

- ² No new roads included in the Planned Land Use calculations. Instead, acreage that will be required for new roads is embedded within the other Planned Land Use categories. Reduction in road/rail category between 1998 and Planned Land Use is attributable to abandoned rail line being coded as “Rail” in 1998 but not in Planned Land Use.

E. Recommendations for Lakeview Village Mixed Use District

Over the planning period, the City of Oak Creek has a once-in-a-lifetime opportunity to plan for the development and redevelopment of the City’s east side. Opportunities for high-value mixed use development are enormous on account of this area’s Lake Michigan frontage, proximity to the developing Bender Park, and existing and future transportation access. In light of these opportunities, this *Comprehensive Plan* includes a concept development plan for the Lakeview Village Mixed Use District. This concept development plan presents one possible alternative for an innovative development pattern which will create a high-quality living, shopping and recreational environment for Oak Creek residents.

The Lakeview Village District Concept Plan, as suggested in Map 3, should provide a preliminary guide for the eventual approval of a refined and more detailed development plan that can be used for land use decision making, roadway layout, and public and private investment within this area. However, it should be viewed as a starting point for additional planning, assessment, and development. Perhaps most importantly, there is preliminary evidence to suggest that properties between Bender Park and the South Shore Treatment Plant may contain soil and/or groundwater contamination. Before the City finalizes the desired future use arrangement for this area or considers public acquisition, proper environmental assessment and any required clean-up should be performed.

The Lakeview Village Concept Plan envisions a range of commercial, residential, transportation, and open space land uses. The range of uses are intended to complement the public investment being made and anticipated in Bender Park, and to reflect the historic character and functions of the Carrollville neighborhood. The primary use areas shown on Map 3 are described below:

- *Bender Park:* As indicated earlier in this document, the City supports full development of Bender Park according to previously-adopted plans. A championship-caliber golf course would create the greatest potential for high-value spin-off development on adjacent private lands. Ultimately, the City also envisions an opportunity for expansion of the existing boat launch into a marina. The quality of entrances into the park from adjacent roadways should be preserved and enhanced.
- *Transit Oriented Center:* The “Transit Oriented Center” sector of the Lakeview Village District should be designed as a mixed-use, mixed-density center of the entire District. In the middle of this sector would be a commuter rail station/park and ride lot, connecting the District to Milwaukee, Racine, Kenosha and Chicago. Civic space, such as a plaza or square, could be established alongside the rail station. The “Transit Oriented Center” should also include small-scale, two to four story mixed-use buildings with a “main street” design theme. Retail uses should be promoted on ground floors, with residential and office uses on upper stories. Fifth Avenue (including a southerly parkway extension) would connect the “Transit Oriented Center” to nearby residential areas within the Lakeview Village District.
- *Lakeview Center:* The “Lakeview Center” sector, due east from the Transit Oriented Center, will enjoy dramatic lake views and serve as the terminus of the connection between western Oak Creek and Lake Michigan. Development character would be larger scale than in the Transit Oriented Center, including multi-story buildings (possibly 10 stories or more). These buildings could house a range of uses, including a lakefront hotel/conference center, restaurants, corporate offices, and high-rise condominiums. An important entrance to Bender Park should also be established in this sector. Brownfields clean-up and bluff and shoreline stabilization and regrading may be required in this sector.

