) *Proposed use (a statement of the type, extent, area, etc. of any development project):*

VILLAGE OF SOMERS
Department of Planning and Development

REZONING APPLICATION

(a) Property Owner's Name:
SFW LLC

Print Name: David S Cohen, Manager Signature: [signature]

Mailing Address: 7 Mountain Road

City: Lexington State: MA Zip: 02420

Phone Number: (505) 577-8286 E-mail (optional): david@jdinvestco.com

Note: Unless the property owner's signature can be obtained in the above space, a letter of agent status **signed** by the legal property owner **must** be submitted if you are a tenant, leaseholder, or authorized agent representing the legal owner, allowing you to act on their behalf.

(b) Agent's Name (if applicable):

Print Name: Nick Asta Signature: [signature]

Business Name: Roers Companies

Mailing Address: 2 Carlson Pkwy N #400

City: Plymouth State: MN Zip: 55447

Phone Number: [redacted] E-mail (optional): [redacted]

(c) Tax key number(s) of property to be rezoned:
83-4-223-074-0006

Property Address of property to be rezoned:
TBD

(d) Proposed use (a statement of the type, extent, area, etc. of any development project):

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(e) Check the box next to any and all of the **existing** zoning district classifications present on the subject property:

☐ A-1 Agricultural Preservation District	☐ B-1 Neighborhood Business District
☐ A-2 General Agricultural District	☐ B-2 Community Business District
☐ A-3 Agricultural Related Manufacturing, Warehousing and Marketing District	☐ B-3 Highway Business District
☐ A-4 Agricultural Land Holding District	☐ B-4 Planned Business District
☐ AE-1 Agricultural Equestrian Cluster Single-Family District	☐ B-5 Wholesale Trade and Warehousing District
☐ R-1 Rural Residential District	☐ BP-1 Business Park District
☐ R-2 Suburban Single-Family Residential District	☐ B-94 Interstate Highway 94 Special Use Business District
☐ R-3 Urban Single-Family Residential District	☐ M-1 Limited Manufacturing District
☑ R-4 Urban Single-Family Residential District	☐ M-2 Heavy Manufacturing District
☐ R-4.5 Urban Single-Family Residential District	☐ M-3 Mineral Extraction District
☐ R-5 Urban Single-Family Residential District	☐ M-4 Sanitary Landfill and Hazardous Waste Disposal District
☐ R-6 Urban Single-Family Residential District	☐ I-1 Institutional District
☐ R-7 Suburban Two-Family and Three-Family Residential District	☐ PR-1 Park-Recreational District
☐ R-8 Urban Two-Family Residential District	☐ C-1 Lowland Resource Conservancy District
☑ R-9 Multiple-Family Residential District	☐ C-2 Upland Resource Conservancy District
☐ R-10 Multiple-Family Residential District	☐ FPO Floodplain Overlay District
☐ R-11 Multiple-Family Residential District	☐ PUD Planned Unit Development Overlay District
☐ R-12 Mobile Home/Manufactured Home Park-Subdivision District	☐ AO Airport Overlay District
	☐ RC Rural Cluster Development Overlay District

(f) Check the box next to any and all of the **proposed** zoning district classifications proposed for the subject property:

☐ A-1 Agricultural Preservation District	☐ B-1 Neighborhood Business District
☐ A-2 General Agricultural District	☐ B-2 Community Business District
☐ A-3 Agricultural Related Manufacturing, Warehousing and Marketing District	☐ B-3 Highway Business District
☐ A-4 Agricultural Land Holding District	☐ B-4 Planned Business District
☐ AE-1 Agricultural Equestrian Cluster Single-Family District	☐ B-5 Wholesale Trade and Warehousing District
☐ R-1 Rural Residential District	☐ BP-1 Business Park District
☐ R-2 Suburban Single-Family Residential District	☐ B-94 Interstate Highway 94 Special Use Business District
☐ R-3 Urban Single-Family Residential District	☐ M-1 Limited Manufacturing District
☐ R-4 Urban Single-Family Residential District	☐ M-2 Heavy Manufacturing District
☐ R-4.5 Urban Single-Family Residential District	☐ M-3 Mineral Extraction District
☐ R-5 Urban Single-Family Residential District	☐ M-4 Sanitary Landfill and Hazardous Waste Disposal District
☐ R-6 Urban Single-Family Residential District	☐ I-1 Institutional District
☐ R-7 Suburban Two-Family and Three-Family Residential District	☐ PR-1 Park-Recreational District
☐ R-8 Urban Two-Family Residential District	☐ C-1 Lowland Resource Conservancy District
☐ R-9 Multiple-Family Residential District	☐ C-2 Upland Resource Conservancy District
☐ R-10 Multiple-Family Residential District	☐ FPO Floodplain Overlay District
☑ R-11 Multiple-Family Residential District	☐ PUD Planned Unit Development Overlay District
☐ R-12 Mobile Home/Manufactured Home Park-Subdivision District	☐ AO Airport Overlay District
	RC Rural Cluster Development Overlay District

(g) Your request must be consistent with the existing planned land use category as shown on Map 65 of the adopted "Multi-Jurisdictional Comprehensive Plan for Kenosha County: 2035".

The existing planned land use category for the subject property is:

☐	Farmland Protection	☐	Governmental and Institutional
☐	General Agricultural and Open Land	☐	Park and Recreational
☐	Rural-Density Residential	☐	Street and Highway Right-of-Way
☐	Agricultural and Rural Density Residential	☐	Other Transportation, Communication, and Utility
☐	Suburban-Density Residential	☐	Extractive
☐	Medium-Density Residential	☐	Landfill
☐	High-Density Residential	☐	Primary Environmental Corridor
☐	Mixed Use	☐	Secondary Environmental Corridor
☐	Commercial	☐	Isolated Natural Resource Area
☐	Office/Professional Services	☐	Other Conservancy Land to be Preserved
☐	Industrial	☐	Nonfarmed Wetland
☐	Business/Industrial Park	☐	Surface Water

(h) Attach a plot plan or survey plat of property to be rezoned (showing location, dimensions, zoning of adjacent properties, existing uses and buildings of adjacent properties, floodways and floodplains)—drawn to scale.

(i) The Village of Somers Department of Planning and Development may ask for additional information.

(j) The name of the County Supervisor of the district wherein the property is located (District Map):

Supervisory District Number: 15 County Board Supervisor: Dave Geertsen

(k) The fee specified in Section 12.05-8 of this ordinance.

Request for Rezoning Petition (payable to "Kenosha County").....$1,450.00

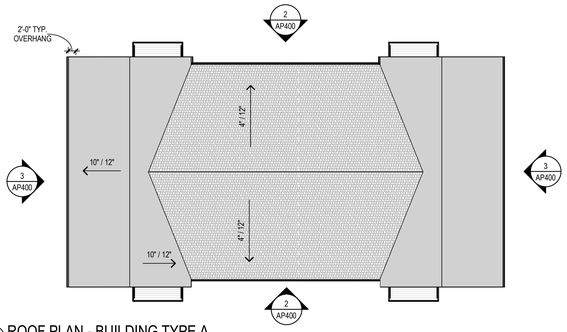
(For other fees see the Fee Schedule)

Note: Agricultural Use Conversion Charge

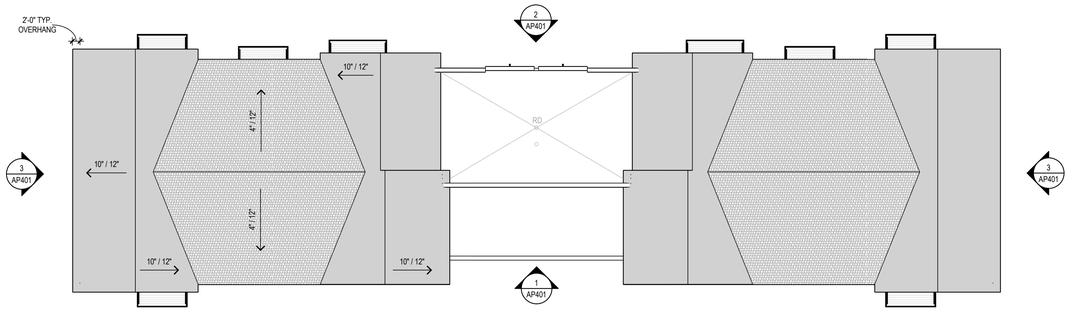
The use value assessment system values agricultural land based on the income that would be generated from its rental for agricultural use rather than its fair market value. When a person converts agricultural land to a non-agricultural use (e.g. residential or commercial development), that person may owe a conversion charge. To obtain more information about the use value law or conversion charge, contact the Wisconsin Department of Revenue's Equalization Section at 608-266-2149 or visit http://www.revenue.wi.gov/faqs/slf/useassmt.html.

Note that the act of rezoning property from an agricultural zoning district to a non-agricultural zoning district does not necessarily trigger the agricultural use conversion charge. It is when the use of the property changes from agricultural that the conversion charge is assessed.

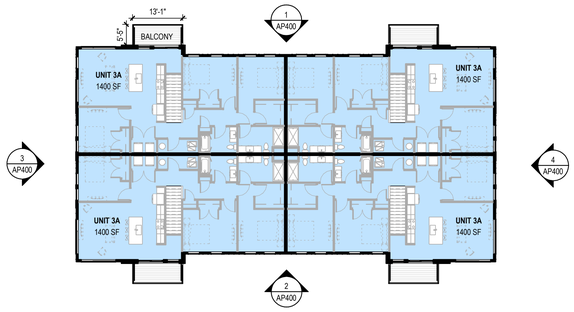
SQUARE FOOTAGES			
BLDG TYPE A	SF	# OF BLDGS	
1ST	5,909		
2ND	5,909		
TOTAL	**11,818**	5	**59,090 GSF**
BLDG TYPE B			
1ST	13,095		
2ND	12,195		
TOTAL	**25,290**	10	**252,900 GSF**
TOTAL		**15**	**311,990 GSF**



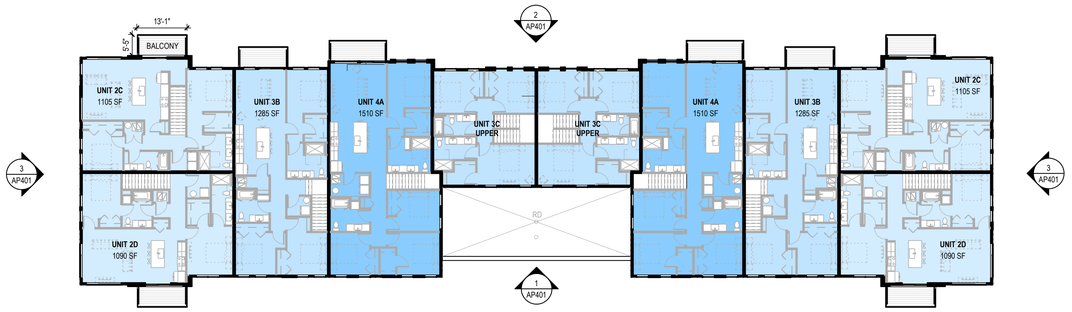
5 ROOF PLAN - BUILDING TYPE A
1/16" = 1'-0"



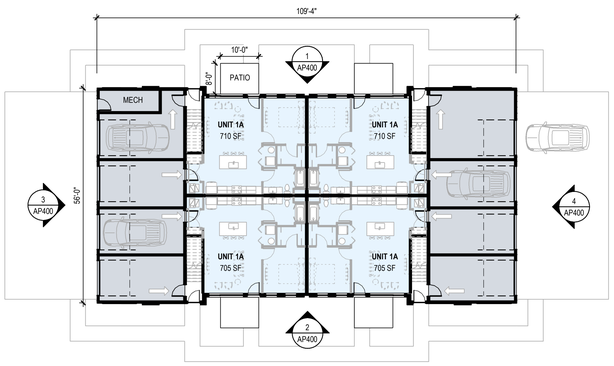
6 ROOF PLAN - BUILDING TYPE B
1/16" = 1'-0"



3 2ND FLOOR PLAN - BUILDING TYPE A
1/16" = 1'-0"



4 2ND FLOOR PLAN - BUILDING TYPE B
1/16" = 1'-0"



1 1ST FLOOR PLAN - BUILDING TYPE A
1/16" = 1'-0"



2 1ST FLOOR PLAN - BUILDING TYPE B
1/16" = 1'-0"

Engberg Anderson

SOMERS FLATS

BUILDING PLANS
Scale: As indicated
Date: 01/30/2026
Engberg Anderson Project No.: 253855

EXTERIOR MATERIALS

- DIMENSIONAL ASPHALT SHINGLES
- BRICK MASONRY
- BOARD & BATTEN - CEMENT BOARD
- CEMENT BOARD PANEL
- WOOD LOOK CEMENT BOARD



3 END ELEVATION - BUILDING TYPE A
1/8" = 1'-0"



4 END ELEVATION 2 - BUILDING TYPE A
1/8" = 1'-0"



6 ELEV. - TRASH ENCL. TYP.
1/8" = 1'-0"

5 ELEV. - TRASH ENCL. GATE
1/8" = 1'-0"



1 DRIVE ELEVATION - BUILDING TYPE A
1/8" = 1'-0"



2 PRIMARY ELEVATION - BUILDING TYPE A
1/8" = 1'-0"

Engberg Anderson

SOMERS FLATS

EXTERIOR ELEVATIONS BUILDING A
Scale: 1/8" = 1'-0"
Date: 01/30/25
Engberg Anderson Project No.: 253855

AP400



3 END ELEVATION 1 - BUILDING TYPE B
1/8" = 1'-0"



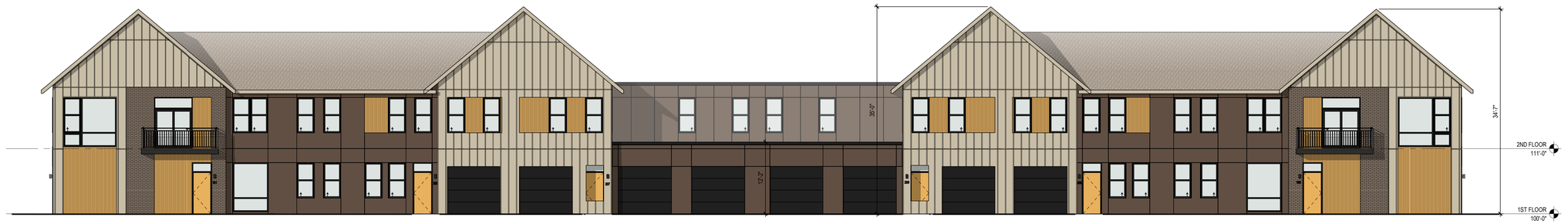
4 END ELEVATION 2 - BUILDING TYPE B
1/8" = 1'-0"

EXTERIOR MATERIALS

- DIMENSIONAL ASPHALT SHINGLES
- BRICK MASONRY
- BOARD & BATTEN - CEMENT BOARD
- CEMENT BOARD PANEL
- WOOD LOOK CEMENT BOARD



2 PRIMARY ELEVATION - BUILDING TYPE B
1/8" = 1'-0"



1 DRIVE ELEVATION - BUILDING TYPE B
1/8" = 1'-0"

Engberg Anderson

SOMERS FLATS

EXTERIOR ELEVATION - BUILDING B
Scale: 1/8" = 1'-0"
Date: 01/30/26
Engberg Anderson Project No.: 253855

AP401



Engberg Anderson

SOMERS FLATS

RENDERING
Scale:
Date: 01/30/26
Engberg Anderson Project No.: 253855



Engberg Anderson

SOMERS FLATS

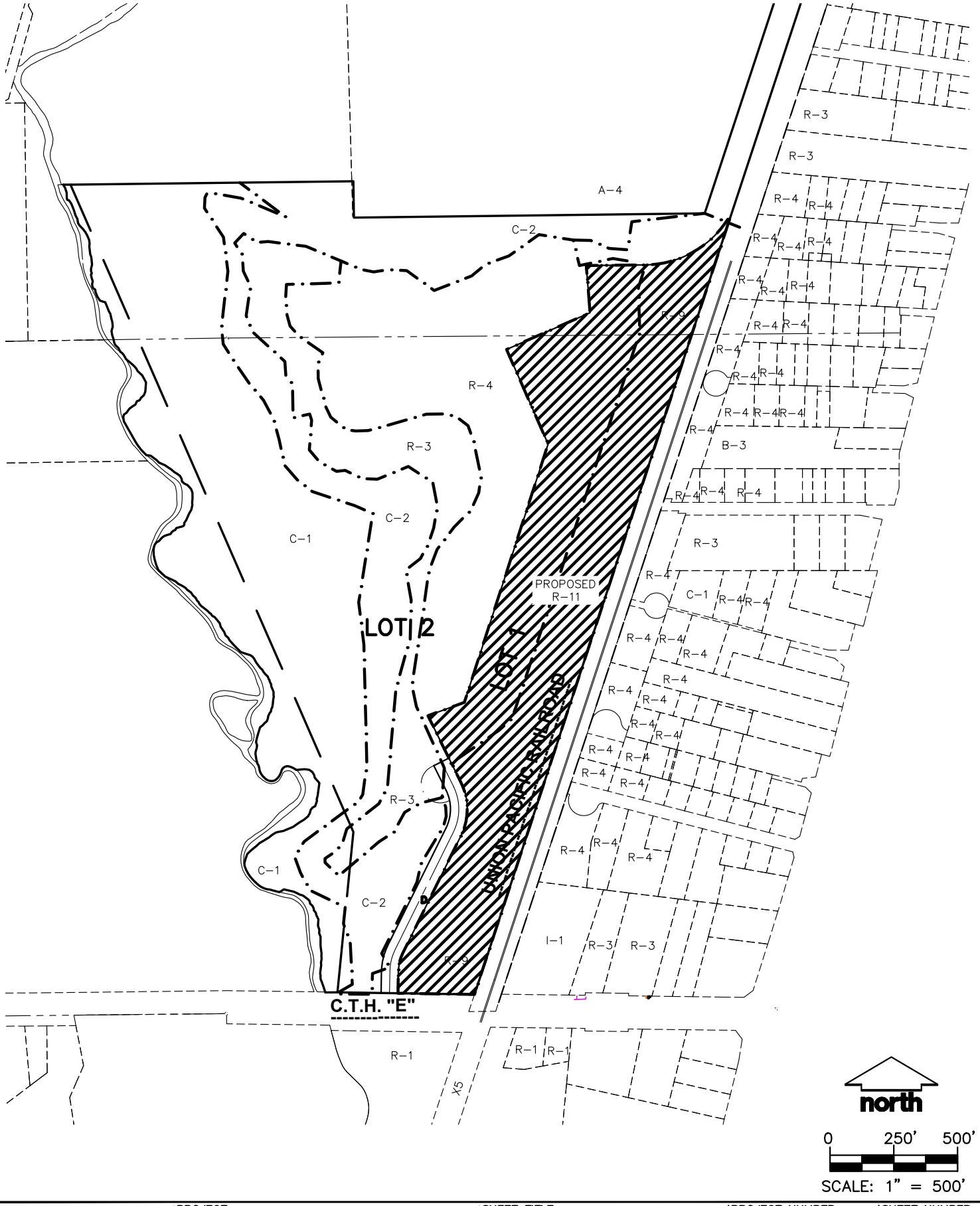
RENDERING
Scale:
Date: 01/30/26
Engberg Anderson Project No.: 253855



Engberg Anderson

SOMERS FLATS

RENDERING
Scale:
Date: 01/30/26
Engberg Anderson Project No.: 253855



File: \\JSDINC\projects2\2024\2414964\DWG\Survey Sheets\2414964 Zoning Exhibit.dwg Layout: Zoning Exhibit User: dan.bednar Plotted: Jan 30, 2026 - 8:40am

JSD
MILWAUKEE REGIONAL OFFICE
W238 N1610 BUSSE ROAD, SUITE 100
WAUKESHA, WISCONSIN 53188
P. 262.513.0666

PROJECT:
SOMERS ZONING EXHIBIT

12TH STREET, VILLAGE OF SOMERS

SHEET TITLE:
REZONING EXHIBIT

PROJECT NUMBER: 24-14964

DRAWN BY: CPL/DEB

DATE: 01/29/26

SHEET NUMBER: 1

LEGAL DESCRIPTION

THAT PART OF LOT 2 OF CERTIFIED SURVEY MAP No. 2275, RECORDED NOVEMBER 26, 2001 AS DOCUMENT No. 1244084 AND BEING PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 8 AND OF THE NORTHEAST 1/4, SOUTHEAST 1/4 AND SOUTHWEST 1/4 OF THE NORTHWEST 1/4 AND OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 AND OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 AND OF THE NORTHEAST 1/4, NORTHWEST 1/4, SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 7, TOWNSHIP 2 NORTH, RANGE 23 EAST, SAID LAND BEING IN THE VILLAGE OF SOMERS, COUNTY OF KENOSHA, STATE OF WISCONSIN, DESCRIBED MORE PARTICULARLY AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 7; THENCE S 00°16'48" W ALONG THE EAST LINE OF SAID NORTHEAST 1/4 OF SECTION 7, 33.00 FEET TO A POINT ON THE SOUTH LINE OF COUNTY TRUNK HIGHWAY "A" (CTH A); THENCE N 89°31'18" E ALONG SAID SOUTH LINE 33.23 FEET TO A POINT ON THE WESTERLY LINE OF THE UNION PACIFIC RAILROAD; THENCE S 18°13'26" W ALONG SAID LINE 2278.58 FEET AND THE POINT OF BEGINNING OF LANDS TO BE DESCRIBED; THENCE CONTINUING S 18°13'26" W, 3198.51 FEET TO A POINT ON THE NORTH LINE OF COUNTY TRUNK HIGHWAY "E" (CTH E); THENCE N 89°07'55" W, 299.98' TO A POINT; THENCE N 00°52'05" E, 84.90 FEET TO A POINT; THENCE NORTHEASTERLY ALONG A CURVE WHOSE CENTER LIES TO THE SOUTHEAST, WHOSE CHORD BEARS N 13°36'35" E AND WHOSE RADIUS IS 167.00 FEET, 73.67 FEET TO A POINT; THENCE N 26°21'05" E, 515.71 FEET; THENCE NORTHEASTERLY ALONG A CURVE WHOSE CENTER LIES TO THE WEST, WHOSE CHORD BEARS N 00°00'57" E AND WHOSE RADIUS IS 233.00 FEET, 206.73 FEET TO A POINT; THENCE N 26°19'11" W, 293.29 FEET TO A POINT; THENCE N 69°50'04" E, 152.13 FEET TO A POINT; THENCE N 17°57'44" E, 1065.08 FEET TO A POINT; THENCE N 23°44'46" W, 404.94 FEET TO A POINT; THENCE N 66°15'14" E, 358.04 FEET TO A POINT; THENCE N 04°35'52" W, 185.56 FEET TO A POINT; THENCE N 89°24'43" E, 230.96 FEET; THENCE NORTHEASTERLY ALONG A CURVE WHOSE CENTER LIES TO THE NORTHWEST, WHOSE CHORD BEARS N 61°05'37" E AND WHOSE RADIUS IS 390.06 FEET, 371.46 FEET TO A POINT; THENCE S 72°27'09" E, 6.61 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 1,214,941 SQUARE FEET OR 27.8912 ACRES.

