

Comprehensive Plan

Town of Kinnickinnic St. Croix County, Wisconsin

July 21, 2008

Adopted on December 2, 2008 by Ordinance 2008-3



KINNICKINNIC
TOWN HALL
For the people, by the people.

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1.0 Introduction

1.1 Scope of the Comprehensive Plan

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1.4 Planning Definitions

The Town of Kinnickinnic is located in St. Croix County, in west central Wisconsin. St. Croix County is considered part of the Minneapolis/St. Paul Metropolitan Statistical Area. The Town is bordered by the Towns of Hudson and Troy to the west, Warren and Hammond to the north, Pleasant Valley to the east, and River Falls and Martell to the south. In addition, the Town is bordered by the City of River Falls to the southwest.

The land use within the Town of Kinnickinnic is primarily utilized for agricultural production. Open space, including forestlands and wetlands, are another predominate land use in the Town. Numerous non-farm rural residential developments are scattered throughout the Town. The highest density development areas are located near the borders of the city limits for the City of River Falls.

One regional transportation corridor runs through the Town; State Trunk Highway (STH) 65 runs north-south across the Town.

The process of completing this Plan has been thorough, and involved numerous residents, countless hours by the Plan Commission, and assistance from the UW-River Falls.

1.1 Scope of the Comprehensive Plan

The 1999 Wisconsin Legislative Act 9 created a framework in the State of Wisconsin for community planning. There are nine elements of a Comprehensive Plan that must be addressed under the current planning legislation. These nine elements include the following:

1. Introduction
2. Issues and Opportunities
3. Housing
4. Transportation
5. Utilities and Community Facilities
6. Agricultural, Natural and Cultural Resources
7. Economic Development
8. Intergovernmental Cooperation
9. Land Use
10. Implementation

According to Wisconsin Statute, the Comprehensive Plan shall be made with the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the community. In accordance with existing and future needs, the Comprehensive Plan will promote public health, safety, and general welfare of the entire community. The Planning Law requires zoning, official mapping, and subdivision regulations be consistent with a Comprehensive Plan by January 1, 2010.

1.2 The Kinnickinnic Planning Effort

The planning process began the fall of 2004. Short Elliott Hendrickson Inc. (SEH®) was retained to assist the Town in the planning process and the preparation of their Comprehensive Plan. In addition, assistance was provided by Professor Eric Sanden at UW-River Falls, along with UW-River Falls students Robert Herling, Jamie Martin, Bert Pforr, Jesse Jacobson, and Derrick Tuttle.

The Comprehensive Plan has been prepared through the guidance of the Town Plan Commission. The Commission represents a wide range of interests to ensure that the entire community's values/interests are expressed in the Comprehensive Plan. The Commission met periodically during the drafting of this Plan to discuss land use issues, review Plan materials, and ultimately recommend the adoption of the Plan to the Kinnickinnic Town Board.

1.3 The Town of Kinnickinnic Planning Process and Public Involvement

The Town of Kinnickinnic is committed to an open public involvement/outreach program that invites participation from all Town residents at every level in the decision-making process. The Town will continue to engage the community in the development of planning related items and tasks that are discussed in the Comprehensive Plan.

Meeting notices for all Plan Commission meetings were advertised and open to the public.

Future public involvement opportunities will include Town Board meetings, Plan Commission meetings, and multi-jurisdictional planning meetings. The Comprehensive Plan is intended to be a working document that will require periodic reviews and updates as trends and patterns develop across west central Wisconsin, St. Croix County, and the Town of Kinnickinnic.

At the onset, the Town was committed to a highly participatory process. As such, the Town has held dozens of public meetings.

The first major public meetings began in January 2005, when the Town held a SWOT (Strength, Weakness, Opportunities and Threat) meeting at the Town Hall. Results of the SWOT meeting is contained in Section 2.0 – Issues and Opportunities.

The planning process continued when the Town hired Robert Herling to complete the Issues and Opportunities Element, which is incorporated into this Plan. In the fall of 2005 the Town was assisted by Professor Robert Sanden (UW-River Falls) and five students, Robert Herling, Jamie Martin, Bert Pforr, Jesse Jacobson, and Derrick Tuttle. These students completed draft Agricultural, Natural Resource and Cultural Element, Transportation Element, and Land Use Elements for the Plan.

In 2006 a revised Land Use Element was completed by SEH, and a Visioning Meeting was held, at which point the Vision for Kinnickinnic was completed at a public meeting.

With these draft elements completed, the Town began a series of meetings identifying Goals, Objectives, and Policies for each of the elements. Because of significant concern with land use and development patterns, the Town held a two-day Design Charrette in April of 2007. During this process (discussed in Section 2.0 of this Plan), the Town identified preferred design alternatives.

In the fall of 2007, the Town revised the completed Draft Town Plan.

I.4 Planning Definitions

Attached in Appendix A is a series of definitions. These were developed to assist the Plan Commission and Town Board as well as members of the public understand terms used in this report.

Wis. Stats. 66.1001(2)(a)
(a) Issues and opportunities element. *Background information on the local governmental unit and a statement of overall objectives, policies, goals and programs of the local governmental unit to guide the future development and redevelopment of the local governmental unit over a 20-year planning period. Background information shall include population, household and employment forecasts that the local governmental unit uses in developing its Comprehensive Plan, and demographic trends, age distribution, educational levels, income levels and employment characteristics that exist within the local governmental unit.*

2.0 Issues and Opportunities

2.1 Introduction

2.2 Key Issues

2.3 Vision Statement

2.4 Design Preference Survey

2.5 Design Charrette

2.1 Introduction

The Issues and Opportunities section is designed to cover two main issues. First, to provide a demographic context for the development of the Town's plan. Second, to list the planning goals and objectives for the Town as prepared during the planning process.

Demographic information is contained in the *Issues and Opportunities* Element prepared by Robert Herling. This information is found in Appendix B.

The Goals, Objectives, and Policies, as well as the Vision Statement for the Town that were developed as part of the planning process are found below.

2.2 Key Issues

Numerous issues were discussed throughout the planning process and preparation of the Comprehensive Plan.

In 2005, the Town completed a SWOT Analysis and its Vision Statement. Both are found in Section 2.3.

Input was also gathered from the "Town of Kinnickinnic Community Opinion Survey" that was created and distributed by several Town residents. A copy of the survey and a summary of the survey results are included in Appendix C.

Many of the issues and comments are inter-related. Throughout the planning process, the Plan Commission was challenged to identify strategies which balance and address these different issues. These issues and concerns should not preclude the discussion of additional issues at future planning meetings. Furthermore, future efforts should be made to solicit additional public input on a regular basis and updates to the Comprehensive Plan should be made as deemed necessary. Section 10.4 of the Plan will further discuss the process and recommendations for making amendments and updates to the Comprehensive Plan.

What is a **Vision Statement**?

The vision statement is a consensus on identified values. It describes the desired future. It strongly represents desired community outcomes. It reflects the most important findings of the SWOT (Strength, Weakness, Opportunity and Threat) analysis. It should be specific enough that someone could, 10 or 20 years from now, see if the community has moved toward the vision or not. A vision statement can be several paragraphs long.

2.3 Vision Statement

On November 29, 2005, more than 50 residents of the Town of Kinnickinnic got together to create a Vision Statement for the Town. Based upon the work completed as part of the SWOT meeting, they prepared the following statement.

Town of Kinnickinnic's Vision Statement

We seek well-planned development that respects the Township's rural historic character.

The Kinnickinnic River is a natural hallmark of the Township, and we will continue to protect the integrity of the river and environmentally sensitive areas while allowing for a variety of residential and commercial development.

Well-planned growth must protect economic interests and property owners' rights, and must strive to maintain acceptable tax and fee structure for the residents.

The planning process for the Township will be open and consistent at all times.

On What is the Vision Statement Based?

At the January 2004 meeting, more than 90 residents gathered to identify the Strengths, Weaknesses, Opportunities and Threats (SWOT) facing the Town of Kinnickinnic. The complete list identified and prioritized is attached at the end of this document. It is from this effort that the Vision Statement was developed.

Strengths	Weaknesses
Location	Poorly Planned Development
Agriculture	High Taxes
River	Differing Growth Opinions
Close to Metro	No Land Use Plan
Rural/Residential	Annexation Threat
Opportunities	Threats
Well Planned Development	Unchecked Development
Cluster Development	Taxes
Controlled Growth	Respect for Landowners Rights
Kinni River/Nature Center	Loss of Personal Freedoms
Lower Taxes	Water/River Pollution

What does the SWOT mean?

There are several themes that run through the SWOT Analysis – themes that cross over from the each of the four categories. Those themes form groupings of issues to be addressed through the Comprehensive Planning process.

Where We Are Matters – Location, location, location is an oft-repeated mantra in the Real Estate business. With over 23 percent of the total votes, Location was the key strength identified by participants. Many of the other strengths relate directly to that key strength – the Kinnickinnic River (15%), proximity to the Metro area (6%), Good Schools (4%), Universities (1%), and many others relate indirectly - Agriculture (15%), Rural/Residential (5%), and others. There are several key weaknesses that relates directly to this topic – Annexation Theft (6%) and Rural/City Conflicts (5%). Key Opportunities that relate generally revolve around the Kinnickinnic River and natural environment, including a Kinnickinnic River/Nature Center (6%), All Purpose Trails (4%), Protect River/Land/Topo (4%), as do a number of other lower vote getters.

How We Use Our Land Matters – Agricultural (15%), Rural Residential (5%), Growing Community (4%) were key strengths. However, Weaknesses dominated this topic, with Poorly Planned Development (16%), Differing Growth Opinions (10%), No Land Use Plan (8%), Losing Rural Setting (5%), and a number of smaller vote getters, including Landowners in Conflict, No Planning Vision, Disappearing Farmland, Slow Growth, New Regulations, Moratorium and others. Likewise, there were a number of opportunities identified, including Well-Planned Development (20%), Cluster Development (14%), Controlled Growth (9%), Transfer of Development Rights Program (5%) and others with lower vote totals. And with Threats, the top vote getters included Unchecked Development (13%), Respect for Landowners Rights (11%), Loss of Personal Freedoms (10%), Moratorium (6%), Large Developments (5%) as well as others with lower vote totals.

Our Natural Resources Matter – Any way you consider the issues impacting the Township, the Natural Resources of the Town are important, and of those, the Kinnickinnic River dominates many of them. It is key to why many consider this a prime location: it impacts recreational opportunities, and it is a significant state wide environmental resource. As the third most important Strength (15% of votes within the category), many issues involving it were identified in Weaknesses, including River Quality (5%), There are many related Opportunities, including Kinnickinnic/Nature Center (6%), TDR (Transfer of Development Rights) program (5%), Trails (4%), Protecting the River/Land/Topography (4%) and many other lower vote getters including Bike Paths, Parkland, Open Land, Fishing Hunting and others. The only significant vote getter among identified Threats was Water/River Pollution with six percent of the total Threat votes.

Our Future Matters – The issue with the most divergence of opinion, the Future is implicit in Strengths identified, but with no issues explicitly identified. However, when we review Weaknesses, a number of significant vote getters are listed, including Poorly Planned Development (16%), High Taxes (12%), Differing Growth Opinions

(10%), No Land Use Plan (8%), Annexation Theft (6%), Rural/City Conflicts (13%) and most of the others. Key Opportunities include Well-Planned Development (20%), Cluster Development (14%), Controlled Growth (9%), Lower Taxes (5%), and others. Threats identified include Unchecked Development (13%), Taxes (13%), Respect for Landowners Rights (11%), Loss of Personal Freedoms (10%), Moratorium (6%), Large Developments (5%) and Traffic (5%).

How does this Relate to Planning?

If Location Matters, we will:

- Develop ways of working with other units of Government to preserve the uniqueness of Kinnickinnic Township.
- Partner with local community groups to preserve our key environmental resources.
- Evaluate projects and actions based upon how they improve the entire area, not just Kinnickinnic Township.
- Take actions that benefit the things that make the Town a great place (Schools, University, Metro Area, River).

If How We Use Our Land Matters, we will:

- Respect the rights of landowners.
- Invest public dollars in actions that further community goals.
- Select actions that protect community goals without imposing an unfair burden on individual property owners.
- Require development to occur in a manner that benefits the Town and its residents.

If Our Natural Resources Matter, we will:

- Work with other local, county and state governments, as well as private groups to preserve, protect and improve those resources.
- Evaluate decisions, especially development review, based upon impacts to those resources.
- Impacts to the Kinnickinnic River will be at the forefront of all decisions.

If Our Future Matters, we will:

- Be proactive in our decision-making.
- Develop a plan to guide decision-making.
- Evaluate decisions based upon the complete impact to the community.
- Agree to common goals to seek in any implementation decisions.

How the Vision Statement Relates to the Comprehensive Plan

The vision is developed to provide the guidance for the Comprehensive Plan in the form of a broad overriding theme. The goals, policies, objectives and programs identified in the Plan should support the vision.

- A. **Goal** – A distinct long-term end toward which programs or activities are ultimately directed, but might never be attained. It represents a general statement which outlines the most preferable situation which could possibly be achieved if all the objectives and policies supporting it were developed to their fullest extent. Goals are the community’s desired destination.
- B. **Objective** – A specific, measurable, intermediate end that is achievable and marks progress toward a goal. Objectives are the strategic steps required to reach the community’s desired destination. There are alternative objectives capable of effecting a goal.

The goals and objectives have been framed by the following considerations:

- 1. Desirability – what the community wants as an end state.
 - 2. Feasibility – what can be done to realize that end state within the existing or altered political and administrative framework.
 - 3. Timing – when each desired outcome is possible and can be realized.
- C. **Policies** – The way in which programs and activities are conducted to achieve an identified objective or goal. They are courses of action selected to guide and determine present and future decisions. Policies are the tactical steps which define the actions necessary to accomplish the strategic steps (objectives) toward the community’s desired destination (goals).

Policies have been developed for the Comprehensive Plan. These policies designate the actions the Plan Commission feels are necessary to move the community toward the vision and the realization of the goals and objectives in light of planning process results.

How was the Vision Statement Prepared?

Phase I

- We divided into groups.
- Each group discussed the themes from the top five issues from each of the SWOT categories.
- Each group prepared a Vision Statement.

- Using groupings of the issues from the SWOT categories, each group wrote a 2-3 paragraph statement that described the Town and its future.
- Each group presented their statement – the other groups asked clarifying questions.

Phase II

- Combined into new group's – half as many as at first.
- Revised each original groups Vision statement into one combined statement.
- Presented the new Vision Statement - other groups asked clarifying questions.

Phase III

- Divided the groups into half – and repeated the process.

Phase IV

- Combined into one large group – repeated the process one last time.

How was the SWOT prepared?

Phase I

We broke into 10 separate groups. Each group evaluated four separate areas – What are the Strengths of Kinnickinnic Township, what Weaknesses does the Town have, what Opportunities exist for the Town and what are the Threats that face the Town. For each item, we followed the same four steps.

- Silent generation of ideas in writing.
- Recorded round-robin listing of ideas on chart.
- Held brief discussion and clarification of each idea on the chart.
- Preliminary vote on priorities: silent, independent.

Phase II

- At this time participants asked questions, clarifying issues identified by other groups.

Phase III

- We combined all topics that received votes from each group into one set of master sheets – one for Strengths, one for Weaknesses, one for Opportunities and one for Threats. We discussed and clarified the issues. Then, the entire group voted to prioritize the items. This list, with vote totals, is shown on the following pages.

Complete Vote Tally

Strengths	Votes
Location	49
Agriculture	33
River	32
Close to Metro	14
Rural/Residential	12
Good Schools	10
Growing Community	10
Property Values	7
Low Density	6
Property Rights Freedoms	6
Small Government	5
Beauty of Area	5
Affordable Land	4
Universities	3
Birthplace/History	3
Wildlife	3
Good Water	3
Topography	2
Good Roads	1
Few Regulations	1
Safe for Families	1
Clean Air	1
Ordinances	0
Older Residents	0
Low Crime	0
Jobs	0
Services	0
Community Awareness	0
Quiet/Natural	0

Weaknesses	Votes
Poorly Planned Development	36
High Taxes	27
Differing Growth Opinions	23
No Land Use Plan	19
Annexation Theft	15
Rural/City Conflicts	13
River Quality Threats	13
Losing Rural Setting	12
Landowners in Conflict	8
No Planning Vision	6
Disappearing Farmland	6
Lack of Communication	5
Slow Growth	5
New Regulations	5
Moratorium	4
Lack of Jobs	4
Development Coming	3
No Commercial Tax Base	3
Smaller Land Parcels	3
Traffic	2
Government Interaction with River Falls	2
Lower Incomes/Diversity Lack	2
Travel Time to Services	2
Emergency Response Time	2
Close to Metro	1
ETZ Zoning	1
Town Board Out of Date	1
Population Density Coming	0
Bad Zoning	0
Sports Club Noise	0
High Land Cost	0
No Community Awareness	0
Farmer's Commerce	0
Lawsuits....Not Talk	0
No DSL	0
DNR Regulations	0

Opportunities	Votes
Well Planned Development	44
Cluster Development	31
Controlled Growth	21
Kinni River/Nature Center	15
Lower Taxes	13
Transfer Development Rights Program	11
New Business	10
All Purpose Trails	10
Protect River/Land/Topography	10
Ice Cream Social	9
Increasing Land Values	8
Bicycle Paths	8
Parkland	5
Still Open Land	4
Farmers Market	4
Enclose Rifle Club - Commercial	3
Recreation	3
Informed Public	2
Sister City (overseas)	2
Fishing/Hunting	2
Acquire Parkland	1
Partner with UW	1
Incorporate with Other Towns	1
Tourism - Image	1
Expand Community Center	0
Shape Our Future	0
Access to River	0
Charity Events	0
Educate Children	0
Expand Green Space	0

Threats	Votes
Unchecked Development	30
Taxes	30
Respect for Landowners Rights	25
Loss of Personal Freedoms	23
Water/River Pollution	21
Moratorium	14
Large Developments	13
Traffic	12
Annexation	8
Acreage Requirements	7
Division of Residents	6
Loss of Farmland	6
Crime	5
Lack of Legal Planning	4
Over Regulation	3
Population Density	2
No Co-op with River Falls	2
Impact on Homes/Farms	2
Loss of Farm Income	2
No Commercial Development	2
County Regulations	2
Expensive Farmland	1
Night Equipment Use	1
Meth Abuse	1
Lack of Trust (Officials)	1
Loss of Greenspace/Wildlife	1
Change	1
Decline Quality of Life	1
Lack of Township Leadership	0
Loss of State Funding	0
Land Speculation	0
More Commuters	0
Lack of Police Protection	0

2.4 Design Preference Survey

On Tuesday, April 24, 2007, over 50 Town residents participated in a Design Preference Survey. The full summary of this survey is found in Appendix D.

First, a brief presentation comparing and contrasting the existing Kinnickinnic Township ordinance with St. Croix County's land ordinance was made, highlighting key differences and how these affect development patterns.

We then ran through a series of individual exercises aimed at determining a collective vision and defining preferred development patterns. We targeted several general development-related issues such as open space and density, and also extracted concepts from the St. Croix County land division ordinance with the intent of finding out which of the concepts—if any—are desirable to incorporate into the Town's plan and ordinances.

Key Observations on Subdivisions

- Maximizing open space is preferred.
- Small lots, assuming maximized open space, are preferred.
- Preservation of forested areas is preferred.
- Clustering is preferred.

Key Observations on Residential Development

- Homes in natural areas are preferred – woods, wetlands.
- Homes with large open space areas are preferred.
- Homes in an urban setting are NOT preferred.
- For higher density areas, buffering, screening, open space and the preservation of natural areas will be important.
- Buildings should NOT dominate the landscape.

Key Observations on Rural and Recreational

- Virtually all images liked.
- Rural image is important.
- As a Group – The highest rated images of the Survey.

Key Observations on Commercial Businesses

- As a Group – The LEAST liked images.
- Only the first two images received a positive rating.
- Appearance does matter for commercial buildings.
- Site design and signage controls for commercial uses should be considered.
- Planning/Permitting commercial uses should be highly regulated.

Conclusions

A key goal was to determine if there was a collective vision or preferred development pattern. In addition, to determine if there were aspects of the County's cluster subdivision ordinance in Kinnickinnic's plan and ordinances.

The Answer? Yes, on both counts.

The clear and consistent pattern from the results is that participants preferred cluster development over conventional rural subdivisions or more urban style residential development.

Key elements include open space, buffers between homes and public areas (roads), and preservation of natural areas.

It was also a clear preference that there was support for large areas of open space, as well as forested areas in conjunction with recreational improvements.

2.5 Design Charrette

On April 25, 2007, over 50 Town residents participated in a Design Charrette. A complete summary of the event is in Appendix D.

SEH began with a brief presentation outlining the current conditions in the Township. During this presentation, we discussed the St. Croix County land division ordinance and how that document compares with the Town's ordinance on several key issues related to development patterns, density, and open space preservation.

We then highlighted three key parcels that had been previously identified by the Town as examples to study.

As part of the preparation for the charrette, SEH prepared a "yield plan" for each of the parcels to be studied, illustrating a potential build out pattern that would result from current zoning and subdivision ordinances. The yield plans were presented to the group for comments and as a jumping off point for the group exercises that followed.

Following the presentation, participants were divided into three smaller groups which worked with one of the key parcels that were just discussed. Each small group included a design professional from SEH. Each group explored alternative development scenarios for its parcel based on the existing ordinance, a cluster pattern based on St. Croix County's ordinance, and additional alternatives they felt needed to be explored.



During the process individuals moved from group to group, commenting and participating on all three of the scenarios.

There was excellent participation throughout the day during the Design Charrette.

There was widespread support for the use of cluster subdivisions to accomplish several key goals that were identified during the Design Preference Survey held the day before, as well as during the entire planning process. These goals include:



- Environmental and ecological advantages – protecting large swaths of land as permanent open space protects not just amenities, but buffers around amenities, valuable agricultural land, uplands, woodlands, rivers and streams and a variety of conditions that contribute to overall ecosystem health.
- Allowing for economic return to property owners – Cluster Development leads to lower development costs – less land is impacted, shorter roads, less grading.
- Rural Atmosphere Preservation – Protecting the appearance of the Town Kinnickinnic, including through the preservation of Open Space.

Wis. Stats. 66.1001(2)(b)
(b) Housing element. A compilation of objectives, policies, goals, maps and programs of the local governmental unit to provide an adequate housing supply that meets existing and forecasted housing demand in the local governmental unit. The element shall assess the age, structural, value and occupancy characteristics of the local governmental unit's housing stock. The element shall also identify specific policies and programs that promote the development of housing for residents of the local governmental unit and provide a range of housing choices that meet the needs of persons of all income levels and of all age groups and persons with special needs, policies and programs that promote the availability of land for the development or redevelopment of low-income and moderate-income housing, and policies and programs to maintain or rehabilitate the local governmental unit's existing housing stock.

3.0 Housing

3.1 Existing Conditions

3.2 Assessment of Future Needs

3.3 Housing Programs

3.4 Housing Goals, Objectives and Policies

3.1 Existing Conditions

Housing is an essential component to healthy and vibrant communities, and striving to provide safe and affordable housing is a common community development goal. The Issues and Opportunities Element contains demographic information on housing in the Township (Appendix B), and is not repeated here. Below is a summary of the existing housing conditions within the Town of Kinnickinnic and St. Croix County.

According to the census, in the year 2000 the Town of Kinnickinnic had 492 year-round residential housing units – a 35 percent increase from 1990. St. Croix County as a whole has experienced an increase in housing units with a 31 percent increase between 1990 and 2000.

Approximately 11 percent of all housing units in the Town of Kinnickinnic were built in 1939 or before as compared to 19 percent for all of St. Croix County. This is an indicator that the average housing stock for the Town of Kinnickinnic is much younger than that of the County as a whole. Furthermore, the median value of owner occupied housing units in 2000 was \$149,700 for Kinnickinnic and \$139,500 for all of St. Croix County.

Occupancy rates in the Town are historically very high – over 99 percent. Of occupied units, 10 percent are occupied by renters.

3.2 Assessment of Future Needs

Traditionally, rural towns such as Kinnickinnic have a high percentage of single-family homes, often with few other housing types available. However, as new residents move in and as the population ages, other types of housing may need to be considered that would provide an assortment of housing types needed to meet the needs and demands of area residents. This is particularly true in towns where a large proportion of the population has been long-time residents. In such communities, there is a desire for these residents to remain in the town during their retirement years. This appears to be the case in the Town of Kinnickinnic. However, the Town does not have areas served by municipal services, which are often times necessary to support alternative housing choices (i.e. apartments, senior housing complex/care facilities). It is not feasible, from an economic perspective, for the Town of Kinnickinnic to develop these alternative housing choices, but rather allow private developers to determine if a

market need is present and they can explore the ability to establish these facilities. The Town shall consider the development of an assortment of housing alternatives over the next 20 years.

Future housing growth in the Town is impacted by three major factors.

- First, the area housing market. Starting in the mid 1980's, there was a significant increase in housing in all of the western region of Wisconsin impacted by the Minneapolis/St. Paul metropolitan market. Housing construction was significant, as well as land subdivision. Currently the market is retrenching in the area, with a substantial number of lots available for construction. Future development in the Town will be impacted by the number of lots available in the region for a significant amount of time.
- Second, the Town's subdivision policies. The Town's current subdivision ordinance has the effect of prohibiting major subdivisions. This policy has clearly limited the amount of platting and residential development in the Town. Should the Town allow major subdivisions, there will likely be a larger number of lots platted, increasing the potential for new residential growth.
- Third, the City of River Falls. Currently the City of River Falls is limiting platting in its extraterritorial which impacts a significant portion of the Town. So long as the City maintains this policy, residential growth will be significantly limited.

These three factors will have the greatest impact on the actual number of residents living in the Town of Kinnickinnic.

Annexation was another issue discussed that will likely need further attention over the next 20 years. The Town of Kinnickinnic remains committed to maintaining its rural character. As previously discussed, the City of River Falls is continuing to grow and is expected to continue this trend in the coming years. As a result, any annexation within the Town of Kinnickinnic by the City of River Falls should be orderly and in coordination with the Town.

3.3 Housing Programs

The Wisconsin Comprehensive Planning legislation requires governments completing plans compile a list of programs available to help provide an adequate supply of housing that meets existing and forecasted housing demand in their jurisdiction. A partial listing of available programs follows.

Community Development Block Grant (CDBG) Housing Rehabilitation

Housing rehabilitation funds are made available through the federal Department of Housing and Urban Development (HUD). The CDBG program provides grants to local governments for housing rehabilitation initiatives that benefit low- and moderate-income households.

Section 8 Program

This federal program provides rent assistance to eligible low-income households based on family size, household income, and fair market rents. Typically, a tenant's share of the total rent payment does not exceed 30 percent of his/her annual income.

Wisconsin Housing and Economic Development Authority (WHEDA)

The Wisconsin Housing and Economic Development Authority serves Wisconsin residents and communities by working with others to provide creative financing resources and information to stimulate and preserve affordable housing, small business, and agribusiness.

USDA-Rural Development

Rural Development administers federal funds to help secure loan options to assist low- to moderate-income families with home purchase and rehabilitation. Rural Development generally funds individuals who cannot obtain conventional financing.

3.4 Housing Goals, Objectives and Policies

The Town encourages the proper placement of housing to limit potential land use conflicts. Housing developments in the Town should be constructed and maintained in a fashion that is consistent with the rural atmosphere.