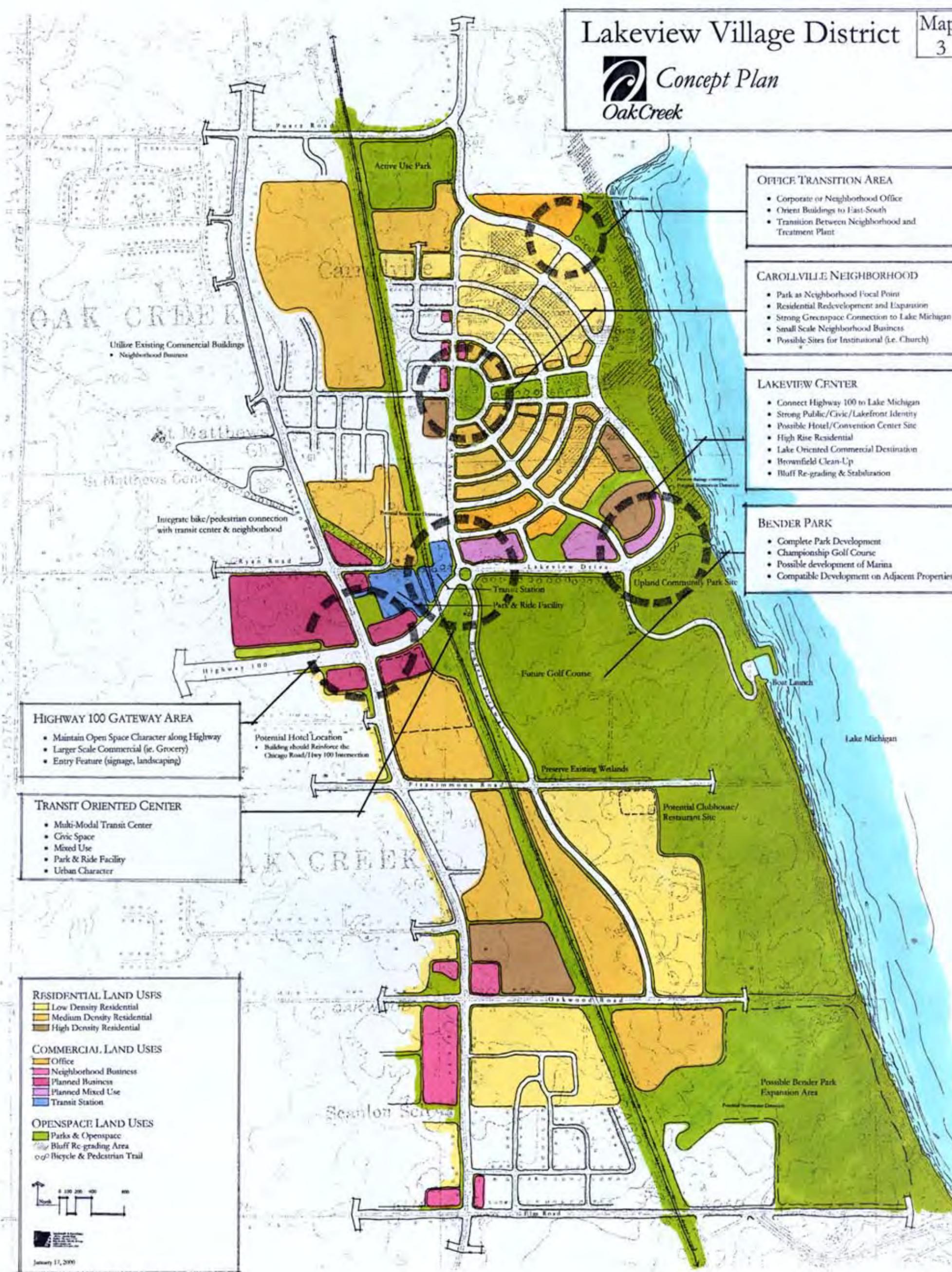
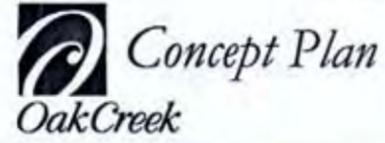
- *Carolville Neighborhood:* North of both the Transit Oriented Center and Lakeview Center sectors, uses should transition to predominantly residential uses, including townhomes and single family residences. This area would be developed according to the principles of “traditional neighborhood design.” These principals include smaller lots, reduced setbacks, recessed garages, front porches, narrower streets, sidewalks, street trees, orientation towards a neighborhood focal point, and small-scale retail and office uses. The central features of the neighborhood would include a small park at the west end of a major drainageway terminating at a bridge and Lake Michigan. Combined, these features will provide dramatic views and help define the neighborhood. Brownfields clean-up and bluff and shoreline stabilization and regrading may be required in this sector.
- *Highway 100 Gateway :* This sector, near the current intersection of Chicago Road and Highway 100, would be the main gateway for the entire Lakeview Village District. An attractive entry feature should be planned in this area. This sector would be appropriate for larger scale commercial development, but not “mega-box” retail uses, like large discount department stores. The plan map suggests that this area may be appropriate for a grocery store and perhaps a larger-scale hotel/conference center. The open space character of Highway 100 Corridor leading into this sector (and the entire Lakeview Village District) should be maintained.
- *Office Transition Area:* The north edge of the Lakeview Village District includes an area planned for corporate or neighborhood offices. The views to the east and south provide attractive sites for these types of uses. Further, office use would provide an appropriate transition between the extended Carrollville Neighborhood to the south and the Treatment Plant.