File: \\JSDINC\projects2\2024\2414964\DWG\Survey Sheets\2414964 Zoning Exhibit.dwg Layout: Legal Description User: dan.bednar Plotted: Jan 30, 2026 - 8:40am

JSD
MILWAUKEE REGIONAL OFFICE
W238 N1610 BUSSE ROAD, SUITE 100
WAUKESHA, WISCONSIN 53188
P. 262.513.0666

PROJECT:
SOMERS ZONING EXHIBIT
12TH STREET, VILLAGE OF SOMERS

SHEET TITLE:
EXHIBIT LEGAL DESCRIPTION

PROJECT NUMBER: 24-14964
DRAWN BY: CPL
DATE: 01/20/26

SHEET NUMBER: 2

May 2015

VILLAGE OF SOMERS
Department of Planning & Development

LAND DIVISION APPLICATION

In order for applications to be processed, all information, drawings, application signatures, and fees required shall be submitted at time of application.

Please check the appropriate box below for the type of application being submitted:

- [x] Certified Survey Map
- [ ] Subdivision Preliminary Plat
- [ ] Subdivision Final Plat
- [ ] Condominium Plat

Applicant is: [ ] Property Owner [x] Subdivider [x] Other Developer

Applicant Name: Roers Companies (Attn: Nick Asta) Date 01.30.2026

Mailing Address: 2 Carlson Pkwy N #400, Plymouth, MN 55447 Phone # [redacted]

Phone #

Tax Parcel Number(s): 83-4-223-074-0006

Acreage of Project: 119.2770 AC +/- to C/L

Location of Property (including legal description):

Lot 2 in Certified Survey Map No. 2275, recorded November 26, 2001 as Document No. 1244084 and being part of the Northwest 1/4 of the Northwest 1/4 of Section 8 and of the Northeast 1/4, Southeast 1/4 and Southwest 1/4 of the Northeast 1/4 and of the Southeast 1/4 of the Northwest 1/4 and of the Northeast 1/4 of the Southwest 1/4 and of the Northeast 1/4, Northwest 1/4, Southwest 1/4 of the Southeast 1/4 of Section 7, and part of the Northwest 1/4 of the Northeast 1/4 of Section 18, Township 2 North, Range 23 East. Said land being in the Town of Somers, County of Kenosha, State of Wisconsin.

Subdivision/Development Name (if applicable): N/A

Existing Zoning: R-4 & R-9 Proposed Zoning: R-11

Village Land Use Plan District Designation(s) (if applicable):

Present Medium Density and High Density Residential (See map) 

Proposed High Density Residential

Present Use(s) of Property: Agricultural

Proposed Use(s) of Property: Multi-Family Residential

The subdivision abuts or adjoins a state trunk highway.....Yes ( ) No (✓)

The subdivision will be served by public sewer .....Yes (✓) No ( )

The subdivision abuts a county trunk highway .....Yes ( ) No (✓)

The subdivision contains shoreland/floodplain areas .....Yes (✓) No ( )

The subdivision lies within the extra-territorial plat (ETP) authority area of a nearby Village or City .....Yes ( ) No (✓)

*Applicant is responsible for submitting to the ETP authority any fees and documentation needed to obtain a recommendation.

REQUIRED SIGNATURE(S) FOR ALL APPLICATIONS:

D S Heyroth 1-22-26

Property Owner's Signature Date

Property Owner's Signature Date

REQUIRED APPLICABLE SIGNATURES:

1/22/2026

Applicant's Signature Date

1/22/2026

Developer's Signature Date

GENERAL NOTES

1. PROPOSED SITE DEVELOPMENT WILL RESULT IN AN INCREASE OF IMPERVIOUS SURFACE BY 410,559 S.F. (9.425 ACRES) AND WILL DISTURB MORE THAN 1 ACRE WHICH IS THE THRESHOLD THAT TRIGGERS STORMWATER MANAGEMENT. STORMWATER MANAGEMENT IS REQUIRED FOR THIS SITE AND HAS BEEN DESIGN TO BE HANDLE THROUGH THE UTILIZATION OF THREE STORMWATER BASINS.

2. REFER TO THE EXISTING CONDITIONS SURVEY FOR EXISTING CONDITIONS NOTES AND LEGENDS.

3. ALL WORK IN THE RIGHT-OF-WAY AND/OR PUBLIC EASEMENTS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, JURISDICTIONAL SPECIFICATIONS, AND APPROVED BY THE JURISDICTION HAVING AUTHORITY.

4. EXISTING GRADE SPOT ELEVATIONS SHOWN FOR INFORMATIONAL PURPOSES. DURING CONSTRUCTION MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.

5. NO SITE GRADING OUTSIDE OR DOWNSLOPE OF PROPOSED SILT FENCE LOCATION. NO LAND DISTURBANCE BEYOND PROPERTY LINES.

6. JSD SHALL BE HELD HARMLESS AND DOES NOT WARRANT ANY DEVIATIONS BY THE OWNER/CONTRACTOR FROM THE APPROVED CONSTRUCTION PLANS THAT MAY RESULT IN DISCIPLINARY ACTIONS BY ANY OR ALL REGULATORY AGENCIES.

7. CONTRACTOR SHALL RESTORE ALL BUILDINGS, PAVEMENT, PIPES, SLOPES, AND STRUCTURES DAMAGED BY THE CONTRACTOR TO PRE-EXISTING OR BETTER CONDITIONS.

8. THE RIGHT-OF-WAY IS THE SOLE JURISDICTION OF THE JURISDICTIONAL AUTHORITY AND IS SUBJECT TO CHANGE AT ANY TIME.

9. CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SAFETY DURING THE CONSTRUCTION OF THESE IMPROVEMENTS.

10. ANY REFERENCES TO THE TERMS OR ENTITY ABBREVIATIONS IN THE FOLLOWING NOTES AND SPECIFICATIONS SHALL BE UNDERSTOOD AS FOLLOWS:

10.1. "JURISDICTION " - THE LOCAL GOVERNMENTAL AGENCY (I.E., CITY, VILLAGE, TOWN, COUNTY, STATE, OR UTILITY SERVICE PROVIDER) HAVING AUTHORITY.
10.2. "STATE HIGHWAY SPECIFICATIONS" - STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, CURRENT EDITION AND SUPPLEMENTS
10.3. "STANDARD SPECIFICATIONS" - STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, CURRENT EDITION AND SUPPLEMENTS
10.4. WISCONSIN DEPARTMENT OF TRANSPORTATION - "WISDOT"
10.5. WISCONSIN DEPARTMENT OF NATURAL RESOURCES - "WDNR"
10.6. DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES - "DSPS" OR "SPS"

PAVING NOTES

1. GENERAL:
1.1. PAVING SHALL CONFORM TO STATE HIGHWAY SPECIFICATIONS, APPLICABLE JURISDICTIONAL SPECIFICATIONS, AND THE GEOTECHNICAL REPORT IF PROVIDED. ALL REFERENCES TO THE "GEOTECHNICAL REPORT" SHALL BE UNDERSTOOD AS THE AFOREMENTIONED REPORT.
1.2. ALL PAVING DIMENSIONS ARE TO FACE OF CURB UNLESS SPECIFIED OTHERWISE.
1.3. ALL SPOT GRADES ARE TO EDGE OF PAVEMENT UNLESS SPECIFIED OTHERWISE.
1.4. SURFACE PREPARATION - NOTIFY ENGINEER/OWNER OF UNSATISFACTORY CONDITIONS. DO NOT BEGIN PAVING WORK UNTIL DEFICIENT SUBBASE AREAS HAVE BEEN CORRECTED AND ARE READY TO RECEIVE PAVING.
1.5. ANY REQUIRED REPLACEMENT OF PUBLIC CURB AND GUTTER, PAVEMENT, OR SIDEWALK SHALL MATCH EXISTING AND MEET JURISDICTIONAL REQUIREMENTS.

2. CRUSHED AGGREGATE BASE COURSE SPECIFICATIONS:
2.1. THE TOP LAYER OF BASE COURSE SHALL CONFORM TO SECTIONS 301 AND 305 OF THE STATE HIGHWAY SPECIFICATIONS.
2.2. RECLAIMED OR RECYCLED ASPHALT MAY NOT BE USED AS CRUSHED AGGREGATE BASE COURSE UNLESS SPECIFICALLY APPROVED BY THE ENGINEER OF RECORD. USE OF ANY OTHER REPROCESSED OR BLENDED MATERIAL MUST FIRST BE APPROVED BY ENGINEER OF RECORD.
2.3. DO NOT PLACE BASE ON FROZEN FOUNDATIONS UNLESS THE ENGINEER APPROVES OTHERWISE.
2.4. DO NOT PLACE BASE ON FOUNDATIONS THAT ARE SOFT, SPONGY, OR COVERED BY ICE OR SNOW.

3. HOT MIXED ASPHALT (HMA) PAVING SPECIFICATIONS:
3.1. THE PLACING, CONSTRUCTION, AND COMPOSITION OF THE BASE COURSE AND HMA SURFACE COURSE SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTIONS 450, 455, 460, AND 465 OF THE STATE HIGHWAY SPECIFICATIONS.
3.2. WEATHER LIMITATIONS:
3.2.1. DO NOT PLACE HMA WHEN BASE IS WET OR CONTAINS EXCESS MOISTURE.
3.2.2. DO NOT PLACE ASPHALTIC MIXTURE WHEN THE AIR TEMPERATURE IS APPROXIMATELY 3° ABOVE GRADE, IN SHADE, AND AWAY FROM ARTI ICIA HEAT SOURCES IS ESS THAN 0 UN ESS A A D EN INEER ACCE TED CO D WEATHER A IN AN IS IN E ECT
3.2.3. PLACE ASPHALTIC MIXTURE ONLY ON A PREPARED, FIRM, AND COMPACTED BASE, FOUNDATION LAYER, OR EXISTING PAVEMENT SUBSTANTIALLY SURFACE-DRY AND FREE OF LOOSE AND FOREIGN MATERIAL. DO NOT PLACE OVER FROZEN SUBGRADE OR BASE, OR WHERE THE ROADBED IS UNSTABLE.
3.2.4. A TACK COAT ON WHEN THE AIR TEM ERATURE IS 32 OR MORE UN ESS THE EN INEER A RO ES OTHERWISE IN WRITIN
3.2.5. A AS HA T BOTH U ER AND OWER A ERS SHA BE DE I ERED TO THE RO ECT SITE AT A TEM ERATURE NOT OWER THAN 250
3.3. CONTRACTOR SHALL ESTABLISH AND MAINTAIN REQUIRED LINES AND ELEVATIONS FOR EACH COURSE DURING CONSTRUCTION.
3.4. BINDER COURSE AGGREGATE:
3.4.1. THE AGGREGATE FOR THE BINDER COURSE SHALL CONFORM TO SECTION 460 OF THE STATE HIGHWAY SPECIFICATIONS.
3.5. SURFACE COURSE AGGREGATE
3.5.1. THE AGGREGATE FOR THE SURFACE COURSE SHALL CONFORM TO SECTIONS 460 AND 465 OF THE STATE HIGHWAY SPECIFICATIONS.
3.6. ASPHALTIC MATERIALS
3.6.1. THE ASPHALTIC MATERIALS SHALL CONFORM TO SECTIONS 455, 460, AND 465 OF THE STATE HIGHWAY SPECIFICATIONS.

4. CONCRETE PAVING SPECIFICATIONS:
4.1. CONCRETE PAVING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTIONS 405, 415, AND 416 OF THE STATE HIGHWAY SPECIFICATIONS.
4.2. CURING COMPOUNDS SHALL CONFORM TO SECTION 415 OF THE STATE HIGHWAY SPECIFICATIONS.
4.3. CONTRACTOR SHALL PROVIDE A JOINTING PLAN TO ENGINEER IF NOT INCLUDED IN THE PLANS. CONTRACTOR SHALL PROVIDE CONTROL JOINTS AND CONSTRUCTION JOINTS OF ONE-QUARTER CONCRETE THICKNESS AT AN EQUAL RATIO OF LENGTH TO WIDTH WHEREVER POSSIBLE WITH A MAXIMUM LENGTH BETWEEN JOINTS OF 15' ON CENTER.
4.4. CONTRACTOR SHALL PROVIDE EXPANSION JOINTS IN SIDEWALKS AT A MAXIMUM 100' APART.
4.5. PLACE EXPANSION JOINTS IN CURB, GUTTER, OR CURB AND GUTTER CONSTRUCTED NEXT TO ASPHALTIC PAVEMENT OR SURFACING. LOCATE JOINTS EVERYWHERE THAT TANGENT AND RADIAL CURB OR CURB AND GUTTER MEET; ON EACH SIDE OF EVERY INLET 3' FROM THE INLET, BUT NO CLOSER THAN 6' FROM ANOTHER JOINT; AND ON TANGENT SECTIONS PLACE BETWEEN 6' AND 300'.
4.6. IF CONSTRUCTING CURB, GUTTER, OR CURB AND GUTTER NEXT TO, OR ON, CONCRETE PAVEMENT CONSTRUCTED WITH EXPANSION JOINTS, THEN PLACE EXPANSION JOINTS TO MATCH THE EXPANSION JOINT LOCATIONS IN THE PAVEMENTS.
4.7. FOR CURB AND GUTTER, FORM CONTRACTION JOINTS BY SAWING OR FORMING AN INDUCED PLANE OF WEAKNESS AT LEAST 2" DEEP IN THE CURB, GUTTER, OR CURB AND GUTTER DIRECTLY OPPOSITE CONSTRUCTION OR CONTRACTION JOINTS IN ADJOINING CONCRETE PAVEMENT AND AT THE REQUIRED SPACING IN CURB, GUTTER, OR CURB AND GUTTER ADJOINING ASPHALTIC PAVEMENT. SPACE JOINTS BETWEEN 6' AND APPROXIMATELY 20' APART, AS THE ENGINEER DIRECTS.
4.8. EXTERIOR CONCRETE SURFACES SHALL BE BROOM FINISHED.
4.9. CONTRACTOR SHALL INSTALL TRUNCATED DOME WARNING DETECTION FIELD SHALL BE PLACED AT ALL ADA RAMPS AS SPECIFIED ON PLANS AND IN ACCORDANCE WITH STATE AND FEDERAL REQUIREMENTS.

5. PAVEMENT MARKING SPECIFICATIONS:
5.1. ALL PARKING STALL LINES SHALL BE 4" WIDE, HIGH VISIBILITY YELLOW LATEX PAINT.

5.2. ALL PAVEMENT MARKINGS INCLUDING STOP BARS, CROSSWALKS, DIRECTIONAL ARROWS, PARKING STALL LINES, ADA STALL MARKINGS, NO PARKING ZONES, AND DROP-OFF/PICK-UP ZONES SHALL BE PAINTED WITH LATEX PAINT PER SPECIFICATIONS.

LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY
- EASEMENT LINE
- BUILDING OUTLINE
- BUILDING OVERHANG
- BUILDING SETBACK LINE
- PAVEMENT SETBACK LINE
- EDGE OF PAVEMENT
- STANDARD CURB AND GUTTER
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- AGGREGATE PATH
- LIGHT POLE (REFER TO PHOTOMETRIC PLAN)
- ADA PARKING SIGN
- BIKE RACK

PAVEMENT THICKNESS NOTES

ALL PAVING SHALL CONFORM TO STATE HIGHWAY SPECIFICATIONS, APPLICABLE JURISDICTIONAL SPECIFICATIONS, AND THE GEOTECHNICAL REPORT IF PROVIDED. ALL REFERENCES TO THE "GEOTECHNICAL REPORT" SHALL BE UNDERSTOOD AS THE AFOREMENTIONED REPORT.

** FINAL PAVEMENT DESIGN TO BE DETERMINED BY OWNER BASED ON GEOTECHNICAL ENGINEER OF RECORD RECOMMENDATIONS. ALL PAVING SHALL BE PERFORMED IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEER OF RECORDS RECOMMENDATIONS AS SPECIFIED IN THE SAID GEOTECHNICAL REPORT.

MINIMUM PAVEMENT STRUCTURE

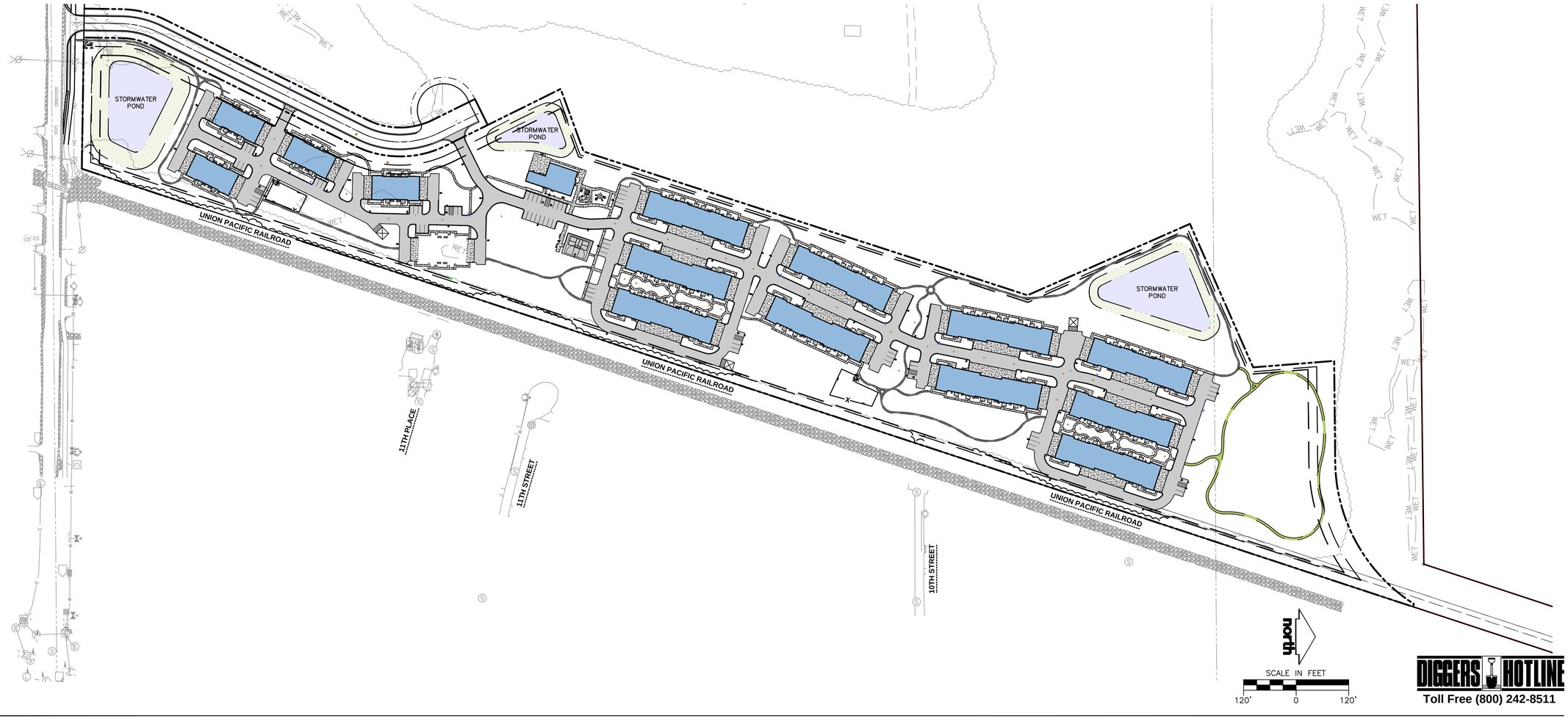
ASPHALT PAVEMENT
1-1/2" BITUMINOUS SURFACE COURSE
2" BITUMINOUS BINDER COURSE
8" CRUSHED AGGREGATE BASE COURSE

CONCRETE PAVEMENT
5" PORTLAND CEMENT CONCRETE
4" CRUSHED AGGREGATE BASE COURSE

CONCRETE PAD
6" PORTLAND CEMENT CONCRETE
6" CRUSHED AGGREGATE BASE COURSE

SITE INFORMATION

PARCEL NO.	071006316030
SITE AREA	179,681 S.F. (4.125 ACRES)
NUMBER OF PARKING STALLS	
SURFACE	
STANDARD	263
ACCESSIBLE	7
TOTAL PARKING STALLS	270
SITE COVERAGE ANALYSIS	
EXISTING IMPERVIOUS SURFACE AREA	0 SF (0.00 ACRES)
EXISTING PERVIOUS SURFACE AREA	1,199,990 SF (27.548 ACRES)
PROPOSED PAVED AREA	267,334 SF (6.137 ACRES)
PROPOSED BUILDING FOOTPRINT	124,376 SF (2.855 ACRES)
PROPOSED AGGREGATE PATH	18,849 SF (0.433 ACRES)
PROPOSED IMPERVIOUS SURFACE AREA	410,5591 SF (9.425 ACRES)
PROPOSED IMPERVIOUS SITE PERCENTAGE	34%
PROPOSED PERVIOUS SURFACE AREA	789,432 SF (18.123 ACRES)
PROPOSED PERVIOUS SITE PERCENTAGE	66%
PROPOSED NET IMPERVIOUS INCREASE	410,559 SF (9.425 ACRES)
DISTURBED AREA	1,199,990 SF (27.548 ACRES)