The private sector is encouraged to address the needs of all income levels, age groups, and persons with special needs (assisted-living) in the development of safe, affordable, and quality housing in the Town of Kinnickinnic. While it is unlikely the Town will develop residential housing units itself, it encourages the private sector to make available an amount of residential housing needed to satisfy housing needs. Affordable housing development, including low- to moderate-income, should be considered to ensure all ranges of family incomes have an opportunity to live, work, and raise a family in the Town.

The Town of Kinnickinnic shall continue to enforce applicable state and local building regulations (building codes) to encourage safe and high quality housing developments. Currently, the Town contracts with a building inspector to ensure developments are in compliance with applicable building regulations and codes.

The Town of Kinnickinnic wishes to continue their open lines of communication and cooperation with the City of River Falls in an effort to maintain proper planning principals and a high quality of life for the greater community.

Housing goals were developed on September 14, 2006, at a Plan Commission meeting. The goals were based upon the previous work completed, in particular the SWOT Analysis and Visions process.

They were reviewed and amended in the late summer of 2007.

I. Goal – The Town will allow the size of homes built to be the decision of the individual property owners.

II. Goal – Promote and encourage conservation, low impact development, including alternative energy sources.

Wis. Stats. 66.1001(2)(c)
(c) Transportation element. A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.

4.0 Transportation Element

4.1 Introduction

4.2 Transportation Element

4.3 Other Transportation Plans and Programs

4.4 Transportation Goals, Objectives and Policies

4.1 Introduction

Transportation can directly influence a community's growth, or it can be used as a tool to help guide and accommodate the growth which a community envisions. Like the other elements in this Plan, transportation is interconnected, especially with land use.

Transportation decisions such as construction of new roadways or upgrading of existing roads can impact accessibility, land values, and land use development.

4.2 Transportation Element

The Transportation Element completed by Robert Herling is found in Appendix D.

4.3 Other Transportation Plans and Programs

Several state, regional, and St. Croix County organizations and agencies have developed plans and programs for the management and systematic update of transportation facilities in the area. Based on a review of these plans and programs, no land use conflicts or policy differences were identified.

Wisconsin State Highway Plan 2020

The Wisconsin State Highway Plan 2020 prioritizes highway construction and improvement needs and investments. It was adopted by the Wisconsin Department of Transportation in February, 2000. Wisconsin's State Trunk Highway system, consisting of approximately 11,800 miles of roads, is aging and deteriorating at the same time traffic congestion is increasing. In response to this critical issue, WisDOT, in partnership with its stakeholders, has developed the State Highway Plan 2020, a 21-year strategic plan which considers the highway system's current condition, analyzes future uses, assesses financial constraints, and outlines strategies to address Wisconsin's preservation, traffic movement, and safety needs. The plan is updated every six years to reflect changing transportation technologies, travel demand, and economic conditions in Wisconsin.

4.4 Transportation Goals, Objectives and Policies

Draft Transportation goals were developed on June 14, 2006, at a Plan Commission meeting. The goals were based on the previous work completed including the Transportation Element completed by Robert Herling, UW-River Falls, as well as the SWOT Analysis, Vision Statement and Land Use goal-setting process.

The following goals were finalized in late summer of 2007.

I. Goal – Participate with other government transportation planning efforts, including the State of Wisconsin, St. Croix County and adjacent communities.

Objectives:

- Focus on participating in County Planning efforts for town roads.

II. Goal – Transportation planning as part of subdivision review will incorporate property owners on connecting roads.

Objectives:

- Concept Plans must include adjacent properties and how roads may connect through those properties in the future.
 - Policy: The Town will evaluate the use of Traffic Impact Analysis and make it part of the subdivision review process when recommended by the Town Engineer.
 - Policy: The Town will notify adjacent property owners when a concept plan is submitted to the Town for review, prior to its review by the Town.
- Maintain a map of the Town's transportation network.

III. Goal – Keep Transportation system functional for all users.

Objectives:

- Provide for agricultural users.
 - Policy: When evaluating new road construction or reconstruction, the Town will consider the needs of agricultural operations in establishing road shoulders.
- Work with the County in planning recreational trails.
- Develop sensible road system as growth occurs.
- Evaluate the use of access management.
- Participate in state planning for STH 65.
- Evaluate subdivision plats on their transportation impact.
- Manage traffic patterns to keep traffic volume low on town roads.
 - Policy: When possible, encourage the use of County roads as major arterials during the subdivision process.

- During the subdivision process, consider alternative design options for future expansion of Town roads, in order to promote and preserve open space.

IV. Goal – Maintain Safety of Town transportation systems.

Objectives:

- Remove hazardous conditions.
 - Policy: Evaluate options on improving town roads.
 - Policy: Evaluate signage and speed limits based upon agricultural users.
 - Policy: Evaluate conflict points and determine if improvements would increase safety.
- Identify hazardous conditions.
 - Policy: Conduct regular safety assessments of the Town’s transportation network, considering seasonal variations as part of the process.
 - Policy: Use the Town’s subdivision ordinance to adequately address road construction standards.

V. Goal – Maintain a reasonable expenditure on the transportation system

Objectives:

- Negotiate with the City of River Falls to pay for improvements and maintenance needed for those roads that may be impacted by city traffic. Initial priority roads for consideration are Liberty, Quarry and Chapman roads.
- Utilize the subdivision ordinance to help ensure that development pays the costs of road improvements required by the development.
- Develop and continue maintenance standards and procedures to maximize the life of Town roads.
 - Policy – Conduct an annual review of Town road conditions to evaluate maintenance needs.

Wis. Stats. 66.1001(2)(d)

(d) Utilities and community facilities element. A compilation of objectives, policies, goals, maps and programs to guide the future development of utilities and community facilities in the local governmental unit such as sanitary sewer service, storm water management, water supply, solid waste disposal, on-site wastewater treatment technologies, recycling facilities, parks, telecommunications facilities, power-generating plants and transmission lines, cemeteries, health care facilities, child care facilities and other public facilities, such as police, fire and rescue facilities, libraries, schools and other governmental facilities. The element shall describe the location, use and capacity of existing public utilities and community facilities that serve the local governmental unit, shall include an approximate timetable that forecasts the need in the local governmental unit to expand or rehabilitate existing utilities and facilities or to create new utilities and facilities and shall assess future needs for government services in the local governmental unit that are related to such utilities and facilities.

5.0 Utilities and Community Facilities

5.1 Existing Conditions and Future Needs

5.2 Utilities and Community Facilities Goals, Objectives and Policies

Utilities and community facilities provide the foundation on which a community is built and maintained. Utilities may include sanitary sewer, storm water, and water systems, as well as electricity, natural gas, telecommunications, and solid waste disposal. Community facilities can vary greatly by community, but typically include parks, schools, libraries, cemeteries, and various health and safety providers. Special services such as day care centers may also be considered a community facility.

Utilities and community facilities can be used to guide development and encourage growth, as well as establish a community identity. Combined with roads, the construction, maintenance, and operation of utilities and community facilities are often the largest portion of a community's budget.

This element contains a compilation of background information, goals, objectives, actions or policies, and recommended programs to guide the future maintenance and development of utilities and community facilities in the Town of Kinnickinnic.

5.1 Existing Conditions and Future Needs

Community facilities in the Town of Kinnickinnic primarily consist of the Town Hall and the Town recycling facility.

Existing building sites and homes in the Town are currently served through private wells and on-site septic systems. Other services such as electricity, telephone, waste collection, etc. are provided by private corporations.

This Plan recommends only minor improvements to ensure that services are adequate to meet local population demands over the next 25-year planning period. In most cases, existing services will continue to provide adequate service to the community. However, as development patterns or other influences effect land use changes, it may be necessary to recommend and/or implement improvements such as solid waste removal, a recycling program, parks, telecommunication facilities, power plants, cemeteries, health care facilities, child care facilities, fire and rescue services, libraries, schools, and other government facilities.

Many of the utilities and/or community facilities discussed below are provided in locations outside the Town of Kinnickinnic. As a result, the Town may have a limited ability to make or shape decisions on the future of those facilities or services. The Town will continue to coordinate and cooperate with those who are responsible for making decisions to expand, rehabilitate, or construct new facilities or services.

Sanitary Sewer Service

It is not anticipated that the Town of Kinnickinnic will develop a municipal wastewater collection and treatment facility over the next 25-plus years. However, as the Town of Kinnickinnic continues to develop, the potential for service lines to be extended to higher-density developments may occur or be desirable, including the development of COMM 83 systems.

The Wisconsin Department of Commerce (COMM) regulates the siting, design, installation, and inspection of most private on-site sewage treatment systems in the state. In 2000, the state adopted a revised private system policy called COMM 83 that allows for conventional systems and advanced pre-treatment systems. Under COMM 83, St. Croix County regulates on-site sewage treatment systems in the Town of Kinnickinnic through sanitary codes.

Storm Water Management

There will be a potential for the amount (quantity) and rate (velocity) of runoff to increase as a result of additional development. This may adversely affect local water resources as sediment and nutrients are discharged to receiving water bodies. Managing storm water to reduce or eliminate direct discharge to surface waters is one of the most important steps that can be taken to protect surface water quality in the future. County Shoreland Zoning standards provide some level of water quality protection for areas that fall within the Shoreland Overlay Zoning District. However, this overlay district only regulates areas within 1000-feet of a lake or protected wetland and 300-feet from a navigable river or stream.

Over the next 25 years, storm water management is likely to become more of an issue as continued development occurs. The Town of Kinnickinnic must work cooperatively with the Wisconsin Department of Natural Resources (WDNR), St. Croix County, City of River Falls, and other resource agencies and organizations to mitigate the adverse impacts of storm water runoff and ensure that environmental resources are adequately protected.

Water Supply

Since Town residents currently receive their water via private wells, it is important that the Town's water resources and aquifers continue to be protected from contamination. The Town of Kinnickinnic does not anticipate developing a municipal water supply and delivery system over the next 25-years. However, as the City of River Falls continues to

develop, the potential for service lines to be extended to higher-density developments may occur or be desirable. For the rural areas of the Town, property owners are encouraged to protect surface and ground waters from contamination.

Solid Waste/Recycling

Solid waste collection services are contracted between local property owners and private waste providers, as the Town does not have a contract for waste services covering the entire Town. The Town does provide a recycling drop site within the Town.

Over the next 25 years, the Town does not anticipate providing curbside collection of garbage/recycling. However, the Town encourages private garbage haulers to continue to provide these services and encourages additional residents to recycle appropriate materials.

Parks and Recreational Areas

Limited recreational facilities exist in the Town of Kinnickinnic, including a lighted ballfield at the Town Hall property. In addition, St. Croix County owns approximately 80 acres of forestland in the Township. It is managed for multiuse, including timber production, recreation, and education. The Kinnickinnic River provides recreational opportunities for canoeing/kayaking, as well as trout fishing.

Over the next 25 years, the Town may develop additional parks or recreation facilities on- and off-water resources. As local requests for recreational services are identified, the Town shall investigate the future improvement or development of park and recreational facilities.

Telecommunication Facilities

A number of companies are available to provide telecommunication and internet services to Town residents and businesses. However, such services are not available uniformly across the Town. In addition, access to wireless communication facilities is becoming more and more important. The Town of Kinnickinnic has several telecommunication towers at this time and as technology advances and demand for such services increase, particularly in rural areas, it is likely that additional requests will be forthcoming.

The Town will have to determine whether or not they wish to engage in the development of communication facilities. The demand and construction of these facilities are expected to increase and the Town will actively participate in discussions and planning with local communication providers and St. Croix County to ensure that area residents have access to the latest technology; and any future siting of these facilities is done so in the best interest of the Town and its residents.

Power Plants and Transmission Lines

No power plants are currently located in the Town. Electrical transmission lines cross several areas within the Town. Improvements and ongoing maintenance to these transmission lines are expected. At this time, there are no anticipated needs for new high voltage transmission lines in the Town.

Over the 25-year planning horizon, the Town does not anticipate the development of their own power plants or transmission lines. The Town does however, wish to coordinate and discuss the future development of power plants, substations, or transmission lines with entities proposing such facilities to ensure the local quality of life and environmental integrity is not harmed due to poor design or siting of such facilities.

Natural Gas

Natural gas services are limited within the Town. Areas of the Town that are currently serviced with natural gas are generally located northwest of the City of River Falls or immediately adjacent to the city limits. As the City of River Falls continues to develop, the potential for service lines to be extended to higher-density developments is likely to occur. Over the next 25 years, it is not expected the Town will engage in the development of natural gas utilities, but encourages the extension of service lines to higher density developments.

Cemeteries

One cemetery is located in the Town: The Kinnickinnic Cemetery located at CTH J and Cemetery Road. Currently, there are no plans to expand these sites. Over the next 25 years, it is not expected that the Town will engage in the development of additional cemeteries.

Law Enforcement

The St. Croix County Sheriff's Department serves as the primary law enforcement agency to Town residents. Over a 25-year planning horizon, it is not anticipated that the Town will develop a law enforcement department. Coordination and cooperation between the Town of Kinnickinnic and the St. Croix County Sheriff's Department regarding local crime must continue to be monitored in an effort to address local concerns.

Fire and Rescue

The Town of Kinnickinnic is a member of the Rural Fire Association and contracts for services with the River Falls Fire Department. This Fire Association is comprised of five towns, including Kinnickinnic, Troy, River Falls, Clifton and Pleasant Valley. The association owns a number of vehicles, which are maintained by the City of River Falls Fire Department. A number of volunteers from the Town serve with the River Falls Fire Department. The Town of Kinnickinnic receives rescue and ambulance services from the River Falls Area Ambulance Service. These services include emergency medical technicians

(EMT's) and first responders. Over the next 25 years, the Town will continue to need fire and ambulance services to protect local structures and residents. Continued participation between the Town and the fire department is necessary to ensure facilities and equipment are available to provide adequate service.

Medical/Health Care Facilities

There are no hospitals, clinics, or care facilities located in the Town. Residents have several options within close proximity of the Town to receive medical or health care assistance including in the City of River Falls. It is not anticipated that medical facilities will develop in the Town over the next 25 years.

Libraries

There are no libraries located in the Town of Kinnickinnic. For library services, Town residents may patronize the City of River Falls Public Library or the Village of Roberts Public Library. Over a 25-year planning horizon, it is anticipated that the Town will not have its own public library. Continued coordination between the Town and the public libraries is necessary to ensure existing facilities and possibly other options are available for local residents and property owners desiring library services.

Schools

There are no public schools located in the unincorporated areas of the Town of Kinnickinnic. School age children within the Town of Kinnickinnic are served by the River Falls and St. Croix Central Public School Districts. Several adult education centers that offer higher education and continuing education classes and programs are located in the City of River Falls including at UW-River Falls, Chippewa Valley Technical College and Wisconsin Indianhead Technical College.

Over the 25-year planning horizon, the Town wishes to work cooperatively with the area school board on developing and siting any new facilities and/or education programs.

Child Care Facilities

There are no child care centers located within the Town of Kinnickinnic. However, there is the possibility of in-home child care occurring within the Town. The location and number of in-home child care services is unknown. Over a 25-year planning horizon, the Town does not anticipate the establishment of a large number of child care centers within the Town. This type of service is commonly located within an incorporated city and in close proximity to larger employment centers.

Kinnickinnic Town Hall

The Kinnickinnic Town Hall is located at 1271 CTH J. The Town Hall also serves as a community center and meeting room. The Town Hall can be reserved for personal or community gatherings. Over the next

25 years, the Town will continue to maintain and update buildings and equipment as necessary to provide cost effective and efficient services to its residents and non-resident landowners.

5.2 Utilities and Community Facilities Goals, Objectives and Policies

Draft Utilities and Community Facilities goals were developed on September 14, 2006, at a Plan Commission meeting. The goals were based upon the previous work completed, in particular the SWOT Analysis and Vision process.

The following goals were finalized in the late summer of 2007.

I. Goal – Encourage the use of alternative energy sources in future developments that are consistent with the goals of a rural community.

Objectives:

- Develop information on available funding for alternative energy to promote these concepts to current and future residents.
 - Policy: Distribute information on alternative energy options through the Town website, mailings and postings.
- Evaluate the impact of alternative energy systems on the rural character of the Town.

II. Goal – Evaluate options of expanding high speed Internet in the Town.

Objectives

- Develop a committee to investigate and evaluate options.

III. Goal – Improve the Town Ball Diamond and surrounding grounds.

Objectives:

- Develop a site plan to identify and guide future development of the property.

IV. Goal – Evaluate ownership and maintenance of key Town facilities.

Objectives:

- Evaluate the location of the current recycling center, and possible relocation.
- Evaluate turning over the old town hall site to the Wisconsin Department of Transportation.

V. Goal – When allowed, common septic and water systems will be required to have a management system approved by the Town before construction of such systems occurs.

Objectives:

- As part of the plat review process, identification and approval of the management system of common systems will be required.
 - Policy: As part of the approval of a preliminary plat by the Town a common system management plan shall be included.

Wis. Stats. 66.1001(2)(e)
(e) Agricultural, natural and cultural resources element. A compilation of objectives, policies, goals, maps and programs for the conservation, and promotion of the effective management, of natural resources such as groundwater, forests, productive agricultural areas, environmentally sensitive areas, threatened and endangered species, stream corridors, surface water, floodplains, wetlands, wildlife habitat, metallic and nonmetallic mineral resources consistent with zoning limitations under s. 295.20 (2), parks, open spaces, historical and cultural resources, community design, recreational resources and other natural resources.

6.0 Agriculture, Natural and Cultural Resources

6.1 Agricultural, Natural, and Cultural Resources Goals, Objectives and Policies

Understanding the resource base of a community provides an important context for the development of goals, objectives, and policies for the conservation and management of agricultural, natural, and cultural resources. Within the following narrative, various components of the community resource base are examined at a broad level or “planning scale”. The purpose of this examination is to provide the Town with the necessary information to make informed decisions and recommendations about future growth and preservation of these resources.

UW-River Falls students Derrick Tuttle, Jesse Jacobson, and Bert Pforr drafted the Agriculture, Natural and Cultural Resources element, and it is included as Appendix E.

6.1 Agricultural, Natural, and Cultural Resources Goals, Objectives and Policies

Draft Agricultural, Natural and Cultural Resource Goals were developed on July 12, 2006 at a Plan Commission meeting. They were based upon previous work completed by Derek Tuttle, Jesse Jacobson and Bert Pforr, students from the UW-River Falls.

The following goals were finalized in the late summer of 2007.

Agriculture Resource Goals

I. Goal – Protect the rights of landowners to farm.

Objectives:

- The Town will evaluate the impact of actions that may have a negative impact on farming.
- The Town will work with the County to maintain zoning that allows farming.

II. Goal - Preserve the rural character of the Town.

Objective:

- While protecting rural character, the Town will not require agricultural preservation.

III. Goal – Protect the rural character of the Town from adverse impacts of intensive large scale livestock operations.

Objectives:

- Proposals will be evaluated and regulated to preserve the goals of this Plan.
- Before approval, large scale livestock operations must prove a benefit to the community.
 - Policy: Evaluate the Department of Agriculture model ordinance for licensing livestock facilities to determine if it is appropriate for the Town of Kinnickinnic.

Natural Resource Goals

I. Goal – The Town will protect the integrity of the Kinnickinnic River and environmentally sensitive areas.

Objectives:

- Evaluate the need for erosion control standards for development in addition to rules promulgated by state agencies or building codes.
- At a minimum, maintain the current level of water quality of the Kinnickinnic River and tributaries.
- Promote the protection of the Kinnickinnic River.
 - Policy: Evaluate options to minimize the impact of domestic animal crossings of the Kinnickinnic River and tributaries.
- Identify and define environmentally sensitive areas.
- Protect Rare and Endangered Species.
- Development proposals will be evaluated on their impact to the Kinnickinnic River and environmentally sensitive areas.
- Evaluate the use of watershed management.
- Work with the County on development of the County Youth Forest.
- Work with the DNR and County Land Conservation.
- Develop trails and paths along the Kinnickinnic River.
- Work with the County on developing a County Trail System (non-motorized).

Cultural Resources

I. Goal - Development proposals will be evaluated based on protection of cultural resources.

II. Goal - The Town will evaluate use of Town property for additional public uses.

Objectives:

- The Town will work to rehabilitate the Town Ball Diamond.

- The Town will develop a site plan to guide improvements for the Town Park.

7.0 Economic Development

7.1 Existing Conditions

7.2 Assessment of Future Conditions

7.3 Local Plans and Programs

7.4 Economic Development Goals, Objectives and Policies

Wis. Stats. 66.1001(2)(f)

(f) Economic development element. A compilation of objectives, policies, goals, maps and programs to promote the stabilization, retention or expansion, of the economic base and quality employment opportunities in the local governmental unit, including an analysis of the labor force and economic base of the local governmental unit. The element shall assess categories or particular types of new businesses and industries that are desired by the local governmental unit. The element shall assess the local governmental unit's strengths and weaknesses with respect to attracting and retaining businesses and industries, and shall designate an adequate number of sites for such businesses and industries. The element shall also evaluate and promote the use of environmentally contaminated sites for commercial or industrial uses. The element shall also identify county, regional and state economic development programs that apply to the local governmental unit.

Through planning, a community can anticipate economic change and guide development to the best of its ability to achieve the community's economic vision and objectives. Economic development is about working together to maintain a strong economy, which provides a good standard of living and a reliable tax base. An economic development plan should reflect the values of the community and must be carefully linked to the goals, objectives, and policies of the other Plan elements.

This element shall assess particular types of new businesses and industries desired by the Town, assess strengths and weaknesses with respect to attracting and retaining businesses, and shall designate an adequate number of sites for such businesses and industries. County, regional and state economic development programs that apply to the Town have been previously identified in the Existing Conditions Report.

7.1 Existing Conditions

There are no large employers/businesses located in the Town of Kinnickinnic. Other large employers in close proximity to the Town include several manufacturing and retail trade establishments.

According to the Census, the Town unemployment rate was less than one percent. Also, over 96 percent of residents in the Town possessed at least a high school diploma.

The median household income in the Town of Kinnickinnic was \$62,727 in 2000 – compared to a Statewide average of approximately \$46,000.

Current Businesses/Industry

There are a number of small businesses located in the Town that have relatively easy access to primary shopping/trade centers located in the City of River Falls. Residents of the Town generally travel to the outside of the Town for work and to purchase desired goods and services.

It is believed there are a number of home occupations that exist in the Town. Such businesses generally do not require special permits and may not require special zoning approvals due to the nature of their business presenting no noticeable impact or nuisance to adjacent

properties. The Town supports a resident's right to have a small business operation on his/her property provided that the establishment does not create an environmental hazard or nuisance for neighboring property owners by generating excessive traffic, noise, lighting, etc.

Manufacturing and wholesale/retail trade were the top two industries St. Croix County residents were employed by in 2000 according to the US Census. Manufacturing represents 20 percent of employment and wholesale/retail trade represents 16 percent of employment.

Economic Strengths and Weaknesses

The following are strengths and weaknesses in attracting and retaining business and industry to Kinnickinnic Township. It is important the community continue to work on strengthening its position to meet future business and industry needs that may arise.

Strengths

- Environmental quality (peace and quiet).
- Regional access (direct linkages to STH 65 and Interstate 94).
- Strong public school system.
- Abundance of natural resources.

Weaknesses

- Lack of financial resources for development assistance.
- Concern regarding incompatibility between businesses, agricultural uses, and environmental resources.
- No designated commercial or industrial areas in the Town of Kinnickinnic.
- The lack of a municipal water or sewer system limits the viability of commercial and industrial uses.

7.2 Assessment of Future Conditions

Future commercial development in the Town of Kinnickinnic is most likely to occur in the north portion of the Town near the interstate and the southwest portion of the Town near the City of River Falls. As the City of River Falls and the Village of Roberts continue to grow, the pressure for additional commercial and industrial establishments is likely to increase. These pressures will predominately occur along major thoroughfares such as STH 65. The development of this Comprehensive Plan is seen as an important step to plan for and limit the type, size and location of commercial development. In addition, industrial uses are not generally suitable land uses in the Town.

New business and industry in the Town should generally not require municipal water or sewer services. Also, the Town wants to ensure new developments do not jeopardize the rural character and quality of life

and all new development should blend into the landscape and not represent a nuisance to other landowners and visitors to the area.

Designated Economic Development Sites

Development pressure is anticipated to continue. Economic development sites and projects should be evaluated on a case-by-case basis. Of foremost importance is to determine if the proposed project is consistent with the community's vision and Comprehensive Plan.

Brownfield Redevelopment

As a rural, unincorporated community, no opportunities for brownfield redevelopment were identified during the planning process.

7.3 Local Plans and Programs

There are a variety of local, regional and statewide economic development plans and tools available to municipalities to assist them with supporting existing businesses and recruiting new businesses. In addition, there are programs available for individual businesses to assist in start-up and expansion. At the state level, economic development took on the form of creating a strategic framework that refines the state's priorities, renews commitment to existing programs, and presents new programs. Released by Governor Doyle in September of 2003, the "Grow Wisconsin" initiative focuses on four areas:

- Fostering a competitive business climate to create fertile conditions for growth.
- Investing in people to help families climb the economic ladder.
- Investing in Wisconsin businesses to encourage job creation.
- Making government responsive to reform regulations and unleash the economic power of companies without sacrificing our shared values.

Tools include tax increment financing (TIF), low-interest business loans, and business incubators. Effectively using these tools requires an investment by the community to provide resources such as staff to organize and manage these tools, foster partnerships, and secure and manage funding. Numerous other economic development plans and programs exist including:

- Wisconsin Housing and Economic Development Administration (WHEDA)
- Wisconsin Department of Commerce
- Wisconsin Department of Transportation
- Enterprise Development Zone (EDZ) Program
- Community Development Zones

- Transportation Economic Assistance and Development (TEA-Grant) Program
- XCEL Energy
- Wisconsin Indianhead Technical College
- Western Wisconsin Realtors Association
- West Central Wisconsin Regional Planning Commission

Effectively using these tools and programs requires an investment by the municipality to provide resources such as staff to organize and manage these tools, foster partnerships, and secure and manage funding. A limited amount of technical assistance is available to municipalities from the State, County, Regional Planning Commission, and other organizations.

7.4 Economic Development Goals, Objectives and Policies

At the September 14, 2006 Plan Commission meeting, economic development goal setting was discussed. Based upon the SWOT Analysis and Vision process, it was the consensus of the Plan Commission and members of the public present, that at this time there are no specific economic development goals, outside of those developed as part of the other elements, for the Town of Kinnickinnic.

8.0 Intergovernmental Cooperation

8.1 Existing Conditions

8.2 Assessment of Future Conditions

8.3 Growth Trends and Planning Activities in Adjacent Communities

8.4 Intergovernmental Cooperation Goals, Objectives and Policies

*Wis. Stats. 66.1001(2)(g)
(g) Intergovernmental cooperation element. A compilation of objectives, policies, goals, maps, and programs for joint planning and decision making with other jurisdictions, including school districts and adjacent local governmental units, for siting and building public facilities and sharing public services. The element shall analyze the relationship of the local governmental unit to school districts and adjacent local governmental units, and to the region, the state and other governmental units. The element shall consider, to the greatest extent possible, the maps and plans of any military base or installation, with at least 200 assigned military personnel or that contains at least 2,000 acres, with which the local governmental unit shares common territory. The element shall incorporate any plans or agreements to which the local governmental unit is a party under [s. 66.0301](#), [66.0307](#) or [66.0309](#). The element shall identify existing or potential conflicts between the local governmental unit and other governmental units that are specified in this paragraph and describe processes to resolve such conflicts.*

8.1 Existing Conditions

Intergovernmental Plans, Agreements, and Relationships

The number of existing intergovernmental plans, agreements, and relationships involving the Town of Kinnickinnic is limited. The primary intergovernmental agreements and relationships involve emergency services and land use standards through St. Croix County. Other informal agreements exist between the Town of Kinnickinnic and the City of River Falls including use of the public library, community pool, etc. The Town is also a member of the Rural Fire Association that provides fire protection to the area, and the River Falls Area Ambulance Service.