Figures 11A, 11B, and 11C provide selected images of desired development character in the Lakeview Village District. Figure 12 is a perspective sketch of future development in this district, looking east over the Transit Oriented Center, with Lake Michigan in the distance.

Successful implementation of the more detailed and approved version of the Lakeview Village Concept Plan will require substantial cooperation among private property owners, developers, Oak Creek, Milwaukee County, regional agencies, and the State of Wisconsin. The City should play a lead role in establishing necessary partnerships. Some of the action steps that may be required include:

- Clean-up of brownfields north of Bender Park.
- Bluff and shoreline stabilization, protection, and regrading.
- Developer recruitment and incentives.
- Establishment of a redevelopment district and/or Tax Increment Financing District.
- Agreement on appropriate entrances and crossings of Bender Park.
- Partnership on infrastructure development, particularly construction of the main “Lakeview Drive” along the lakefront.
- Investment in a rail station and park and ride lot.
- Other public investments and improvements.





OFFICE TRANSITION AREA

- Corporate or Neighborhood Office
- Orient Buildings to East-South
- Transition Between Neighborhood and Treatment Plant

CARROLLVILLE NEIGHBORHOOD

- Park as Neighborhood Focal Point
- Residential Redevelopment and Expansion
- Strong Greenspace Connection to Lake Michigan
- Small Scale Neighborhood Business
- Possible Sites for Institutional (i.e. Church)

LAKEVIEW CENTER

- Connect Highway 100 to Lake Michigan
- Strong Public/Civic/Lakefront Identity
- Possible Hotel/Convention Center Site
- High Rise Residential
- Lake Oriented Commercial Destination
- Brownfield Clean-Up
- Bluff Re-grading & Stabilization

BENDER PARK

- Complete Park Development
- Championship Golf Course
- Possible development of Marina
- Compatible Development on Adjacent Properties

HIGHWAY 100 GATEWAY AREA

- Maintain Open Space Character along Highway
- Larger Scale Commercial (i.e. Grocery)
- Entry Feature (signage, landscaping)

TRANSIT ORIENTED CENTER

- Multi-Modal Transit Center
- Civic Space
- Mixed Use
- Park & Ride Facility
- Urban Character

RESIDENTIAL LAND USES

- Low Density Residential
- Medium Density Residential
- High Density Residential

COMMERCIAL LAND USES

- Office
- Neighborhood Business
- Planned Business
- Planned Mixed Use
- Transit Station