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MILWAUKEE REGIONAL OFFICE
W238 N1610 BUSSE ROAD, SUITE 100
WAUKESHA, WISCONSIN 53188
P. 262.513.0666

CLIENT:
ROERS COMPANIES

CLIENT ADDRESS:
TWO CARLSON PARKWAY NORTH
PLYMOUTH, MN 55447

PROJECT:
12TH STREET MULTI-FAMILY DEVELOPMENT

PROJECT LOCATION:
12TH STREET
VILLAGE OF SOMERS
KENOSHA COUNTY, WI

PLAN MODIFICATIONS:

#	Date:	Description:
1	01/30/2026	SITE PLAN REVIEW SUBMITTAL
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15		

Designed By: (Initials)
Reviewed By: (Initials)
Approved By: (Initials)

SHEET TITLE:
OVERALL SITE PLAN

SHEET NUMBER:
C2.0

JSD PROJECT NO: 24-14964

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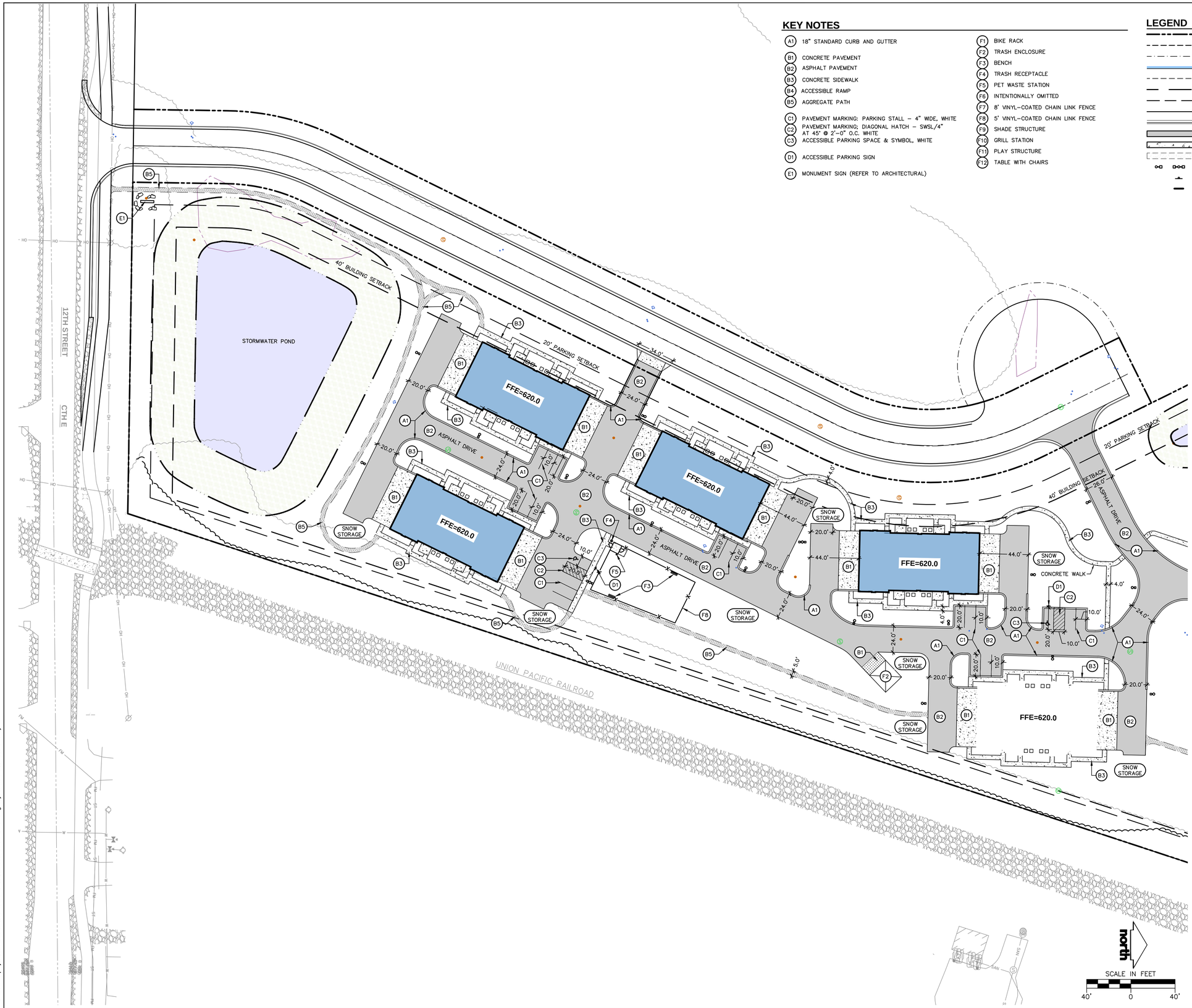
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KEY NOTES

- A1 18" STANDARD CURB AND GUTTER
- B1 CONCRETE PAVEMENT
- B2 ASPHALT PAVEMENT
- B3 CONCRETE SIDEWALK
- B4 ACCESSIBLE RAMP
- B5 AGGREGATE PATH
- C1 PAVEMENT MARKING: PARKING STALL – 4" WIDE, WHITE
- C2 PAVEMENT MARKING: DIAGONAL HATCH – SWSL/4" AT 45° @ 2'-0" O.C. WHITE
- C3 ACCESSIBLE PARKING SPACE & SYMBOL, WHITE
- D1 ACCESSIBLE PARKING SIGN
- E1 MONUMENT SIGN (REFER TO ARCHITECTURAL)
- F1 BIKE RACK
- F2 TRASH ENCLOSURE
- F3 BENCH
- F4 TRASH RECEPTACLE
- F5 PET WASTE STATION
- F6 INTENTIONALLY OMITTED
- F7 8' VINYL-COATED CHAIN LINK FENCE
- F8 5' VINYL-COATED CHAIN LINK FENCE
- F9 SHADE STRUCTURE
- F10 GRILL STATION
- F11 PLAY STRUCTURE
- F12 TABLE WITH CHAIRS

LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY
- EASEMENT LINE
- BUILDING OUTLINE
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- BUILDING SETBACK LINE
- PAVEMENT SETBACK LINE
- EDGE OF PAVEMENT
- STANDARD CURB AND GUTTER
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- AGGREGATE PATH
- LIGHT POLE (REFER TO PHOTOMETRIC PLAN)
- ADA PARKING SIGN
- BIKE RACK



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PROJECT:
12TH STREET MULTI-FAMILY DEVELOPMENT

PROJECT LOCATION:
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Designed By: (Initials)
Reviewed By: (Initials)
Approved By: (Initials)

SHEET TITLE:
SOUTH SITE PLAN

SHEET NUMBER:
C2.1

JSD PROJECT NO: 24-14964

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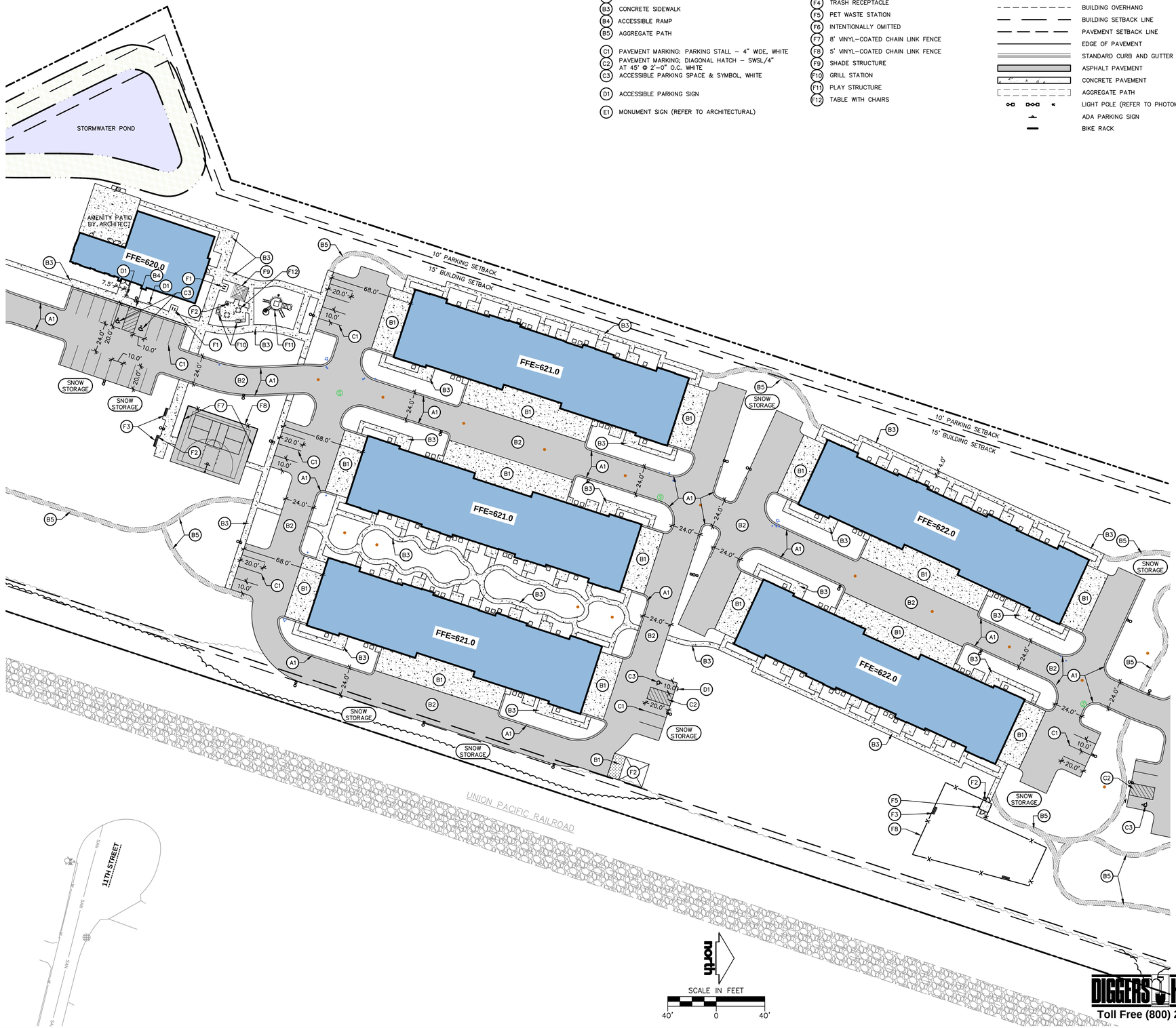
File: \\JSDINC\projects\2026\24-14964\DWG\Civil Sheets\24114964 C2.0 Site Plan.dwg Layout: C2.1 User: Patrick.Shay

KEY NOTES

- A1 18" STANDARD CURB AND GUTTER
- B1 CONCRETE PAVEMENT
- B2 ASPHALT PAVEMENT
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- ADA PARKING SIGN
- BIKE RACK



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Designed By: (Initials)
Reviewed By: (Initials)
Approved By: (Initials)

SHEET TITLE:
MIDDLE SITE PLAN

SHEET NUMBER:
C2.2

JSD PROJECT NO: 24-14964

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LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY
- EASEMENT LINE
- BUILDING OUTLINE
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- EDGE OF PAVEMENT
- STANDARD CURB AND GUTTER
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- AGGREGATE PATH
- LIGHT POLE (REFER TO PHOTOMETRIC PLAN)
- ADA PARKING SIGN
- BIKE RACK

KEY NOTES

- A1 18" STANDARD CURB AND GUTTER
- B1 CONCRETE PAVEMENT
- B2 ASPHALT PAVEMENT
- B3 CONCRETE SIDEWALK
- B4 ACCESSIBLE RAMP
- B5 AGGREGATE PATH
- C1 PAVEMENT MARKING: PARKING STALL - 4" WIDE, WHITE
- C2 PAVEMENT MARKING: DIAGONAL HATCH - SWSL/4" AT 45° @ 2'-0" O.C. WHITE
- C3 ACCESSIBLE PARKING SPACE & SYMBOL, WHITE
- D1 ACCESSIBLE PARKING SIGN
- E1 MONUMENT SIGN (REFER TO ARCHITECTURAL)
- F1 BIKE RACK
- F2 TRASH ENCLOSURE
- F3 BENCH
- F4 TRASH RECEPTACLE
- F5 PET WASTE STATION
- F6 INTENTIONALLY OMITTED
- F7 8' VINYL-COATED CHAIN LINK FENCE
- F8 5' VINYL-COATED CHAIN LINK FENCE
- F9 SHADE STRUCTURE
- F10 GRILL STATION
- F11 PLAY STRUCTURE
- F12 TABLE WITH CHAIRS

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File: \\JSDINC\projects\2024\24-14964\DWG\Civil Sheets\24-14964 C2.0 Site Plan.dwg Layout: C2.3 User: Patrick.Shay

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jsdinc.com
MILWAUKEE REGIONAL OFFICE
W238 N1610 BUSSE ROAD, SUITE 100
WAUKESHA, WISCONSIN 53188
P. 262.513.0666

CLIENT:
ROERS COMPANIES

CLIENT ADDRESS:
**TWO CARLSON PARKWAY NORTH
PLYMOUTH, MN 55447**

PROJECT:
12TH STREET MULTI-FAMILY DEVELOPMENT

PROJECT LOCATION:
**12TH STREET
VILLAGE OF SOMERS
KENOSHA COUNTY, WI**

PLAN MODIFICATIONS:

#	Date:	Description:
1	01/30/2026	SITE PLAN REVIEW SUBMITTAL
2		
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15		

Designed By: (Initials)
Reviewed By: (Initials)
Approved By: (Initials)

SHEET TITLE:
NORTH SITE PLAN

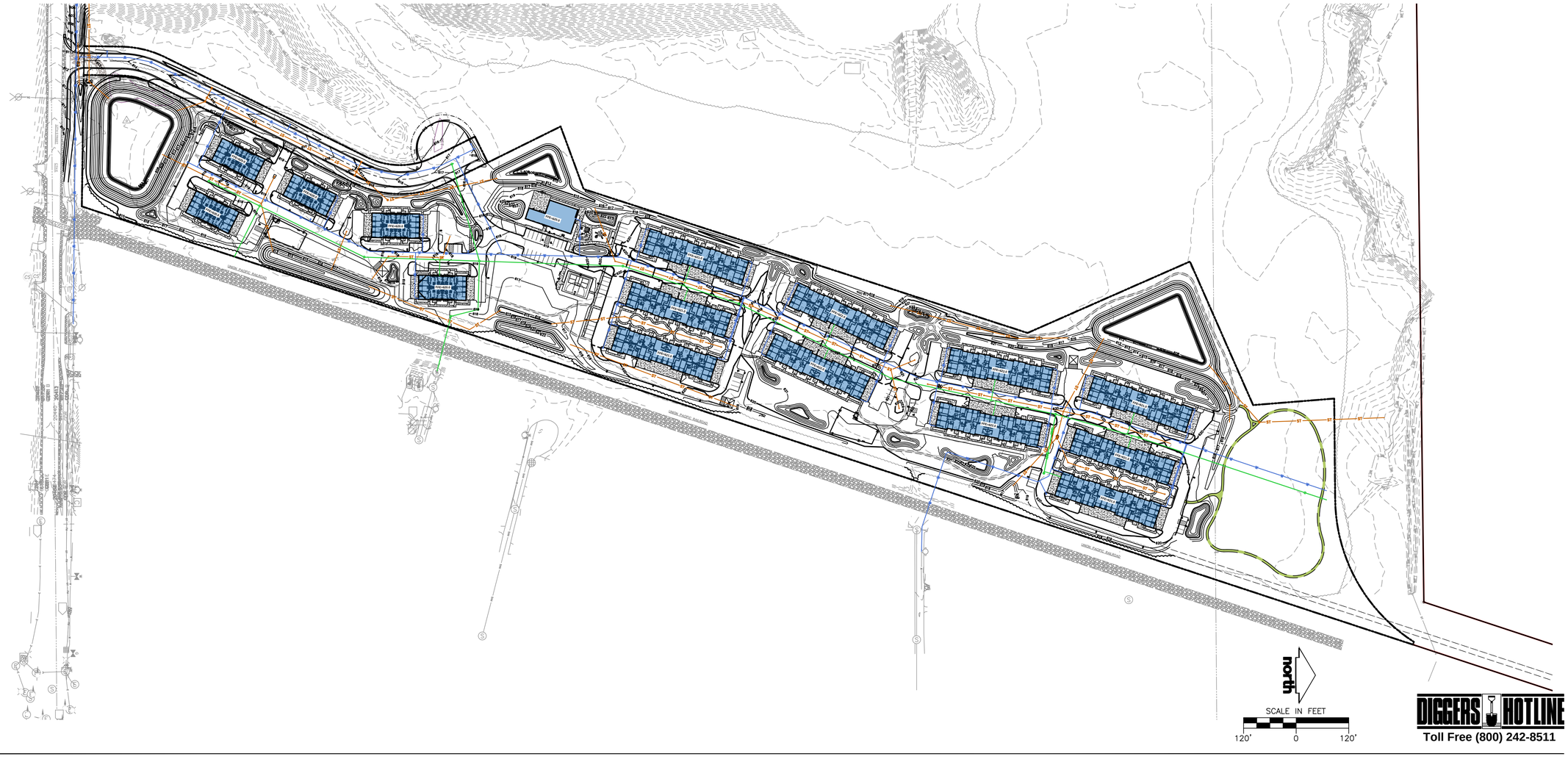
SHEET NUMBER:
C2.3

JSD PROJECT NO: 24-14964

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LEGEND

- PROPERTY LINE
- RIGHT–OF–WAY
- EASEMENT LINE
- BUILDING OUTLINE
- BUILDING OVERHANG
- BUILDING SETBACK LINE
- PAVEMENT SETBACK LINE
- EDGE OF PAVEMENT
- STANDARD CURB AND GUTTER
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- AGGREGATE PATH
- 851 — PROPOSED 1 FOOT CONTOUR
- 850 — PROPOSED 5 FOOT CONTOUR
- 851 — EXISTING 1 FOOT CONTOUR
- 850 — EXISTING 5 FOOT CONTOUR
- 852.00 — SPOT ELEVATION
  PROPOSED – 852.00
  EXISTING – EX: 852.00±



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Designed By: (Initials)
Reviewed By: (Initials)
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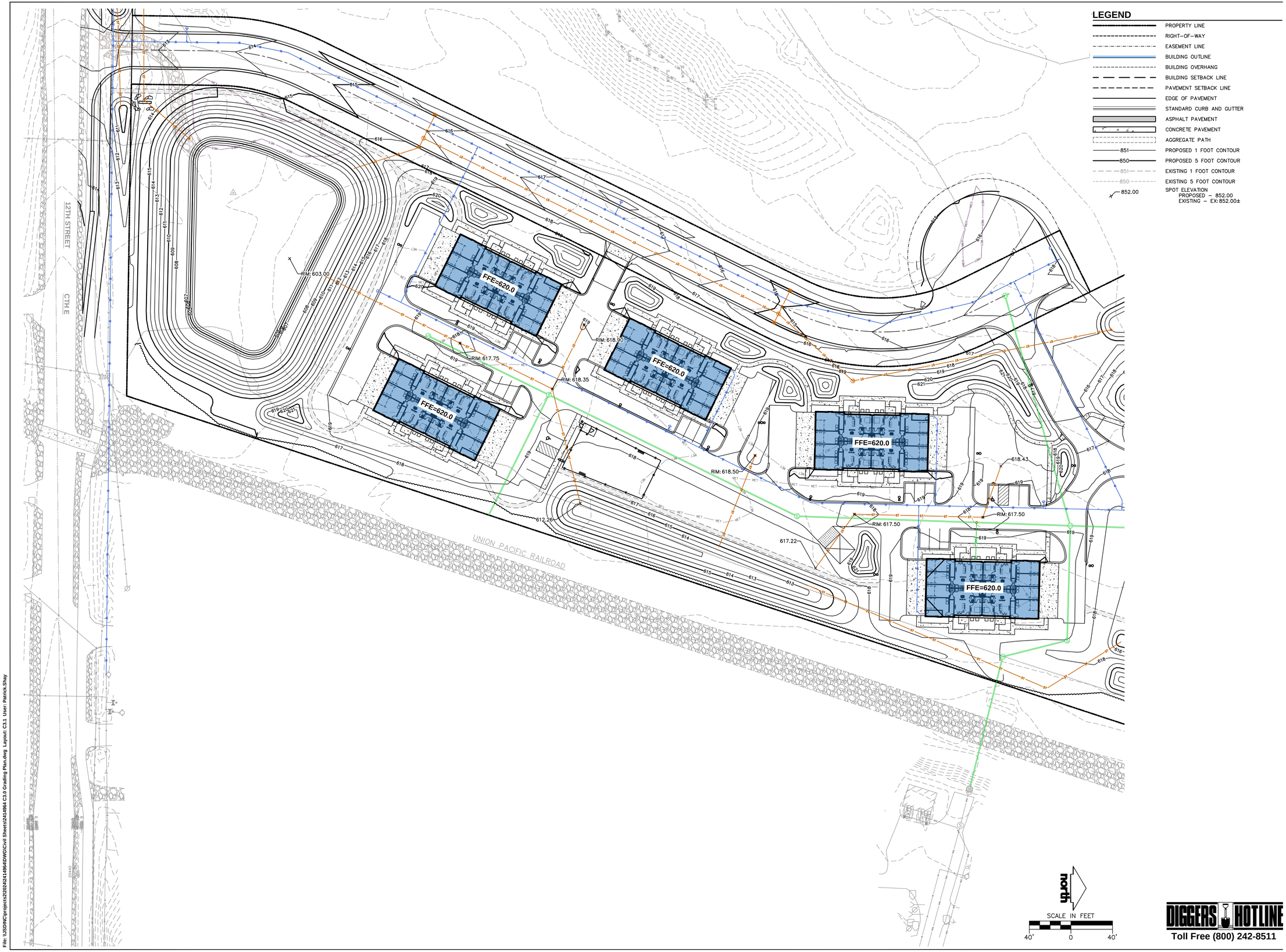
SHEET TITLE:
OVERALL GRADING PLAN