The Town has no cooperative boundary agreements defined under State Statute 66.0307, and there is no regional master plan as defined under State Statute 66.0309. Other indirect relationships exist between the City of River Falls, Village of Roberts, Town of Warren, the River Falls School Districts, the St. Croix Central School District, Wisconsin Indianhead and Chippewa Valley Technical Colleges, St. Croix County, WCWRPC, WDNR, WisDOT, and several other State agencies/departments. Enhancing the relationship of the Town with all adjoining and overlapping jurisdictions can and will advance dialogue and actions necessary to ready the Town for future changes in land use and growth pressures.

Adjacent Jurisdictions

The Town of Kinnickinnic generally maintains a cooperative relationship with all adjoining towns. Due to limited population and land use activities along the borders, the Town has not had issues with these communities.

The Town has had a variety of conflicts with the City of River Falls, most involving the type and location of development, as well as annexation of lands from the Town.

Boundary Agreement Process with the City of River Falls

It was late Summer of 2004 that negotiations commenced between Kinnickinnic Township and the City of River Falls towards completing a Boundary Agreement to alleviate future development concerns for both municipalities. We discovered many common goals and

objectives in common which resulted in a Draft Agreement in February of 2005.

There were three subsequent revised Draft Agreements negotiated with the last one being submitted in September 2005. Towards the end of that period River Falls City Government changed and the decision was made to revisit their Comprehensive Plan with possible revisions in mind. As a result negotiations stalled and it was mutually agreed to postpone said negotiations around January 2006.

Since then the City of River Falls has enacted more restrictive lot sizes and development criteria within an expanded Territorial Zone in Kinnickinnic Township. Kinnickinnic Township completed its Comprehensive Plan in March 2008 with adoption by the Town Board expected shortly thereafter.

The Township expects to once again engage in negotiations with the City of River Falls to complete the Boundary Agreement with clear goals and objectives now documented by both parties and a willingness to successfully solve the remaining issues that will be beneficial to both parties. This Plan will be an integral part of future negotiations.

Schools

Students in the Town of Kinnickinnic attend public school in River Falls and St. Croix Central. The Town's relationship with the school district can be characterized as cooperative. These relationships must continue and be strengthened as growth is coordinated with school capacity and increased needs of Town services.

County and Regional Agencies

The Town of Kinnickinnic is located in St. Croix County. The County has some jurisdiction within the Town. In particular, St. Croix County has jurisdiction over land divisions, on-site sanitary systems, and zoning (including shoreland-wetland and floodplain areas) of the Town. St. Croix County also maintains several miles of county roads in the Town of Kinnickinnic.

The relationship between the Town of Kinnickinnic and St. Croix County can be characterized as one of general agreement. In those areas where the County has jurisdiction in the Town, the County attempts to gather input from the Town before concluding their decision-making process. Likewise, the Town of Kinnickinnic has attempted to maintain open communication with St. Croix County. Continued coordination and cooperation will be important as it relates to zoning and land use standards as tools to be used that will realize the vision of this Plan.

St. Croix County and the Town of Kinnickinnic are part of the West Central Wisconsin Regional Planning Commission (WCWRPC). Regional planning commissions provide planning assistance, assist local interests in responding to state and federal programs, serve as a

coordinating agency for programs, and provide other technical and advisory assistance to local governments. The Town of Kinnickinnic has little direct interaction with the WCWRPC. However, under Wisconsin's Comprehensive Planning legislation, each regional planning commission must also develop a Comprehensive Plan. Under this law, regional planning commissions will be responsible for developing a plan that takes on a regional aspect. In development of this regional plan, it is important the Town be solicited for input as it relates to the Town's Comprehensive Plan.

State Agencies

WDNR and WisDOT are the primary state agencies the Town of Kinnickinnic must coordinate with to achieve the goals and objectives of this Plan.

WDNR has a lead role in wildlife protection and the protection and sustained management



of woodlands, wetlands and other natural wildlife habitat areas. The activities of the WDNR are discussed further in the Agricultural, Natural and Cultural Resources Element of this Plan. Additional information is also available on-line at www.dnr.state.wi.us.

WisDOT is also a key player in the planning and development of transportation facilities in the Town of Kinnickinnic. WisDOT is responsible for the maintenance of the STH 65. The Town will continue to coordinate with WisDOT with respect to this decision and regarding all roadways under WisDOT jurisdiction. Additional information is also available on-line at www.dot.state.wi.us.



Open communication and participation in land use and transportation decisions, which may impact the Town, is an important priority for intergovernmental cooperation in the future.

8.2 Assessment of Future Conditions

In the future, it is hoped that an open and continuous dialogue between the Town, St. Croix County, and other governmental jurisdictions will result in cooperative and mutually beneficial efforts. These efforts are critical to the future planning and development of public and shared services and open communications. Without the coordination and cooperation of local governmental jurisdictions, decisions critical to preserving and enhancing local and regional characteristics, activities, and natural resources will be compromised.

As growth and land use changes continue in the area, development in the Town of Kinnickinnic, primarily in the areas of the Town around the City of River Falls, will continue to be a contentious topic as development from the City extends outward. According to the City of

River Falls Comprehensive Plan, the City is anticipating future development. The City currently has extraterritorial plat review within multiple Sections of Kinnickinnic Township.

The Town of Kinnickinnic will continue to contract services such as fire protection and ambulance. These cooperative service agreements are critical in ensuring adequate levels of health and safety for town residents.

8.3 Growth Trends and Planning Activities in Adjacent Communities

The Town of Kinnickinnic will seek to cooperate with all neighboring municipalities, the county, state agencies, and the school districts for mutual benefit. To ensure compatibility with the planning goals and objectives identified in the Kinnickinnic Comprehensive Plan, the Town will share their plan with adjacent communities and agencies and would like to participate in future planning efforts with these entities.

8.4 Intergovernmental Cooperation Goals, Objectives and Policies

Based upon the planning process completed to date, and in conjunction with a discussion at the October 10th, 2006 Plan Commission meeting held in conjunction with St. Croix County Planning and Zoning Staff David Fodroczi, Ellen Denzer, and Robert Bezek, a draft list of goals and objectives were identified.

These goals and objectives were finalized in the fall of 2007.

1. Goal – The Town will work cooperatively with other units of Government to further the Goals, Objectives and Policies of this Plan.

Objectives:

- Work with St. Croix County to:
 - Encourage Best Management Practices for agricultural uses by working with the County Land Conservation Office to disseminate information about such practices.
 - Focus on participating in County planning efforts for Town roads.
 - Work with the County in planning recreational trails, including development of a non-motorized County trail system.
 - Work with the County on development of the County Youth Forest.
 - Work with the County to maintain zoning that supports the rights of farmers to continue farming, should the farmer choose to do so.

- Work with WisDOT to:
 - Participate in state planning for STH 65 and I 94.
- Work with other local units of government to:
 - Identify means to solicit the City of River Falls to pay for road improvements required by traffic being generated by City residents.
 - Participate in planning efforts of other units of government.
 - Develop intergovernmental agreements with other local units of government that implement the goals, objectives and policies of this Plan.

9.0 Land Use

9.1 Groundwater Analysis

9.2 Environmental Corridors

9.3 Land Use Summary

9.4 Land Use Agencies and Programs

9.5 Land Use Goals, Objectives and Policies

Wis. Stats. 66.1001(2)(h)
(h) Land-use element. A compilation of objectives, policies, goals, maps and programs to guide the future development and redevelopment of public and private property. The element shall contain a listing of the amount, type, intensity and net density of existing uses of land in the local governmental unit, such as agricultural, residential, commercial, industrial and other public and private uses. The element shall analyze trends in the supply, demand and price of land, opportunities for redevelopment and existing and potential land-use conflicts. The element shall contain projections, based on the background information specified in [par. \(a\)](#), for 20 years, in 5-year increments, of future residential, agricultural, commercial and industrial land uses including the assumptions of net densities or other spatial assumptions upon which the projections are based. The element shall also include a series of maps that shows current land uses and future land uses that indicate productive agricultural soils, natural limitations for building site development, floodplains, wetlands and other environmentally sensitive lands, the boundaries of areas to which services of public utilities and community facilities, as those terms are used in [par. \(d\)](#), will be provided in the future, consistent with the timetable described in [par. \(d\)](#), and the general location of future land uses by net density or other classifications.

The Land Use Chapter is intended to provide important background data, analyze trends, and define future needs related to land use. This information will serve as the foundation for the development of goals, objectives, policies, and actions. This element must be defined and utilized in conjunction with the other eight planning elements and will serve as a guide to future growth and development in the Town.

Defining appropriate land use involves more than making ecological and economical choices. It is also about retaining values, lifestyles, cultural assets, and community character. The planning of future land uses is sometimes perceived as an intrusion on the rights of private property owners. The actual purpose of this activity is to protect rights of the individuals and to give landowners, citizens, and local communities the opportunity to define their own destiny.

Many rural Wisconsin communities are facing problems due to unplanned growth: pollution, a loss of community character, traffic congestion, and sprawling development. Taxes have reached all time highs and infrastructure and maintenance costs continue to encumber local units of government. By giving communities the opportunity to define the way they wish to grow and by developing a “vision” to reach that target, the magnitude of these problems can be reduced.

This chapter contains a listing of the amount, type, and intensity of existing uses of land and discusses opportunities for redevelopment within the Town. This chapter will analyze existing trends in the supply, demand, and price of land and contains a future land use map that identifies the Town of Kinnickinnic’s vision for future land uses.

Overall, the intensity and density of all land use activities is very low due to the rural nature of the Town. Over the next 20 years, it is anticipated that overall density will remain at a low level. However, land use activities associated with residential development will continue to see demand resulting from increase pressures spilling out from urban areas. The Kinnickinnic subdivision standards determine the minimum lot size.

9.1 Groundwater Analysis

Topography

The Town's topography is characterized by elevations ranging from approximately 1100 feet mean sea level (MSL) on bluffs and ridges to approximately 900 feet in the Kinnickinnic River Valley. The Kinnickinnic River runs from northeast to southwest and is the primary surface water feature in the town.

Soils

Aquifer recharge is an important factor in maintaining water quantity, as more permeable soils allow for more groundwater infiltration, while lower permeability soils are more subject to runoff. Soils of moderate to very rapid permeability and are well to excessively drained, occur in the Kinnickinnic River valley and south central areas of the Town. These sand-prone soils occur on outwash plains and stream terraces. Soils with moderate to slow permeability occur in the southern and northern areas of the Town and are found on till plains and near bedrock contacts in upland areas.

Area Hydrology

The USGS maintains a network of monitoring wells and stream gauge locations in the state for assessing long-term surface and groundwater level trends. The closest monitored well to the Town is located in Polk County, near the City of Amery. Since 2003, over six feet of groundwater elevation has been lost. The impact of drought conditions impacts primarily shallow water wells that are screened a short distance into the water table. Water production may decrease or wells may dry up due to the lowering of the water table. Long-term drought also impacts groundwater recharge rates to deeper aquifers. Less recharge may result in lowering of the piezometric level over time. In some instances, water quality may also be affected by drought conditions.

Drought conditions are also evident in the lowering of stream discharges in the area. The USGS stream monitoring network provides information for the Eau Galle River near Spring Valley. Annual mean stream discharge in 2006 (24.6 cfs) is nearly half that recorded in 2003 (47.3 cfs). The Kinnickinnic River flows may be similar to those of the Eau Galle River.

Information from the USGS Hydrologic budget analysis for the St. Croix River Basin and Town area is presented in the following table. Dry Year, Average and Wet Year conditions are presented for comparison.

Hydrologic Budget Analysis

St. Croix River Basin

	Precipitation (Inches)	Runoff (Inches)	Change in Storage (Inches)	Underflow (Inches)	Evapotranspiration (Inches)
Dry Year	23.2	7.1	-1.4	0	17.5
Average	29.3	9	0	0	20.3
Wet year	37.9	10.4	0.8	0	26.7

Town Estimate

	Precipitation (Inches) Town	Runoff (Inches) Town	Change in Storage (Inches) Town	Underflow (Inches) Town	Evapotranspiration (Inches) Town
Dry Year	22.9	3.1	-1.4	0	21.2
Average	29	5	0	0	24
Wet year	37.6	6.4	0.8	0	30.4

Comparison of the St. Croix River basin with the Town area suggests that a lower amount of runoff occurs in the Town when compared to the overall basin values, however, evapotranspiration is higher in the Town when compared to the average basin value. More permeable soils and higher agricultural land use in the area likely contributes to the differences noted.

Geology

The ridges and bluffs in the Town are topped by a thin dolomite bedrock unit belonging to the Platteville Formation and is underlain by St. Peter Formation sandstone. The St. Peter sandstone outcrops on the valley walls and extends into the subsurface. Underlying the St. Peter sandstone are dolomites and sandy dolomites belonging to the Prairie du Chien Group. In some areas, karst features (Crystal Cave, Hersey Cave) have developed in the uppermost section of the Prairie du Chien dolomite. Beneath the Prairie du Chien Group are Cambrian age sandstones of the Jordan and St. Lawrence Formations, Tunnel City Group, Wonewoc, Eau Claire and Mt. Simon Formations. PreCambrian age granite is estimated at greater than 500 feet below grade.

Hydrogeology

The hydrogeology of the Town is typified by bedrock aquifers with minor quantities of water obtained from sand and gravel aquifers along the Kinnickinnic River. Well Constructor's Reports for over 59 residential Town wells were reviewed for obtaining information on aquifer type, static water level, well capacity, and well construction details. Wells were analyzed across the Town, with particular detail to deep wells within each section. There are three types of aquifers in the Town that are used for water supply; the shallow sand and gravel, the St. Peter sandstone aquifer and the Prairie du Chien dolomite aquifer. The Platteville dolomite is found mainly on tops of ridges and doesn't form aquifers in the Town.

The sand and gravel aquifer is developed primarily along the Kinnickinnic River where depth to groundwater is fairly shallow. Wells are typically screened in the lower part of the aquifer and provide enough water for residential use. Due to the shallow depth to groundwater and sand prone nature of overlying soils, this aquifer is most susceptible to contamination from surface sources.

The St. Peter sandstone aquifer is used as a water supply in many areas of the Town. At shallow depths, the St. Peter is weathered and is typically classified as “sand” by well drillers. The St. Peter aquifer is of variable thickness as it lies on top of the eroded Prairie du Chien dolomite surface. The water table is developed in the basal section of the St. Peter aquifer and well completions typically occur from the St. Peter aquifer to the underlying Prairie du Chien dolomite aquifer. Wells that obtain water from the St. Peter aquifer typically range from 150 to 200 feet in depth.

The Prairie du Chien dolomite is the most frequently used aquifer for obtaining water supply in the Town. The aquifer is characterized by an erosional surface where fractures and solution cavities have greatly increased water production capacities. Most Town wells obtain water from the uppermost part of the Prairie du Chien aquifer. Wells producing from the Prairie du Chien are frequently over 200 feet in depth.

Area High Capacity Wells

Many western Wisconsin municipalities utilize the Prairie du Chien and deeper sandstone aquifers for obtaining water supply. Large agricultural operations also utilize these aquifers for irrigation purposes.

Area municipalities require higher production rates and therefore develop the deeper sandstone aquifers for obtaining water supply. There are four bedrock aquifers that are utilized for western Wisconsin municipal water supply; the Prairie du Chien, Jordan, Tunnel City, and the Eau Claire/Mt. Simon. Many communities east of the Town obtain their water supplies from these deeper bedrock aquifers, but at shallower depths.

Well production rates in excess of 1000 gallons per minute (gpm) have been documented in Baldwin, River Falls, Hudson and New Richmond from the deeper aquifers. The deepest area municipal well is found in the City of Hudson (802 feet).

Five high-capacity irrigation wells were identified in the Town. One of the wells produces from the sand and gravel aquifer, three from the Prairie du Chien aquifer and one from the St. Peter aquifer. Impacts of these high capacity wells on the Town aquifers have not been studied in detail.

Private Well Analysis

Town wells obtain their water from the sand and gravel, St. Peter and the upper part of the Prairie du Chien aquifers. Water capacity from these aquifers is adequate for providing private water supplies. Groundwater flow direction of the water table in the Town is generally towards the Kinnickinnic River. A northwest to southwest flow direction is indicated in the northwest area of the Town, while a southeast to northwest flow direction is suggested in the southeast area.

Two cross sections, N-S and W-E illustrate aquifer conditions across the Town. Cross section N-S indicates that representative wells in the north Town sections 4 and 9, are deep wells that obtain water from the Prairie du Chien or the St. Peter sandstone aquifer. The water table is found from between 150 feet to 225 feet below grade in these wells. The Section 16 well, located within the Kinnickinnic River Valley is a shallower completion with the water table developed approximately 50 feet below grade. This shallow well is also completed in the Prairie du Chien aquifer. The Section 21 well is located near the Kinnickinnic River and obtains water from the shallow sand and gravel aquifer. The water table is developed less than 15 feet below grade in this well. Western area wells illustrated on the cross section in the Section 28 and 33 obtain water from the lowermost St. Peter and uppermost Prairie du Chien aquifers. The water table is developed approximately 175 feet below grade in these wells.

The W-E line of cross section indicates water table development from 125 to 140 feet below grade in the St. Peter sandstone aquifer in representative wells located in sections 18 and 17. The water table is found in the Prairie du Chien aquifer from 35 to 50 foot depths in sections 16 and 15. Wells installed in sections 14 and 13 encounter the water table in the St. Peter sandstone at an approximate 60 foot depth and are completed over the St. Peter-Prairie du Chien interval.

There were no wells identified in the Town that produce water from any aquifer deeper than the Prairie du Chien. Drilling costs increase with well depth, and there has been no demand for higher production rates, so the lower, highly productive aquifers remain undeveloped.

Groundwater Contamination

Four special well casing areas have been identified by the WDNR in the Town. Three areas are located in the far southwestern corner of the Town and one located in the northeastern $\frac{1}{4}$ section. A single closed remediation site and GIS Registry location is found in the Town at a location on Steeple Drive.

The greatest area of groundwater contamination concern in the Town would be near surface aquifers overlain by coarse grain soils containing sands and gravels. Nitrate contamination of the near surface aquifer is a concern throughout St. Croix County. Therefore

the highest risk area of groundwater contamination susceptibility would be in agricultural areas and nearby residences in the Kinnickinnic River valley and those residences closest to the river. The considerable depth of the water table below ground across the majority of the Town is favorable in prevention of groundwater contamination.

Summary

The majority of Town residences obtain their water supply from the shallow St. Peter and Prairie du Chien aquifers. Capacity from these wells is sufficient for domestic uses. The shallow depth to the water table in the sand and gravel aquifer developed in the Kinnickinnic River valley is a concern for nitrate groundwater contamination. There are several deeper aquifers in the area that are available for development; specifically the Jordan, Tunnel City and Eau Claire-Mt. Simon. These aquifers are capable of high production rates and production of high quality water. These deep aquifers are also less prone to surface contamination due to depth. The obvious drawbacks to developing these deeper aquifers are the costs associated with well construction and pump requirements.

9.2 Environmental Corridors

This section is reproduced from the *St. Croix County Development Management Plan*, Volume 2, Section 1, March 2000, p.26-27.

Environmental corridors are significant areas of environmental resources characterized by continuous systems of open space, physical features, environmentally sensitive lands and natural or cultural resources which can be adversely impacted by development. These areas are often evident to people in the area and they identify with them as significant natural areas in their surroundings. Independent resources are non-continuous open space, physical features, environmentally sensitive lands, and natural or cultural resources that also can be adversely impacted by development.

This is accomplished by ensuring development occurs using engineering, site design, construction and management practices which address potential adverse impacts.

Environmental Corridor Criteria

Environmental corridors incorporate the following environmental and historical resources: Lakes, Ponds, Rivers, Streams, and Intermittent Waterways and Natural Drainageways; Wetlands; Shorelands; Floodplains; Steep Slopes; Geologic Formations and Physiographic Features; Highly Erodible Soils; Wet, Poorly Drained Organic Soils; Closed Depressions; Wellhead Protection Areas; Woodlands; Prairie; Rare or Endangered Species and Communities; Historical and Archeological Sites; and, Scenic Areas.

St. Croix County uses the following are the criteria used to designate environmental corridors and resources:

Primary Environmental Corridor

- Linear in nature, often arising from a dominant feature or focal point, such as a waterbody or geologic feature
- At least three environmental resources present
- At least 400 acres in size
- At least two miles long
- At least 200 feet wide

Secondary Environmental Corridor

- At least two environmental resources present
- At least 100 acres in size
- Approximately one mile long or longer
- No minimum width

Independent Environmental Resources

- At least one valued resource present
- No minimum size
- Separated from environmental corridors by intervening land or small, narrow features abutting environmental corridors

See Map 1 - Environmental Corridors Map as mapped by St. Croix County.

9.3 Land Use Summary

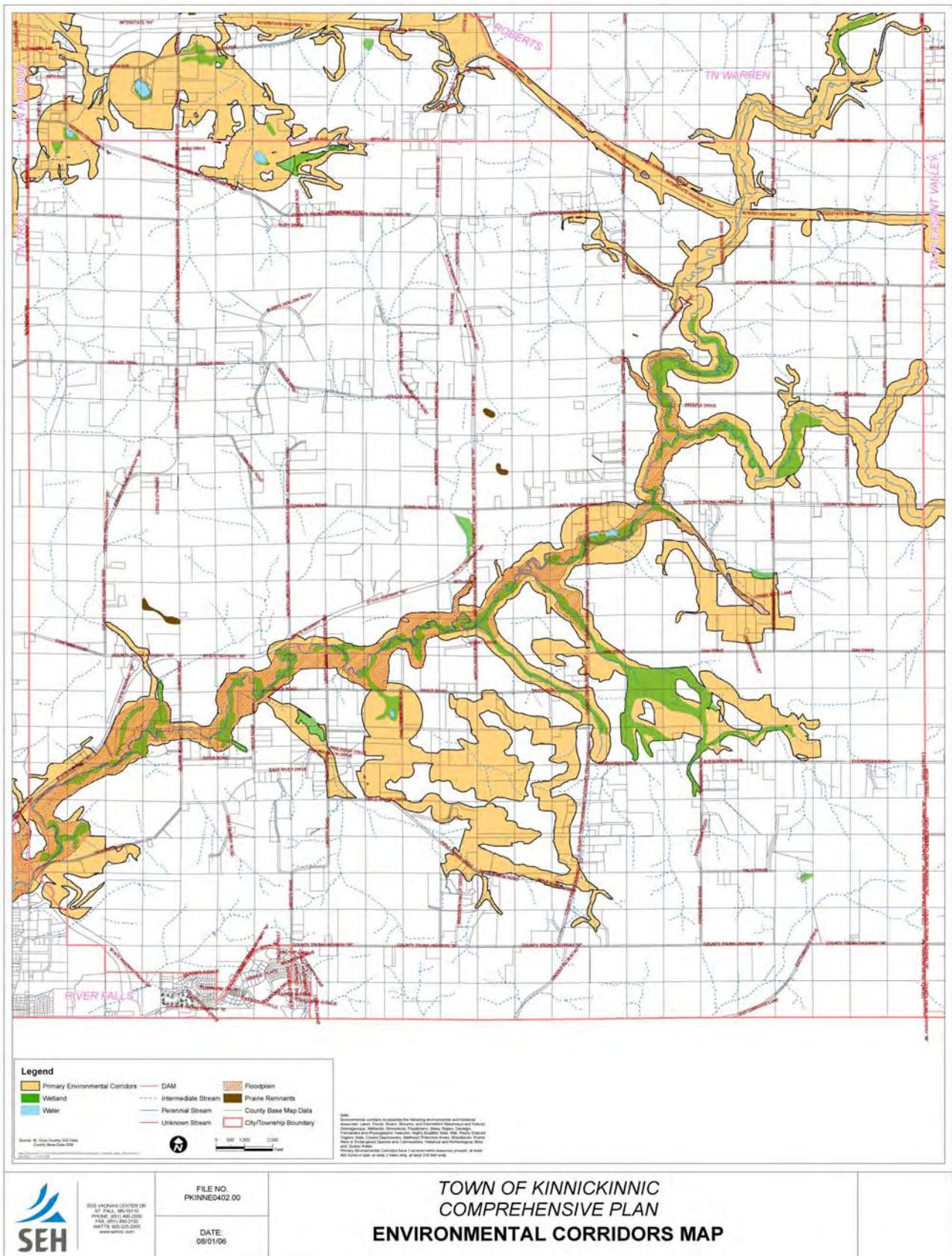
The Town of Kinnickinnic is located in southwest St. Croix County, on the northern edge of Pierce County. Predominantly agricultural in land use, the Town has a growing residential component as well as significant natural resources. There is a very limited commercial base, and no manufacturing.

Figure 1
Location of the Town of Kinnickinnic in Metro Area



Source: Robert Herling

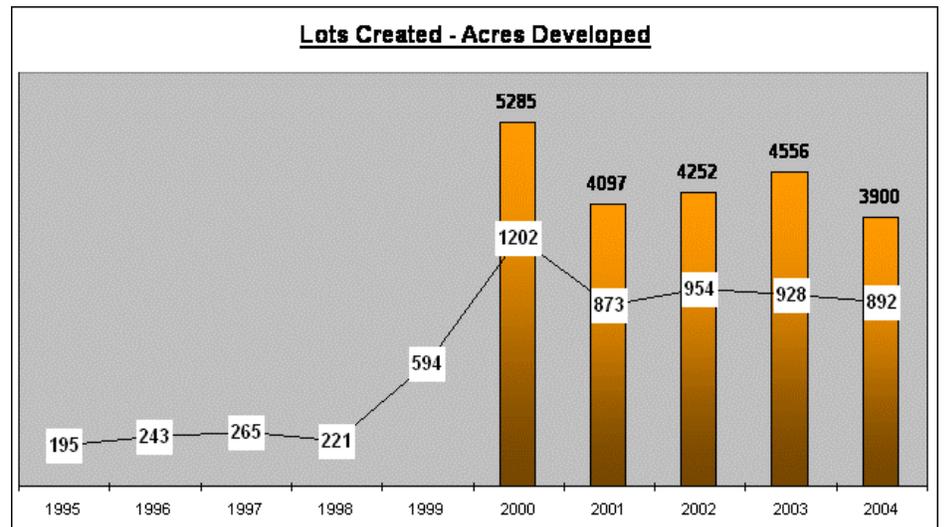
Map 1 – Environmental Corridors Map



Historically, the Town has been impacted by two major factors – the growth of the City of River Falls, and the growing influence of the St. Paul/Minneapolis metropolitan (Metro) area. St. Croix County is considered part of the Minneapolis/St. Paul Metropolitan Statistical Area.

Because of the rural beauty of the Township, as well as excellent automotive transportation system that allows for quick and convenient access to both areas, there has been a significant demand for residential lots in the town. River Falls has impacted the Town directly by annexations of land into the City, which then develops at a higher density than would be allowed in the Township. The demand for residential lots in the Town (and in all Wisconsin towns impacted by the Metro area) has been fairly high since 1999, because of a combination of low interest rates, high growth in the Metro area, and high land prices and high development costs in Minnesota.

Figure 2
Development in St. Croix County - 1995 to 2004



Source: St. Croix County Zoning Department

Historically, the Town has limited residential development in both scope and intensity through their subdivision ordinance process. The two major means that have accomplished this are limitations on major subdivisions and on the number of times a “mother” parcel may be split by minor subdivision in a five-year period. Commercial and Industrial development has been limited by the non-availability of municipal sewerage and water service.