OPENSOURCE LAND USES

- Parks & Openspace
- Bluff Re-grading Area
- Bicycle & Pedestrian Trail



January 17, 2000

Figure 11A: Lakeview Village District Potential Future Conditions

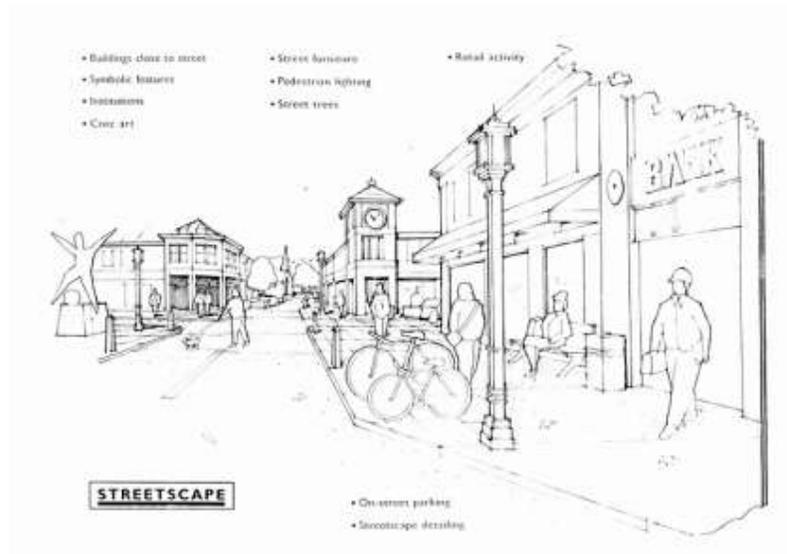


Figure 11B: Lakeview Village District Potential Future Conditions

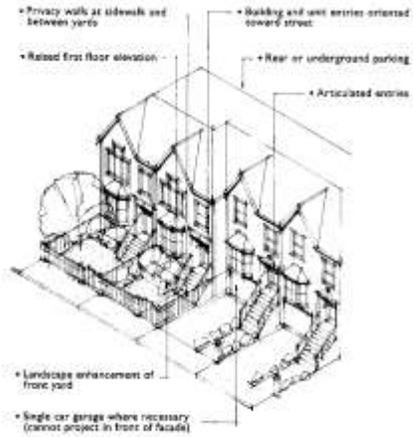
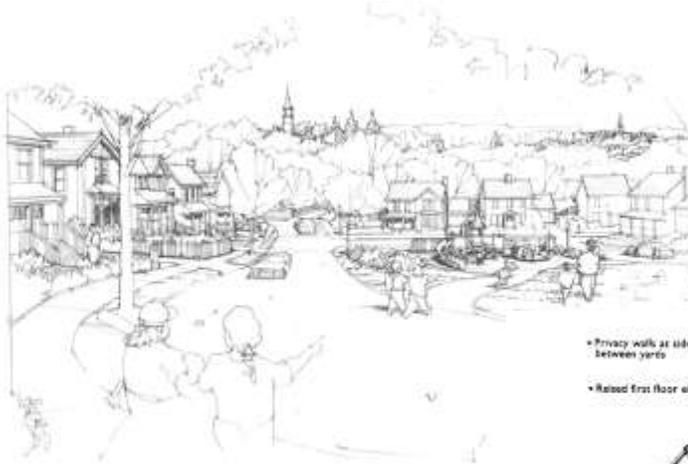


Figure 11C: Lakeview Village District Potential Future Conditions

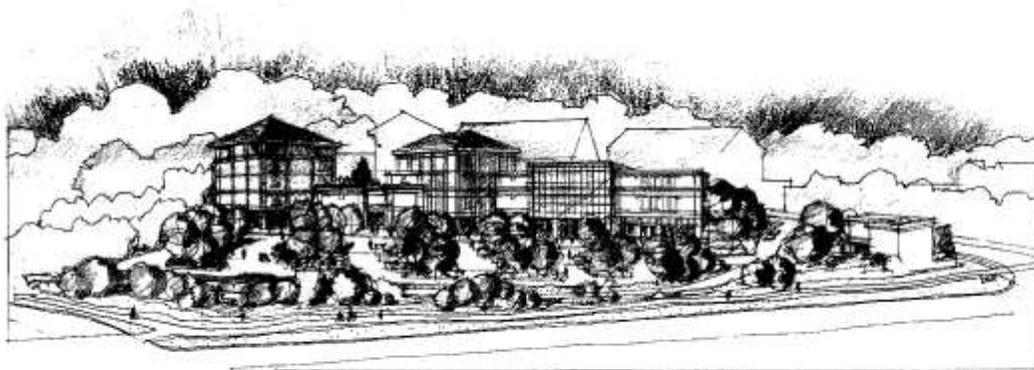


Figure 12: Lakeview Village Possible Future Development