SHEET NUMBER:
C3.0

JSD PROJECT NO: 24-14964

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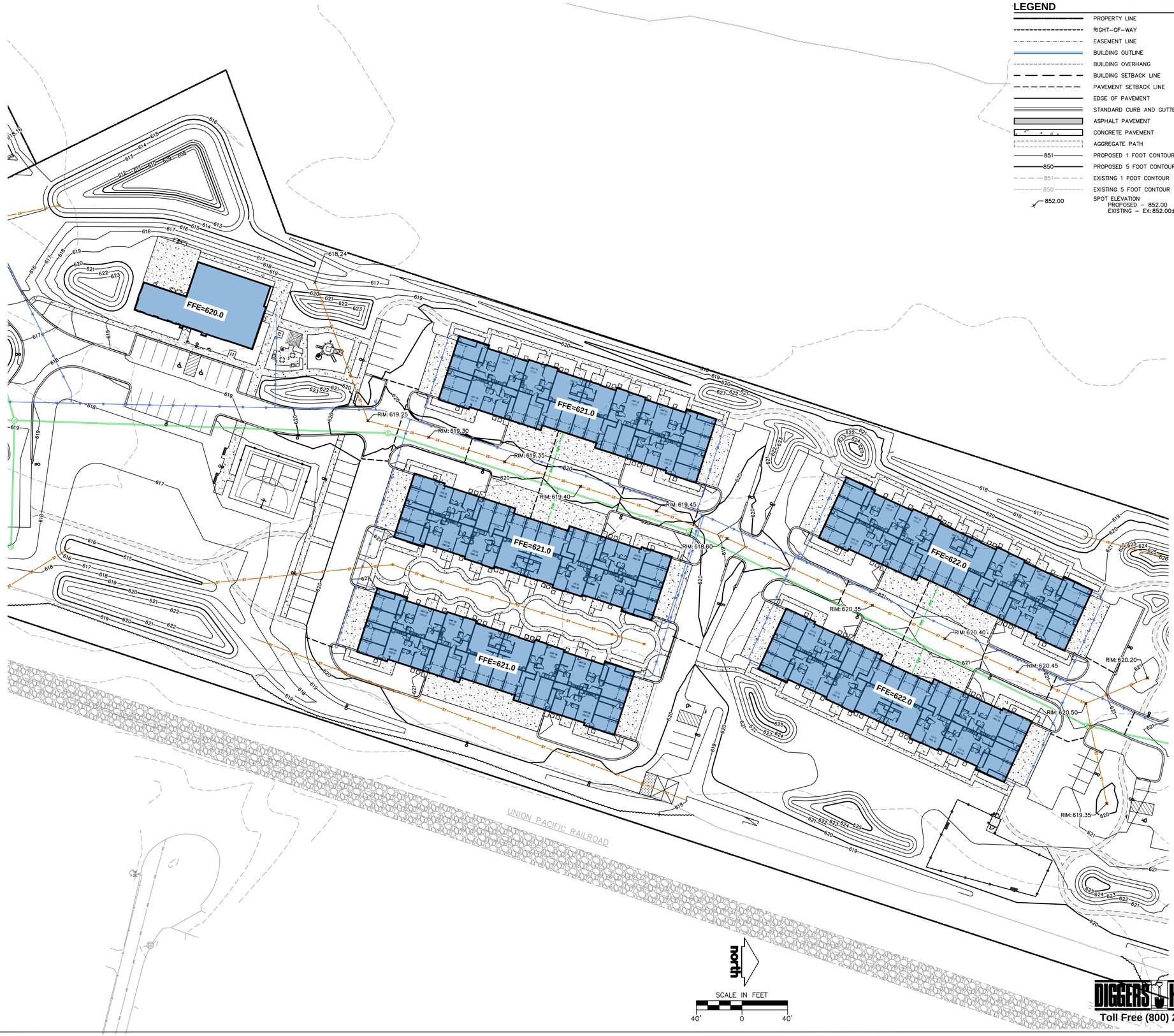
Designed By: (Initials)
Reviewed By: (Initials)
Approved By: (Initials)

SHEET TITLE:
SOUTH GRADING PLAN

SHEET NUMBER:
C3.1

JSD PROJECT NO: 24-14964

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- PROPERTY LINE
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- EDGE OF PAVEMENT
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- AGGREGATE PATH
- 851 PROPOSED 1 FOOT CONTOUR
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- 851 EXISTING 1 FOOT CONTOUR
- 850 EXISTING 5 FOOT CONTOUR
- 852.00 SPOT ELEVATION
  PROPOSED – 852.00
  EXISTING – EX: 852.00±

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Designed By: (Initials)
Reviewed By: (Initials)
Approved By: (Initials)

SHEET TITLE:
MIDDLE GRADING PLAN

SHEET NUMBER:
C3.2

JSD PROJECT NO: 24-14964

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PLYMOUTH, MN 55447

PROJECT:
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Designed By: (Initials)
Reviewed By: (Initials)
Approved By: (Initials)

SHEET TITLE:
MIDDLE GRADING PLAN

SHEET NUMBER:
C3.3

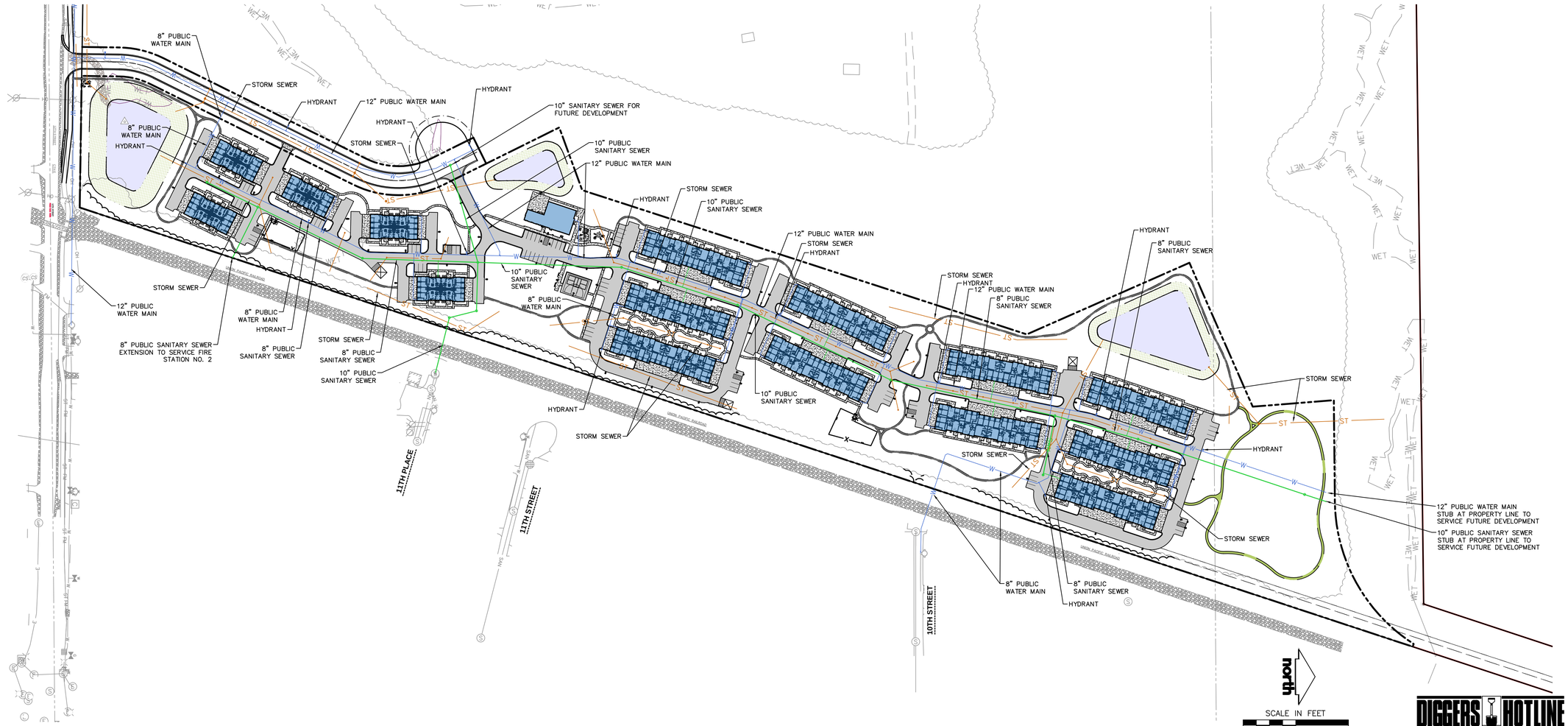
JSD PROJECT NO: 24-14964

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LEGEND

- PROPERTY LINE
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- BUILDING OUTLINE
- BUILDING OVERHANG
- EDGE OF PAVEMENT
- STANDARD CURB AND GUTTER
- REJECT CURB AND GUTTER
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- RETAINING WALL
- SANITARY SEWER
- WATERMAIN
- STORM SEWER



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Designed By: (Initials)
Reviewed By: (Initials)
Approved By: (Initials)

SHEET TITLE:
OVERALL UTILITY PLAN

SHEET NUMBER:
C4.0

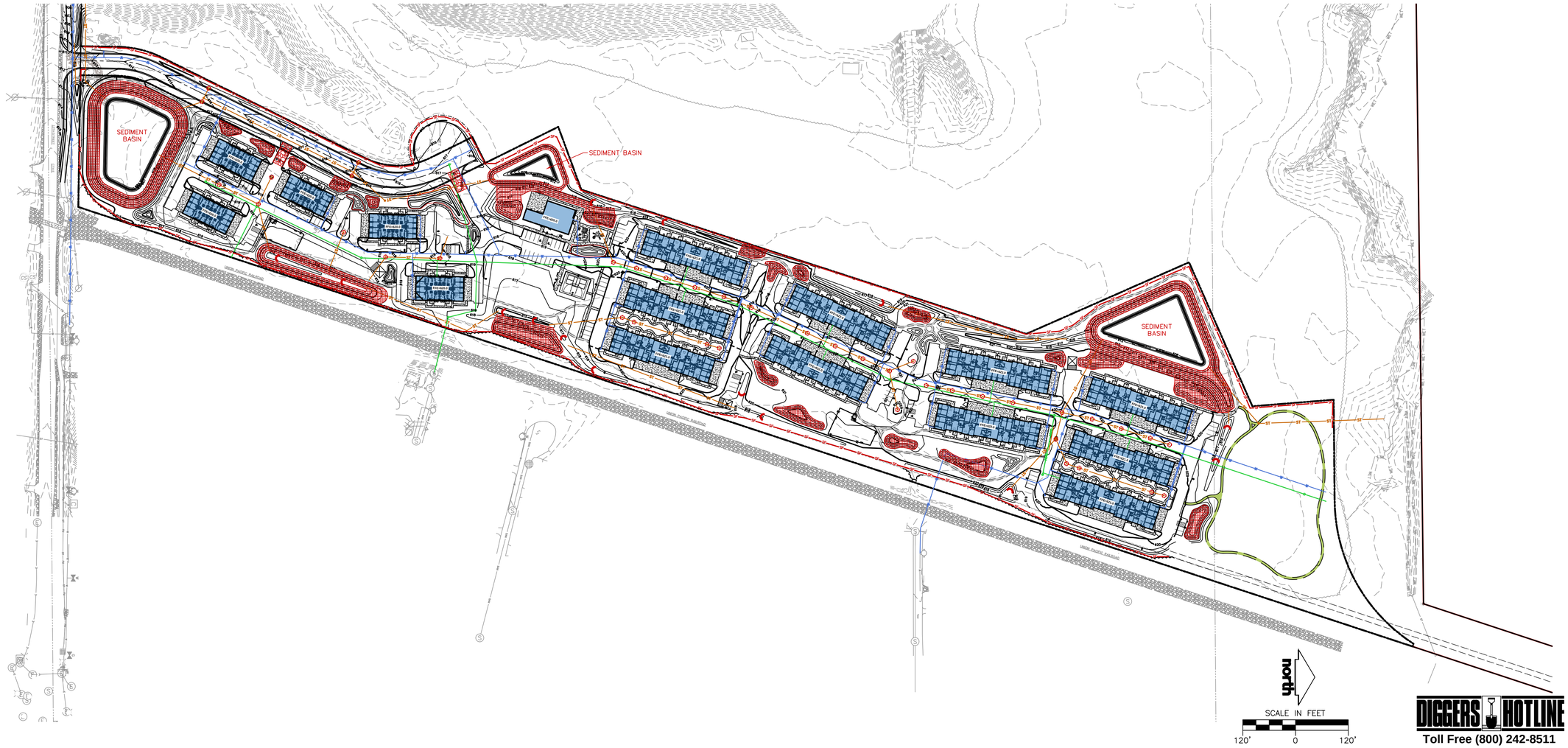
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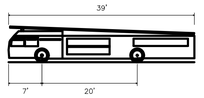
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- 851 — EXISTING 1 FOOT CONTOUR
- 850 — EXISTING 5 FOOT CONTOUR
- 852.00 — SPOT ELEVATION
  PROPOSED – 852.00
  EXISTING – EX: 852.00±
- SF SF — SILT FENCE
- CONSTRUCTION ENTRANCE
- EROSION MATTING
- DITCH CHECK
- INLET PROTECTION



LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY
- EASEMENT LINE
- BUILDING OUTLINE
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- BUILDING SETBACK LINE
- PAVEMENT SETBACK LINE
- EDGE OF PAVEMENT
- STANDARD CURB AND GUTTER
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- AGGREGATE PATH
- VEHICLE ENVELOPE LIMITS
- VEHICLE WHEELBASE TRACKING LIMITS



Aerial Fire Truck	
Overall Length	39.000ft
Overall Width	8.167ft
Overall Body Height	7.500ft
Min Body Ground Clearance	0.750ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

SITE INFORMATION

PARCEL NO.	0710063160 30
SITE AREA	179,681 S.F. (4.125 ACRES)
NUMBER OF PARKING STALLS	
SURFACE	
STANDARD	263
ACCESSIBLE	7
TOTAL PARKING STALLS	270
SITE COVERAGE ANALYSIS	
EXISTING IMPERVIOUS SURFACE AREA	0 SF (0.00 ACRES)
EXISTING PERVIOUS SURFACE AREA	1,199,990 SF (27.548 ACRES)
PROPOSED PAVED AREA	267,334 SF (6.137 ACRES)
PROPOSED BUILDING FOOTPRINT	124,376 SF (2.855 ACRES)
PROPOSED AGGREGATE PATH	18,849 SF (0.433 ACRES)
PROPOSED IMPERVIOUS SURFACE AREA	410,5591 SF (9.425 ACRES)
PROPOSED IMPERVIOUS SITE PERCENTAGE	34%
PROPOSED PERVIOUS SURFACE AREA	789,432 SF (18.123 ACRES)
PROPOSED PERVIOUS SITE PERCENTAGE	66%
PROPOSED NET IMPERVIOUS INCREASE	410,559 SF (9.425 ACRES)
DISTURBED AREA	1,199,990 SF (27.548 ACRES)



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W238 N1610 BUSSE ROAD, SUITE 100
WAUKESHA, WISCONSIN 53188
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CLIENT:
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CLIENT ADDRESS:
TWO CARLSON PARKWAY NORTH
PLYMOUTH, MN 55447

PROJECT:
12TH STREET MULTI-FAMILY DEVELOPMENT

PROJECT LOCATION:
12TH STREET
VILLAGE OF SOMERS
KENOSHA COUNTY, WI

PLAN MODIFICATIONS:

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Designed By:	(Initials)
Reviewed By:	(Initials)
Approved By:	(Initials)

SHEET TITLE:
TRAFFIC CIRCULATION EXHIBIT

SHEET NUMBER:
EXHIBIT

JSD PROJECT NO: 24-14964

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Plan View
Scale - 1" = 100ft

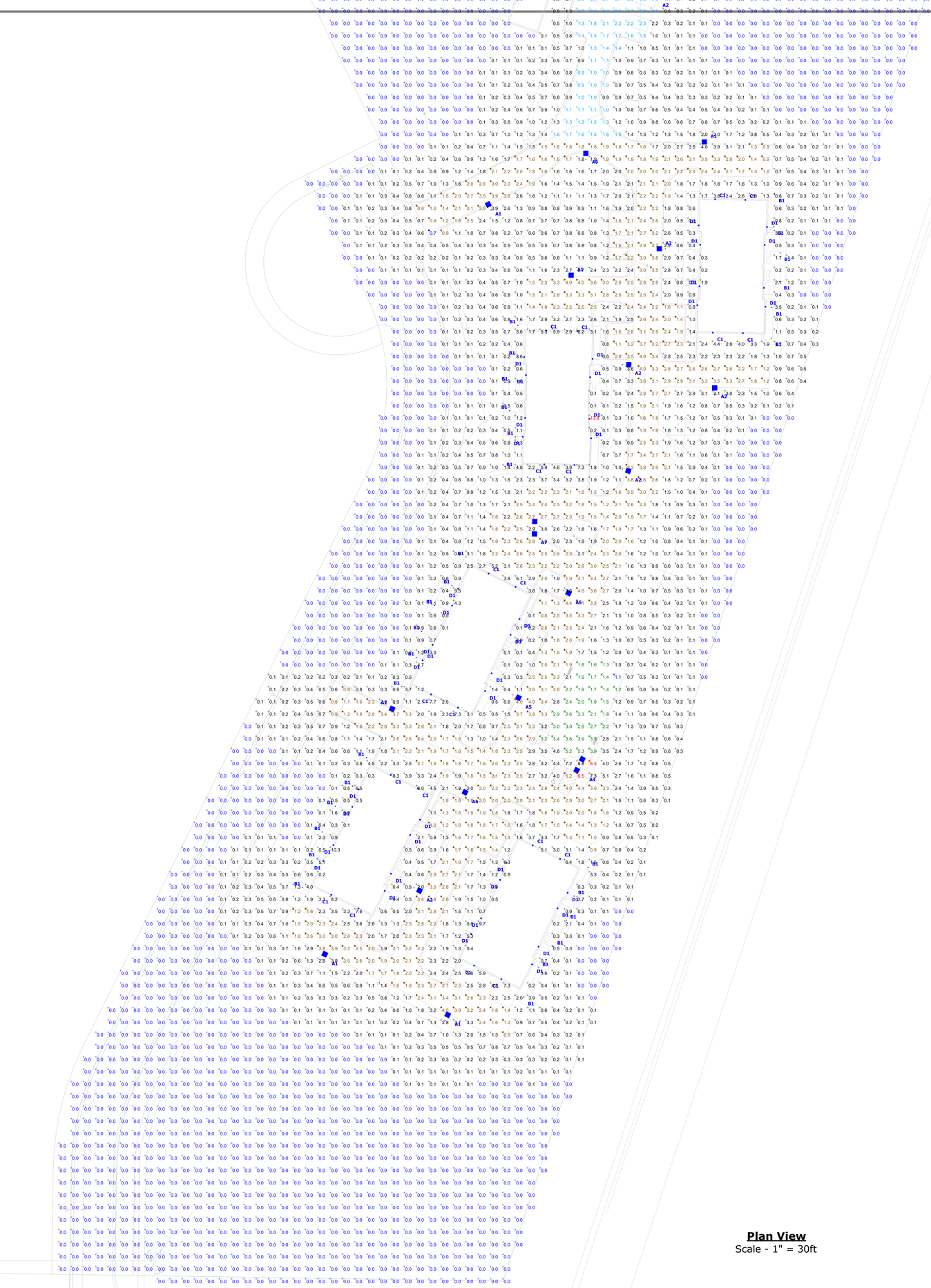
LLF

Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lumens per Lamp	Wattage
	A1	6	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-3	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 3 OPTIC MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	14851	122
	A2	28	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-3-HIS	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 3-HIS OPTIC, House-side Internal Shielding - MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	11830	122
	A3	7	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-4	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 4 OPTIC, MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	15536	122
	A4	1	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-4	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 4 OPTIC MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	15536	244
	A5	8	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-4-HIS	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 4-HIS OPTIC, House-side Internal Shielding - MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	12183	122
	A6	2	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-5W	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 5W OPTIC, MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	15446	122
	A7	2	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-5W	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 5W OPTIC, No Shield	15446	244
	B1	96	PERFORMANCE IN LIGHTING	KHA SLIM LED 36''-AL 10W 4K-96	36'' BOLLARD 14W 4000K	546	14
	C1	102	STONCO	ASW25-SCT-G1-8-PCB-BW	WALL PACK MOUNTED 10'-6" AFF - 4000K	1966	15
	D1	198	LIGMAN	MV-30001-W-W40	WALL SCONCE - DIRECT ONLY - MOUNTED 7'-0" AFF - 4000K	957	11

SPECTRUM
lighting & controls

ROERS MULTIFAMILY
SOMERS, WI
SITE PHOTOMETRIC

Designer
JAW
Date
01/27/2026
Scale
SEE PLAN



Plan View
Scale - 1" = 30ft

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
SOUTH PARKING AND DRIVE	■	2.3 fc	6.5 fc	0.7 fc	9.3:1	3.3:1
DOG PARK	✳	2.6 fc	6.5 fc	1.1 fc	5.9:1	2.4:1
SITE ALL	+	0.8 fc	13.8 fc	0.0 fc	N/A	N/A