Should the Town amend its Subdivision Ordinance by changing or eliminating either requirement, it is likely that residential development will increase significantly because of the desirability of the Town. While there are other land use actions the Town may choose to do, altering either of those two provisions will have an impact on future land use in the Town.

Agricultural uses in the Town have been decreasing for over 20 years, and there is no indication that this will change in the future. In fact, it is possible that for the most part, agricultural operations may be greatly reduced by growth pressure over the next 20 years in the Town.

Commercial and Manufacturing uses will likely stay a very small part of the Town without the provision of municipal water and sewer. While there may be opportunities for limited commercial development, most demand would be small scale. Most development pressure would be on STH 65 in close proximity to the Interstate. As the interchange of STH 65 and the Interstate is located in the Town of Warren, most commercial development pressure will be there. Additionally, as the Village of Roberts is in the process of upgrading their WWTP, they will have capacity to serve additional commercial and manufacturing facilities.

Existing Land Use

The Town of Kinnickinnic is largely agricultural, forested and residential. According to assessment records, 66% of the Town is agricultural, 14% forested and 13% residential. Commercial and manufacturing land uses are negligible.

**Table I
2005 Land Use - Kinnickinnic**

Real Estate Class	Acres	% of Total
Residential	2,797	13.3%
Commercial	49	0.2%
Manufacturing	0	0.0%
Agricultural	14,037	66.8%
Undeveloped	958	4.6%
Ag Forest	2,103	10.0%
Forest	908	4.3%
Other	163	0.8%
Real Estate Totals	21,015	100.0%

Source: Wis. Dept. of Revenue

Between 2002 and 2005, 69 residential parcels were created, as well as 71 new residential improvements. Commercial parcels decreased from six to four, and agricultural parcels decreased from 607 to 604.

Table 2
Land Use Change

Real Estate Class	Number of Parcels		
	2002 Land	2005 Land	Net Change
Residential	543	612	69
Commercial	6	4	-2
Manufacturing	0	0	0
Agricultural	607	604	-3
Undeveloped	166	160	-6
Ag Forest	0	197	197
Forest	279	72	-207
Other	84	83	-1
Real Estate Totals	1685	1732	47

Source: Wis. Dept. of Revenue

While residential growth has been occurring, the equalized valuation of property in the Town has been increasing substantially.

Table 3
Valuation 2005

Real Estate Class	Land Value	Improvement Value	Total Valuation	Percent Growth Since 2002
Residential	\$38,506,300	\$115,771,200	\$154,277,500	56.2%
Commercial	\$245,600	\$298,000	\$543,600	-8.8%
Manufacturing	\$0	\$0	\$0	0.0%
Agricultural	\$2,138,000	\$0	\$2,138,000	-34.2%
Undeveloped	\$1,111,100	\$0	\$1,111,100	-33.5%
Ag Forest		\$0	\$0	0.0%
Forest	\$13,856,000	\$0	\$13,856,000	48.0%
Other	\$1,435,700	\$9,351,400	\$10,787,100	27.2%
Total	\$57,292,700	\$125,420,600	\$182,713,300	49.6%

Source: Wisconsin Department of Revenue, Statement of Assessments, Statement of Changes in Equalized Values by Class and Item

In 2002 Undeveloped was classified as Swamp and Waste

In 2002 there was no separation from Forest and Ag Forest

Commercial Land Use

There are three commercially assessed properties in the Town. They are all limited in nature, and there has been no significant change in a number of years.

Industrial Land Use

There are no Industrial properties in the Town.

Residential Land Use

While the third most significant in land cover, residential land uses dominate the Town in terms of valuation, as seen in Table 3. This trend is not surprising, considering the overall growth in St. Croix County, as well as in adjacent towns, as can be seen in Table 4.

Table 4
Town Population Changes, 1990-2000

Town Name	1990	2000	Net Change	% Change
Hammond	819	947	128	15.6%
Hudson	3,692	6,213	2521	68.3%
Kinnickinnic	1,139	1,400	261	22.9%
Pleasant Valley	384	430	46	12.0%
Troy	2,850	3,661	811	28.5%
Warren	1,008	1,320	312	31.0%
Total all adjacent Towns	9,892	13,971	4,079	41.2%
Total all Towns	25,788	32,678	6,890	26.7%

Source: Census

Density in the Town is approximately 40 people per square mile, which is lower than most adjacent towns and towns as a whole in St. Croix County.

Table 5
Population per Square Mile

Town Name	2000
Hammond	28
Hudson	240
Kinnickinnic	40
Pleasant Valley	24
Troy	97
Warren	38
Total all adjacent Towns	78
Total all Towns	47

Source: Census

**Table 6
Housing Trends**

Town Name	2000 Households	Number of Housing Units		Change in Housing Units, 1990-2000	
		1990	2000	Total Net Change	Percent Change
Hammond	314	271	318	47	17.3%
Hudson	1,925	1,144	1,962	818	71.5%
Kinnickinnic	483	364	492	128	35.2%
Pleasant Valley	145	128	150	22	17.2%
Troy	1,250	1,033	1,328	295	28.6%
Warren	426	327	437	110	33.6%
Total Adjacent Towns	4,543	876	1,115	237	27.0%
Total all Towns in County	11,017	1,474	11,443	2,599	29.4%

Source: Census

Agricultural Land Use

Agricultural uses in the Town fall into three main categories – Dairy, Corn and Forage. Over the past decades, the amount of land in each of these categories has decreased, mirroring trends in the County and Region.

The perception expressed at the public meetings held by the Town are that agriculture is becoming less of a factor in the Township, and that even the future existence of significant agriculture in the Town is in doubt. This perception is supported by data from the Census as well as from the University of Wisconsin.

**Table 7
2000 Population Living on Farms**

Town Name	Town Population	Population Living On Farms	
		Number	Percent
Hammond	947	101	10.7%
Hudson	6,213	86	1.4%
Kinnickinnic	1,400	146	10.4%
Pleasant Valley	430	102	23.7%
Troy	3,661	298	8.1%
Warren	1,320	149	11.3%
Total Adjacent Towns	13,971	882	6.3%
Total Towns in County	32,678	2,850	8.7%

Source: Census

Table 8
2000 Farm Employment

Town Name	Employed Adults Working on Farms	
	Number	Percent
Hammond	49	8.9%
Hudson	7	0.2%
Kinnickinnic	25	3.2%
Pleasant Valley	37	16.5%
Troy	30	1.5%
Warren	51	6.6%
Total Adjacent Towns	199	
Total Towns in County	932	5.0%

Source: Census

The number of dairy farms in the Town dropped by more than half from 1988 to 2002. While the number of herds has decreased significantly in the County, total number of cows and total production decreased only 4% from 1997 to 2002, indicating an increase in herd size. This mirrors industry trends of decreasing number of dairy operations while seeing a rise in the average size.

Table 9
Changes in Dairy Farms

Town Name	Dairy Farm Numbers		
	1989	1997	2002
Hammond	37	23	16
Hudson	5	3	1
Kinnickinnic	23	13	10
Pleasant Valley	17	12	8
Troy	26	18	12
Warren	27	13	8
Total all Towns in St. Croix County	641	372	243
Total adjacent Towns	135	82	55

Source: Program on Agricultural Technology Studies, UW-Madison

Table 10
Dairy Farm Per Square Mile

Town Name	Dairy Farms per Square Mile		
	1989	1997	2002
Hammond	1.092	0.679	0.472
Hudson	0.187	0.112	0.037
Kinnickinnic	0.648	0.367	0.282
Pleasant Valley	0.943	0.666	0.444
Troy	0.670	0.464	0.309
Warren	0.772	0.372	0.229
Total all Towns in St. Croix County	0.917	0.532	0.348
Total adjacent Towns	0.718	0.436	0.293

Source: Program on Agricultural Technology Studies, UW-Madison

Table 11
Change in Numbers of Farms

Town Name	Number Change		Percent Change	
	89-97	97-02	89-97	97-02
Hammond	-14	-7	-37.84%	-30.43%
Hudson	-2	-2	-40.00%	-66.67%
Kinnickinnic	-10	-3	-43.48%	-23.08%
Pleasant Valley	-5	-4	-29.41%	-33.33%
Troy	-8	-6	-30.77%	-33.33%
Warren	-14	-5	-51.85%	-38.46%
Total all Towns in St. Croix County	-269	-129	-41.97%	-34.68%
Total adjacent Towns	-53	-27	-39.26%	-32.93%

Source: Program on Agricultural Technology Studies, UW-Madison

A key factor in these changes has been farmland values. According to the Program on Agricultural Technology Studies, at the UW-Madison, St. Croix County has significant sales of farmland (2,944 acres), the highest prices paid for that farmland (\$4,840 per acre), and the greatest rate of conversion of that land when sold to non agricultural uses (40%) of all other counties in the West Central District, from 1990 to 2002.

Farmland conversion has continued across the state, and has been increasing since at least 1990. As shown in the above chart, St. Croix County farmland conversion has consistently occurred at a rate far higher than either Pierce County, the West Central District or the State as a whole. Farmland that is sold for development purposes sells for 263% more than farmland sold that stays in farm production (Table 14).

Table 12
Farmland Sale Data

County	Land Kept in Farming			Land Converted to Non-Ag. Uses		
	(Annual Average)			(Annual Average)		
	1990-1994	1995-1999	2000-2002	1990-1994	1995-1999	2000-2002
Pierce	4,402	2,759	1,441	2,117	1,628	609
St. Croix	6,792	5,052	3,924	2,497	2,812	2,944
WC DISTRICT	51,617	34,723	22,631	10,574	12,559	10,051
STATE	323,828	203,452	137,916	76,560	66,206	59,981

Source: Program on Agricultural Technology Studies, UW-Madison

Table 12 (Continued)
Farmland Sale Data

County	Total Farmland Sold			Percent of Land Converted		
	(Annual Average)			(Annual Average)		
	1990-1994	1995-1999	2000-2002	1990-1994	1995-1999	2000-2002
Pierce	6,518	4,388	2,050	32%	37%	30%
St. Croix	9,290	7,863	6,868	27%	36%	43%
WC DISTRICT	62,191	47,282	32,682	17%	27%	31%
STATE	400,388	269,657	210,430	19%	25%	29%

Source: Program on Agricultural Technology Studies, UW-Madison

Table 13
Land Prices

County	Land Kept in Farming			Land Sold for Non-Ag. Uses		
	(Annual average)			(Annual average)		
	1990-1994	1995-1999	2000-2002	1990-1994	1995-1999	2000-2002
Pierce	\$786	\$1,079	\$1,894	\$989	\$1,651	\$2,920
St. Croix	\$757	\$1,276	\$2,563	\$1,124	\$2,053	\$6,754
WC DISTRICT	\$752	\$1,100	\$1,633	\$982	\$1,465	\$3,243
STATE	\$850	\$1,254	\$2,038	\$1,993	\$1,993	\$3,312

Source: Program on Agricultural Technology Studies, UW-Madison

Table 14
Farmland Prices

County	Total Farmland Sold			Premium Paid for Non-Ag Uses		
	(Annual average)			(Annual average)		
	1990-1994	1995-1999	2000-2002	1990-1994	1995-1999	2000-2002
Pierce	\$821	\$1,290	\$2,231	126%	153%	154%
St. Croix	\$860	\$1,581	\$4,840	149%	161%	264%
WC DISTRICT	\$791	\$1,202	\$2,156	131%	133%	199%
STATE	\$1,350	\$1,350	\$2,509	149%	159%	163%

Source: Program on Agricultural Technology Studies, UW-Madison

Financial incentives such as this are a key reason for high demand for residential development, and a willingness to sell by landowners.

Public/Other

There are a number of significant public lands in the Town of Kinnickinnic, including land owned by St. Croix County, the Wisconsin Department of Natural Resources, and the Kinnickinnic River Land Trust. The Town also owns property on and around the current Town Hall and the former Town Hall.

The County has mapped environmental corridors throughout the County, including the Town of Kinnickinnic (Appendix A). These lands are primarily adjacent to the Kinnickinnic River and certain tributaries to the south of the river, including Parker Creek, Nye Creek, Ted Creek and Kelly Creek. The Kinnickinnic River is classified as an outstanding water resource and the west section of Parker Creek is classified as an exceptional water resource.

Land Use Analysis

As shown in the Agricultural element, the Town is predominantly covered in soils that are productive for agricultural uses, with few limitations for building site development. Land in the Town for agricultural purposes is average when compared to all other agricultural land in the County. In addition, as shown in the Environmental Corridors Map and in Appendix E, there are few floodplains or wetlands in the Town, other than adjacent to existing water bodies.

There are few land use conflicts currently within the Town. Residential dominate developed land uses, and Agricultural land uses are generally of a low intensity nature, when compared to other areas of the state. There are no large scale livestock operations in the Town. As there are limited commercial uses, there is little opportunity for conflict.

Land supply for non-agricultural uses in the Town is constrained by the limited number of lots. This is caused, intentionally, by the Town's Subdivision Ordinance that has effectively prohibited major subdivisions and limited the number of minor subdivisions. Demand for land is high, as is the price of land, when compared to other areas in the region.

Most conflicts that occur in the Town are between the desire to preserve key environmental features while at the same time permitting well planned development.

Based upon the County's GIS data, the following is an approximate list of total parcels, and percent developed and undeveloped. It is an approximation because it is based on tax parcel information. We used several techniques to combine the data. As such, it is not an exact list, but does give a very good "picture" of where the Town is right now.

Table 15
Lot Sizes in the Town of Kinnickinnic

Lot Size (acres)	Total # Lots	% of Total	# of Developed Lots	% of Total Developed	# Undeveloped	% Undeveloped
0 - 2	82	9%	70	85%	12	15%
2 - 4	170	20%	132	78%	38	22%
4 - 10	199	23%	150	75%	49	25%
10-20	115	13%	73	63%	42	37%
20 - 40	160	18%	72	45%	88	55%
40 - 100	99	11%	45	45%	54	55%
100 - 200	34	4%	30	88%	4	12%
200 - 550	12	1%	9	75%	3	25%
Total	871	100%	581	67%	290	33%

The following series of maps indicates where parcels of certain sizes are in the Town. Map 3 shows parcels under 40 acres, Map 4 shows parcels between 40 and 100 acres, and Map 5 shows parcels greater than 100 acres.

Future Land Uses

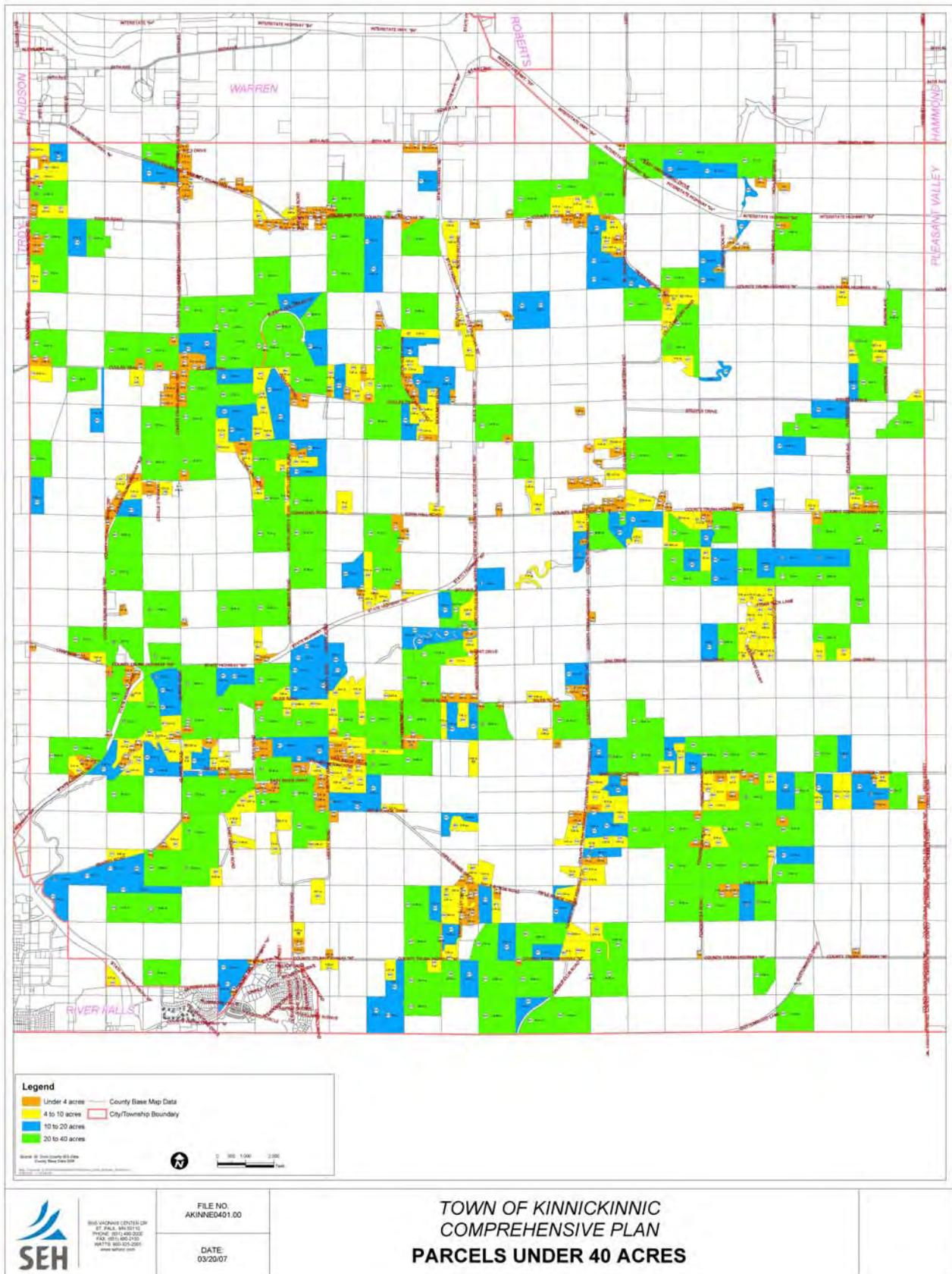
Future land use in the Town will be increasing residentially dominated, with Agricultural uses decreasing. While there may be an increase in commercial uses, it will be minimal and low intensity because of the lack of municipal water and sewer. Public uses are likely to increase, as various local, regional and state entities seek to preserve key environmental features found in the Town.

Based upon the official projections of the Wisconsin Department of Administration, the Town of Kinnickinnic is projected to grow at a rate equal to what the region saw in the 1990's. This projection will be highly dependent upon what type of development guidelines the Town implements, in particular, changes to the subdivision ordinance.

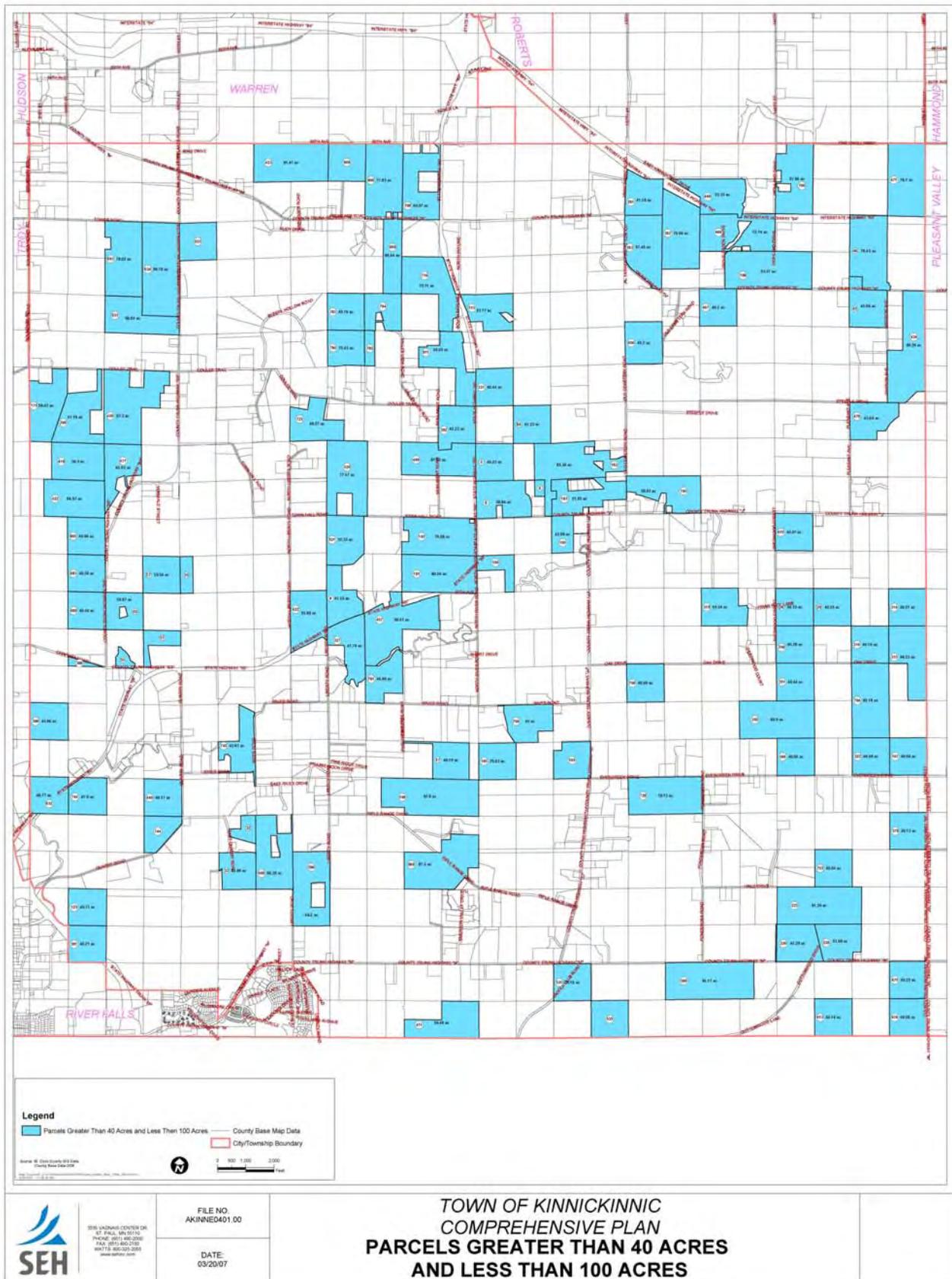
Projected Growth

Land-use projections are an important part of a comprehensive plan. They are a "best guess" of the amount of land that will be needed for future development and are based on population and household projections, community development standards (accepted density or intensity of various land uses) and community desires. Within the Town, there is approximately 22,000 acres of land. Of this, approximately 1,000 acres are either in the floodplain or are wetlands, leaving approximately 21,000 acres of developable land. Of this, approximately 2,200 acres are in parcels four acres or smaller, leaving approximately 18,000 acres that have the potential for further subdivision.

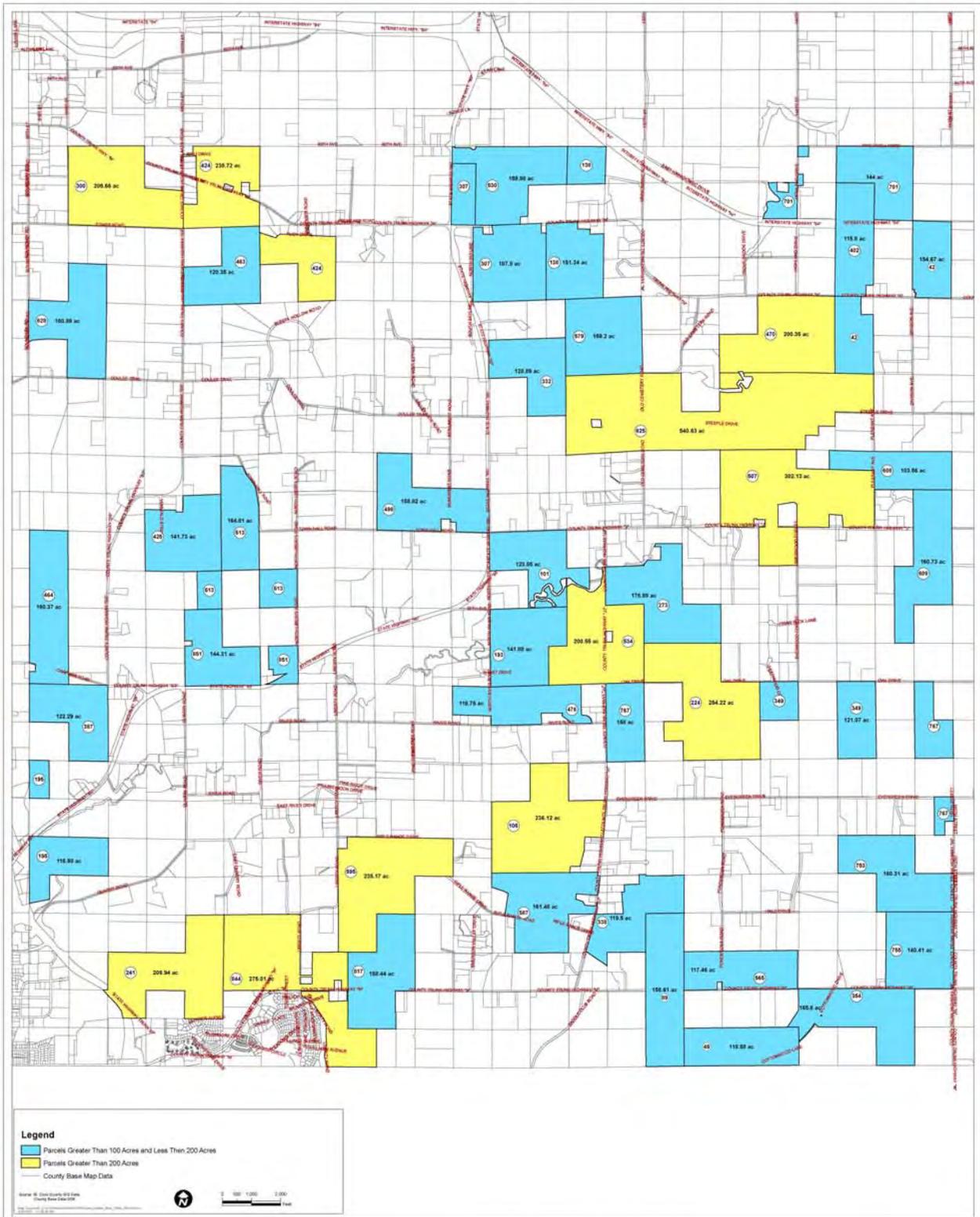
Map 3 – Parcels Under 40 Acres



Map 4 – Parcels Greater Than 40 Acres and Less Than 100 Acres



Map 5 – Parcels Greater Than 100 Acres



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03/20/07

**TOWN OF KINNICKINNIC
COMPREHENSIVE PLAN
PARCELS GREATER THAN 100 ACRES**

**Table 16
Population Projections**

Type and Name of Municipality	Census 2000	Projection					Percent Change
		2005	2010	2015	2020	2025	
Hammond town	947	1,171	1,384	1,575	1,764	1,922	102.96%
Hudson town	6,213	7,612	8,932	10,111	11,285	12,254	97.23%
Kinnickinnic town	1,400	1,540	1,663	1,762	1,862	1,933	38.07%
Pleasant Valley town	430	476	516	548	581	605	40.70%
Troy town	3,661	4,116	4,523	4,864	5,208	5,466	49.30%
Warren town	1,320	1,532	1,731	1,904	2,077	2,214	67.73%
Total Adjacent Towns	13,971	16,447	18,749	20,764	22,777	24,394	74.60%
St. Croix County	63,155	72,377	80,779	87,967	95,202	100,806	59.62%

Source: Wisconsin Department of Administration, US Census

**Table 17
Final Household Projections for Wisconsin Municipalities: 2000-2025**

Type and Name of Municipality	Total Households 2000	Projected Households					Percent Increase
		2005	2010	2015	2020	2025	
Hammond town	314	391	472	548	625	688	119%
Hudson town	1,925	2,375	2,847	3,288	3,731	4,091	113%
Kinnickinnic town	483	535	590	638	686	720	49%
Pleasant Valley town	145	162	179	194	209	220	52%
Troy town	1,250	1,415	1,589	1,744	1,898	2,015	61%
Warren town	426	498	575	645	716	772	81%
Total Adjacent Towns	4,543	5,376	6,252	7,057	7,865	8,506	87%
St. Croix County	23,410	27,013	30,814	34,222	37,655	40,269	72%

Source: Wisconsin Department of Administration, US Census

Under current subdivision regulations (four lots every five years per original parcel), assuming every parcel that is buildable does subdivide, approximately 5,800 new lots could be developed over the next 20 years, with a potential additional population of 14,500 people.