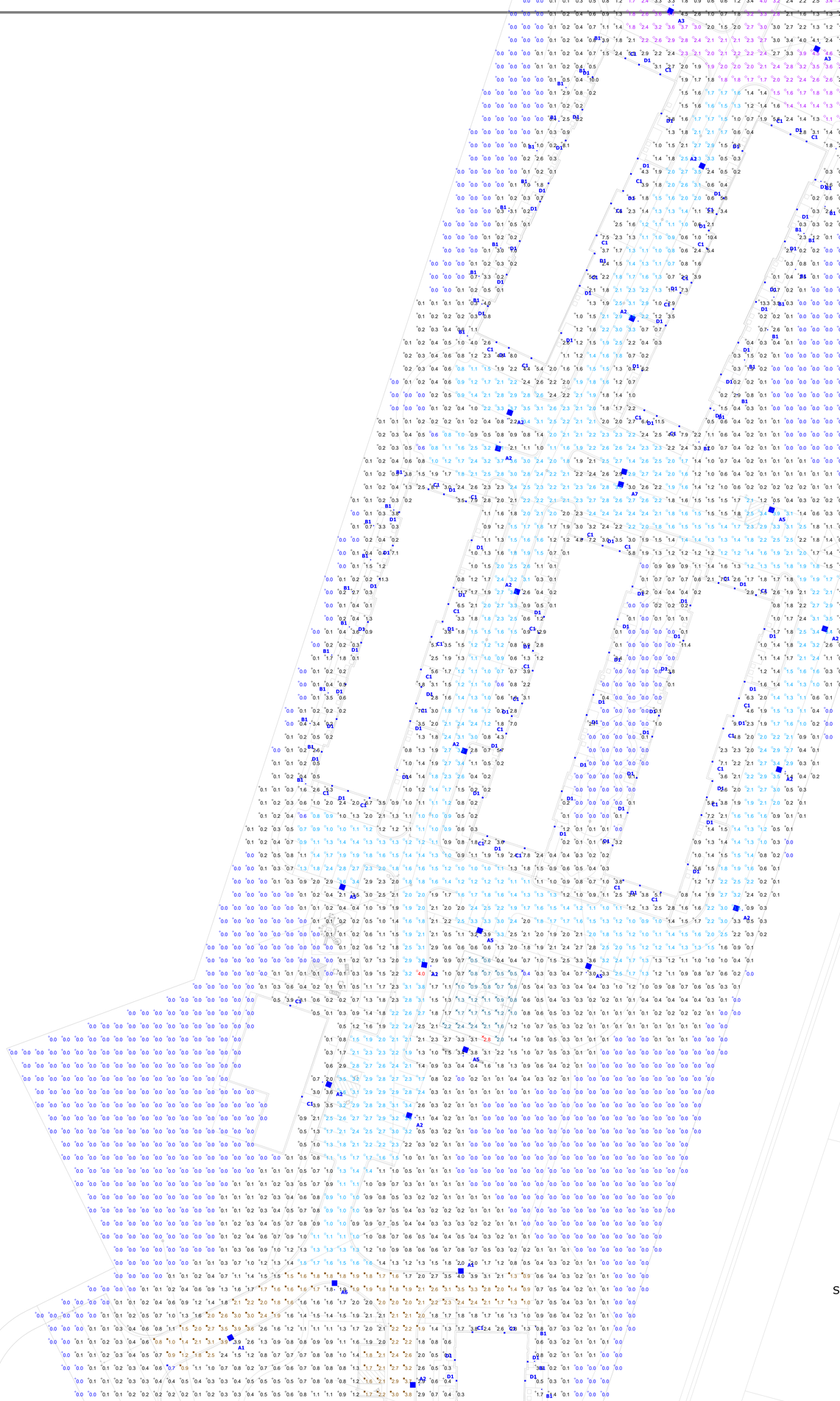
Schedule

Symbol	Label	Manufacturer	Catalog Number	Description	Lumens per Lamp	LLF	Wattage
	A1	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-3	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 3 OPTIC MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	14851	0.95	122
	A2	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-3-HIS	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 3-HIS OPTIC, House-side Internal Shielding - MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	11830	0.95	122
	A3	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-4	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 4 OPTIC, MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	15536	0.95	122
	A4	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-4	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 4 OPTIC MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	15536	0.95	244
	A5	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-4-HIS	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 4-HIS OPTIC, House-side Internal Shielding - MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	12183	0.95	122
	A6	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-5W	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 5W OPTIC, MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	15446	0.95	122
	A7	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-5W	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 5W OPTIC, No Shield	15446	0.95	244
	B1	PERFORMANCE IN LIGHTING	KHA SLIM LED 36"-AL 10W 4K-96	36" BOLLARD 14W 4000K	546	0.95	14
	C1	STONCO	ASW25-SCT-G1-8-PCB-BW	WALL PACK MOUNTED 10'-6" AFF - 4000K	1966	0.95	15
	D1	LIGMAN	MV-30001-W-W40	WALL SCONCE - DIRECT ONLY - MOUNTED 7'-0" AFF - 4000K	957	0.95	11

SPECTRUM lighting & controls

ROERS MULTIFAMILY
SOMERS, WI
SITE PHOTOMETRIC

Designer
JAW
Date
01/27/2026
Scale
SEE PLAN



Plan View
Scale - 1" = 30ft

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
BASKETBALL COURT	+	1.2 fc	2.8 fc	0.4 fc	7.0:1	3.0:1
CENTER PARKING AND DRIVE	+	2.0 fc	4.0 fc	0.6 fc	6.7:1	3.3:1
SITE ALL	+	0.8 fc	13.8 fc	0.0 fc	N/A	N/A

Schedule

Symbol	Label	Manufacturer	Catalog Number	Description	Lumens per Lamp	LLF	Wattage
	A1	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-3	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 3 OPTIC MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	14851	0.95	122
	A2	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-3-HIS	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 3-HIS OPTIC, House-side Internal Shielding - MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	11830	0.95	122
	A3	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-4	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 4 OPTIC, MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	15536	0.95	122
	A4	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-4	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 4 OPTIC MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	15536	0.95	244
	A5	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-4-HIS	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 4-HIS OPTIC, House-side Internal Shielding - MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	12183	0.95	122
	A6	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-5W	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 5W OPTIC, MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	15446	0.95	122
	A7	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-5W	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 5W OPTIC, No Shield	15446	0.95	244
	B1	PERFORMANCE IN LIGHTING	KHA SLIM LED 36"-AL 10W 4K-96	36" BOLLARD 14W 4000K	546	0.95	14
	C1	STONCO	ASW25-SCT-G1-8-PCB-BW	WALL PACK MOUNTED 10'-6" AFF - 4000K	1966	0.95	15
	D1	LIGMAN	MV-30001-W-W40	WALL SCONCE - DIRECT ONLY - MOUNTED 7'-0" AFF - 4000K	957	0.95	11

SPECTRUM
lighting & controls

ROERS MULTIFAMILY
SOMERS, WI
SITE PHOTOMETRIC

Designer
JAW
Date
01/27/2026
Scale
SEE PLAN



Plan View
Scale - 1" = 30ft

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
NORTH PARKING AND DRIVE	◇	2.1 fc	4.9 fc	0.5 fc	9.8:1	4.2:1
SITE ALL	+	0.8 fc	13.8 fc	0.0 fc	N/A	N/A

Schedule

Symbol	Label	Manufacturer	Catalog Number	Description	Lumens per Lamp	LLF	Wattage
	A1	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-3	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 3 OPTIC MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	14851	0.95	122
	A2	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-3-HIS	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 3-HIS OPTIC, House-side Internal Shielding - MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	11830	0.95	122
	A3	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-4	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 4 OPTIC, MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	15536	0.95	122
	A4	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-4	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 4 OPTIC MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	15536	0.95	244
	A5	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-4-HIS	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 4-HIS OPTIC, House-side Internal Shielding - MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	12183	0.95	122
	A6	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-5W	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 5W OPTIC, MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	15446	0.95	122
	A7	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-5W	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 5W OPTIC, No Shield	15446	0.95	244
	B1	PERFORMANCE IN LIGHTING	KHA SLIM LED 36"-AL 10W 4K-96	36" BOLLARD 14W 4000K	546	0.95	14
	C1	STONCO	ASW25-SCT-G1-8-PCB-BW	WALL PACK MOUNTED 10'-6" AFF - 4000K	1966	0.95	15
	D1	LIGMAN	MV-30001-W-W40	WALL SCONCE - DIRECT ONLY - MOUNTED 7'-0" AFF - 4000K	957	0.95	11

ROERS MULTIFAMILY
SOMERS, WI
SITE PHOTOMETRIC

Designer
JAW
Date
01/27/2026
Scale
SEE PLAN



Plan View
Scale - 1" = 100ft

LLF

Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lumens per Lamp	Wattage
	A1	6	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-3	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 3 OPTIC MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	14851	122
	A2	28	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-3-HIS	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 3-HIS OPTIC, House-side Internal Shielding - MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	11830	122
	A3	7	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-4	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 4 OPTIC, MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	15536	122
	A4	1	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-4	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 4 OPTIC MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	15536	244
	A5	8	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-4-HIS	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 4-HIS OPTIC, House-side Internal Shielding - MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	12183	122
	A6	2	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-5W	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 5W OPTIC, MOUNTED TO 23'-0" POLE WITH 2'-0" BASE	15446	122
	A7	2	SIGNIFY GARDCO	ECF-S-32L-1.2A-NW-G2-5W	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 5W OPTIC, No Shield	15446	244
	B1	96	PERFORMANCE IN LIGHTING	KHA SLIM LED 36''-AL 10W 4K-96	36'' BOLLARD 14W 4000K	546	14
	C1	102	STONCO	ASW25-SCT-G1-8-PCB-BW	WALL PACK MOUNTED 10'-6" AFF - 4000K	1966	15
	D1	198	LIGMAN	MV-30001-W-W40	WALL SCONCE - DIRECT ONLY - MOUNTED 7'-0" AFF - 4000K	957	11

SPECTRUM
lighting & controls

ROERS MULTIFAMILY
SOMERS, WI
SITE PHOTOMETRIC

Designer
JAW
Date
01/27/2026
Scale
SEE PLAN

GARDCO

Site and Area

EcoForm

ECF-S small area light



Gardco EcoForm Gen-2 combines economy with performance in an LED area luminaire. Capable of delivering up to 27,800 lumens or more in a compact, low profile LED luminaire, EcoForm offers a new level of customer value. EcoForm features an innovative retrofit arm kit, simplifying site conversions to LED by eliminating the need to drill additional holes in most existing poles. Integral control systems available for further energy savings. Includes Service Tag, our innovative way to provide assistance throughout the life of the product.

Project:

Location:

Cat.No:

Type:

Lamps: Qty:

Notes:

Ordering guide

Example: ECF-S-64L-900-NW-G2-AR-5-120-HIS-MGY

Prefix	Number of LEDs	Drive Current	LED Color – Generation	Mounting	Distribution	Voltage
ECF-S EcoForm site and area, small	**32L** 32 LEDs (2 modules)	**365** 365mA **530** 530mA **700** 700mA **1A** 1050mA **1.2A** 1200mA	**WW-G2** Warm White 3000K, 70CRI Generation 2	**AR**[2] Arm Mount (standard)	**Type 2** **2** Type 2 **2-90** Rotated left 90° **2-270** Rotated right 270°	**120** 120V **208** 208V **240** 240V **277** 277V **347** 347V **480** 480V **UNV** 120-277V (50/60Hz) **HVU** 347-480V (50/60Hz)
	48L 48 LEDs (3 modules)	**900** 900mA **1A** 1050mA **1.2A**[19] 1200mA	**NW-G2** Neutral White 4000K, 70CRI Generation 2	The following mounting kits must be ordered separately (See accessories) **SF**[3] Slip Fitter Mount (fits to 2 3/8" O.D. tenon) **WS** Wall mount with surface conduit rear entry permitted **RAM**[2] Retrofit arm mount kit	**Type 3** **3** Type 3 **3-90** Rotated left 90° **3-270** Rotated right 270° **Type 4** **4** Type 4 **4-90** Rotated left 90° **4-270** Rotated right 270° **Type 5** **5** Type 5 **5W** Type 5W	
	64L 64 LEDs (4 modules)	**900** 900mA **1A**[19] 1050mA	**CW-G2** Cool White 5000K, 70CRI Generation 2		**AFR** Auto Front Row **AFR-90** Auto Front Row, Rotated left 90° **AFR-270** Auto Front Row, Rotated right 270° **BLC** Back Light Control **BLC-90** Back Light Control rotated at 90° **BLC-270** Back Light Control rotated at 270° **LCL**[19] LEED Corner Optic Left **RCL**[19] LEED Corner Optic Right	

Options

Dimming controls	Motion sensing lens	Photo-sensing	Options	Luminaire	Finish
DD[4,18] 0-10V External dimming (for controls by others) **DCC**[4,5,6,18] Dual Circuit Control **FAWS**[4,5,18] Field Adjustable Wattage Selector **SRDR**[4,5,6,8,17] SR driver connected to Zhaga socket **DynaDimmer:** Automatic Profile Dimming **CS50**[4,8] Safety 50% Dimming, 7 hours **CM50**[4,8] Median 50% Dimming, 8 hours **CS30**[4,8] Safety 30% Dimming, 7 hours **CM30**[4,8] Median 30% Dimming, 8 hours		**PCB**[8,9] Photocontrol Button **TLRD5**[10,17] Twist Lock Receptacle 5 Pin **TLRD7**[10,17] Twist Lock Receptacle 7 Pin **TLRPC**[9,10,11,17] Twist Lock Receptacle w/Photocell	**Fusing** **F1**[9] Single (120, 277, 347VAC) **F2**[9] Double (208, 240, 480VAC) **Pole Mount Fusing** **FP1**[9] Single (120, 277, 347VAC) **FP2**[9] Double (208, 240, 480VAC) **FP3**[9] Canadian Double Pull (208, 240, 480VAC) **Surge Protection** (10kA standard) **SP2** Increased 20kA **BAC**[20,21] Meets the requirements of the Buy American Act of 1933 (BAA)	Square Pole Adapter included in standard product **TB**[12] Terminal Block **RPA**[13] Round Pole Adapter (fits to 3"- 3.9" O.D. pole) **HIS**[14] Internal House Side Shield	**Textured** **BK** Black **WH** White **BZ** Bronze **DGY** Dark Gray **MGY** Medium Gray **Customer specified** **RAL** Specify optional color or RAL (ex: RAL7024) **CC** Custom color (Must supply color chip for required factory quote)
BL[1,4,7,18] Bi-level functionality	**IMRI3**[15] Integral with #3 lens **IMRI7**[15] Integral with #7 lens				
WIAP[4,6,16] Wireless Interact (includes SR driver and SR receptacle - do NOT select SRDR)	**LB** Low (7'-15' mounting height) sensor, Black color housing Wireless Interact, integral **LW** Low (7'-15' mounting height) sensor, White color housing **HB** High (15'-40' mounting height) sensor, Black color housing **HW** High (15'-40' mounting height) sensor, White color housing				

1. BL-IMRI3/7 equipped with out-boarded sensor housing when voltage is HVU (347-480V)
2. Mounts to a 4" round pole with adapter included for square poles.
3. Limited to a maximum of 45 degrees aiming above horizontal.
4. Not available with other dimming control options.
5. Not available with motion sensor.
6. Not available with photocontrol.
7. Must specify a motion sensor lens.
8. Not available in 347 or 480V
9. Must specify input voltage.
10. TLRD5, TLRD7 and TLRPC receptacle pins 4 & 5 are capped off when ordered with any of the Dimming controls DD or FAWS or LLC.
11. Not available in 480V. Order photocell separately with TLRD5/7.
12. Not available with DCC.
13. Not available with SF and WS. RPAs provided with black finish standard.
14. HIS not available with Type 5, 5W, BLC, BLC-90, BLC-270, LCL or RCL optics.
15. Not available with DD, DCC, FAWS, SRDR, or WIAP dimming control options.
16. WIAP must be combined with Motion sensing lens LB or LW or HB or HW.
17. When ordering SRDR, controller (by others) to be used on socket must be SR compatible (See specifications for more details). Consult factory for lead time. All 7 pins in NEMA receptacle are connected to SR driver. SRDR not available with TLRD5 or TLRPC.
18. 0-10V dimming driver standard.
19. LCL and RCL not available with 48L-1.2A or 64L-1A.
20. Extended lead times apply. Contact factory for details
21. Failure to properly select the "BAC" suffix could result in you receiving product that is not BAA compliant product with no recourse for an RMA or refund. This BAC designation hereunder does not address (i) the applicability of, or availability of a waiver under, the Trade Agreements Act, or (ii) the "Buy America" domestic content requirements imposed on states, localities, and other non-federal entities as a condition of receiving funds administered by the Department of Transportation or other federal agencies.

Declare. interact DARKSKY APPROVED Reduces light pollution Certified by DarkSky.org DLC LISTED PREMIUM DLC LISTED c UL us

ECF-S EcoForm small

Area luminaire

EcoForm Accessories[21] (ordered separately, field installed)

Shielding Accessories

House Side Shield

Standard optic orientation	
HIS-32-H[20]	Internal House Side Shield for 32 LEDs (2 modules)
HIS-48-H[20]	Internal House Side Shield for 48 LEDs (3 modules)
HIS-64-H[20]	Internal House Side Shield for 64 LEDs (4 modules)
Optic at 90 or 270 orientation	
HIS-32-V[20]	Internal House Side Shield for 32 LEDs (2 modules)
HIS-48-V[20]	Internal House Side Shield for 48 LEDs (3 modules)
HIS-64-V[20]	Internal House Side Shield for 64 LEDs (4 modules)

Footnotes
20. Not available with Type 5 or 5W optics.
21. Consult Signify to confirm whether specific accessories are BAA-compliant.

Luminaire Accessories

ECF-BD-G2	Bird deterrent
ECF-RAM-G2-(F)	Retrofit Arm mount kit
ECF-SF-G2-(F)	Slip Fitter Mount (fits to 2 3/8" O.D. tenon)
ECF-WS-G2-(F)	Wall mount with surface conduit rear entry permitted

Controls Accessories

IRT9015	Handheld remote for grouping and configuration of Wireless Interact WIAP (at least 1 required per site or use the Interact Pro App).

Pole Top Fitters

(**F**) = Specify finish

PTF2 - Pole top fitter fits 23/8-21/2" OD x 4" depth tenon	
PTF2-1-90-(F)	1 luminaire at 90°
PTF2-2-90-(F)	2 luminaires at 90°
PTF2-2-180-(F)	2 luminaires at 180°
PTF2-3-90-(F)	3 luminaires at 90°
PTF2-4-90-(F)	4 luminaires at 90°
PTF2-3-120-(F)	3 luminaires at 120°
PTF3 - Pole top fitter fits 3-31/2" OD x 6" depth tenon	
PTF3-1-90-(F)	1 luminaire at 90°
PTF3-2-90-(F)	2 luminaires at 90°
PTF3-2-180-(F)	2 luminaires at 180°
PTF3-3-90-(F)	3 luminaires at 90°
PTF3-4-90-(F)	4 luminaires at 90°
PTF3-3-120-(F)	3 luminaires at 120°

Ready to Go configurations (when ordered with the "RS-" catalog code, the following configurations will ship in 2 weeks):

Catalog Number	12NC
RS-ECF-S-32L-1A-NW-G2-AR-3-UNV-BZ	912401466002
RS-ECF-S-32L-1A-NW-G2-AR-3-UNV-MGY	912401466003
RS-ECF-S-32L-1A-NW-G2-AR-3-UNV-BK	912401534554
RS-ECF-S-32L-1A-NW-G2-AR-4-UNV-BZ	912401466004
RS-ECF-S-32L-1A-NW-G2-AR-4-UNV-MGY	912401466005
RS-ECF-S-32L-1A-NW-G2-AR-4-UNV-BK	912401534555
RS-ECF-S-32L-1A-NW-G2-AR-5-UNV-BZ	912401466006
RS-ECF-S-32L-1A-NW-G2-AR-5-UNV-MGY	912401466007
RS-ECF-S-32L-1A-NW-G2-AR-5-UNV-BK	912401534556
RS-ECF-S-48L-1A-NW-G2-AR-3-UNV-BZ	912401466008
RS-ECF-S-48L-1A-NW-G2-AR-3-UNV-MGY	912401466009
RS-ECF-S-48L-1A-NW-G2-AR-3-UNV-BK	912401534557
RS-ECF-S-48L-1A-NW-G2-AR-4-UNV-BZ	912401466010
RS-ECF-S-48L-1A-NW-G2-AR-4-UNV-MGY	912401466011
RS-ECF-S-48L-1A-NW-G2-AR-4-UNV-BK	912401534558
RS-ECF-S-48L-1A-NW-G2-AR-5-UNV-BZ	912401466012
RS-ECF-S-48L-1A-NW-G2-AR-5-UNV-MGY	912401466013
RS-ECF-S-48L-1A-NW-G2-AR-5-UNV-BK	912401534559
RS-ECF-S-64L-1A-NW-G2-AR-3-UNV-BZ	912401466014
RS-ECF-S-64L-1A-NW-G2-AR-3-UNV-MGY	912401466015

Catalog Number	12NC
RS-ECF-S-64L-1A-NW-G2-AR-3-UNV-BK	912401534560
RS-ECF-S-64L-1A-NW-G2-AR-4-UNV-BZ	912401466016
RS-ECF-S-64L-1A-NW-G2-AR-4-UNV-MGY	912401466017
RS-ECF-S-64L-1A-NW-G2-AR-4-UNV-BK	912401534561
RS-ECF-S-64L-1A-NW-G2-AR-5-UNV-BZ	912401466018
RS-ECF-S-64L-1A-NW-G2-AR-5-UNV-MGY	912401466019
RS-ECF-S-64L-1A-NW-G2-AR-5-UNV-BK	912401534562
RS-ECF-RAM-G2-DGY	912401466487
RS-ECF-RAM-G2-MGY	912401466488
RS-ECF-RAM-G2-WH	912401466485
RS-ECF-RAM-G2-BZ	912401466486
RS-ECF-RAM-G2-BK	912401466484
RS-HIS-32-H	912401466489
RS-HIS-48-H	912401466491
RS-HIS-64-H	912401466493

ECF-S EcoForm small

Area luminaire

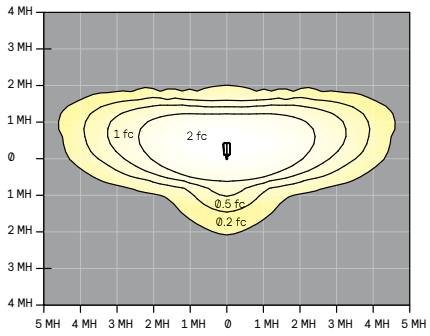
Predicted Lumen Depreciation Data

Predicted performance derived from LED manufacturer's data and engineering design estimates, based on IESNA LM-80 methodology. Actual experience may vary due to field application conditions.L_{70} is the predicted time when LED performance depreciates to 70% of initial lumen output. Calculated per IESNA TM21-11. Published L_{70} hours limited to 6 times actual LED test hours

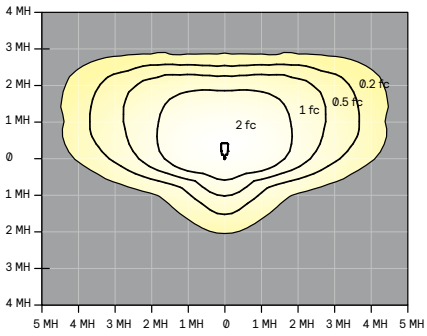
Ambient Temperature °C	Driver mA	Calculated L_{70} Hours	L_{70} per TM-21	Lumen Maintenance % at 60,000 hrs
25°C	up to 1200 mA	>100,000 hours	>120,000 hours	>99%

Optical Distributions

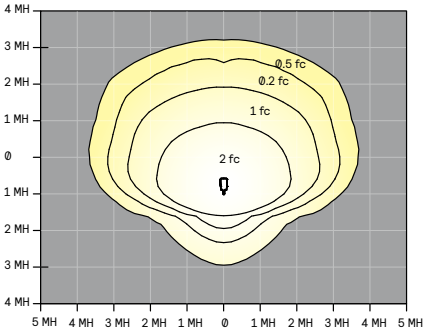
Based on configuration ECF-S-48L-1A-NW-G2 (159W) mounted at 20ft.



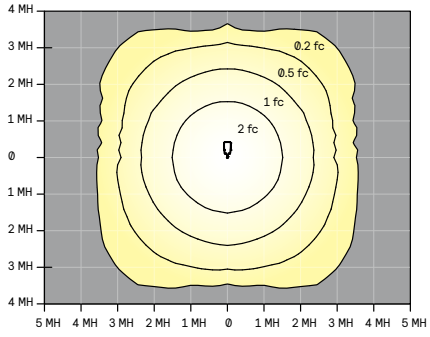
Type 2



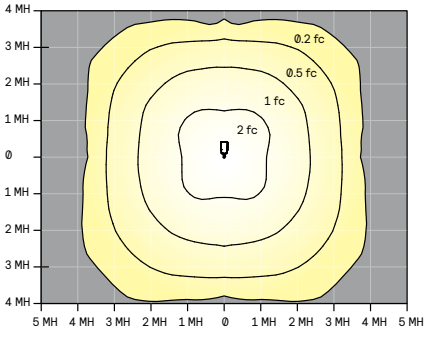
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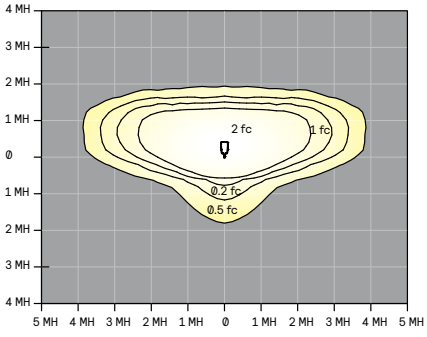
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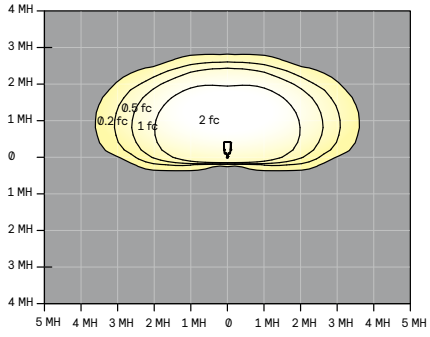
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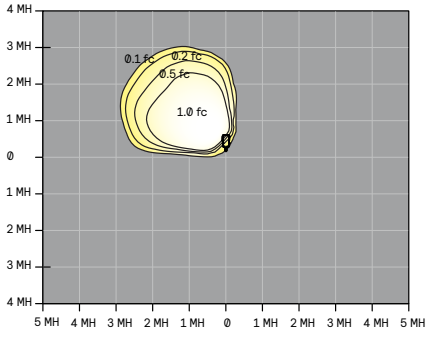
Type 5W



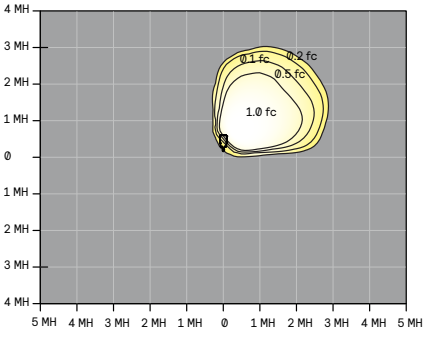
AFR



BLC



LCL



RCL

ECF-S EcoForm small

Area luminaire

3000K LED Wattage and Lumen Values

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Average System Watts	Type 2			Type 3			Type 4			Type 5			Type 5W		
					Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)
ECF-S-32L-365-WW-G2-x	32	365	3000	40	5,508	B1-U0-G1	138	5,428	B1-U0-G2	136	5,637	B1-U0-G2	141	5,790	B3-U0-G1	145	5,604	B3-U0-G1	140
ECF-S-32L-530-WW-G2-x	32	530	3000	56	7,159	B2-U0-G2	129	7,055	B1-U0-G2	127	7,327	B1-U0-G2	132	7,526	B3-U0-G2	135	7,284	B3-U0-G2	131
ECF-S-32L-700-WW-G2-x	32	700	3000	73	9,234	B2-U0-G2	127	9,034	B2-U0-G2	124	9,452	B2-U0-G2	130	9,707	B4-U0-G2	133	9,395	B4-U0-G2	129
ECF-S-32L-1A-WW-G2-x	32	1050	3000	106	13,001	B3-U0-G2	123	12,719	B2-U0-G2	120	13,306	B2-U0-G3	126	13,665	B4-U0-G2	129	13,227	B4-U0-G2	125
ECF-S-32L-1.2A-WW-G2-x	32	1200	3000	122	14,421	B3-U0-G3	119	14,108	B2-U0-G3	116	14,760	B2-U0-G3	121	15,158	B4-U0-G2	125	14,671	B4-U0-G2	121
ECF-S-48L-900-WW-G2-x	48	900	3000	135	17,115	B3-U0-G3	127	16,744	B3-U0-G3	124	17,518	B2-U0-G3	130	17,990	B4-U0-G2	133	17,413	B5-U0-G3	129
ECF-S-48L-1A-WW-G2-x	48	1050	3000	159	19,381	B3-U0-G3	122	18,960	B3-U0-G3	119	19,836	B3-U0-G4	125	20,372	B5-U0-G3	128	19,717	B5-U0-G3	124
ECF-S-48L-1.2A-WW-G2-x	48	1200	3000	183	21,515	B3-U0-G3	118	21,048	B3-U0-G4	115	22,020	B3-U0-G4	121	22,616	B5-U0-G3	124	21,888	B5-U0-G3	120
ECF-S-64L-900-WW-G2-x	64	900	3000	178	22,652	B3-U0-G3	127	22,161	B3-U0-G4	125	23,185	B3-U0-G4	130	23,810	B5-U0-G3	134	23,045	B5-U0-G3	130
ECF-S-64L-1A-WW-G2-x	64	1050	3000	206	25,520	B3-U0-G3	124	24,966	B3-U0-G4	121	26,120	B3-U0-G4	127	26,150	B5-U0-G3	127	25,964	B5-U0-G4	126

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Average System Watts	Type AFR			BLC			LCL or RCL		
					Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)
ECF-S-32L-365-WW-G2-x	32	365	3000	40	5,706	B2-U0-G1	143	3,691	B0-U0-G1	94	2,449	B0-U0-G1	62
ECF-S-32L-530-WW-G2-x	32	530	3000	56	7,417	B2-U0-G1	133	5,005	B0-U0-G2	91	3,183	B0-U0-G1	58
ECF-S-32L-700-WW-G2-x	32	700	3000	73	9,567	B2-U0-G2	131	6,409	B0-U0-G2	89	4,106	B0-U0-G1	57
ECF-S-32L-1A-WW-G2-x	32	1050	3000	106	13,467	B3-U0-G2	128	9,024	B1-U0-G2	87	5,793	B0-U0-G2	56
ECF-S-32L-1.2A-WW-G2-x	32	1200	3000	122	14,939	B3-U0-G2	123	10,010	B1-U0-G2	84	6,426	B0-U0-G2	54
ECF-S-48L-900-WW-G2-x	48	900	3000	135	17,731	B3-U0-G2	131	11,880	B1-U0-G2	89	7,626	B0-U0-G2	57
ECF-S-48L-1A-WW-G2-x	48	1050	3000	159	20,076	B3-U0-G2	127	13,453	B1-U0-G2	86	8,636	B0-U0-G2	55
ECF-S-48L-1.2A-WW-G2-x	48	1200	3000	183	22,288	B3-U0-G2	122	14,934	B1-U0-G3	83			
ECF-S-64L-900-WW-G2-x	64	900	3000	178	23,465	B3-U0-G2	132	15,723	B1-U0-G3	90	10,093	B0-U0-G2	58
ECF-S-64L-1A-WW-G2-x	64	1050	3000	206	26,437	B4-U0-G3	128	17,714	B1-U0-G3	87			

4000K LED Wattage and Lumen Values

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Average System Watts	Type 2			Type 3			Type 4			Type 5			Type 5W		
					Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)
ECF-S-32L-365-NW-G2-x	32	365	4000	40	5,798	B1-U0-G1	145	5,713	B1-U0-G2	143	5,934	B1-U0-G2	148	6,094	B3-U0-G1	152	5,898	B3-U0-G2	147
ECF-S-32L-530-NW-G2-x	32	530	4000	56	7,536	B2-U0-G2	135	7,426	B1-U0-G2	133	7,713	B1-U0-G2	138	7,922	B3-U0-G2	142	7,667	B3-U0-G2	138
ECF-S-32L-700-NW-G2-x	32	700	4000	73	9,720	B2-U0-G2	133	9,509	B2-U0-G2	130	9,949	B2-U0-G2	136	10,218	B4-U0-G2	140	9,889	B4-U0-G2	136
ECF-S-32L-1A-NW-G2-x	32	1050	4000	106	13,685	B3-U0-G2	130	13,388	B2-U0-G3	127	14,006	B2-U0-G3	133	14,384	B4-U0-G2	136	13,923	B4-U0-G2	132
ECF-S-32L-1.2A-NW-G2-x	32	1200	4000	122	15,180	B3-U0-G3	125	14,851	B2-U0-G3	122	15,537	B2-U0-G3	128	15,956	B4-U0-G2	131	15,443	B4-U0-G2	127
ECF-S-48L-900-NW-G2-x	48	900	4000	135	18,016	B3-U0-G3	133	17,625	B3-U0-G3	130	18,440	B3-U0-G3	136	18,937	B4-U0-G3	140	18,329	B5-U0-G3	136
ECF-S-48L-1A-NW-G2-x	48	1050	4000	159	20,401	B3-U0-G3	129	19,958	B3-U0-G4	126	20,880	B3-U0-G4	132	21,444	B5-U0-G3	135	20,755	B5-U0-G3	131
ECF-S-48L-1.2A-NW-G2-x	48	1200	4000	183	22,647	B3-U0-G3	124	22,156	B3-U0-G4	121	23,179	B3-U0-G4	127	23,806	B5-U0-G3	130	23,040	B5-U0-G3	126
ECF-S-64L-900-NW-G2-x	64	900	4000	178	23,844	B3-U0-G3	134	23,327	B3-U0-G4	131	24,405	B3-U0-G4	137	25,063	B5-U0-G3	141	24,258	B5-U0-G4	136
ECF-S-64L-1A-NW-G2-x	64	1050	4000	206	26,863	B3-U0-G3	130	26,280	B3-U0-G4	128	27,495	B3-U0-G4	134	27,526	B5-U0-G3	134	27,330	B5-U0-G4	133

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Average System Watts	Type AFR			BLC			LCL or RCL		
					Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)
ECF-S-32L-365-NW-G2-x	32	365	4000	40	6,006	B2-U0-G1	150	3,991	B0-U0-G1	101	2,633	B0-U0-G1	67
ECF-S-32L-530-NW-G2-x	32	530	4000	56	7,807	B2-U0-G1	140	5,412	B0-U0-G2	99	3,423	B0-U0-G1	62
ECF-S-32L-700-NW-G2-x	32	700	4000	73	10,070	B2-U0-G2	138	6,930	B0-U0-G2	96	4,415	B0-U0-G1	61
ECF-S-32L-1A-NW-G2-x	32	1050	4000	106	14,176	B3-U0-G2	134	9,756	B1-U0-G2	94	6,229	B0-U0-G2	60
ECF-S-32L-1.2A-NW-G2-x	32	1200	4000	122	15,725	B3-U0-G2	129	10,822	B1-U0-G2	90	6,910	B0-U0-G2	58
ECF-S-48L-900-NW-G2-x	48	900	4000	135	18664,	B3-U0-G2	138	12,843	B1-U0-G2	96	8,200	B0-U0-G2	62
ECF-S-48L-1A-NW-G2-x	48	1050	4000	159	21,133	B3-U0-G2	133	14,544	B1-U0-G3	93	9,286	B0-U0-G2	59
ECF-S-48L-1.2A-NW-G2-x	48	1200	4000	183	23,461	B3-U0-G2	128	16,145	B1-U0-G3	90			
ECF-S-64L-900-NW-G2-x	64	900	4000	178	24,700	B3-U0-G2	139	16,998	B1-U0-G3	97	10,853	B0-U0-G2	62
ECF-S-64L-1A-NW-G2-x	64	1050	4000	206	27,828	B4-U0-G3	135	19,150	B1-U0-G3	94			

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Area luminaire

5000K LED Wattage and Lumen Values

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Average System Watts	Type 2			Type 3			Type 4			Type 5			Type 5W		
					Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)
ECF-S-32L-365-CW-G2-x	32	365	5000	40	5,798	B1-U0-G1	145	5,713	B1-U0-G2	143	5,934	B1-U0-G2	148	6,094	B3-U0-G1	152	5,898	B3-U0-G2	147
ECF-S-32L-530-CW-G2-x	32	530	5000	56	7,536	B2-U0-G2	135	7,426	B1-U0-G2	133	7,713	B1-U0-G2	138	7,922	B3-U0-G2	142	7,667	B3-U0-G2	138
ECF-S-32L-700-CW-G2-x	32	700	5000	73	9,720	B2-U0-G2	133	9,509	B2-U0-G2	130	9,949	B2-U0-G2	136	10,218	B4-U0-G2	140	9,889	B4-U0-G2	136
ECF-S-32L-1A-CW-G2-x	32	1050	5000	106	13,685	B3-U0-G2	130	13,388	B2-U0-G3	127	14,006	B2-U0-G3	133	14,384	B4-U0-G2	136	13,923	B4-U0-G2	132
ECF-S-32L-1.2A-CW-G2-x	32	1200	5000	122	15,180	B3-U0-G3	125	14,851	B2-U0-G3	122	15,537	B2-U0-G3	128	15,956	B4-U0-G2	131	15,443	B4-U0-G2	127
ECF-S-48L-900-CW-G2-x	48	900	5000	135	18,016	B3-U0-G3	133	17,625	B3-U0-G3	130	18,440	B3-U0-G3	136	18,937	B4-U0-G3	140	18,329	B5-U0-G3	136
ECF-S-48L-1A-CW-G2-x	48	1050	5000	159	20,401	B3-U0-G3	129	19,958	B3-U0-G4	126	20,880	B3-U0-G4	132	21,444	B5-U0-G3	135	20,755	B5-U0-G3	131
ECF-S-48L-1.2A-CW-G2-x	48	1200	5000	183	22,647	B3-U0-G3	124	22,156	B3-U0-G4	121	23,179	B3-U0-G4	127	23,806	B5-U0-G3	130	23,040	B5-U0-G3	126
ECF-S-64L-900-CW-G2-x	64	900	5000	178	23,844	B3-U0-G3	134	23,327	B3-U0-G4	131	24,405	B3-U0-G4	137	25063	B5-U0-G3	141	24258	B5-U0-G4	136
ECF-S-64L-1A-CW-G2-x	64	1050	5000	206	26,863	B3-U0-G3	130	26,280	B3-U0-G4	128	27,495	B3-U0-G4	134	27526	B5-U0-G3	134	27330	B5-U0-G4	133

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Average System Watts	Type AFR			BLC			LCL or RCL		
					Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)
ECF-S-32L-365-CW-G2-x	32	365	5000	40	6,006	B2-U0-G1	150	3,991	B0-U0-G1	101	2,633	B0-U0-G1	67
ECF-S-32L-530-CW-G2-x	32	530	5000	56	7,807	B2-U0-G1	140	5,412	B0-U0-G2	99	3,423	B0-U0-G1	62
ECF-S-32L-700-CW-G2-x	32	700	5000	73	10,070	B2-U0-G2	138	6,930	B0-U0-G2	96	4,415	B0-U0-G1	61
ECF-S-32L-1A-CW-G2-x	32	1050	5000	106	14,176	B3-U0-G2	134	9,756	B1-U0-G2	94	6,229	B0-U0-G2	60
ECF-S-32L-1.2A-CW-G2-x	32	1200	5000	122	15,725	B3-U0-G2	129	10,822	B1-U0-G2	90	6,910	B0-U0-G2	58
ECF-S-48L-900-CW-G2-x	48	900	5000	135	18,664	B3-U0-G2	138	12,843	B1-U0-G2	96	8,200	B0-U0-G2	62
ECF-S-48L-1A-CW-G2-x	48	1050	5000	159	21,133	B3-U0-G2	133	14,544	B1-U0-G3	93	9,286	B0-U0-G2	59
ECF-S-48L-1.2A-CW-G2-x	48	1200	5000	183	23,461	B3-U0-G2	128	16,145	B1-U0-G3	90			
ECF-S-64L-900-CW-G2-x	64	900	5000	178	24,700	B3-U0-G2	139	16,998	B1-U0-G3	97	10,853	B0-U0-G2	62
ECF-S-64L-1A-CW-G2-x	64	1050	5000	206	27,828	B4-U0-G3	135	19,150	B1-U0-G3	94			

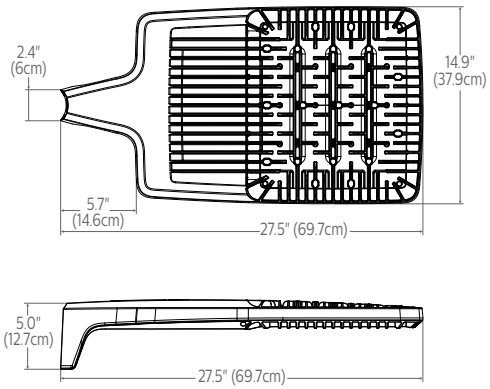
ECF-S EcoForm small

Area luminaire

Dimensions

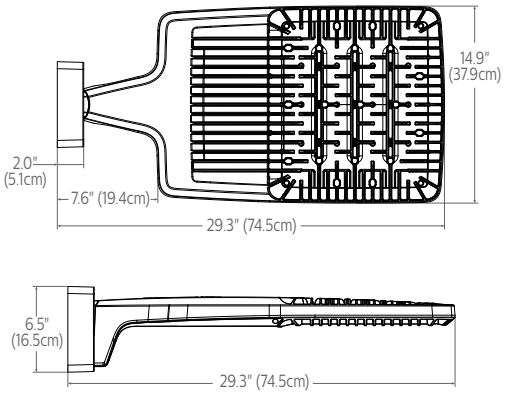
Standard Arm (**AR**)

Weight: 22 Lbs (9.9 Kg) EPA: 0.21ft² (.019m²)



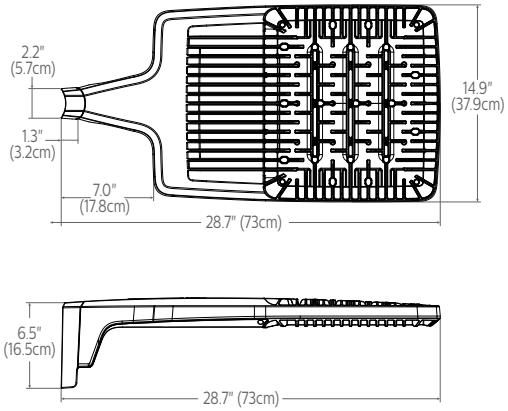
Wall (**WS**)

Weight: 27 Lbs. (12. 2Kg)EPA: 0.27ft² (.025m²)



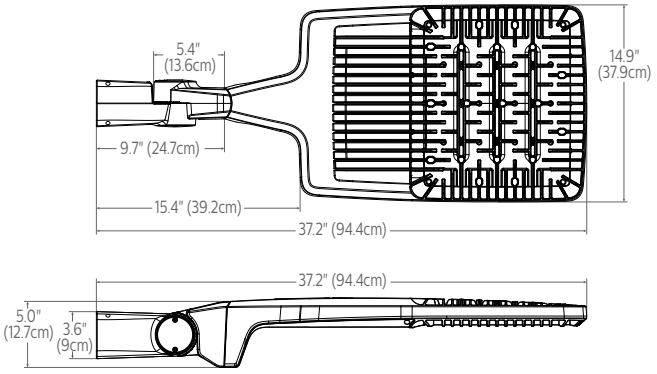
Retrofit Arm (**RAM**)

Weight: 24 Lbs (10.9 Kg) EPA: 0.24ft² (.022m²)

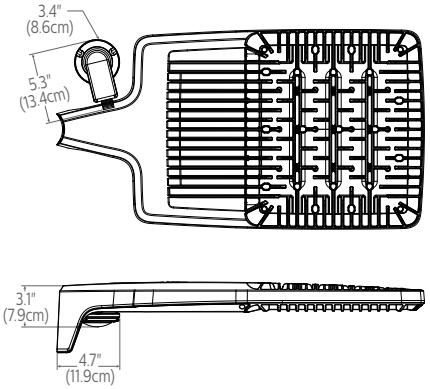


Slip fitter (**SF**)

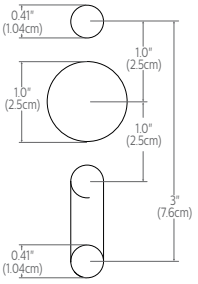
Weight: 27 Lbs (12.2 Kg) EPA: 0.33ft² (.031m²)



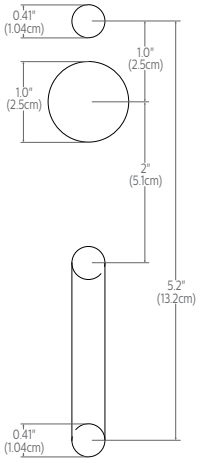
Outboard **IMR-HVU** sensor



Standard Arm (**AR**) drill pattern



Retrofit Arm (**RAM**) drill pattern



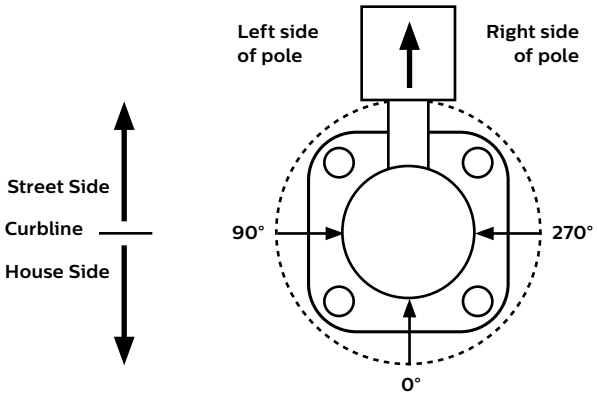
ECF-S EcoForm small

Area luminaire

Optical Orientation Information

Standard Optic Position

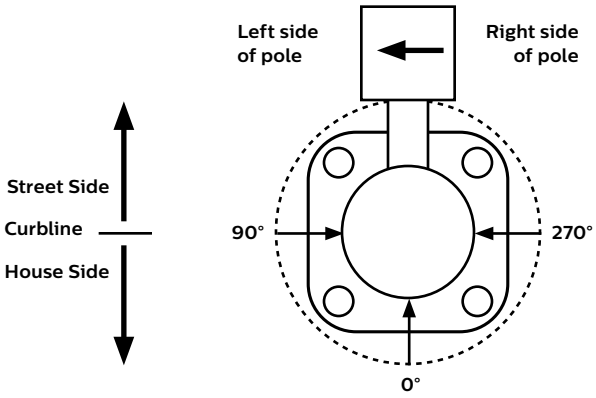
Luminaires ordered with asymmetric optical systems in the standard optic position will have the optical system oriented as shown below:



Note: The hand hole will normally be located on the pole at the 0° point.