Years	Lots	Population
5	2,209	5,522
10	3,725	9,312
15	4,899	12,247
20	5,832	14,580

While this is a theoretical maximum, it is extremely unlikely that this would occur.

Based largely upon the impacts of developing pushing from the Twin Cities Metro area, we anticipate development of approximately 240 residential dwelling units, 0 acres of commercial and 0 acres of industrial, and a decrease in lands currently assessed agriculture occurring over the next 20 years by approximately 600 acres.

5 years

Over the first five years, we project 75 new residences, 0 new commercial entities, the conversion of 150 acres of agricultural to other uses (mostly residential) and 0 industrial start-ups.

10 years

Within 10 years we project 150 new residences, 0 new commercial operations, conversion of 300 acres of agricultural to other uses and 0 industrial start-ups.

20 years

By 2023, we project additional 300 new residential units, 0 commercial businesses, conversion of 600 acres of agricultural to other uses and 0 new industries.

Map 6 shows the generalized future land use for the Town.

9.4 Land Use Agencies and Programs

There are a number of available agencies and programs to assist communities with land use projects. Below are brief descriptions of various agencies and programs.

University of Wisconsin

The UW-Madison, River Falls, Milwaukee, and Stevens Point can provide research and outreach planning services to area communities.

West Central Wisconsin Regional Planning Commission (WCWRPC)

Regional planning commissions provide planning assistance, assist local interests in responding to state and federal programs, serve as a coordinating agency for programs, and provide other technical and advisory assistance to local governments. For more information visit www.wcwrpc.org.

9.5 Land Use Goals, Objectives and Policies

Based on the SWOT Analysis, the Vision Statement Process, and the effort to define key issues, a list of goals, objectives and policies has been drafted for the public, Plan Commission and Town Board to consider.

The following goals, objectives and policies were finalized in the early fall of 2007.

I. Goal – Development in the Town will be well-planned.

Objectives:

- Site and develop subdivisions so that they protect the Kinnickinnic River and other environmentally sensitive areas.
 - Policy: The Town will identify its environmentally sensitive areas.
 - Policy: Low-impact development will be encouraged.
- Draft ordinances that allow flexibility in development while achieving the goals of this Plan.
- Ensure development occurs in an orderly process and includes sufficient infrastructure for fire protection, roads, parks and other infrastructure as determined by Town ordinances.
- Proposed developments will be evaluated upon the building location and site layout on the parcel, as well as the impact on adjacent parcels.
 - Policy: The Town Subdivision ordinance will be changed to require concept plans to show adjacent properties and how development of those properties would interact with the proposed subdivision.

- Policy: The Town will notify adjacent property owners when a concept plan is submitted to the Town for review, prior to its review by the Town.
- Encourage natural habitat protection through the development process.
- Encourage diversity of residential development, including life-cycle housing, when approving major subdivisions.
- Maintain diversity in agriculturally related uses.
- Use common sewer where appropriate.
 - Policy: The Town will develop a policy on managing common sewer systems to see that such systems are operated in a manner that helps ensure their environmental effectiveness and meets financial obligations.
- Ensure development occurs in ways that consider all aspects of the Town Plan, including the protection of economic interests and property owners rights.
- Revise the Town’s ordinances to allow for major subdivisions that are consistent with the goals and objectives of this Plan.
- Policy: The Town will develop procedures to adequately review subdivision proposals to help ensure conformance to this Plan and Town ordinances.
 - Policy: The Town will review Cluster and Conservation Subdivisions, as well as other types of subdivisions, that will fulfill the goals, objectives and policies of this Plan.
 - Policy: Costs associated with review and approval of subdivisions will be paid for by the Subdivider.
- All development, including minor subdivisions, will meet the goals and objectives contained in this Plan.

II. Goal – Development will respect the Town’s rural character.

Objectives:

- Development fits the Town’s rural character.
- Encourages development that maximizes retained vistas and open space and dark night skies.
- Development preserves geography – the river, environmentally sensitive lands, forest lands, the monument.
- Ensure building design for non-residential uses fits the Town’s historic rural character.
 - Policy: The Town will evaluate the use of the site plan and architectural standards for commercial development.

- Policy: The Town will evaluate the creation and implementation of a dark night sky ordinance.
- Form a committee to evaluate means and potential of preservation of historical structures (including agricultural buildings).

III. Goal – Development will not degrade environmentally sensitive areas.

Objectives:

- Encourage Best Management Practices for agricultural uses.
 - Policy: The Town will work with the County Land Conservation Office to disseminate information about Best Management Practices.
- Protect existing resources (e.g., environmental, aesthetic, access, recreation) from being degraded or lost.
- Seek to preserve habitat of environmentally sensitive areas.
- Evaluate impacts to wetlands and environmentally sensitive areas as part of the development process.
- Seek to protect environmentally sensitive areas, including the Kinnickinnic River, tributaries to the river, and wetlands.
- Undertake a planning process to identify other environmentally sensitive areas.

IV. Goal – Allow continuation of historical agricultural practices.

Objectives:

- Encourage the preservation of farming options, including hobby farms and the ability to farm by existing and future operations.
- Encourage preservation of farmsteads during the development process.
- Limit/regulate large scale livestock operations.
 - Policy: Evaluate the Department of Agriculture's model ordinance for licensing livestock facilities to determine if it is appropriate for the Town of Kinnickinnic.
- Encourage Best Management Practices for agricultural uses.

V. Goal – Land use decisions by the Town will protect economic interests and property owners' rights.

Objectives:

- A variety of development options will be considered as long as the development meets the overall goals and objectives of this Plan.
 - The Town will notify adjacent property owners when a concept plan is submitted to the Town for review, prior to its review by the Town.

- Subdivision ordinances will be drafted to provide incentives for accomplishing the goals of this Plan.

VI. Goal – Strive to maintain an acceptable tax and fee structure for residents when making land use decisions.

Objectives:

- The Town will use community goals to guide decision making and then choose the most equitable manner in collecting revenue to implement those goals.
- Subdividers will pay the actual cost incurred by the Town to review subdivision plats and certified survey maps.

VII. Goal – Make the planning process for the Township be open and consistent at all times.

Objectives:

- The Town will maintain a website, posting notices of meetings and relevant documents at least one week prior to any Town meeting.
 - Policy: The Town will amend its ordinances to require development proposals to be submitted in a format that allows posting on the Town website for download and review by residents and land owners.

VIII. Goal – Commercial growth (if it occurs) must be developed in conformance with the goals of this Plan.

Objective

- The Town will develop criteria to define commercial and how commercial uses may be allowed in conformance with this plan.

VIII. Goal – Industrial Development is incompatible with the Town’s Vision Statement.

10.0 Implementation

10.1 Action Plan

10.2 Plan Integration and Consistency

10.3 Plan Monitoring and Evaluation

10.4 Plan Amendments and Updates

Wis. Stats. 66.1001(2)(i)
(i) Implementation element. A compilation of programs and specific actions to be completed in a stated sequence, including proposed changes to any applicable zoning ordinances, official maps, or subdivision ordinances, to implement the objectives, policies, plans and programs contained in pars. (a) to (h). The element shall describe how each of the elements of the Comprehensive Plan will be integrated and made consistent with the other elements of the Comprehensive Plan, and shall include a mechanism to measure the local governmental unit's progress toward achieving all aspects of the Comprehensive Plan. The element shall include a process for updating the Comprehensive Plan. A Comprehensive Plan under this subsection shall be updated no less than once every 10 years.

This element serves as a “priority” list for implementing and realizing the Plan. It prescribes those actions necessary to realize the visions, goals, and objectives highlighted in previous chapters of the Plan. The Plan addresses many important components critical to sustaining a healthy community while preserving the area’s rural character, natural resources, and history. As change is inevitable, the Plan may need to be amended to appropriately reflect land use changes.

If there is a question regarding a decision that is not clearly conveyed in the details of this Comprehensive Plan, then the decision should be based on the intent of the Vision Statement listed in Section 2 of the Plan. All nine elements included in this Plan work to achieve the desired future for the Town of Kinnickinnic.

10.1 Action Plan

The Town of Kinnickinnic’s Comprehensive Plan is intended to help guide land use decisions within the Town. The Plan is an expression of the Town’s wishes and desires and provides a series of policies for assisting the community in attaining its visions, goals, and objectives. The Plan is not an attempt to predict the future, but rather an attempt to document the community’s values and philosophies that citizens of the Town share. The Plan guides a variety of community issues including housing, transportation, utilities/community facilities, land use, economic development, and intergovernmental cooperation.

The Kinnickinnic Plan Commission, Town Board, and citizens in reviewing all proposals pertaining to development in the Town, should utilize the Comprehensive Plan. Development proposals should be examined to determine whether they are consistent with community wishes and desires as expressed in the Plan. As part of the review, a thorough review of the Plan is necessary with particular attention given to the goals and objectives. Where the impact of a proposed development is minimal, the evaluation may simply be a determination of whether or not the Plan provides relevant direction and whether the requested action is in conformance with the Plan. Development proposals with significant potential impacts will require a more detailed analysis in order to determine consistency.

10.2 Plan Integration and Consistency

Within this implementation element, it is required to “describe how each of the elements of the Comprehensive Plan will be integrated and made consistent with the other elements of the Comprehensive Plan.” As a result of the Comprehensive Plan being developed in a coordinated and simultaneous effort, the planning process has ensured that the development and review of each element is consistent with the others; and based on that analysis, there are no known inconsistencies between the planning elements. In the future, as plan amendments occur, it is important that the Kinnickinnic Plan Commission and Town Board both conduct consistency reviews. Those reviews will ensure the document continues to represent an integrated approach to planning.

To ensure consistency across jurisdictional boundaries, the Town of Kinnickinnic encourages early dialogue between all adjoining and overlapping jurisdictions (towns and counties) as they develop or revise their Comprehensive Plans and ordinances. Where inconsistencies are identified and a resolution cannot be reached, future actions can be developed to bring the parties together to address their concerns.

10.3 Plan Monitoring and Evaluation

As part of the Comprehensive Planning process, a number of goals, objectives, and policy items were developed that when implemented, are intended to build stronger relationships and give direction to the Town Board and its residents. The goals are the “purpose or end” that provides direction for the Town and other governmental organizations, such as St. Croix County. Objectives are statements that are measurable benchmarks the community works to achieve, and the policies are more specific statements that set preferred courses of action to carry out the objectives in the future. While many of the objectives and actions can be accomplished in the short-term, several others will be continuous or ongoing and do not have a specific implementation target date. As is stipulated in 1999 Wisconsin Act 9, a Comprehensive Plan must be updated at least once every 10 years. However, in order to ensure that the Town’s plan is an effective management tool, the Town of Kinnickinnic Plan Commission will review the plan goals and objectives annually to track those activities that have been completed to realize its accomplishments and identify areas where additional resources or actions are needed. Part of this effort will also include addressing conflicts which may arise between the elements of the Plan.

As a means of measuring progress towards achieving the goals of the Comprehensive Plan, an implementation schedule has been developed that assigns a target date to the plans' objectives and policies.

OG = ON GOING
 TBD = TO BE DETERMINED
 CD = CURRENTLY DOING
 C = COMPLETED

Comprehensive Plan Implementation Schedule	
Transportation Implementation Schedule	Target Date
<i>Goal:</i> Participate with other government transportation planning efforts, including the State of Wisconsin, St. Croix County and adjacent communities	
<i>Objectives:</i> Focus on participating in County Planning efforts for town roads	OG
<i>Goal:</i> Transportation planning as part of subdivision review will incorporate property owners on connecting roads	
<i>Objectives:</i> Concept Plans must include adjacent properties and how roads may connect through those properties in the future	OG
<i>Policies:</i> The Town will evaluate the use of Traffic Impact Analysis and make it part of the subdivision review process when recommended by the Town Engineer	OG
<i>Policies:</i> The Town will notify adjacent property owners when a concept plan is submitted to the Town for review, prior to its review by the Town	OG
<i>Objectives:</i> Maintain a map of the Town's transportation network	OG
<i>Goal:</i> Keep Transportation system functional for all users	
<i>Objectives:</i> Provide for agricultural users	OG
<i>Policies:</i> Amend the Town Road Standard to include wide shoulders	TBD
<i>Objectives:</i> Work with the County in planning recreational trails	OG
<i>Objectives:</i> Develop sensible road system as growth occurs	OG
<i>Objectives:</i> Evaluate the use of access management	OG
<i>Objectives:</i> Participate in state planning for STH 65	OG
<i>Objectives:</i> Evaluate subdivision plats on their transportation impact	OG
<i>Objectives:</i> Manage traffic patterns to keep traffic volume low on town roads	OG
<i>Policies:</i> Discourage use of town roads as major arterials during the subdivision process	OG
<i>Objectives:</i> During the subdivision process, consider alternative design options for future expansion of town roads, in order to promote and preserve open space	OG
<i>Goal:</i> Maintain safety of Town transportation systems	
<i>Objectives:</i> Remove hazardous conditions	OG
<i>Policies:</i> Evaluate options on improving Liberty Road	OG
<i>Policies:</i> Evaluate signage and speed limits based upon agricultural users	OG
<i>Policies:</i> Evaluate conflict points and determine if improvements would increase safety	OG
<i>Objectives:</i> Identify hazardous conditions	OG
<i>Policies:</i> Conduct regular safety assessments of the Town's transportation network, considering seasonal variations as part of the process	OG
<i>Policies:</i> Use the Town's subdivision ordinance to adequately address road construction standards	OG

OG = ON GOING
 TBD = TO BE DETERMINED
 CD = CURRENTLY DOING
 C = COMPLETED

Comprehensive Plan Implementation Schedule	
<i>Goal:</i> Maintain a reasonable expenditure on the transportation system	
<i>Objectives:</i> Negotiate with the City of River Falls to pay for improvements and maintenance needed for those roads that may be impacted by city traffic. Initial priority roads for consideration are Liberty, Quarry and Chapman Roads	2010
<i>Objectives:</i> Utilize the subdivision ordinance to help ensure that development pays the costs of road improvements required by the development	OG
<i>Objectives:</i> Develop and continue maintenance standards and procedures to maximize the life of town roads	CD/OG
<i>Policies:</i> Conduct an annual review of town road conditions to evaluate maintenance needs	CD/OG
Utilities and Community Facilities Implementation Schedule	Target Date
<i>Goal –</i> Encourage the use of alternative energy sources in future developments that are consistent with the goals of a rural community	
<i>Objectives:</i> Develop information on available funding for alternative energy to promote these concepts to current and future residents	2010/OG
<i>Policies:</i> Distribute information on alternative energy options through the Town website, mailings and postings	2010/OG
<i>Objectives:</i> Evaluate the need to regulate alternative energy production to maintain the rural character of the Town	2010/OG
<i>Goal:</i> Evaluate options of expanding high speed Internet in the Town	
<i>Objectives:</i> Develop a committee to investigate and evaluate options	2009
<i>Goal:</i> Improve the Town Ball Diamond and surrounding grounds including a possible gazebo	
<i>Objectives:</i> Develop a site plan to identify and guide future development of the property	CD/OG
<i>Goal:</i> Evaluate ownership and maintenance of key Town facilities	
<i>Objectives:</i> Evaluate the location of the current recycling center, and possible relocation	C
<i>Objectives:</i> Evaluate turning over the old town hall site to the Wisconsin Department of Transportation	C
<i>Objectives:</i> Evaluate continued Town ownership of the cemetery	C
<i>Goal:</i> Require common septic and water systems to have a management system approved by the Town before construction of such systems occurs	
<i>Objectives:</i> As part of the plat review process, identification and approval of the management system of common systems will be required	OG
<i>Policies:</i> As part of the approval of a preliminary plat by the Town a common system management plan shall be included	OG
Agricultural, Natural, and Cultural Resources Implementation Schedule	Target Date
<i>Goal:</i> Protect the rights of landowners to farm	
<i>Objectives:</i> The Town will evaluate the impact of actions that make farming harder	OG
<i>Objectives:</i> The Town will work with the County to maintain zoning that supports farming	PG

OG = ON GOING
 TBD = TO BE DETERMINED
 CD = CURRENTLY DOING
 C = COMPLETED

Comprehensive Plan Implementation Schedule	
<i>Goal:</i> Preserve the rural character of the Town	
<i>Objectives:</i> While protecting rural character, the Town will not require agricultural preservation	C
<i>Goal:</i> Protect the rural character of the Town from adverse impacts of Concentrated Animal Feeding Operations (CAFO)	
<i>Objectives:</i> CAFO proposals will be evaluated and regulated to preserve the goals of this Plan	OG
<i>Objectives:</i> Before approval CAFO's must prove benefit to the community	OG
<i>Policies:</i> Evaluate the Department of Agriculture model ordinance for licensing livestock facilities to determine if it is appropriate for the Town of Kinnickinnic	OG
Natural Resource Goals	
<i>Goal:</i> Develop erosion control standards for development	
<i>Objectives:</i> At a minimum, maintain the current level of water quality of the Kinnickinnic and tributaries	OG
<i>Objectives:</i> Promote the protection of the Kinnickinnic	OG
<i>Policies:</i> Evaluate options to minimize the impact of domestic animal crossings of the Kinnickinnic and tributaries	2009
<i>Objectives:</i> Identify and define environmentally sensitive areas	TBD
<i>Objectives:</i> Protect Rare and Endangered Species	OG
<i>Objectives:</i> Development proposals will be evaluated on their impact to the Kinnickinnic and environmentally sensitive areas	OG
<i>Objectives:</i> Evaluate the use of watershed management	TBD
<i>Objectives:</i> Work with the County on development of the County Youth Forest	C
<i>Objectives:</i> Work with the DNR and County Land Conservation	OG
<i>Objectives:</i> Develop trails and paths along the Kinnickinnic	TBD
<i>Objectives:</i> Work with the County on developing a County Trail System (non-motorized)	CD/OG
Cultural Resources	
<i>Goal:</i> Development proposals will be evaluated based on protection of cultural resources	
<i>Goal:</i> The Town will evaluate use of Town property for additional public uses	
<i>Objectives:</i> The Town will work to rehabilitate the Town Ball Diamond	CD
<i>Objectives:</i> The Town will develop a site plan to guide improvements for the Town Park	CD
Economic Development Implementation Schedule	
<i>Goal:</i> None Identified	

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 C = COMPLETED

Comprehensive Plan Implementation Schedule	
Intergovernmental Cooperation Implementation Schedule	Target Date
<i>Goal:</i> The Town will work cooperatively with other units of Government to further the Goals, Objectives and Policies of this Plan	
<i>Objectives:</i> Work with St. Croix County to:	
Policies: Encourage Best Management Practices for agricultural uses by working with the County Land Conservation Office to disseminate information about such practices	OG
Policies: Work with the County in planning recreational trails, including development of a non-motorized County trail system	CD/OG
Policies: Work with the County on development of the County Youth Forest	C
Policies: Work with the County to maintain zoning that supports the rights of farmers to continue farming, should the farmer choose to do so	OG
<i>Objectives:</i> Work with Wisconsin Department of Transportation to:	
Policies: Participate in state planning for STH 65 and I 94	OG
<i>Objectives:</i> Work with other local units of government to:	
Policies: Identify means to solicit the City of River Falls to pay for road improvements required by traffic being generated by City residents	2010
Policies: Participate in planning efforts of other units of government	OG
Policies: Develop intergovernmental agreements with other local units of government that implement the goals, objectives and policies of this Plan	2010
Land Use Implementation Schedule	Target Date
<i>Goal:</i> Development in the Town will be well planned	
<i>Objectives:</i> Objectives: Site and develop subdivisions so that they protect the Kinnickinnic and other environmentally sensitive areas	OG
Policies: The Town will identify its environmentally sensitive areas	TBD
Policies: Low-impact development will be encouraged	OG
<i>Objectives:</i> Draft ordinances that allow flexibility in development while achieving the goals of this Plan	2009
<i>Objectives:</i> Ensure development occurs in an orderly process and includes sufficient infrastructure for fire protection, roads, parks and other infrastructure as determined by Town ordinances proposed developments will be evaluated upon the building location and site layout on the parcel, as well as the impact on adjacent parcels	OG
Policies: The Town Subdivision ordinance will be changed to require concept plans to show adjacent properties and how development of those properties would interact with the proposed subdivision	2009
Policies: The Town will notify adjacent property owners when a concept plan is submitted to the Town for review, prior to its review by the Town	OG

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Comprehensive Plan Implementation Schedule	
<i>Objectives:</i> Encourage natural habitat protection through the development process	OG
<i>Objectives:</i> Encourage diversity of residential development, including life-cycle housing, when approving major subdivisions	OG
<i>Objectives:</i> Maintain diversity in agriculturally related uses	OG
<i>Objectives:</i> Use common sewer where appropriate	OG
Policies: The Town will develop a policy on managing common sewer systems to see that such systems are operated in a manner that helps ensure their environmental effectiveness and meets financial obligations	2009
<i>Objectives:</i> Ensure development occurs in ways that consider all aspects of the Town Plan, including the protection of economic interests and property owners rights	OG
<i>Objectives:</i> Revise the Town’s ordinances to allow for major subdivisions that are consistent with the goals and objectives of this Plan	2009
Policies: The Town will develop procedures to adequately review subdivision proposals to help ensure conformance to this Plan and Town ordinances	2009
Policies: The Town will review Cluster and Conservation Subdivisions, as well as other types of subdivisions, that will fulfill the goals, objectives and policies of this Plan	OG
Policies: Costs associated with review and approval of subdivisions will be paid for by the Subdivider	C
<i>Objectives:</i> All development, including minor subdivisions will meet the same goals and objectives contained in this Plan	2009
<i>Goal:</i> Development will respect the Town’s rural character	
<i>Objectives:</i> Development fits the Town’s rural character	OG
<i>Objectives:</i> Encourages development that maximizes retained vistas and open space and dark night skies	OG
<i>Objectives:</i> Objectives: Development preserves geography – the river, environmentally sensitive lands, forest lands, the monument	OG
<i>Objectives:</i> Ensure building design for non-residential uses fits the Town’s historic rural character	OG
Policies: The Town will evaluate the use of the site plan and architectural standards for commercial and industrial development	OG
Policies: The Town will evaluate the creation and implementation of a dark night sky ordinance	2010
<i>Objectives:</i> Form a committee to evaluate means and potential of preservation of historical structures (including agricultural buildings)	TBD
<i>Goal:</i> Development will not degrade environmentally sensitive areas	
<i>Objectives:</i> Encourage Best Management Practices for agricultural uses	OG
Policies: The Town will work with the County Land Conservation Office to disseminate information about Best Management Practices	2009
<i>Objectives:</i> Protect existing resources (e.g., environmental, aesthetic, access, recreation) from being degraded or lost	OG
<i>Objectives:</i> Seek to preserve habitat of environmentally sensitive areas	OG

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 CD = CURRENTLY DOING
 C = COMPLETED

Comprehensive Plan Implementation Schedule	
<i>Objectives:</i> Evaluate impacts to wetlands and environmentally sensitive areas as part of the development process	OG
<i>Objectives:</i> Seek to protect environmentally sensitive areas, including the Kinnickinnic River, tributaries to the river, and wetlands	OG
<i>Objectives:</i> Undertake a planning process to identify other environmentally sensitive areas	TBD
<i>Goal:</i> Allow continuation of historical agricultural practices	
<i>Objectives:</i> Encourage the preservation of farming options, including hobby farms and the ability to farm by existing and future operations	OG
<i>Objectives:</i> Encourage preservation of farmsteads during the development process	OG
<i>Objectives:</i> Limit/regulate (ILSLOs)	OG
<i>Policies:</i> Evaluate the Department of Agriculture's model ordinance for licensing livestock facilities to determine if it is appropriate for the Town of Kinnickinnic	OG
<i>Objectives:</i> Encourage Best Management Practices for agricultural uses	OG
<i>Goal:</i> Land use decisions by the Town will protect economic interests and property owners' rights	
<i>Objectives:</i> A variety of development options will be considered as long as the development meets the overall goals and objectives of this Plan	OG
<i>Policies:</i> The Town will notify adjacent property owners when a concept plan is submitted to the Town for review, prior to its review by the Town	OG
<i>Objectives:</i> Subdivision ordinances will be drafted to provide incentives for accomplishing the goals of this Plan	2009
<i>Goal:</i> Strive to maintain an acceptable tax and fee structure for residents when making land use decisions	
<i>Objectives:</i> The Town will use community goals to guide decision making and then choose the most equitable manner in collecting revenue to implement those goals	TBD
<i>Objectives:</i> Subdividers will pay the actual cost incurred by the Town to review subdivision plats and certified survey maps	C
<i>Goal:</i> Make the planning process for the Township be open and consistent at all times	
<i>Objectives:</i> The Town will maintain a website, posting notices of meetings and relevant documents at least one week prior to any Town meeting	CD/OG
<i>Policies:</i> The Town will amend its ordinances to require development proposals to be submitted in a format that allows posting on the Town website for download and review by residents and land owners	2009
<i>Goal:</i> Commercial and industrial growth (if it occurs) must be developed in conformance with the goals of this Plan	OG

10.4 Plan Amendments and Updates

Evaluating the Comprehensive Plan is an ongoing process and will, at some time, lead to the realization that the Plan requires updating and amendments. The time that elapses between the completion of the Plan and the need to amend the Plan depends greatly on evolving issues, trends, and land use conditions. Periodic updates will allow for updates to statistical data, and to ensure the Plan's goals, objectives, and actions reflect the current conditions, needs, and concerns. The Comprehensive Planning legislation requires plan updates at least every 10 years. The Town of Kinnickinnic Plan Commission will remain flexible in determining when and how often the Plan should be updated. Generally, a Comprehensive Plan update should not be expected more often than once every five years. A tremendous amount of change can occur in a community over just a couple of years and the Town of Kinnickinnic will be prepared to address changing conditions with timely plan updates. Amendments to the plan will follow the requirements of State law and will be evaluated for consistency with the existing plan, including all elements.

To ensure residents are involved in Plan amendments, the following process and protocol should be followed to allow public involvement and comment. The Town of Kinnickinnic Plan Commission shall undertake a review of the Plan and shall consider necessary amendment(s) to the Plan resulting from property owner requests and changes to social and economic conditions. Upon the Plan Commission review, recommended changes to the Plan shall be forwarded to the Town Board. The Town of Kinnickinnic Board of Supervisors shall call a public hearing to afford property owners time to review and comment on recommended Plan changes. A public hearing shall be advertised in accordance with the Town's public meeting notice procedures. Based on public input, Plan Commission recommendations, and other facts, the Town Board will then formally act on the recommended amendment(s).