Optic Rotated Left (90°) Optic Position

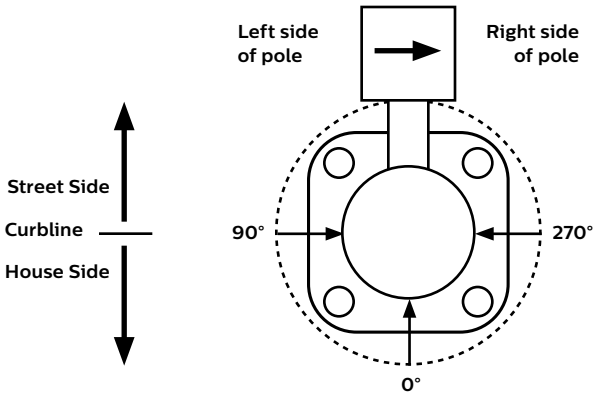
Luminaires ordered with optical systems in the Optic Rotated Left (90°) optic position will have the optical system oriented as shown below (Type 5 and 5W optics are not available with factory set rotatable optics):



Note: The hand hole will normally be located on the pole at the 0° point.

Optic Rotated Right (270°) Optic Position

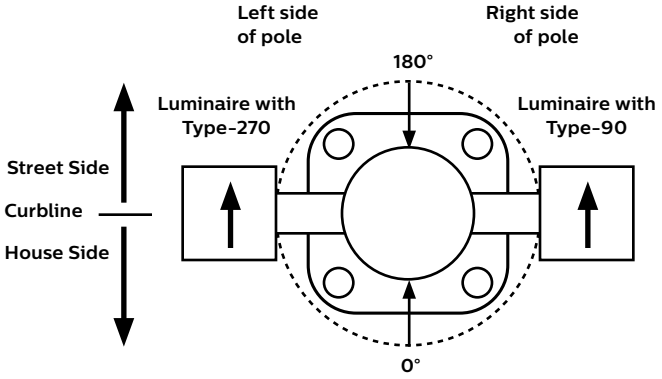
Luminaires ordered with optical systems in the Optic Rotated Right (270°) optic position will have the optical system oriented as shown below (Type 5 and 5W optics are not available with factory set rotatable optics):



Note: The hand hole will normally be located on the pole at the 0° point.

Twin Luminaire Assemblies with Type-90/Type-270 Rotated Optical Systems

Twin luminaire assemblies installed with rotated optical systems are an excellent way to direct light toward the interior of the site (Street Side) without additional equipment. It is important, however, that care be exercised to insure that luminaires are installed in the proper location.



Luminaires with Optic Rotated Right (270°) are installed on the LEFT Side of Pole

Luminaires with Optic Rotated Left (90°) are installed on the RIGHT Side of Pole

Note: The hand hole location will depend on the drilling configuration ordered for the pole.

ECF-S EcoForm small

Area luminaire

Specifications

Housing

One-piece die cast aluminum housing with integral arm and separate, self-retained hinged, one-piece die cast door frame. Luminaire housing rated to IP65, tested in accordance to Section 9 of IEC 60598-1.

Vibration resistance

Luminaire is tested and rated 3G over 100,000 cycles conforming to standards set forth by ANSI C136.31-2018. Testing includes vibration in three axes, all performed on the same luminaire.

Light engine

Light engine comprises of a module of 16-LED aluminum metal clad board fully sealed with optics offered in multiples of 2, 3, and 4 modules or 32, 48, and 64 LEDs. Module is RoHS compliant. Color temperatures: 3000K +/-125K, 4000K, 5000K +/- 200K. Minimum CRI of 70. LED light engine is rated IP66 in accordance to Section 9 of IEC 60598-1.

Energy saving benefits

System efficacy up to 152 lms/W with significant energy savings over Pulse Start Metal Halide luminaires. Optional control options provide added energy savings during unoccupied periods.

Optical systems

Type 2, 3, 4, 5, 5W, and AFR distributions available. Internal Shield option mounts to LED optics and is available with Type 2, 3, 4, and AFR distributions, including a dedicated BLC, LCL, and RCL optics to provide the best backlight control possible for those stringent requirements around property lines. Types 2, 3, 4, AFR, and BLC when specified and used as rotated, are factory set only. Performance tested per LM-79 and TM-15 (IESNA) certifying its photometric performance. Luminaire designed with 0% uplight (U0 per IESNA TM-15).

Mounting

Standard luminaire arm mounts to 4" O.D. round poles. Can also be used with 5" O.D. poles. Square pole adapter included with every luminaire. Round Pole Adapter (RPA) required for 3-3.9" poles. EcoForm features a retrofit arm kit. When specified with the retrofit arm (RAM) option, EcoForm seamlessly simplifies site conversions to LED by eliminating the need for additional pole drilling on most existing poles. RAM will be boxed separately. Also optional are slipfitter and wall mounting accessories. Note that only fixed mounts (AR, RAM, WS) are required to meet IDA compliance. SF mounting will not meet IDA.

Control options

0-10V dimming (DD): Access to 0-10V dimming leads supplied through back of luminaire (for secondary dimming controls by others). Cannot be used with other control options.

Dual Circuit Control (DCC): Luminaire equipped with the ability to have two separate circuits controlling drivers and light engines independently. Permits separate switching of separate modules controlled by use of two sets of leads, one for each circuit. Not recommended to be used with other control options, motion response, or photocells.

Sensor Ready Zhaga Socket Connector (SRDR): Product equipped with Sensor Ready drivers connected to 4-pin Zhaga Book 18 compliant receptacle designed for sensor and other control system applications. Receptacle is rated IP66 assembly in a compact design that provides a sealed electrical interface and rated UV resistance, mounted on underside of the luminaire, protective dust cap included. When a controller not provided by Signify is used with Sensor Ready Zhaga socket connector, the controller must be certified to work with the Xitanium SR LED drivers as part of the SR certified program. SRDR can be used with NEMA 7-pin twist lock receptacle, which is mounted on top of the luminaire.

Automatic Profile Dimming (CS/CM/CE/CA): Standard dimming profiles provide flexibility towards energy savings goals while optimizing light levels during specific dark hours. Dimming profiles include two dimming settings including dim to 30% or 50% of the total lumen output. When used in combination with not programmed motion response it overrides the controller's schedule when motion is detected. After 5 minutes with no motion, it will return to the automatic diming profile schedule. Automatic dimming profile scheduled with the following settings:

- **CS50/CS30:** Security for 7 hours night duration (Ex., 11 PM – 6 AM)
- **CM50/CM30:** Median for 8 hours night duration (Ex., 10 PM – 6 AM)

All above profiles are calculated from mid point of the night. Dimming is set for 6 hours after the mid point and 1 or 2 hours before depending of the duration of dimming. Cannot be used with other dimming control options.

Field Adjustable Wattage Selector (FAWS): Luminaire equipped with the ability to manually adjust the wattage in the field to reduce total luminaire lumen output and light levels. Comes pre-set to the highest position at the lumen output selected. Use chart below to estimate reduction in lumen output desired. Cannot be used with other control options or motion response.

FAWS Position	Percent of Typical Lumen Output
1	25%
2	50%
3	55%
4	65%
5	75%
6	80%
7	85%
8	90%
9	95%
10	100%

Note: Typical value accuracy +/- 5%

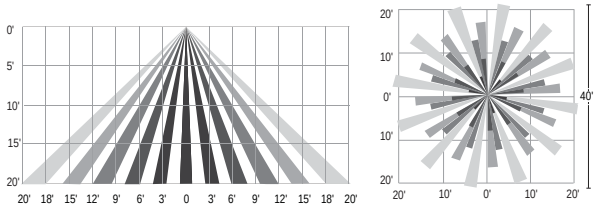
Motion response options

Bi-Level Infrared Motion Response (BL-IMRI): Motion Response module is mounted integral to luminaire factory pre-programmed to 50% dimming when not ordered with other control options. BL-IMRI is set/operates in the following fashion: The motion sensor is set to a constant 50%. When motion is detected by the PIR sensor, the luminaire returns to full power/light output. Dimming on low is factory set to 50% with 5 minutes default in "full power" prior to dimming back to low. When no motion is detected for 5 minutes, the motion response system reduces the wattage by 50%, to 50% of the normal constant wattage reducing the light level. Other dimming settings can be provided if different dimming levels are required. This can also be done with FSIR-100 Wireless Remote Programming Tool (contact Technical Support for details).

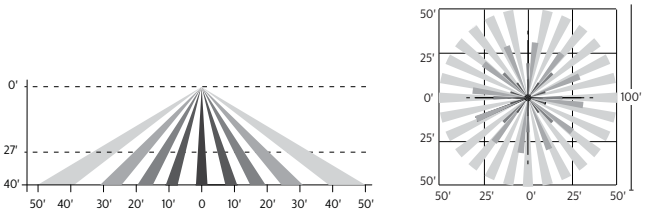
Infrared Motion Response with Other Controls: When used in combination with other controls (Automatic Dimming Profile), motion response device will simply override controller's schedule with the added benefits of a combined dimming profile and sensor detection. In this configuration, the motion response device cannot be re-programmed with FSIR-100 Wireless Remote Programming Tool. The profile can only be re-programmed via the controller.

Infrared Motion Response Lenses (IMRI3/IMRI7): Infrared Motion Response Integral module is available with two different sensor lens types to accommodate various mounting heights and occupancy detection ranges. Lens #3 (IMRI3) is designed for mounting heights up to 20' with a 40' diameter coverage area. Lens #7 is designed for higher mounting heights up to 40' with larger coverage areas up to 100' diameter coverage area. See charts for approximate detection patterns:

IMRI3 Luminaire or remote mount controller with #3 lens



IMRI7 Luminaire or remote mount controller with #7 lens



ECF-S EcoForm small

Area luminaire

Specifications

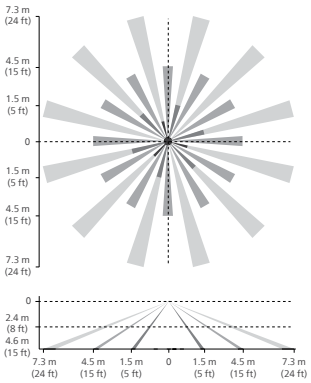
Control options

Outdoor Interact (WIAP): Connected sensor with integral occupancy and daylight sensing, supports wireless mesh connectivity. Sensor works in the standalone mode when configured without a gateway. When used with a gateway you are able to access additional functionalities such as energy monitoring, scheduling and BMS integration. Interact offers an App, a portal and a broad portfolio of Interact-ready Indoor and Outdoor luminaires, lamps and retrofit kits all working on the same system. The App provides flexibility to choose between a standalone or gateway mode. Setup with the gateway requires wired Internet access to the gateway. WIAP includes SR driver and SR receptacle. Daylight harvesting supported through dimming - activated via the Interact App. Sensors IP66 rated.

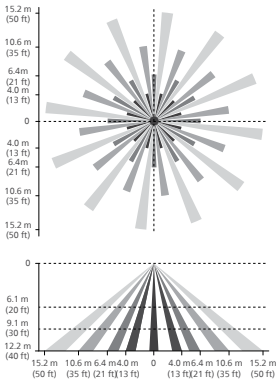
For more information on Interact Pro visit:

www.interact-lighting.com/interactproscalablesystem

LB or LW low sensor



HB or HW high sensor



Note: The beam patterns shown are intended solely as a general guide and are not to scale. Sensing capabilities and coverage area depend on many factors including the size, speed and direction of travel of persons and vehicles; sensor mounting height; environmental and site conditions; etc.

Electrical

Twist-Lock Receptacle (TLRD5/TLRD7/ TLRPC): Twist Lock Receptacle with 5 pins enabling dimming or with 7 pins with additional functionality (by others) can be used with a twistlock photoelectric cell or a shorting cap. Dimming Receptacle Type B (5-pin) and Type D-24 (7-pin) in accordance to ANSI C136.41. Can be used with third-party control system. Receptacle located on top of luminaire housing. When specifying receptacle with twistlock photoelectric cell, voltage must be specified. When ordering 7-pin Twist-lock receptacle (TLRD7), all 7 pins are wired to respective pins with the Sensor Ready (SR) driver, and photocell or shorting cap is not included. When ordering a twist-lock receptacle with a photocell (TLRPC), the receptacle used is a 5-pin receptacle, so pins 6 and 7 are not available (no SR driver). 0-10V dimming leads (pins 4 and 5) are connected if not ordered with any other dimming option.

Driver: Driver efficiency (>90% standard). 120-480V available (restrictions apply). Open/short circuit protection. All drivers are 0-10V dimming to 10% power standard, except when using Sensor Ready (SR) drivers, which uses DALI protocol (options CS50/CM50/CS30/CM30, SRDR, and TR7). Drivers are RoHS and FCC Title 47 CFR Part 15 compliant.

Button Photocontrol (PCB): Button style design for internal luminaires mounting applications. The photocontrol is constructed of a high impact UV stabilized polycarbonate housing. Rated voltage of 120V or 208-277V with a load rating of 1000 VA. The photocell will turn on with 1-4Fc of ambient light.

Surge protection (SP1/SP2): Surge protection device tested in accordance with ANSI/IEEE C62.45 per ANSI/IEEE C62.41.2 Scenario I Category C High Exposure 10kV/10kA waveforms for Line-Ground, Line-Neutral and Neutral-Ground, and in accordance with DOE MSSLC Model Specification for LED Roadway Luminaires Appendix D Electrical Immunity High test level 10kV/10kA. 20kV / 10kA surge protection device that provides extra protection beyond the SP1 10kV/10kA level.

Listings

UL/cUL wet location listed to the UL 1598 standard, suitable for use in ambient temperatures from -40° to 40°C (-40° to 104°F). Most EcoForm configurations are qualified under Premium and Standard DesignLights Consortium® categories. Consult DLC Qualified Products list to confirm your specific luminaire selection is approved. CCTs 3000K and warmer are Dark Sky Approved.

• Declare label certified, ID SGY-0015 (View full Declare label)

Finish

Each standard color luminaire receives a fade and abrasion resistant, electrostatically applied, thermally cured, triglycidal isocyanurate (TGIC) textured polyester powdercoat finish. Standard colors include bronze (BZ), black (BK), white (WH), dark gray (DGY), and medium gray (MGY). Consult factory for specs on optional or custom colors.

Service Tag

Each individual luminaire is uniquely identifiable, thanks to the Service tag application. With a simple scan of a QR code, placed on the inside of the mast door, you gain instant access to the luminaire configuration, making installation and maintenance operations faster and easier, no matter what stage of the luminaire's lifetime. Just download the APP and register your product right away. For more details visit: signify.com

Warranty

EcoForm luminaires feature a 5-year limited warranty
See signify.com/warranties for complete details and exclusions.

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KHA SLIM 36"





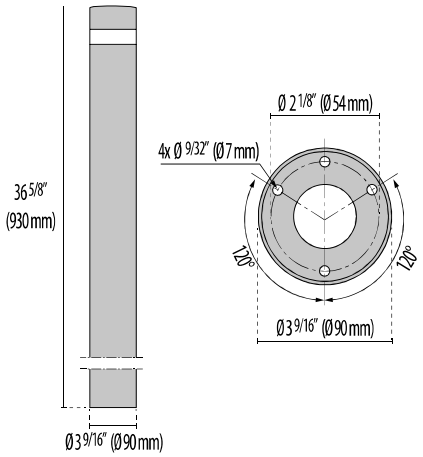
Slim bollard series. Fixtures consist of:

- Multi-step powder-coat painting process, optimized against UV rays and corrosion.
- Copper-free aluminum extruded post.
- Copper-free precision die-cast aluminum housing and top cap.
- Corrosion-resistant AISI 316 stainless steel post and top cap.
- Clear UV-stabilized, high-impact resistant diffuser.
- Stainless steel external hardware.
- Custom molded, anti-aging gasket(s).
- Internal specular reflector coated with 5-layers of PVD 99.98% pure aluminum providing >95% reflection.
- High-efficiency COB, combined with an optimized passive cooling system, provides a long LED life.
- IESNA Type V light distribution.
- 5-year warranty.
- Input voltage: 120-277 V (50 / 60 Hz), integral driver.
- Five optional finishes available. Add finish suffix to any part number for textured Black (BK-81), Iron gray (AN-96), Aluminum metallic (GR-94), White (WH-87), Iron rust (RB-10) when not standard.
- Consult factory for dimming options, marine-grade, custom finishes (please specify RAL color), and non-cataloged CCT (Kelvin) options including static colors.
- Consult factory for custom post height options.
- Anchor bolts available for bollards (ordered separately).
- Suitable for most coastal applications (stainless steel versions).
- Marine Grade finish.
- Suitable for Natatorium applications.
- Consult factory for any Buy American Act (BAA) or Build America Buy America Act (BABAA) requirements.

IP 66 · WET · PRONTO · cULus LISTED · 79 · RAL · IK 08 6J

FINISHES

- **AN-96** / Iron gray / Textured
- **BK-81** / Black / Textured
- **INOX** / Stainless steel / Matt
- **GR-94** / Aluminum metallic / Textured
- **WH-87** / White / Textured
- **RB-10** / Iron rust / Textured



KHA
36"

Lumen Output	27K	3K	35K	4K	5K
Kha Slim 36"	450	482	514	546	592

14W Max Wattage

Scan Here for Installation Instructions

Revision 11
06/25

Order Guide - Kha Slim 36"

Order code example	KHAS-36-14-SS-3K-120-NA-HSS

KHAS- | | | | | | | |

Bollard Height	Wattage	Finish	Kelvin	Voltage	Controls	Accessories
26 26 inch (min) **36** 36 inch **42** 42 inch **XX** Specify height must be over min	**8** 8 watt **10** 10 watt **14** 14 watt (max) **XX** Specify wattage must be below max	**SS** Stainless Steel **AM** Aluminum Metallic **IG** Iron Gray **IR** Iron Rust **BK** Textured Black **WH** Textured White **CC** Custom Color	**27K** 2700k **3K** 3000k **35K** 3500k **4K** 4000k **5K** 5000k **65K** 6500k **RED** Static Red **BLU** Static Blue **GRN** Static Green	**UNV** 120-277V	**NA** Non Dimming **0-10V** 0-10V Dimming Driver **ELV** 120V Line-Voltage Dimming Driver	**HSS** House Side Shield **UNL** Unlit Bollard **BABAA** Build America Buy America Act compliant (not available for all options)

80 CRI STANDARD - OTHER OPTIONS AVAILABLE

INCLUDED ACCESSORIES

DESCRIPTION	FINISH	PART NUMBER
KHA SLIM 36"		
Anchor rods for in-ground concrete mounting stainless steel plate with galvanised steel rods (KHA SLIM H max 93 cm/36.61" only)		**14071320**



Stonco

by signify

Wall Mount

Adjustable Slim Wall Pack

ASW 25W and 75W



Adjustable Slim Wall Pack features a discreet design that will complement any building exterior. Two sizes are available, with three wattage and three CCT selectable options each.

Project:

Location:

Cat.No:

Type:

Lamps: Qty:

Notes:

Ordering guide

example: ASW25-SCT-G1-8-PCB-BW

Family	CCT	Generation	Input Voltage	Controls	Finish
	SCT	G1	8	PCB	BW
ASW25 Adjustable Slim Wall Pack – Selectable wattage 15W/20W/25W **ASW75** Adjustable Slim Wall Pack – Selectable wattage 45W/60W/75W	**SCT** Field Selectable – 3CCT 3000K, 4000K & 5000K	**G1** Generation 1	**8** UNV	**PCB** Photocontrol	**BW** Brown Grey

Specifications

Housing

Die-cast aluminum housing with UV stabilized polycarbonate lens mounted with stainless steel hardware.

IP Rating

LED light engine is weather proof rated IP65.

Electrical

Electrical Driver efficiency (>90% at full load). Available in 120-277V. IP65 compliant driver. RoHS compliant. Standard surge protection 4kV.

Optical System and Controls

Three color temperature options 3000K, 4000K (Default), 5000K. 70 CRI. Photo control button (PCB) included as standard.

Mounting

Offers a 0 to 90° tilt option. Mounts to standard 3 ½" to 4" square and octagonal or 4 inch round electrical junction boxes, using a simple flip cover design for easy access.

Light Engine

System efficacy up to 120lm/W

Lumen output options:

15W: 1800lm, **20W:** 2400lm, **25W:** 3000lm
45W: 5400lm, **60W:** 7200lm, **75W:** 9000lm

Listings

cETL listed. Suitable for Wet Locations. Suitable for use in ambient from -40°C to 40°C (-40°F to 104°F). All versions are DLC 5.1 Premium qualified.

Finish

Powder coat finish, standard color is Brown Grey (BW).

Limited Warranty

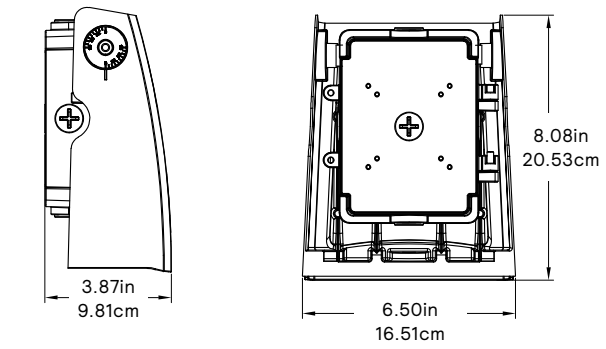
Luminaires are all covered by a 5-year limited warranty. See signify.com/warranties for details.

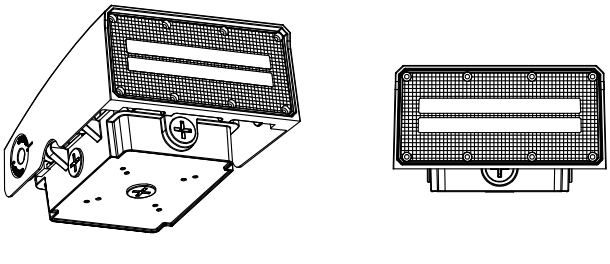
ASW Adjustable Slim Wall Pack

25W and 75W

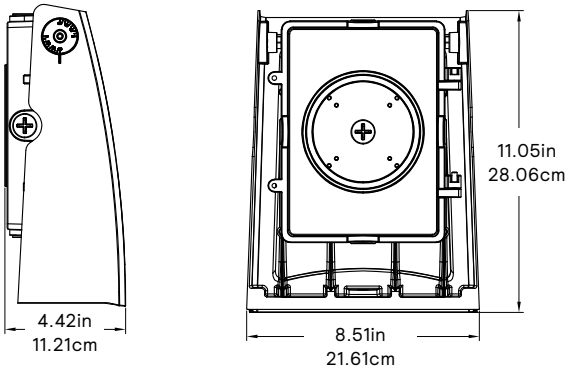
Dimensions

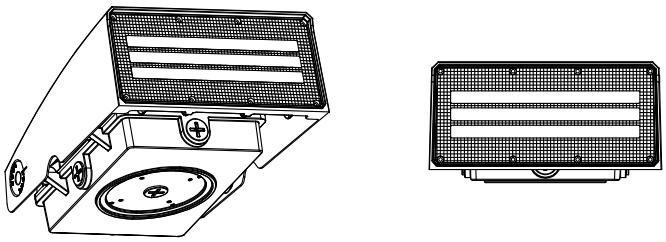
ASW25





ASW75





LED Wattage and Lumen Values

Ordering Codes	Total LEDs	System Current (mA)	Color Temp. (K)	Average System Wattage[1]	Lumen Output[1, 2]	Efficacy (LPW)	Weight (kg)
ASW25-SCT-G1-8-PCB-BW	52	250	3000/4000/5000	15W/20W/25W	1800/2400/3000	120	1.32
ASW75-SCT-G1-8-PCB-BW	100	750	3000/4000/5000	45W/60W/75W	5400/7200/9000	120	2.4

1. Wattage and lumen output may vary by due to LED manufacturer forward volt specification and ambient temperature. Wattage shown is average for 120V through 277V input. Measured wattage may vary due to variation in input voltage.
2. Lumen values based on photometric tests performed in compliance with IESNA LM-79.

Predicted Lumen Depreciation Data

Ordering Codes	Ambient Temperature °C	L_{70} Per TM-21[1,2]	Lumen Maintenance % @ 60,000hrs
ASW25-SCT-G1-8-PCB-BW	-40°C to 40°C	L70 > 50,000hrs @25C	86%
ASW75-SCT-G1-8-PCB-BW	-40°C to 40°C	L70 > 50,000hrs @25C	86%

1. Predicted performance derived from LED manufacturer's data and engineering design estimates, based on IESNA LM-80 methodology. Actual experience may vary due to field application conditions.
2. L70 is the predicted time when LED performance depreciates to 70% of initial lumen output.

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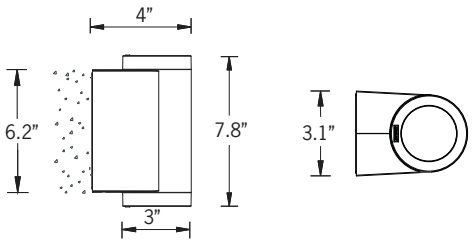
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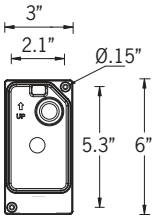
UMV-30001

Marvik 1 Surface Downlight



11w COB 976 Lumens
IP65 • Suitable For Wet Locations
IK08 • Impact Resistant (Vandal Resistant)
Weight 3.5 lbs





Mounting Detail

Construction

Aluminum
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded “fit for purpose” long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

BUG Rating
B1 - U0 - G0

Finishing
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

Inspired by Nature Finishes
The Inspired by nature Finishing is a unique system of decorative powder coating. Our metal decoration process can easily transform the appearance of metal or aluminum product into a wood grain finish.

This patented technology enables the simulation of wood grain, and even marble or granite finish through the use of decorative powder coating.

The wood grain finish is so realistic that it’s almost undistinguishable from real wood, even from a close visual inspection. The system of coating permeates the entire thickness of the coat and as a result, the coating cannot be removed by normal rubbing, chipping, or scratching.

The Coating Process
After pre-treatment the prepared parts are powder coated with a specially formulated polyurethane powder. This powder provides protection against wear, abrasion, impact and corrosion and acts as the relief base color for the finalized metal decoration.

The component is then wrapped with a sheet of non-porous film with the selected decoration pattern printed on it using special high temperature inks.

This printed film transfer is vacuum-sealed to the surface for a complete thermo print and then transferred into a customized oven. The oven transforms the ink into different forms within the paint layer before it becomes solid. Finally, the film is removed, and a vivid timber look on aluminum remains.

Wood grain coating can create beautiful wood-looking products of any sort. There are over 300 combinations of designs currently in use. Wood grains can be made with different colors, designs, etc.

Our powder coatings are certified for indoor and outdoor applications and are backed by a comprehensive warranty. These coatings rise to the highest conceivable standard of performance excellence and design innovation.

Added Benefits
• Resistance to salt-acid room, accelerated aging
• Boiling water, lime and condensed water resistant
• Anti-Graffiti, Anti-Slip, Anti-Microbial, Anti-Scratch
• Super durable (UV resistant)
• TGIC free (non-toxic)

Hardware
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED
Precise optic design provides exceptional light control and precise distribution of light.
LED CRI > 80

Lumen - Maintenance Life
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

Cylindrical, single or double-sided wall family. Compact and decorative appearance belies powerful outputs and technical optics for perfect task illumination

A stunning new waterproof & dust proof wall cylinder range, designed with no visible fasteners, a one-piece body and integrated driver housing.
This smart mechanical modern designed luminaire with cylindrical body provides a stylish solution to wall mounted cylinders.

This innovative design houses a variety of COB wattages to suit designer’s specific requirements as well as a selction of field interchangeable reflector optics, that include narrow, medium, wide and very wide distributions. This series is available in 3 different diameters, namely 3”, 4” & 6” to suit lighting design requirements.

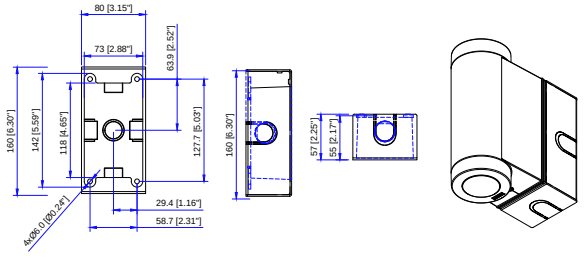
These luminaires are suitable for various facade lighting requirements along with accent lighting, building columns and architectural highlighting etc. The Marvik 1 protrudes 4” from the wall, making this product suitable for ADA applications.

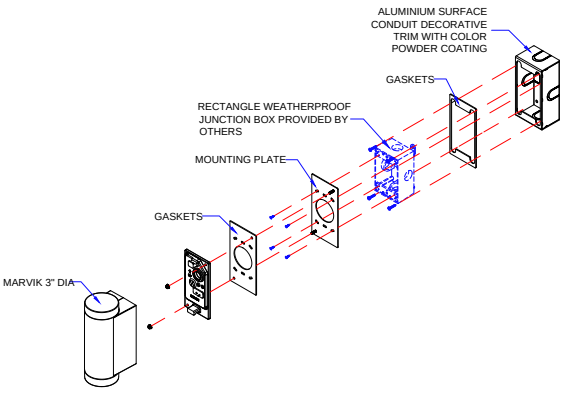
This luminaire range can be provided with a bayonet lock baffle to reduce glare, as well as a frosted lens option. The SCE surface conduit entry box option can be provided as an option for an attractive solution to surface conduit entry.

Ligman can also provide custom made boxes to fit on a round surface like a column, pillar or pole.

To meet International Dark Sky criteria, 3000k or warmer LEDs must be selected and luminaire fix mounted (+/- 15˚ allowable to permit leveling).

Additional Options (Consult Factory For Pricing)





SCBT
Surface Conduit Box Trim

NOTE: This trim covers a shallow single gang, surface mount junction box [Provided by contractor]
Example: Hubbell: - 5322-0 - 1-Gang Weatherproof Box, Five 1/2” in. Threaded Outlets - or - 5332-0 - 1-Gang Weatherproof Box, Five 3/4 in. Threaded Outlets

Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

UMV-30001

Marvik 1 Surface Downlight

LIGMAN LIGHTING USA

PROJECT		DATE	
QUANTITY		TYPE		NOTE	

ORDERING EXAMPLE || UMV - 30001 - 11w - M - W30 - 02 - 120/277v - Options

UMV-30001	LAMP	BEAM	LED COLOR	FINISH COLOR	VOLTAGE
	11w COB 976 Lumens	N - Narrow 23˚ M - Medium 25˚ W - Wide 37˚ VW - Very Wide 71˚	W27 - 2700K W30 - 3000K W35 - 3500K W40 - 4000K	01 - BLACK RAL 9011 02 - DARK GREY RAL 7043 03 - WHITE RAL 9003 04 - METALLIC SILVER RAL 9006 05 - MATTE SILVER RAL 9006 06 - LIGMAN BRONZE 07 - CUSTOM RAL	120/277v Other - Specify

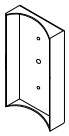
INSPIRED BY NATURE FINISHES

- SW01 - OAK FINISH
- SW02 - WALNUT FINISH
- SW03- PINE FINISH
- DF - DOUGLAS FIR FINISH
- CW - CHERRY WOOD FINISH
- NW - NATIONAL WALNUT FINISH
- SU01 - CONCRETE FINISH
- SU02 - SOFTSCAPE FINISH
- SU03 - STONE FINISH
- SU04 - CORTEN FINISH

THERE IS AN ADDITIONAL COST FOR THESE FINISHES

ADDITIONAL OPTIONS

NAT - Natatorium Rated
4MP - 4" Mounting Plate
DIM - 0-10v Dimming
SCBT - Surface Conduit Box Trim
RPA - Round Pole Adapter
B - Baffle
F - Frosted Lens



RPA
Round Pole Adapter



B
Baffle

More Custom Finishes Available Upon Request

Consult factory for pricing and lead times





Actual: Inspired by Nature Finish [Two-Tone]

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Marvik Product Family



Marvik 1

- UMV-30001-11w-976lm
- UMV-30002-20w-1674lm



Marvik 2

- UMV-30011-20w-1802lm
- UMV-30012-27w-2387lm
- UMV-30013-11w-1132lm



Marvik 3

- UMV-30021-40w-3795lm
- UMV-30022-48w-4622lm
- UMV-30023-20w-1627lm



Marvik 4

- UMV-30031-2x11w-2x976lm



Marvik 5

- UMV-30041-2x13w-2x1245lm
- UMV-30042-2x10w-2x893lm



Marvik 6

- UMV-30051-2x26w-2x2722lm
- UMV-30052-2x20w-2x1627lm

May 2015

VILLAGE OF SOMERS
Department of Planning and Development

VILLAGE OF SOMERS SITE PLAN REVIEW PROCEDURES

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1. Contact the Kenosha County Department of Planning & Development and check with staff to determine if your proposed zoning change meets the requirements of the Multi-Jurisdictional Comprehensive Plan for Kenosha County: 2035, Village of Somers General Zoning and Shoreland/Floodplain Zoning Ordinance and the Village of Somers Land Division and Platting Control Ordinance.

2. Contact the Kenosha County Department of Planning & Development and schedule a pre-conference meeting, which is required for all site plan review requests.

Meeting Date: March 20th, 2025

3. Contact the Village of Somers to determine if your site plan review application requires concept review by the Village Plan Commission. If so, contact the Village of Somers clerk to schedule a concept meeting with the Village Plan Commission.

Meeting Date: March 20th, 2025

4. Complete and submit to the Kenosha County Department of Planning & Development the Village of Somers Site Plan Review Application by the filing deadline.

Filing Deadline: January 30th, 2026

5. Upon submission you will be given two copies of the date-stamped application. Submit a copy of the date-stamped application to the Village of Somers clerk for placement on the agendas of the Village of Somers Plan Commission and the Village of Somers Board. Keep the other copy for your records.

7. Attend the Village Plan Commission and the Village Board meetings. **NOTE:** You must attend or the Village will not be able to act on your request. At these meetings you will be asked to brief the committee on your request.

Village Plan Commission meeting date (tentative): March 9th, 2026

Village Board meeting date (tentative): May 12th, 2026

8. Village clerk will provide written notice of final action to property owner/applicant.

SITE PLAN REVIEW CHECKLIST

Owner: SFW LLC + FETTNER HERGOTT Date 2-22-26

Mailing Address: 1431 TOULON COURT Phone # [redacted]

Phone #

Agent: Roers Companies (atten: Nick Asta) Phone #

Mailing Address: 2 Carlson Pkwy N #400 Phone # [redacted]

Plymouth, MN 55447

Architect/Engineer: Kevin Yeska Phone # [redacted]

Mailing Address: 507 W. Verona Ave, Suite 500 Phone #

Verona, WI 53593

Tax Parcel Number(s): 83-4-223-074-0006 Acreage of Project: 27.548

Existing Zoning: R-4 & R-9 Proposed Zoning: R-11

Conditional Use Permit:

Description of Project: (include the following when applicable):

Description of project: Multi-family Apartment

Size of existing building(s): N/A

Size of new building(s) and/or addition(s): 10-16 unit buildings (18,140 sf), 5-8 unit buildings (8,440 sf.), & Club House (4,695 sf)

Number of current and projected full-time and part-time employees, number of shifts:

Number of proposed units: 200 Description of units: Stacked Flats

Density: 12.4 units per acre

☐ Plat of Survey Submitted:

☐ Covenants and Restrictions Submitted

A. BUILDING PLANS SUBMITTED? (BUILDING APPEARANCE)

- ☑ No building shall be permitted the design or exterior appearance of which is of such unorthodox or abnormal character in relation to its surroundings as to be unsightly or offensive to generally accepted taste and community standards.

- ☑ No building shall be permitted the design or exterior appearance of which is so identical with those adjoining as to create excessive monotony or drabness.

- ☑ No building shall be permitted where any exposed facade is not constructed or faced with a finished material which is aesthetically compatible with the other facades and presents an attractive appearance to the public and to surrounding properties.

- ☑ Building Scale and Mass. The relative proportion of a building to its neighboring buildings, to pedestrians and observers, or to other existing buildings shall be maintained or enhanced when new buildings are built or when existing buildings are remodeled or altered.

- ☑ Building Rooflines and Roof Shapes. The visual continuity of roofs and their contributing elements (parapet walls, coping, and cornices) shall be maintained in building development and redevelopment.

- ☑ Since the selection of building colors has a significant impact upon the public and neighboring properties, color shall be selected in general harmony with existing neighborhood buildings.

- ☑ No building or sign shall be permitted to be sited on the property in a manner which would unnecessarily destroy or substantially damage the natural beauty of the area, particularly insofar as it would adversely affect values incident to ownership of land in that area, or which would unnecessarily have an adverse effect on the beauty and general enjoyment of existing structures on adjoining properties.

- ☑ The facade of all buildings which face upon a street right-of-way shall be finished with an aesthetically pleasing material. A minimum of 50 percent of a facade facing an existing or future street shall be finished with a combination of brick, decorative masonry material, decorative pre-cast concrete panels, decorative glass panels, wood, or decorative metal or vinyl siding. Such finished material shall extend for a distance of at least 10 feet along the sides of the structure. All buildings on corner lots shall have the required finished facade facing each street.

B. SITE PLAN SUBMITTED?

- ☑ Building locations shall maintain required setbacks from property lines and road rights-of-way.

- ☑ Buildings and uses shall provide for safe traffic circulation and safe driveway locations.

- ☑ Buildings and uses shall be provided with adequate public services as approved by the appropriate utility.

☑ Buildings and uses shall provide adequate parking and loading areas. No loading dock or overhead doors shall face upon a street right-of-way without approval of the zoning administrator.

☑ Parking areas shall maintain required setbacks and parking spaces shall be of minimum required size (9' x 18'). Aisle widths within parking lots shall be a minimum of 24' between the ends of the parking spaces.

☐ Each parking space shall be on the same lot or parcel as the principal use, and all parking lots shall have the same zoning district as the principal use. Parking spaces and driveways shall be a minimum of 20 feet from the established highway right-of-way and a minimum of 10 feet from all rear and side lot lines. Curbs or barriers shall be installed so as to prevent vehicles from extending beyond designated parking or driving areas.

☑ Parking areas for five or more vehicles adjoining a residential use, shall be screened from such use by a solid wall, fence, evergreen planting of equivalent visual density or other effective means, and built and maintained at a minimum height of four feet at the time of planting or installation.

☑ Adequate access to a public or private roadway shall be provided for each parking space. For all non-residential properties, driveways for vehicular ingress and egress shall be a minimum of 10 feet in width and not exceed 35 feet in width at the property line.

☑ All off-street parking of more than five vehicles shall be graded and surfaced with asphalt or concrete.

C. LANDSCAPING AND LIGHTING PLAN SUBMITTED?

☑ Buildings and uses shall make appropriate use of open spaces. The zoning administrator or Village Board may require appropriate landscaping and planting screens. A landscaping maintenance program, together with appropriate assurances, shall be submitted.

☑ Dumpsters and other trash receptacles shall be fenced and/or screened from view from street rights-of-way and adjacent residential uses.

☑ Exterior lighting used for parking lots, recreation facilities, product display, and security shall not spill-over on operators of motor vehicles, pedestrians, and/or adjacent residential property (cut-off type luminaries only).

Appropriate buffers shall be provided between dissimilar uses.

D. SEWER VERIFICATION/SANITATION EVALUATION OR APPLICATION SUBMITTED?

E. UTILITY PLANS SUBMITTED?

F. STORMWATER DRAINAGE AND EROSION CONTROL PLAN SUBMITTED?

☑ Appropriate erosion control and stormwater management measures shall be utilized in all new development. Buildings and uses shall maintain existing topography, drainage patterns, and vegetative cover insofar as is practical. The zoning administrator or Village Board may require that drainage easements be executed.

IMPORTANT TELEPHONE NUMBERS

Kenosha County Center
Department of Planning & Development
19600 - 75th Street, Post Office, Suite 185-3
Bristol, Wisconsin 53104-9772

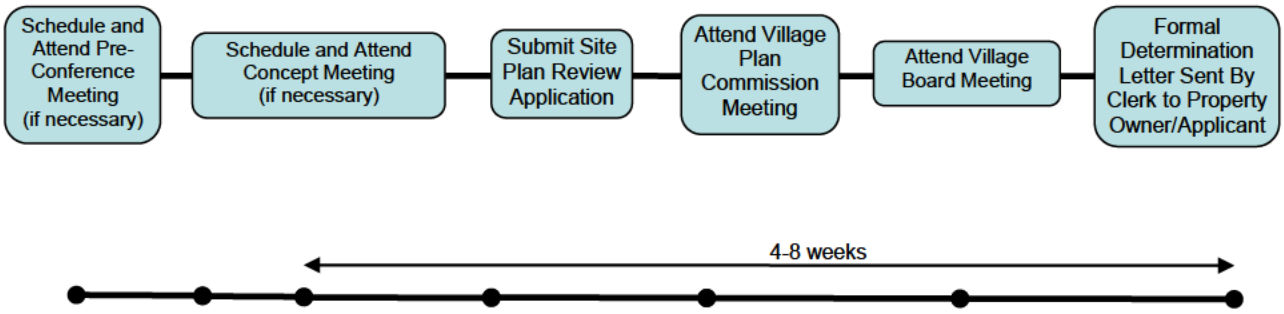
Division of County Development (including Sanitation & Land Conservation) **857-1895**
Facsimile # 857-1920

Public Works Division of Highways 857-1870

Administration Building
Division of Land Information 653-2622

Village of Somers 859-2822
Wisconsin Department of Natural Resources - Sturtevant Office 884-2300
Wisconsin Department of Transportation - Waukesha Office 548-8722

Site Plan Review Procedure Timeline



For Reference Purposes