Appendix A

Planning Definitions

Town of Kinnickinnic



Planning Definitions

These definitions are included for informational purposes in reading and understanding the Comprehensive Plan. They are not for use in applying any other town ordinances.

Accessory Dwelling Unit (or Apartment): A secondary dwelling unit with and clearly subordinate to an existing single family detached dwelling unit.

Affordable Housing: Generally means low-cost housing for rent to meet the needs of people who cannot afford units through the open market. It can be delivered through social renting, shared ownership or low-cost housing on the open market. Affordable housing usually involves some form of subsidy.

Agricultural Zoning: Agricultural zoning, including forestry zoning, restricts land uses to farming and livestock, other kinds of open-space activities and limited home building.

Aggregates: Crushed rock, sand and gravel used in the construction industry for materials such as concrete, roadstone and asphalt, or for use as constructional fill or railway ballast.

Animal Units: Calculated for each different type and size class of livestock and poultry. For instance, in Wisconsin, facilities with 1,000 beef cattle, 700 milking cows or 200,000 chickens would each be considered to have the equivalent of 1,000 animal units. The chart below is the Wisconsin DNR’s equivalency chart. This information is necessary to determine compliance with Wisconsin’s CAFO regulations.

Assisted Living Facilities: Multifamily housing with congregate and personal care services. Services offered vary widely, but frequently include as core services, meals, housekeeping and transportation and often some assistance with laundry, grooming, medication management and other functions of daily living. Special care units in some facilities care for individuals with cognitive impairment and respiratory assistance needs. Unless an assisted living facility is a component of a continuing care or “life-care” community, it does not offer the health care services of a nursing facility.

Number of Animals Equivalent to 1,000 Animal Units	
ANIMAL TYPE	EQUIVALENCY NUMBERS
DAIRY CATTLE	
Milking and Dry Cows	700
Heifers (800 lbs to 1,200 lbs)	910
Heifers (400 lbs to 800 lbs)	1,670
Calves (up to 400 lbs)	5,000
BEEF CATTLE	
Steers or Cows (600 lbs to market)	1,000
Calves (under 600 lbs)	2,000
Bulls	700
HOGS	
Pigs (55 lbs to market)	2,500
Pigs (up to 55 lbs)	10,000
Sows	2,500
Boars	2,000
SHEEP	
Sheep (per animal)	10,000
HORSES	
Horses (per animal)	500
TURKEYS	
Turkeys (per bird)	55,000
DUCKS	
Ducks - Wet Lot (per bird)	5,000
Ducks - Dry Lot (per bird)	100,000
CHICKENS	
Layers (per bird)*	100,000
Broilers (per bird)* **	200,000
* Layers or Broilers - liquid manure system	30,000
** Broilers - continuous overflow watering	100,000

http://dnr.wi.gov/runoff/ag/faq_cafo.htm#q1

Best Management Practices (BMPs): A practice, or combination of practices, that is determined to be the most effective, practicable means of preventing or reducing the amount of pollution generated by nonpoint sources to a level compatible with water quality goals.

Better Site Design: Site and subdivision design techniques that minimize impacts to the natural environment, including topography, hydrology, vegetation, natural habitat, groundwater recharge, and stormwater runoff. Such a design respects these natural systems by employing practices that minimize impacts to these systems both on and off site.

Bio-diversity: A measure of the number and range of species and their relative abundance in a community.

Buffer: Open space, landscape areas, fences, walls, berms, or any combination used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other nuisances.

Buildable Area: The area of a lot remaining after the minimum yard and open space requirements of the zoning ordinance have been met.

Building Height: The vertical distance measured from the average grade on the site to the highest point of the coping for a flat roof; to the deck line of a mansard roof, or to the mean height level between the eaves and ridges of a gable, hip, or gambrel roof.

Capital Improvement Program (CIP): The CIP guides the development of public facilities over a multi year period. It shows the arrangement of projects in a sequential order based on a schedule of priorities and assigns an estimated cost and anticipated method of funding each project.

Cluster Development: Development in which individual lots may be smaller than the average lot authorized by the zoning ordinance. Buildable lots are located on a portion of rather than the entire site so that the residual area may be preserved for recreation or environmental protection.

Community Character: The image of a community or area as defined by such factors as the built environment, natural features and open space elements, type of housing, architectural style, infrastructure, and the type and quality of public facilities and services

Comprehensive Plan: A plan prepared under and meeting the content requirements outlined in s. 66.1001, Wis. Stats. Comprehensive plans provide a vision and general idea of how land should be used to assure public health, safety, and welfare

Collector Street: A street that provides direct service to and from local areas, routing traffic to the arterial street system. A Collector Street provides the primary means of circulation between adjacent neighborhoods and can serve as a local bus route. The Street provides for the dual purpose of land access and local traffic movement. Generally, these roadways are not used for through trips.

Conditions: Planning conditions are provisions attached to the granting of planning permission. They can:

- Limit permitted development rights for a particular site.
- Modify the proposals in a planning application, by, for example, reducing the size of the affected site or adding a provision. On sites worked for minerals or waste disposal this can include restoration through backfilling of a certain type of soil, and/or ‘aftercare’ - to bring the land back into a use specified by the minerals planning authority.

Conditional Use: A use permitted within a particular zoning district upon satisfaction that such use in a specified location will comply with all the conditions and standards of location or operation of the use as specified in the zoning ordinance and authorized by the approving agency.

Conservation: The restoration, stabilization, management, and wise use of natural and heritage resources for compatible educational, recreational, aesthetic, agricultural and scientific purposes, or environmental protection.

Conservation Easement: A legal mechanism whereby a landowner retains ownership of his/her land, but grants some right(s) to the land to a “holder” While easements does not entail ownership, liability, or maintenance responsibilities, it does grant control to a third party to prohibit further development or other changes that would be inconsistent with the preservation objectives stated in the easement.

Conservation Subdivisions: The designing of residential developments that maximize open space conservation without reducing overall building density. Generally half or more of the buildable land area is designated as undivided, permanent open space. Often used to preserve the natural features of the site are maintained to the greatest extent possible.

Cultural Resources: Cultural resources are those sites or structures, including their landscape settings that exemplify the cultural, architectural, economic, social, political, or historic heritage of an area.

Dedication: The transfer of property rights from private to public ownership. Land so conveyed to the local government may be used for streets, schools, parks, utilities, etc. The governing body must formally accept the dedication for the transaction to be complete.

Deed Restrictions: Deed restrictions can be used to control, or restrict, development of portions of privately owned properties in order to protect open space of wetlands. Deed restrictions may also restrict further sub-division of properties.

Demographics: Originally referring to birth and death rates, it has also come to apply to other events which influence the size of a population.

Density: The number of persons or dwelling units per acre.

Design Guide: A document that provides guidance on how development can be carried out in accordance with design policies of a local authority.

Design Standards: Design standards or guidelines can serve as a community's desire to control its appearance, from within and without, through a series of standards that govern site planning policies, densities, building heights, traffic and lighting.

Development: The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or land.

Development Intensity: A quantitative measure of non residential and mixed use development, which may include residential components, usually expressed in terms of floor area ratio; the mix and distribution of uses within a given area that determines the impact on public facility systems and transportation facilities.

Dissolved Oxygen: A component of water that is essential to the survival of aquatic life. Low concentrations of dissolved oxygen are generally caused by oxygen use during the decomposition of organic matter.

Easement: A grant by a property owner of the use of his or her land by another party for a specific purpose. Examples include easements for greenways, water/sewer lines, and driveway access to interior properties.

Ecology: The science of the interaction and relationships between living organisms and their environments.

Ecological Resources: Biological species, communities and habitats characterized by high biological productivity, diversity, and/or connectivity, that are valuable because of their scarcity, their uniqueness, their pollutant removal abilities, and/or their aesthetic benefits.

Economic Development: Activities aimed at job creation, retention and expansion, which strengthen a community's economic base and provide employment opportunities for the population.

Environmental Corridors (St. Croix County): Environmental corridors are significant areas of environmental resources characterized by continuous systems of open space, physical features, environmentally sensitive lands and natural or cultural resources which can be adversely impacted by development. These areas are often evident to people in the area and they identify with them as significant natural areas in their surroundings. Independent resources are non-continuous open space, physical features, environmentally sensitive lands, and natural or cultural resources that also can be adversely impacted by development.

This is accomplished by ensuring development occurs using engineering, site design, construction and management practices which address potential adverse impacts.

Environmental Corridor Criteria (St. Croix County): Environmental corridors incorporate the following environmental and historical resources: Lakes, Ponds, Rivers, Streams, and Intermittent Waterways and Natural Drainageways; Wetlands; Shorelands; Floodplains; Steep Slopes; Geologic Formations and Physiographic Features; Highly Erodible Soils; Wet, Poorly Drained Organic Soils; Closed Depressions; Wellhead Protection Areas; Woodlands; Prairie; Rare or Endangered Species and Communities; Historical and Archeological Sites; and, Scenic Areas.

St. Croix County uses the following are the criteria used to designate environmental corridors and resources:

Primary Environmental Corridor

Linear in nature, often arising from a dominant feature or focal point, such as a waterbody or geologic feature:

- At least three environmental resources present
- At least 400 acres in size
- At least two miles long
- At least 200 feet wide

Secondary Environmental Corridor

- At least two environmental resources present
- At least 100 acres in size
- Approximately one mile long or longer
- No minimum width

Independent Environmental Resources:

- At least one valued resource present
- No minimum size
- Separated from environmental corridors by intervening land or small, narrow features abutting environmental corridors

Extraterritorial Zoning: A local government's authority to zone areas outside its boundaries. Under Wisconsin law, the extraterritorial zone for 1st, 2nd, and 3rd class cities extends 3 miles beyond the corporate limits. The limit extends 1-½ miles beyond the municipal boundary for 4th class cities and villages. See s. 62.23(7a), Wis. Stats.

Exurban Areas: The region that lies beyond a city and its suburbs.

Floor Area Ratio (FAR): An expression of the amount of development (typically non residential uses) allowed on a specific parcel of land. FAR is determined by dividing the total square footage of buildings on a site by the amount of site square footage. Thus, a permitted floor area ratio of 3.0 on a 10,000 square feet lot would allow a building whose total floor area is 30,000 square feet.

Fecal Coliform: A harmless bacteria originating in the intestinal tracts of warm blooded animals that is measured in surface water and groundwater as an indicator of fecal contamination and of the possible presence of pathogenic organisms.

Floodplain: Those land areas in and adjacent to streams and watercourses subject to periodic inundation from flood events. For instance, the 100 year flood frequency event has a one percent chance of occurrence in any given year.

Freeways and Expressways: Controlled access highways providing for high volume travel. The concept of service to abutting land is subordinate to accommodating the through movement of vehicles.

Functional Classification: A system for classifying the transportation system in terms of the character of service that individual facilities are providing or are intended to provide, ranging from travel mobility to land access. Roadway system functional classification elements include Freeways or Expressways, Other Principal (or Major) Arterials, Minor Arterials, Collector Streets, and Local Streets. Transit system elements include line haul, collection and distribution, and specialized or community oriented transit services.

Green Infrastructure: An interconnected network of protected land and water that supports native species, maintains natural ecological processes, sustains air and water resources and contributes to the health and quality of life for America's communities and people. Also refers to a strategic approach to conservation that addresses the ecological, social and economics impacts of sprawl and the accelerated consumption and fragmentation of open land.

Geometric Standards: Highway design criteria for road construction.

Greenways: Refers to a linear natural feature. Greenways can function in six basic ways: as habitat, as a conduit, as a barrier, as a filter, as a source for animals or seeds, and as a sink for trapping sediment, toxins, or nutrients.

Groundwater Resources: Subsurface sources of water in usable quantities for wells.

Group Homes: Homes in which moderate amounts of support services are provided and appropriate for persons with physical, mental, emotional, familial or social difficulties who are somewhat self sufficient but who benefit from living in groups of five to eight persons.

Growth Management: A term that encompasses a whole range of policies designed to control, guide, or mitigate the effects of growth.

Habitat: Refers to those parts of a landscape which an animals species uses for feeding, breeding, movement, and shelter.

Impact Fees: As established by Section 66.0617, Wisconsin Statutes, impact fees are cash or other types of contributions that are used to finance the capital costs of acquiring, establishing, upgrading, expanding, and constructing public facilities which are necessary to accommodate future growth and land development.

Independent Living Facility: A residential development that is limited to occupancy by elderly persons and/or persons with disabilities. Such a facility shall provide: (a) dwelling units with complete kitchen facilities, (b) supportive services such as meals, personal emergency response systems, recreation and transportation services, and (c) design features, such as wider doorways and hallways, accessible-ready bathrooms and lower light switches.

Industrial Areas: Areas that are intended to provide suitable locations for industrially related uses. The category does not typically allow residential uses and generally limits future office uses to those which are ancillary to an area's industrial uses.

Infill: Development on vacant or underused sites within an established development pattern.

Infrastructure: Permanent public resources including roads, sewers, schools, hospitals, railways, communication networks etc.

Land Trust: A land trust is a not-for-profit organization, private in nature, organized to preserve and protect the natural and man-made environment by, among other techniques, creating conservation easements that restrict the use of real property.

Leapfrog Development. New development that is not contiguous with existing development and that leaves substantial vacant land in between.

Level of Service (LOS): A qualitative measure of the effect of a number of traffic factors, including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and traffic volume. These factors are used to measure the functioning of a road or intersection with traffic, and the resulting level of service is expressed by a rating of “A” (best) through “F” (worst).

Livable Communities: A livable community is one that provides for the community well-being through economic development, social equality, amenity assets, and quality of life, parks and access to transportation infrastructure.

Local Parks: Parks that serve local, or nearby residents, communities and workers; are easily accessible; and offer active or passive recreational facilities, or both.

Local Street: A street which is primarily intended to provide direct access to properties abutting the roadway and within the immediate vicinity. Overall operating speeds are low in order to permit frequent stops or turning movements to be made with maximum safety. Service to through traffic movement is deliberately discouraged.

Lot: A parcel of land occupied or capable of being occupied by a building or group of buildings devoted to a common use.

Low Impact Development (LID): The use of site and subdivision design techniques in coordination with stormwater management engineering to mimic the hydrologic conditions associated with an undeveloped site to the greatest extent practicable.

Low Income Households: Households with incomes that are less than 50 percent of the Metropolitan Statistical Area (MSA) median household income, adjusted for family size.

Manufactured Housing: Homes built in a factory to federal standards and inspected by federally certified agencies. These homes are often assembled on site.

Master Planning: The process of developing a comprehensive plan for a course of action that incorporates visions, goals, objectives and strategies for implementation of that plan. The comprehensive plan is intended to guide a community toward the realization of its vision and is inclusive of a community’s relationship with its surrounding landscape as interactive, interdependent elements.

Metropolitan: Constituting a large urban area, usually including a city, its suburbs and outlying areas.

Minor Arterial: A roadway that carries a mix of local and through traffic. It links Collectors, and sometimes Local Streets, with Principal Arterials. Minor arterials may carry local bus routes, and are designed with greater emphasis on traffic movement than on providing access to abutting land.

Mixed-Use: A designation that permits a combination of uses within a single development or district. The development may contain a mix of office buildings, retail establishments, hotels, housing, and related uses.

Moderate Income Households: Households with incomes that are between 50 and 80 percent of the Metropolitan Statistical Area (MSA) median household income, adjusted for family size.

Moratorium: A moratorium suspends the right of property owners to obtain development approvals while the local legislature takes time to consider, draft, and adopt land use regulations or rules to respond to new or changing circumstances not adequately dealt with by its current laws. A moratorium is sometimes used by a community just prior to adopting a comprehensive plan or zoning law, or major amendment thereto.

Multifamily Housing: Structures designed to accommodate several unrelated households. Multifamily residences include garden apartments, mid rise and high rise apartment buildings, and residential condominiums.

New Urbanism: A term coined in 1986 to describe a movement to reform patterns of urban growth. Basic tenets include:

- compact neighborhoods with diverse populations that are pedestrian friendly and have mixed uses transportation systems that efficiently serve regions
- a wide spectrum of housing types
- buildings and landscapes that define streets and public spaces as areas of shared use and urban places with architecture and landscape design that celebrate local history, ecology, climate and building practices.

Nitrogen: A nutrient, which when released into surface water, may stimulate the growth of aquatic organisms. Such organisms, upon decomposition, can adversely affect the ecological quality of a surface water body by depleting its supply of dissolved oxygen.

Official Map: The official map is the adopted map of a municipality showing streets, highways, parks, drainage, and other physical features. The “Official Map” is final and conclusive with respect to the location and width of streets, highways, drainage systems, and parks shown thereon and is established to conserve and protect the public health, safety, and welfare.

Off-Street Parking: A temporary storage area for an automobile that is directly accessible to an access aisle and that is not located on a dedicated street right-of-way.

On-Street Parking: A temporary storage area for an automobile that is located within a dedicated street right-of-way.

Open Meetings Law: The Open Meetings Law is a state statute (Wis. Stats 19.81) that requires local legislative, administrative, and quasi-judicial bodies to open almost all meetings to members of the public.

Open Space: Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated, or reserved for public or private use or enjoyment.

Open Space Easement: A legal mechanism whereby a landowner retains ownership of his/her land, but grants some right(s) to the land to a public body or other entity. open-space easements to include retaining or protecting the property value of natural or open space, assuring the availability of open space for agricultural, forested, recreational, or open space use; protecting natural resources; maintaining or enhancing air or water quality; or preserving historical, architectural or archeological resources.

Ozone: An air pollutant that forms from the interactions of oxides of nitrogen and volatile organic compounds with sunlight. High ozone concentrations can adversely affect human health. Motor vehicles are the major source.

Overlay Districts: A mechanism used to create a special use district or to apply special zoning and land-use standards to an area comprised of differing zoning or land-use classifications by “overlying” those classifications.

Phosphorus: A nutrient, which when released into surface water, may stimulate the growth of aquatic organisms. Such organisms, upon decomposition, can adversely affect the ecological quality of a surface water body by depleting its supply of dissolved oxygen.

Planned Unit Development: Land under unified control to be developed in a single development or a programmed series of phases. A planned development includes the provisions, operations, maintenance, facilities, and improvements that will be for the common use of the development districts, but which will not be maintained at general public expense.

Principal Arterial: A highway that serves main travel corridors. Significant intra area travel and important intra urban and intercity bus services are served by this class of street. Some access is provided to abutting land, but the primary function of a Principal Arterial roadway is to carry through traffic.

Public Services: Services traditionally provided by local government, including water and sewer, roads, parks, schools, and police and fire.

Right-to-Farm Laws: Right-to-farm laws protect farmers from land-use action or restrictions over which they have little control.

Riparian Zones: The riparian zone refers to the area surrounding a stream or river and is composed of the stream, its flat flood plain (the region in which the stream meanders, the steeper banks, and the uplands which are often wooded).

Regional Parks: Parks that are distinguished from, yet supplement and enhance County and municipal park systems, and seek to preserve and protect regionally-significant areas of particular ecological, scenic or historic value and provide recreational facilities.

Regional Stormwater Management Facilities: A regional stormwater management facility is defined as a facility that provides detention of stormwater runoff typically for the entire upstream watershed and provides water quality benefits for the entire upstream watershed in accordance with the Public Facilities Manual. Generally for a stormwater detention facility to qualify as a regional facility, it must provide detention benefits for a watershed area of greater than 100 acres

Rural Character: Rural character consists of qualities such as horse farms, lakes, pastures, farms, estates and undisturbed roadsides. Areas contain mature and natural landscape with informal placement of trees and indigenous vegetation is characteristic of the area. Cemeteries and places of historic or architectural significance are preserved and maintained.

Revitalization: The renewal and improvement of older commercial and residential areas through any of a series of actions or programs that encourage and facilitate private and public investment.

Right-of-Way: The area over which a legal right of passage exists; land used for public purposes in association with the construction or provision of public facilities, transportation projects, or other infrastructure.

Screening: Landscaping and/or physical barriers that are erected to mitigate potential incompatibilities between different types of land uses.

Setback: The distance between the buildings and any lot line. Typically reported as either front, side, or rear yard setback with varying minimum distances established by zoning category.

Single Family Detached Dwelling: A single family dwelling unit which is entirely surrounded by open space or yards on the same lot.

Single Family Residential: Units designed to house one family per unit. Includes detached single family homes as well as townhouses.

Sign: Any object, device, display, or structure, or part thereof, situated outdoors or indoors, which is used to advertise, identify, display, direct, or attract attention to an object, person, institution, organization, business, product, service, event, or location by any means; including words, letters, figures, design, symbols, fixtures, colors, illumination, or projected images.

Site Plan: The development plan for one or more lots on which is shown the existing and proposed conditions of the lot, including topography, vegetation, drainage, flood plains, wetlands, and waterways; landscaping and open space; means of ingress and egress; circulation; utility services; structures and buildings; signs and lighting; berms, buffers, and screening devices; surrounding development; and any other information that reasonably may be required so that an informed decision can be made by the approving authority.

Smart Growth: An approach to land-use planning and growth management that recognizes connections between development and quality of life. Smart-growth approaches preserve open space and other environmental amenities. The term is also used to refer to Wisconsin's comprehensive planning law. See s. 66.1001, Wis. Stats., although the law does not define Smart Growth.

Suburban Areas: The region that generally lies at the edge of urban areas with lower density residential and commercial development.

Site Inventory/Analysis: The mapping of the natural, cultural and historic features of a site or region. Such natural features as soils, wetlands, floodplains, slopes, habitat, vegetation and riparian resources are inventoried. The analysis identifies developable and non-developable areas in a highly graphic manner, thus assisting in the prioritizing of objectives.

Scenic Byway: Any designated highway, street, road or route which features certain resources (cultural, natural, archaeological, historical, recreational) that should be protected or enhanced.

Sustainable Development: The balancing of economic and social forces against the environmental imperatives of resource conservation and renewal for the future. Sustainable development has been defined as development which meets the needs of the present without compromising the ability of future generations to meet their own needs. Many consider the three legs of sustainable development to be social equity, economic prosperity and ecological integrity.

Transfer of Development Rights: The transfer of development rights is a mechanism by which culturally or historically significant properties, in many cases farms, significant buildings or scenic views, may be protected in perpetuity through the sale of “development rights.” Typically, owners of land in development-restricted areas called “sending” districts transfer the development rights from their property and sell those rights to property owners in specified “receiving” districts.

Trails: A pathway constructed of various materials such as asphalt, stone dust, or natural surface that is used for recreation, or as an alternative mode of non-motorized transportation, or both.

Tributary Stream: Any perennial stream that is so depicted on the most recent U.S. Geological Survey 7 1/2 minute topographic quadrangle map (scale 1:24,000).

Traditional Neighborhoods: Traditional neighborhood development emphasizes two broad goals:

- reduce the destruction of habitat and natural resources, and to reduce dependency on automobiles and their associated impacts; and
- reduce polluting emissions, excessive use of energy and fragmentation of the landscape

Transit Oriented Development: Mixed-use community with an average 2,000-foot walking distance of a transit stop and core commercial area.

Urban Design: An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. Design analysis includes the relationship between buildings, streets, land use, open space, circulation, height, natural features and human activity. A well designed urban or suburban environment demonstrates the four generally accepted principles of urban design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.

Urban Growth Area: An area in which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. Urban growth areas are based on the population forecast and shall include areas and densities sufficient to permit the urban growth that is projected to occur for a specified period.

Urban Growth Boundaries: The line on a map that is used to mark the separation of urbanizable land from rural land and within which urban growth should be contained for a period of time specified by a growth management plan.

Urban Reserve: An area outside of an urban service area but within an urban growth boundary in which future development and extension of services are planned. The urban service area and urban reserve combined, in many places, constitute the urban growth area.

Urban Service Area: An area in which urban services will be provided and outside of which such services will not be extended.

Urban Sprawl: Generally defined as unplanned, uncontrolled, and uncoordinated single-use development that does not provide for an attractive and functional mix of uses and/or is not functionally related to surrounding land uses.

Watershed: A geographical area within which rain water and other liquid effluents seep and run into common surface or subsurface water bodies such as streams, rivers, lakes, or aquifers.

Wetlands: Any land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an unusually strong affinity for water, and the presence or evidence of surface wetness.

Zoning: Land use laws developed to protect lower impact uses, such as housing, from higher impact uses, such as industry and commerce. It has become a type of land-use control to separate one type of land use from another. Current trends in zoning are to allow for mixed use developments.

Appendix B

Issues and Opportunities, Robert Herling

Issues & Opportunities

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I. INTRODUCTION

The Town of Kinnickinnic's Comprehensive Plan, in accordance with the State of Wisconsin's Smart Growth statute 66.1001, is designed to address issues and opportunities that face the town relative to its development within the next five to twenty years. The plan does this by identifying existing conditions, projecting future growth, and establishing goals, objectives, policies and programs to guide the town of Kinnickinnic towards a future vision preferred by its current residents.

The first chapter, or element of the comprehensive plan is titled, "Issues & Opportunities." It is an overview of existing conditions in the town. It provides information that serves as the foundation for the plan's additional elements which will analyze specific issues in more detail. Those elements are Housing; Transportation; Agricultural, Cultural & Natural Resources; Land Use; Utilities & Facilities; Intergovernmental Cooperation; and Implementation.

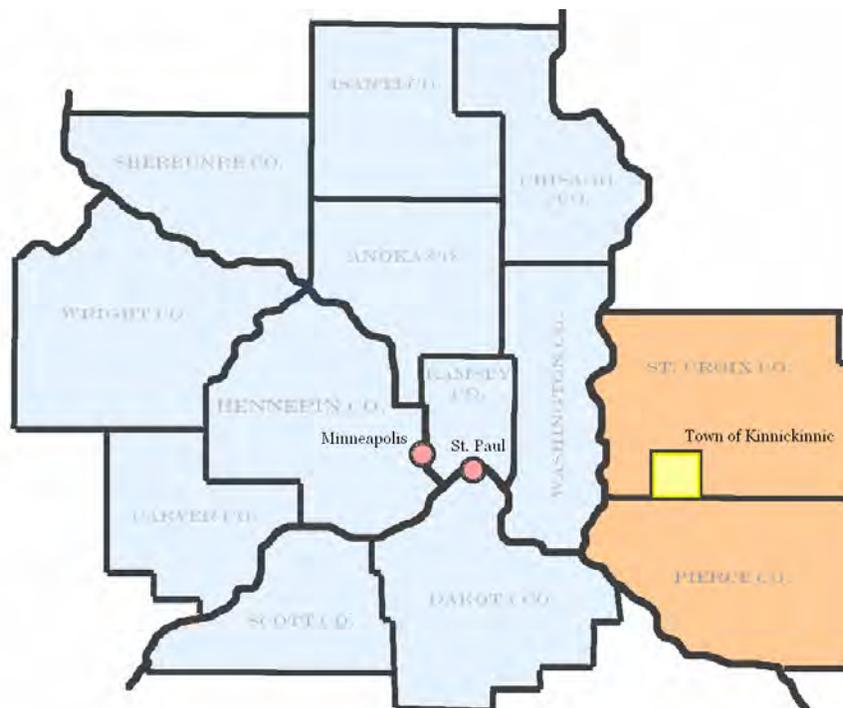
II. THE REGIONAL SETTING

The Expanding Twin Cities Metro

The U.S. Census Bureau considers the Wisconsin counties of Pierce and St. Croix as being part of the Minneapolis-St. Paul Metro Statistical Area (M.S.A). The Census Bureau recognizes that the economies and communities of these thirteen counties are closely related to the different economy of the Twin Cities (see Figure 1).

In the year 2000, the combined population of the Twin Cities M.S.A was 2,849,567. The combined population is projected to be 3,803,472 people by 2025. As development continues to expand within the M.S.A, more people are expected to move into the Town of Kinnickinnic and its surrounding townships. Being less than 30 miles from downtown St. Paul, along with the added accessibility provided by U.S. I-94, the Town of Kinnickinnic's location suits residents who commute to the Twin Cities for work or leisure.

Figure 1: Twin Cities Metro Statistical Area



The Fastest Growing County in Wisconsin

St. Croix County is the fastest developing county in the State of Wisconsin, increasing in population by an estimated 14.8% in the past five years. The county ranks as the 4th fastest growing county in the Twin Cities MSA in terms of people and ranks 5th in terms of new business development (see Table 1). The Wisconsin Department of Administration projects St. Croix County’s population to grow to 80,779 people by 2010, an increase of 17,624 people from the year 2000

Table 1: Fastest Growth in New businesses 1998 - 2003: M.S.A Counties

Metro County	# of Businesses		% Change
	1998	2003	
1. Sherburne, MN	1,179	1,663	41.1%
2. Scott, MN	2,029	2,771	36.6%
3. Wright, MN	2,078	2,805	35.0%
4. Carver, MN	1,646	2,055	24.8%
5. St. Croix, WI	1,579	1,949	23.4%
6. Washington, MN	4,197	5,110	21.8%
7. Chisago, MN	1,002	1,180	17.8%
8. Dakota, MN	8,099	9,450	16.7%
9. Anoka, MN	6,278	7,305	16.4%
10. Ramsey, MN	13,410	13,928	3.9%
11. Hennepin, MN	38,350	39,471	2.9%
12. Pierce, WI	NA	NA	NA
13. Isanti, MN	NA	NA	NA

* Self-employed persons, household and farm workers, and most government employees not included in the numbers.

Source: U.S. Census Bureau - 2003 Economic Census

At the county’s western end is the City of Hudson, which is the first city to receive traffic coming east from Minnesota on Interstate 94. In 2004, it was Wisconsin’s fastest growing city of over 10,000 people. Further east, and in close proximity to the interstate, are the villages of Roberts, Hammond, and Baldwin. In 2004, these villages were among the state’s fastest growing “cities” in Wisconsin (Table 2).

Table 2: Fastest Growing Wisconsin Cities (% increase)

	Population 2000	Estimate 2004	% Change
1. Brokaw	107	193	80.4%
2. Stanley	1,898	3,309	74.3%
3. Somerset	1,556	2,402	54.4%
4. Lake Delton	1,983	2,975	50.0%
5. Hammond	1,159	1,674	44.4%
6. Roberts	997	1,428	43.2%
7. Sherwood	1,550	2,188	41.2%
8. Verona	7,093	9,938	40.1%
9. Clinton	2,162	3,005	39.0%
10. Genoa City	1,949	2,600	33.4%
11. Baldwin	2,682	3,381	26.1%
12. Bellevue	11,790	14,386	22.0%

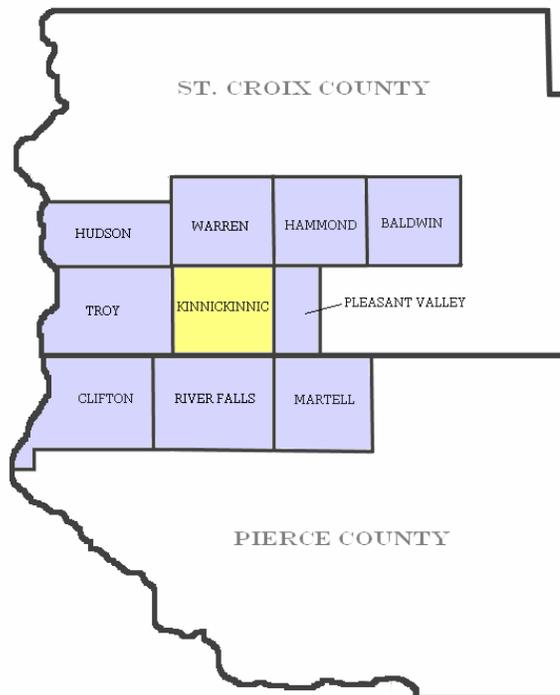
* "Cities" includes villages.

Source: Wisconsin Department of Administration

Neighboring Townships

For the purpose of identifying and analyzing development patterns that will affect the Town of Kinnickinnic, the comprehensive plan compares and contrasts conditions in the town with those occurring in nine surrounding towns (see Figure 2). Including the Town of Kinnickinnic, these townships represent a region in West Central Wisconsin that is undergoing significant change due to the expanding Twin Cities Metro Area. Analyzing Kinnickinnic's issues and opportunities within this regional context will provide a broader picture of the how the community may change with increasing development.

Figure 2: The Town of Kinnickinnic and its Surrounding Townships

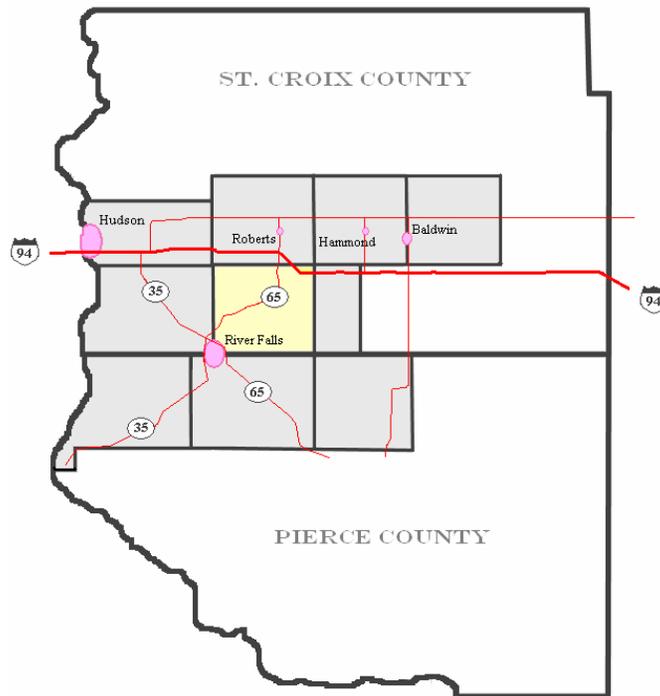


ISSUES & OPPORTUNITIES: THE REGIONAL SETTING

The ten townships identified above have a series of high volume roadways in them that connect five rapidly growing urban centers in the region. These roadways are expected to be major corridors in which will increasing levels of development will occur (see Figure 3).

The five urban centers are Baldwin, Hammond, Hudson, River Falls, and Roberts, Wisconsin. Town of Kinnickinnic is located between these five urban centers and is readily accessible to them via State Hwy. 65, State Hwy. 35, and U.S. Interstate 94. Because of this connectivity, the town is considered an ideal area for development to occur. The I-94 corridor is at the northern boundary of the town, while the growing City of River Falls is at its southeastern corner. U.S. Hwy. 65 promotes high volume traffic flow between U.S. I-94 and the City of River Falls, facilitating commutes between Baldwin, Hammond, and Roberts.

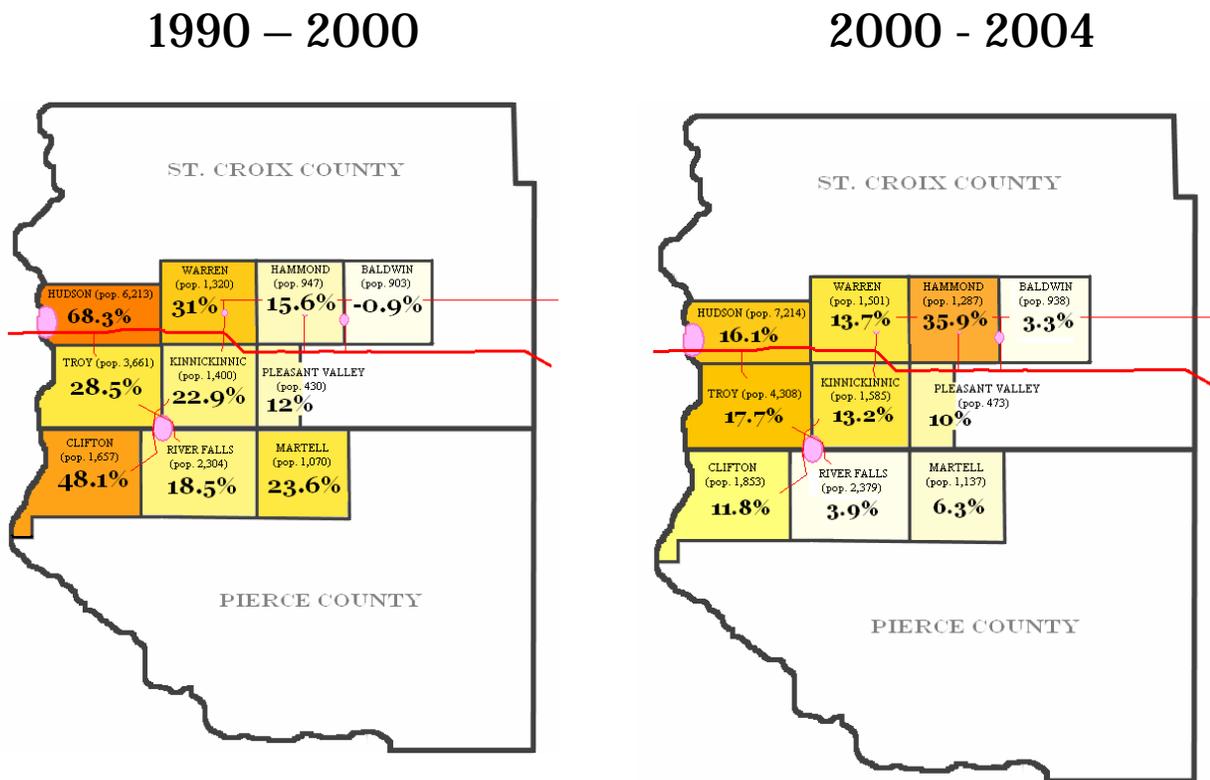
Figure 3: Urban Centers and Major Routes



Comparing the population growth that occurred in the towns during the 1990's with those that have occurred so far this decade suggests that the momentum of development is moving further east along the U.S. I-94. The populations in towns located along I-94 (with the exception of the Town of Hudson) have had percent increases in the four years since 2000 which equal more than half the increase they had in the previous ten years. Populations in towns located away from the interstate underwent smaller increases (see Figure 4).

Population in the Town of Kinnickinnic grew by 13.2% between 2000 and 2004, gaining an additional 185 people. If this rate of growth were to continue for the remainder of the decade, the Town of Kinnickinnic could expect another 327 people by 2010.

Figure 4: A Changing Pattern of Rapid Growth in the Region (% population growth)



Historical Increases in Population

The historical census data shows that the expansion of the Twin Cities Metro Area into West Central Wisconsin has been occurring for more than 20 years. Population in the Town of Hudson grew by 117% during the 1970's (see Table 3).

The Town of Hudson's growth continued to outpace all other towns in the county for two decades, but by 2000 its increase had dropped 15% from the previous decade while the growth in adjacent townships jumped. The town of Warren went from a 12.4% increase during the 1980's to a 28.5% increase in the following decade. The Town of Kinnickinnic had an 8% increase in the 1980's that jumped to a 22.9% increase in the 90's.

Table 3: Historical Population Increase: 1960 - 2000

	1960	1970	1980	1990	2000	% Change 1990 - 2000
Town of Kinnickinnic	667	755	1,051	1,139	1,400	22.9%
Town of Baldwin	833	890	943	911	903	-0.9%
Town of Clifton	578	612	975	1,119	1,657	48.1%
Town of Hammond	773	764	822	819	947	15.6%
Town of Hudson	649	925	2,012	3,692	6,213	68.3%
Town of Martell	726	733	864	866	1,070	23.6%
Town of Pleasant Valley	310	330	360	384	430	12.0%
Town of River Falls	920	1,642	2,168	1,944	2,304	18.5%
Town of Troy	845	1,517	2,326	2,850	3,661	28.5%
Town of Warren	614	622	897	1,008	1,320	31.0%
<i>Regional Town Average</i>						26.7%
Village of Baldwin	1,184	1,399	1,620	2,022	2,667	31.9%
Village of Hammond	645	768	991	1,097	1,153	5.1%
Village of Roberts	308	484	833	1,043	969	-7.1%
City of Hudson	4,325	5,049	5,434	6,378	8,775	37.6%
City of River Falls	4,857	7,238	9,019	10,610	12,560	18.4%
Pierce County	22,503	26,652	31,149	32,765	36,804	12.3%
St. Croix County	29,164	34,354	43,262	50,251	63,153	25.7%
Wisconsin	3,952,838	4,417,822	4,705,647	4,891,769	5,363,690	9.6%

Source: U.S. Census Bureau

Recent Changes in Population

According to population estimates since the last census, the Town of Kinnickinnic has grown by 13.2% since the year 2000, adding 185 people to its population. Its percent growth has been above average among all the towns in the county, but ranks in the middle relative to its surrounding townships (see Table 4).

Table 4: Estimated Population Increase: 2000 - 2004

	2000	Estimates				% Change 2000 - 2004
		2001	2002	2003	2004	
Town of Kinnickinnic	1,400	1,423	1,453	1,490	1,585	13.2%
Town of Baldwin	903	906	928	927	938	3.9%
Town of Clifton	1,657	1,696	1,764	1,803	1,853	11.8%
Town of Hammond	947	977	1,107	1,187	1,287	35.9%
Town of Hudson	6,213	6,419	6,869	7,034	7,214	16.1%
Town of Martell	1,070	1,090	1,119	1,129	1,137	6.3%
Town of Pleasant Valley	430	446	455	462	473	10.0%
Town of River Falls	2,304	2,316	2,334	2,360	2,379	3.3%
Town of Troy	3,661	3,690	3,823	4,007	4,308	17.7%
Town of Warren	1,320	1,361	1,423	1,453	1,501	13.7%
<i>Regional Town Average</i>						13.2%
Village of Baldwin	2,667	2,773	2,971	3,071	3,253	22.0%
Village of Hammond	1,153	1,244	1,445	1,614	1,636	41.9%
Village of Roberts	969	1,000	1,080	1,230	1,275	31.6%
City of Hudson	8,775	9,151	9,657	10,101	10,561	20.4%
City of River Falls	12,560	12,716	12,811	12,918	13,067	4.0%
Pierce County	36,804	37,095	37,435	37,911	38,615	4.9%
St. Croix County	63,155	65,862	68,469	71,330	72,522	14.8%
Wisconsin	5,363,690	5,405,140	5,439,692	5,472,299	5,509,026	2.7%

Source: Wisconsin Department of Administration

Future Changes in Population

The Wisconsin Department of Administration provides population projections out to the year 2025 (see Table 5). These projections suggest that the most rapid growth will continue to occur along the I-94 corridor in the towns of Hammond, Hudson and Warren. The projections also suggest that the rate of growth in the Town of Kinnickinnic will be relatively constant, adding about 100 people to the population every five years. From the D.O.A projections, the town's population is estimated to reach 1,933 people by the year 2025.

Table 5: Population Projections for 2000 – 2025

Municipality	Census 2000	Projections					% Change 2000-2025
		2005	2010	2015	2020	2025	
Town of Kinnickinnic	1,400	1,540	1,663	1,762	1,862	1,933	38.1%
Town of Baldwin	903	937	959	969	981	997	10.4%
Town of Clifton	1,657	1,819	1,990	2,147	2,306	2,477	49.5%
Town of Hammond	947	1,171	1,384	1,575	1,764	1,922	103.0%
Town of Hudson	6,213	7,612	8,932	10,111	11,285	12,254	97.2%
Town of Martell	1,070	1,153	1,243	1,323	1,406	1,496	39.8%
Town of Pleasant Valley	430	476	516	548	581	605	40.7%
Town of River Falls	2,304	2,398	2,516	2,617	2,724	2,846	23.5%
Town of Troy	3,661	4,116	4,523	4,864	5,208	5,466	49.3%
Town of Warren	1,320	1,532	1,731	1,904	2,077	2,214	67.7%
<i>Regional Town Average</i>							51.9%
Village of Baldwin	2,667	3,221	3,737	4,195	4,651	5,024	88.4%
Village of Hammond, WI	1,153	1,447	1,725	1,976	2,224	2,432	110.9%
Village of Roberts, WI	969	1,109	1,231	1,336	1,441	1,522	57.1%
City of Hudson, WI	8,775	10,495	12,097	13,507	14,921	16,060	83.0%
City of River Falls	12,560	13,205	13,877	14,437	15,027	15,642	24.5%
Pierce County, WI	36,804	38,194	39,818	41,190	42,655	44,368	20.6%
St. Croix County, WI	63,155	72,377	80,779	87,967	95,202	100,806	59.6%
Wisconsin	5,363,690	5,563,896	5,751,470	5,931,386	6,110,878	6,274,867	17.0%

Sources: Wisconsin Department of Administration

ISSUES & OPPORTUNITIES: THE REGIONAL SETTING

Determining the size of populations ten to twenty years into the future is likely to result in unreliable estimates at best. While attempting to account for the rate of births and deaths, projections must also consider migration. The migration of individuals from the Twin Cities Metro Area into West Central Wisconsin has been the most significant force behind growth in the Town of Kinnickinnic and the surrounding townships. It is expected to continue driving development in the next decade. However, anticipating the amount of migration is difficult.

A simplified way of accounting for future migration is to consider it in terms of supply-side economics, with the assumption that the number of new houses permitted in the town will encourage migration. The following projections correlate population increase with an annual average number of new homes in the town. The ratio of 20.4 new people to every 10 new homes was derived from the average number of homes built in the Town of Kinnickinnic between 2000 and 2004 (see Table 6 and Figure 5). Although the population projections based on new homes are only gross estimates, they offer a comparison to the projections provided by the Wisconsin D.O.A (see Table 7).

Table 7: Average New Homes per Year

	1990 - 2000	2000 - 2004
Town of Kinnickinnic	15.6	21.0
Town of Baldwin	4.2	7.6
Town of Clifton	18.7	28.6
Town of Hammond	7.3	35.6
Town of Hudson	73.7	120.6
Town of Martell	9.4	12.2
Town of River Falls	8.1	9.0
Town of Troy	33.8	56.4
Town of Warren	12.9	20.4

Source: municiple records

Figure 5: Population Increase per Additional Homes

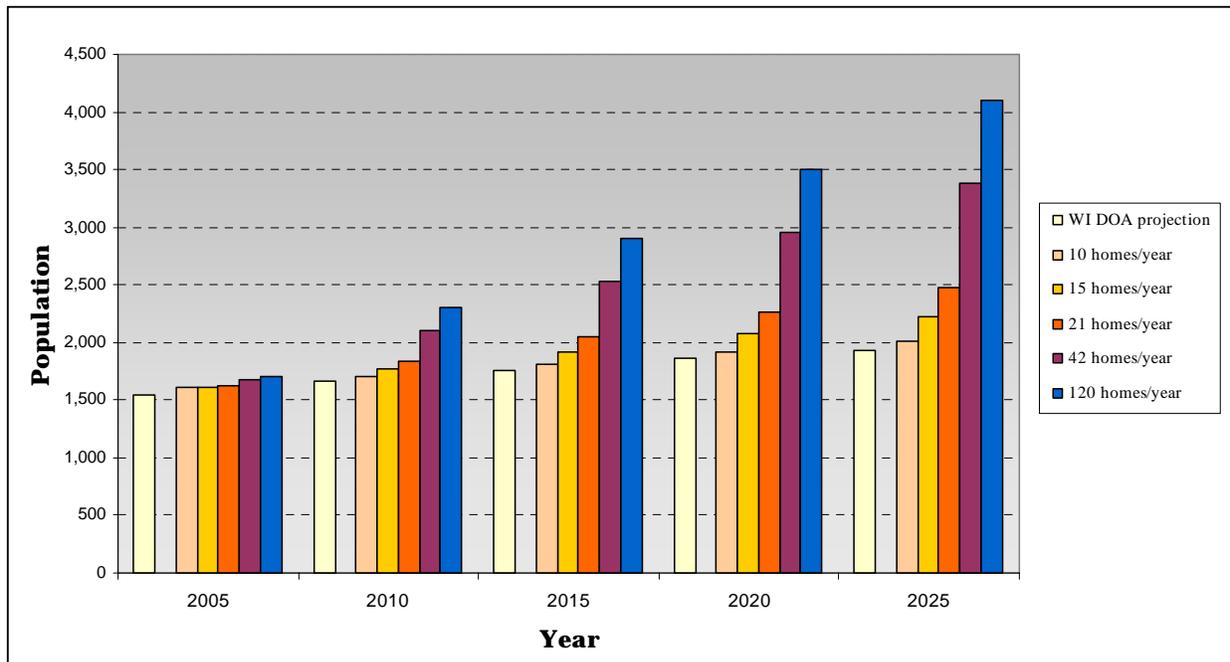
	1990	2000	difference		
Housing units	364	492	128	=	<u>10 NEW HOMES</u>
Population	1,139	1,400	261		<u>20.4 NEW PEOPLE</u>

Table 8: Population Projections Based on New Homes per Year

	Estimate	Projections				
	2004	2005	2010	2015	2020	2025
10 new homes/year	1,585	1,605	1,707	1,809	1,911	2,013
15 new homes/year	1,585	1,616	1,769	1,922	2,075	2,228
21 new homes/year	1,585	1,628	1,842	2,056	2,260	2,474
42 new homes/year	1,585	1,671	2,099	2,528	2,956	3,385
120 new homes/year (Town of Hudson's rate)	1,585	1,705	2,305	2,905	3,505	4,105

When the projections based on the annual average of new houses in the town are compared to the projections made by the Wisconsin Department of Administration, the potential for even greater growth in the town is evident. Even if the Town of Kinnickinnic was to average 10 new homes a year (50% less than the 1990's average) its population would exceed the D.O.A projections. The point of this comparison is to illustrate that current rates of development will likely increase the amount of migration into the town, which may be inadequately represented in the projections (see Figure 6).

Figure 6: Comparison of WI DOA Projections with New Homes-Based Projections



IV. THE LAND & WATER

The Town of Kinnickinnic contains a wealth of natural resources. The most notable among these is the Kinnickinnic River with all of the ecological and recreational amenities that accompany it. In addition, the town also has a series of soils well suited to crop production and an ample amount of forested lands that supply habitat for wildlife, timber resources for landowners, and recreational opportunities for visitors.

The River

The Kinnickinnic River is a spring-fed stream of national renown. Its cold waters allow for naturally reproducing populations of brown, brook, and rainbow trout, earning the river its designation as a Class I trout stream and placing it among Wisconsin's premier fly-fishing destinations. Twelve public access points exist along the stretch of the river that passes through the town. This improved access helps further make the Town of Kinnickinnic an attractive place for many from the Twin Cities and beyond to come for recreation.

The Town of Kinnickinnic exists entirely within the Kinnickinnic River Watershed, the greater land area that drains into the Kinnickinnic River. Furthermore, most of the township is situated inside the Middle Kinnickinnic Subwatershed, as is recognized by the Wisconsin Department of Agriculture, Wisconsin DNR and the Land Conservation Departments of Pierce and St. Croix counties. This smaller watershed is responsible for much of the drainage into the portion of the river that crosses the Town of Kinnickinnic (see Figure 13).

Figure 13: Kinnickinnic River Watershed and Subwatershed



In 1999, the *Kinnickinnic River Watershed Project* cited the Middle Kinnickinnic Subwatershed as responsible for more than half of the sediment load to the Kinnickinnic River. Since then, land conservation officials have made a continued effort to work with area residents to implement agricultural and conservation strategies in order to mitigate the effects of runoff erosion from adjacent croplands.

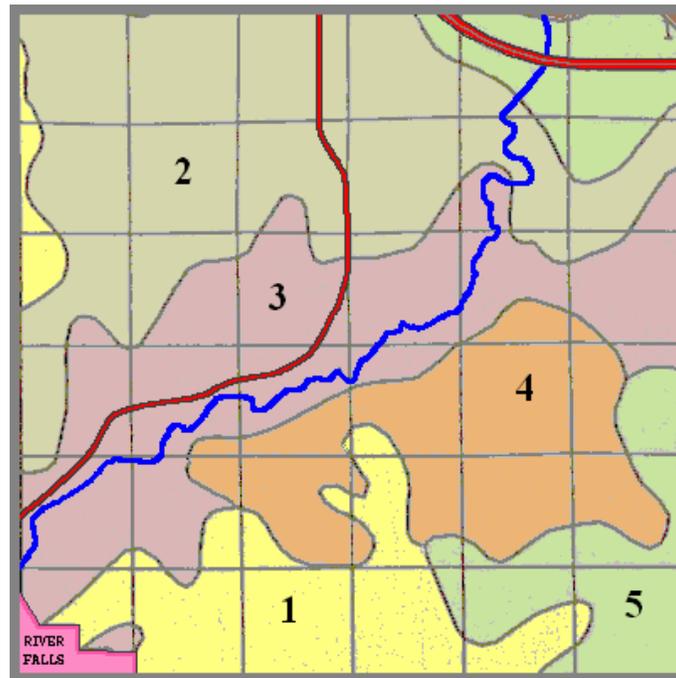
Currently, developers' interest in land adjacent to the river continues to intensify. This pressure may result in the transformation of land uses along the river from agricultural to residential. Such a transformation will likely bring forth new issues concerning water quality and the integrity of wildlife habitat.

The soils

The soils in the Town of Kinnickinnic are primarily silt loams. Many of them are suitable for agricultural production as well as physically sound for buildings, roads, and septic systems. This provides for a variety of land use options within the town (see Figure 14).

The town has the opportunity to consider the soils present inside its borders the when planning for development. For instance, the northwest quarter of the township contains large expanses of Santiago silt loams supportive to both cultivation, as well as dwellings. In contrast, lands at the northeast and southeast corners of the town contain a lot of Vlasaty soils which present limitations to dwellings and septic systems, but remain suitable for agriculture. The suitability of soils for different uses should be addressed when considering planning options such as rezoning to allow for different uses. Furthermore, if preserving agriculture is a goal of the town, then the town has the opportunity to identify and define "prime farmland" within its boundaries in an effort to direct development away from some of the most productive soils in large areas.

Figure 14: General Soil Associations in the Town of Kinnickinnic



General Soil Associations in the Town of Kinnickinnic

1.  RITCHEY-DERINDA-WHALAN: Well drained and moderately well drained, gently sloping to very steep, medium-textured soils. Soils underlain by limestone or shale at relatively shallow depths.
2.  SANTIAGO-OTTERHOLT-ARLAND: Well drained, gently sloping to steep, medium-textured soils on till plains. Soils underlain by sandstone at a relatively shallow depth, or soils that have a thick mantle of windblown silt.
3.  SATTRE-PILLOT-ANTIGO: Well drained, level to sloping, medium-textured soils on outwash plains and stream terraces.
4.  PLAINFIELD-BOONE: Excessively drained, gently sloping to moderately steep, coarse-textured soils on outwash plains and stream terraces. Soils underlain by sandstone at a relatively shallow depth.
5.  VLASATY-SKYBERG: Moderately well drained and somewhat poorly drained, level to sloping, medium-textured soils on till plains.

Habitats, aesthetics, and recreation

The scenic character of the Town of Kinnickinnic can be considered a natural resource worth considering when planning for future development. Presently, the town contains a great deal of open space, as well as woodlands throughout a highly variable topography. This varying landscape has both beautiful aesthetics and a diversity of wildlife habitats, both of which can be considered resources worth assessing.

A number of lands in the town are already established as management or preservation areas. Most of these were established for protecting the Kinnickinnic River's cold water habitat, which can be easily altered by the effects nearby land uses (see Figure 15). In addition to these lands, there are also a number of easements on privately owned lands along the river that provide protection, and public access in number of cases.

The Town of Kinnickinnic is also home to an 80 acre forest owned and managed by St. Croix County. This land contains a parking area and hiking trails, giving visitors an opportunity to access its resources. In addition to the forest, there are approximately 10 miles of county managed snowmobile trails in the town, as well as 13 miles of state-identified rural bike routes.

The town of Kinnickinnic has the opportunity to plan for development in a way that both preserves and utilizes the natural habitats, as well as the open space aesthetics. Along with the recreational opportunities already afforded along the river, the town has an opportunity to encourage new subdivisions to integrate trail systems with existing public lands, recreational trails and bike routes into an extended network.

Figure 15: Management and preservation areas in the Town of Kinnickinnic

II. THE DEMOGRAPHICS

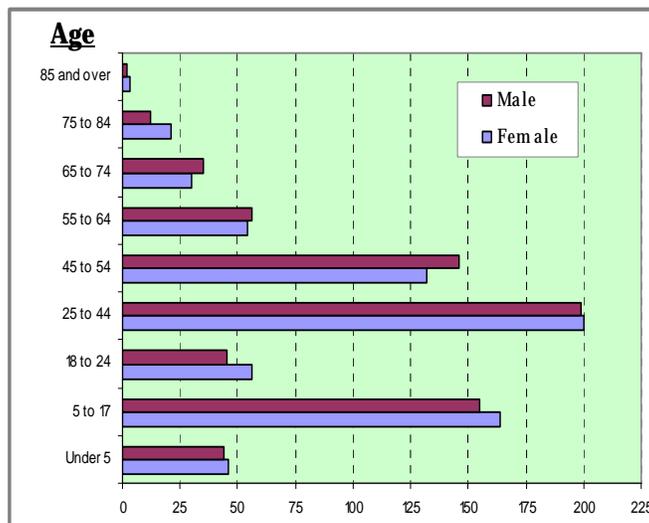
The demographic characteristics of any community are not static, but change with time. As such, it should be noted that the information presented from the latest census is now more than six years old. Data concerning age, income and employment in the Town of Kinnickinnic undoubtedly are different today than they were in 2000. However, the 2000 data provide for a picture of the community that remains relevant for the purpose of planning. The data act as benchmarks regarding current characteristics of the community.

Age and Gender

In 2000, a median age of 37 years in the Town of Kinnickinnic was slightly older than the average median age of 32 years for the townships collectively. These median ages were comparable to those of Pierce and St. Croix counties (median ages of 36 and 32 years, respectively), suggesting that the town's age profile is comparable to those of other towns in the region.

In the Town of Kinnickinnic, 44.5% of the residents were between the ages of 35 and 59. Those older than 65 made up 7.3% of the population, while those 80 years or older made up 1%. Residents 18 years or younger made up 29.2% of the community (see Figure 8).

Figure 8: 2000 Age & Gender Profile – Town of Kinnickinnic



Education

The 2000 census data suggest that the Town of Kinnickinnic has an educated and skilled population. A higher percentage of the town's residents have earned post-secondary degrees compared to the average percent for all the towns in the region, as well as those of St. Croix and Pierce counties. The percent of the residents in the Town of Kinnickinnic that have earned Associates or Bachelor degrees is 10.3% higher than that at the state level (see Table 9).

Table 9: Educational Attainment 2000

	Town of Kinnickinnic		Regional Town Average	St. Croix County	Pierce County	Wisconsin
Population 25 years & older	890	63.6%		63.9%	58.5%	64.8%
Non-highschool graduate	36	4.0%	6.0%	8.4%	10.4%	14.9%
High school graduate (including equivalency)	268	30.1%	31.8%	33.3%	35.0%	34.6%
Some college, no degree	218	24.5%	23.0%	23.1%	22.5%	20.6%
Associate degree	72	8.1%	8.1%	8.9%	7.5%	7.5%
Bachelor's degree or higher	296	33.3%	31.0%	26.3%	24.6%	22.4%

Source: U.S. Census Bureau

Poverty

The national poverty level for the individual was \$8,794 in the year 2000, and 3.6% of the Town of Kinnickinnic's population lived below this level. Of this group, 23.5% were 65 years or older. The percent of Kinnickinnic's population below the poverty line was comparable to that of St. Croix County's, but the percent of those 65 and over was 8% more than the at the county level. Compared to the statewide population, the percent of Kinnickinnic's residents living under the poverty line was 4.5% less. The Town of Kinnickinnic ranked 5th among the towns in the region in terms of percent population living below the poverty level (see Table 10).

Table 10: Individuals Living Below National Poverty Level 2000

	% of Population in Poverty	Individuals in Poverty	Individuals 65 and over in Poverty
Town of Kinnickinnic	3.6%	51	12
Town of Baldwin	2.9%	25	2
Town of Clifton	1.1%	19	0
Town of Hammond	4.1%	39	8
Town of Hudson	1.4%	90	0
Town of Martell	5.5%	59	38
Town of Pleasant Valley	0.5%	2	0
Town of River Falls	4.6%	105	0
Town of Troy	1.9%	71	0
Town of Warren	3.9%	52	8
<i>Regional Town Average</i>	2.9%		
Pierce County	7.2%	2,652	255
St. Croix County	3.9%	2,493	411
Wisconsin	8.4%	451,538	49,245

Source: U.S. Census Bureau

Some of the town’s 51 individuals living below the national poverty level were children of families which were living below the national level of poverty for families. The average family size in the Town of Kinnickinnic in the year 2000 was three, and the national poverty line for a family of three was a combined income of \$13,738. For a family of four, it was \$17,603. In 2000, the Town of kinnickinnic had 405 families, and 2.2% of them lived below the poverty level. The town ranked in the middle of the regional towns in terms of the percent of families living below the national poverty level (see Table 11).

Table 11: Families Living Below National Poverty Level 2000

	# of families below poverty level	% of total families	# of families with children younger than 18	% of total families	# of families with children younger than 5	% of total families
Town of Kinnickinnic	9	2.2%	5	1.3%	3	0.8%
Town of Baldwin	7	2.7%	2	0.7%	0	0.0%
Town of Clifton	2	0.4%	2	0.4%	0	0.0%
Town of Hammond	6	2.2%	2	0.7%	0	0.0%
Town of Hudson	15	0.8%	15	0.9%	9	0.5%
Town of Martell	15	4.6%	8	2.7%	2	0.7%
Town of Pleasant Valley	0	0.0%	0	0.0%	0	0.0%
Town of River Falls	17	2.7%	17	2.7%	11	1.8%
Town of Troy	8	0.7%	8	0.8%	0	0.0%
Town of Warren	9	2.5%	8	2.2%	2	0.6%
<i>Regional Town Average</i>		1.9%		1.2%		0.4%
Pierce County	280	3.1%	221	2.4%	114	1.3%
St. Croix County	407	2.4%	311	1.8%	161	1.0%
Wisconsin	78,188	5.6%	61,837	4.7%	32,367	2.3%

Source: U.S. Census Bureau

Households

The Town of Kinnickinnic had 483 households in 2000, which included both family and non-family households. Of these, 34.5% were two-person households. Households with three people in them made up 19.3%, and those with four people made up 17.2% of the town's households. Households of only one person made up 14.7% (see Table 12). The average household size for the Town of Kinnickinnic in 2000 was 2.8 people.

Table 12: Number of Households by Size - 2000

	Town of Kinnickinnic		Regional Town Average	St. Croix County	Pierce County	Wisconsin
	#	%				
1-person household	71	14.7%	11.8%	21.2%	21.3%	26.8%
2-person household	165	34.2%	35.1%	34.1%	34.7%	34.6%
3-person household	93	19.2%	17.6%	17.2%	16.4%	15.4%
4-person household	83	17.2%	20.7%	16.8%	17.0%	13.9%
5-person household	51	10.6%	10.5%	7.7%	7.5%	6.2%
6-person household	12	2.5%	3.1%	2.2%	2.2%	2.0%
7-or-more person household	8	1.7%	1.1%	0.7%	0.8%	1.1%

Source: U.S. Census Bureau

Income

On a whole, the residents of the Town of Kinnickinnic had a higher standard of living than the county-wide population. Regionally, the town's per capita income and median household income were less than many neighboring towns in the year 2000.

In 1990, the Town of Kinnickinnic had a per capita income that was higher than both Pierce and St. Croix counties. By 2000 however, the town's per capita income moved slightly below St. Croix County's per capita income, and both Pierce and St. Croix counties had greater increases in per capita income than Kinnickinnic had during the decade (see Table 13). Median household income for the Town of Kinnickinnic was also higher than the counties' in 1990, but became less than that of the two counties by the year 2000 (see Table 14). Although these statistics might suggest that the standard of living in the town could be waning, the median income in the Town of Kinnickinnic has been strong and remained in line with the other towns in the region.

ISSUES & OPPORTUNITIES: THE DEMOGRAPHICS

Table 13: Per Capita Income 1990 and 2000

	1990	2000	% change
Town of Kinnickinnic	\$16,240	\$23,665	45.7%
Town of Baldwin	\$12,252	\$22,148	80.8%
Town of Clifton	\$16,522	\$25,352	53.4%
Town of Hammond	\$13,330	\$21,357	60.2%
Town of Hudson	\$19,012	\$29,424	54.8%
Town of Martell	\$12,669	\$21,304	68.2%
Town of Pleasant Valley	\$13,176	\$22,074	67.5%
Town of River Falls	\$15,357	\$26,358	71.6%
Town of Troy	\$18,832	\$28,861	53.3%
Town of Warren	\$13,969	\$25,120	79.8%
<i>Regional Town Average</i>	<i>\$15,136</i>	<i>\$24,566</i>	<i>62.3%</i>
Pierce County	\$12,203	\$20,172	65.3%
St. Croix County	\$14,912	\$23,937	60.5%
Wisconsin	\$13,276	\$21,271	60.2%

Source: U.S. Census Bureau

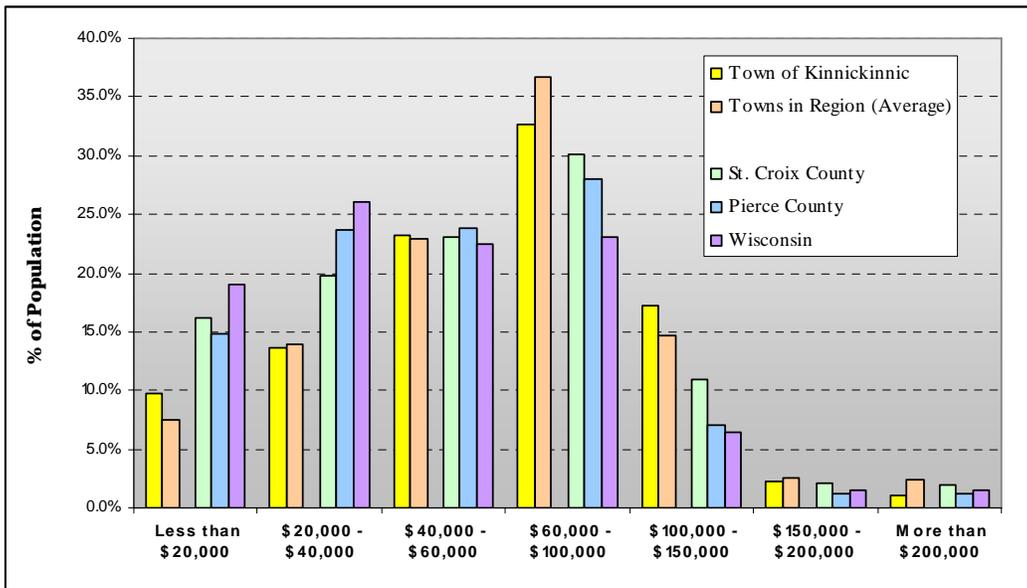
Table 14: Median Household Income 1990 and 2000

	1990	2000	% change
Town of Kinnickinnic	\$43,750	\$62,727	43.4%
Town of Baldwin	\$37,500	\$52,188	39.2%
Town of Clifton	\$48,413	\$71,810	48.3%
Town of Hammond	\$36,250	\$53,438	47.4%
Town of Hudson	\$55,509	\$81,733	47.2%
Town of Martell	\$31,029	\$54,539	75.8%
Town of Pleasant Valley	\$40,000	\$58,750	46.9%
Town of River Falls	\$43,250	\$65,721	52.0%
Town of Troy	\$44,718	\$73,125	63.5%
Town of Warren	\$44,861	\$68,452	52.6%
<i>Regional Town Average</i>	<i>\$42,528</i>	<i>\$64,248</i>	<i>51.1%</i>
Pierce County	\$30,250	\$49,551	63.8%
St. Croix County	\$36,716	\$54,930	49.6%
Wisconsin	\$29,442	\$43,791	48.7%

Source: U.S. Census Bureau

Even though growth in per capita income and median household income for the Town of Kinnickinnic were lower than those of Pierce and St. Croix counties in 2000, a greater percentage of households in the town had an income above \$60,000 than in the two counties. The regional average among the ten townships was slightly higher than in the Town of Kinnickinnic, but in contrast to median household income and per capita income at the county and state levels, the Town of Kinnickinnic is among the wealthier towns in Pierce and St. Croix counties (see Figure 9).

Figure 9: Household Income 2000



Employment

In 2000, 55% of the Town of Kinnickinnic’s population was employed. Of the number of individuals in the labor force, 11.8% had children younger than six years old. Over half of those individuals lived in families in which both parents worked. These percentages were nearly equal to the regional town average and were similar to those at the county and state levels (see Table 14).

Table 14: Employment 2000

	Town of Kinnickinnic		Regional Town Average	St. Croix County	Pierce County	Wisconsin
<i>Population 16 years and over</i>	1,038	74.1%	73.8%	75.3%	78.5%	77.5%
In labor force	791	76.2%	79.0%	75.5%	76.7%	75.5%
Employed	771	74.3%	77.4%	73.4%	73.0%	73.4%
Unemployed	20	1.9%	1.6%	2.0%	3.6%	0.3%
Armed Forces	0	0.0%	0.0%	0.1%	0.1%	0.1%
Not in labor force	247	23.8%	21.0%	24.5%	20.8%	4.1%
<i>Females 16 years and over</i>	511	49.2%	48.9%	50.2%	51.1%	51.2%
In labor force	360	70.5%	74.7%	69.4%	73.4%	64.1%
Employed	349	68.3%	73.4%	67.9%	70.3%	61.4%
<i>People with children under 6 years</i>	122	11.8%	11.6%	11.0%	8.7%	9.6%
Both parents in labor force	74	60.7%	63.8%	58.7%	61.3%	49.6%

Source: U.S. Census Bureau

In 2000, a majority of people in the town of Kinnickinnic had management or office related occupations. 35.7% of the town's working residents had professional or management related occupations, while 23.9% had sales or office related occupations. The percent of residents employed in these types of occupations had increased from 1990 (see Table 15).

While the number of residents employed in all other types of occupations either increased or stayed the same since 1990, those with occupations in farming, fisheries, or forestry had a significant decrease. The implication is that farming is becoming less important economically for the town.

Table 15: Occupations in 1990 and 2000 – Town of Kinnickinnic

Occupational area	1990		2000	
	# employed	% employed	# employed	% employed
Management, professional, related occupations	190	33.8%	275	35.7%
Service occupations	57	10.1%	77	10.0%
Sales and office occupations	127	22.6%	184	23.9%
Farming, fishing, forestry occupations	59	10.5%	4	0.5%
Construction, extraction, maintenance occupations	52	9.3%	88	11.4%
Production, transportation, material moving occupations	77	13.7%	143	18.5%
Total employment (16 years and over):	562	100%	771	100%

Source: U.S. Census Bureau

ISSUES & OPPORTUNITIES: THE DEMOGRAPHICS

In 2000, the majority of working residents in the Town of Kinnickinnic had jobs outside of St. Croix County. Of this group, 42.2% worked outside the state of Wisconsin, implying that many residents of the town commuted to the Twin Cities Metro Area to get to their jobs. This percentage was not higher than in the population of St. Croix County. It was higher than the regional town average, higher than in the population of Pierce County, and higher than in the statewide population (see Table 16).

Table 16: Place of Work 2000

	Workers 16 years and older	Worked outside county of residence		Worked outside state of residence	
		#	%	#	%
Town of Kinnickinnic	759	458	60.3%	320	42.2%
Town of Baldwin	521	137	26.3%	114	21.9%
Town of Clifton	887	597	67.3%	450	50.7%
Town of Hammond	544	200	36.8%	162	29.8%
Town of Hudson	3,634	2,119	58.3%	2,030	55.9%
Town of Martell	625	348	55.7%	210	33.6%
Town of Pleasant Valley	217	86	39.6%	61	28.1%
Town of River Falls	1,323	822	62.1%	520	39.3%
Town of Troy	2,048	1,189	58.1%	993	48.5%
Town of Warren	763	405	53.1%	363	47.6%
<i>Regional Town Average</i>			51.8%		12.0%
St. Croix County	34,428	17,669	51.3%	15,065	43.8%
Pierce County	20,818	12,372	59.4%	8,585	41.2%
Wisconsin	2,690,704	701,799	26.1%	101,363	3.8%

Source: U.S. Census Bureau

Of all the employed residents in the Town of Kinnickinnic, 82.2% drove alone to work. The remaining 37.5%. This was in line with the countywide population, but greater than the regional town average (see Table 17).

Table 17: Modes of Travel to work 2000

	Town of Kinnickinnic		Regional Average	St. Croix County	Pierce County	Wisconsin
	#	%				
Drove alone	624	82.2%	78.2%	80.7%	75.1%	79.5%
Carpooled	86	11.3%	12.1%	11.7%	11.6%	9.9%
Public transportation:	0	0.0%	0.2%	0.3%	0.4%	2.0%
Motorcycle	0	0.0%	0.0%	0.0%	0.1%	0.1%
Bicycle	0	0.0%	0.3%	0.1%	0.3%	0.4%
Walked	6	0.8%	2.0%	2.2%	6.5%	3.7%
Other means	0	0.0%	0.2%	0.3%	0.4%	0.4%
Worked at home	43	5.7%	7.1%	4.7%	5.6%	3.9%

Source: U.S. Census Bureau

III. RESIDENTIAL DEVELOPMENT

Residential development is expected to be the dominant form of development in the Town of Kinnickinnic, and preparing for residential development will be a primary focus of the town’s planning. Currently, the town’s housing is exclusively single-family residential. This is the case in the other towns in the region, with the towns of Hudson and Troy being exceptions. Assuming that socioeconomic conditions do not dramatically change for the region in the next 5 to 20 years, most of the future residential development in the Town of Kinnickinnic is expected to continue being single-family residential.

Housing Stock

In 2000, the Town of Kinnickinnic had 492 homes. Between 1990 and 2000, the town’s housing stock grew by 35.2%. This growth in housing was similar to that which occurred in the in the Town of Warren. Housing in the townships to the east grew by smaller percentages, while those to the west had greater percentage increases. The Town of Troy was an exception. While adding 167 more homes during those ten years than the Town of Kinnickinnic, its 28.6% increase in housing was smaller than Kinnickinnic’s 35.2% increase. The Town of Hudson had a 71.5% increase with 818 additional housing units between 1990 and 2000 (see Table 17).

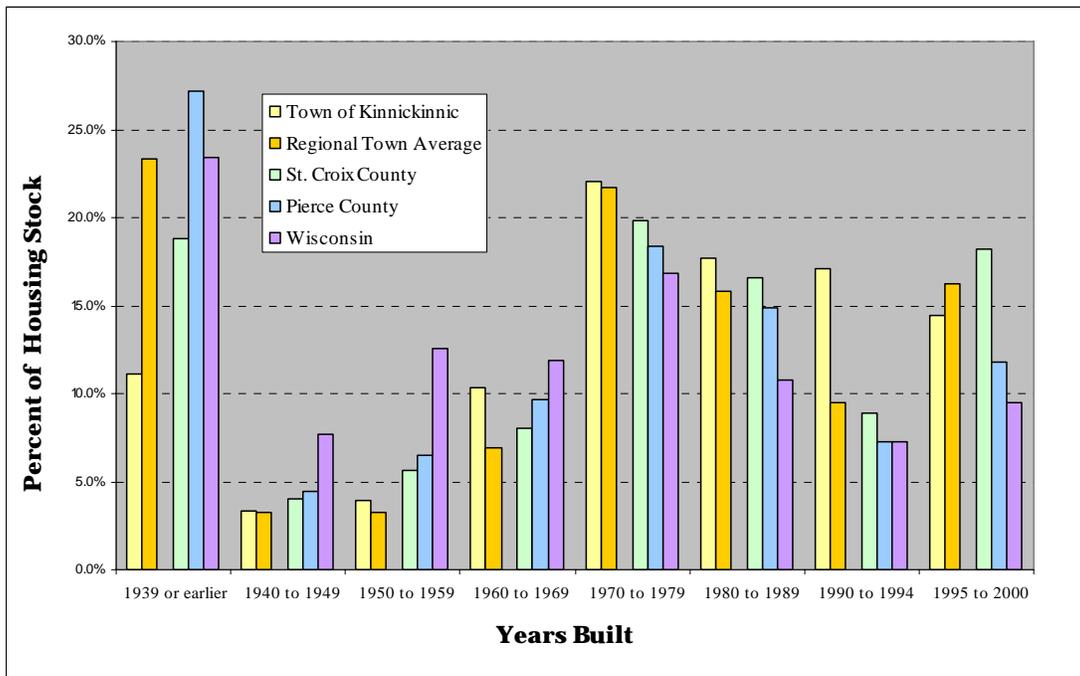
Table 17: Total Housing Units 1990 - 2000

	1990	2000	% change
Town of Kinnickinnic	364	492	35.2%
Town of Baldwin	288	315	9.4%
Town of Clifton	378	592	56.6%
Town of Hammond	271	318	17.3%
Town of Hudson	1,144	1,962	71.5%
Town of Martell	306	391	27.8%
Town of Pleasant Valley	128	150	17.2%
Town of River Falls	644	821	27.5%
Town of Troy	1,033	1,328	28.6%
Town of Warren	327	437	33.6%
<i>Regional Town Average</i>			32.5%
Pierce County	11,536	13,493	17.0%
St. Croix County	18,519	24,265	31.0%
Wisconsin	2,055,774	2,321,144	12.9%

Source: U.S. Census Bureau

In 2000, more than 65% of the Town of Kinnickinnic’s housing stock was built after 1970. This was more than the regional town average and the percent housing stock in St. Croix and Pierce counties. Thirty one percent of the Town of Kinnickinnic’s housing stock had been built after the year 1990. This was more than the regional town average of 27.1%. Regionally, more homes were built after 1995, indicating that the Town of Kinnickinnic underwent a greater rate of residential development between 1990 and 1995 than many neighboring towns (see Figure 10).

Figure 10: Age of Housing Stock – March 2000



Occupancy

While the number of homes in the Town of Kinnickinnic increased between 1990 and 2000, the number of vacant homes in the town decreased by 52.9% (see Figure 11). As the number of vacancies decreased by 8 units in the town, vacancy in neighboring towns increased by an average of 2 units (see Table 18).

Figure 11: Housing Units and Occupancy – Town of Kinnickinnic

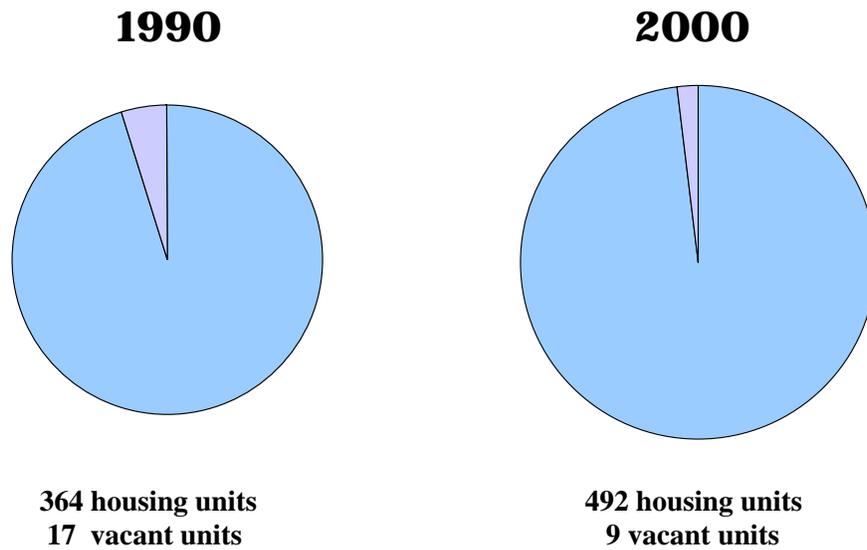


Table 18: Occupancy 1990 - 2000

	1990		2000		# change		% change	
	Occupied	Vacant	Occupied	Vacant	Occupied	Vacant	Occupied	Vacant
Town of Kinnickinnic	347	17	483	9	136	-8	39.2%	-47.1%
Town of Baldwin	280	8	307	8	27	0	9.6%	0.0%
Town of Clifton	349	29	543	49	194	20	55.6%	69.0%
Town of Hammond	263	8	314	4	51	-4	19.4%	-50.0%
Town of Hudson	1,108	36	1,925	37	817	1	73.7%	2.8%
Town of Martell	299	7	382	9	83	2	27.8%	28.6%
Town of Pleasant Valley	125	3	145	5	20	2	16.0%	66.7%
Town of River Falls	629	15	802	19	173	4	27.5%	26.7%
Town of Troy	959	74	1,250	78	291	4	30.3%	5.4%
Town of Warren	316	11	426	11	110	0	34.8%	0.0%
<i>Regional Town Average</i>							33.4%	10.2%
Pierce County	11,011	525	13,015	478	2,004	-47	18.2%	-9.0%
St. Croix County	17,638	881	23,410	855	5,772	-26	32.7%	-3.0%
Wisconsin	1,822,118	233,656	2,084,544	236,600	262,426	2,944	14.4%	1.3%

Source: U.S. Census Bureau

Of the Town of Kinnickinnic’s 483 occupied homes, 10.1% were occupied by renters. This was equal to the regional town average, which was significantly less than the percent of homes occupied by renters in both Pierce and St. Croix Counties, as well as in the State of Wisconsin (see Table 19).

Table 19: Occupancy by Tenure 2000

	Owner occupied houses	% of Housing Stock	Renter occupied houses	% of Housing Stock
Town of Kinnickinnic	434	89.9%	49	10.1%
Town of Clifton	291	94.8%	16	5.2%
Town of Troy	508	93.6%	35	6.4%
Town of Hudson	286	91.1%	28	8.9%
Town of River Falls	1,790	93.0%	135	7.0%
Town of Warren	345	90.3%	37	9.7%
Town of Pleasant Valley	109	75.2%	36	24.8%
Town of Baldwin	682	85.0%	120	15.0%
Town of Hammond	1,139	91.1%	111	8.9%
Town of Martell	401	94.1%	25	5.9%
<i>Regional Town Average</i>		89.8%		10.2%
Pierce County	9,514	73.1%	3,501	26.9%
St. Croix County	17,881	76.4%	5,529	23.6%
Wisconsin	1,426,361	68.4%	658,183	31.6%

Source: U.S. Census Bureau

Housing Values

The median value of homes in the town of Kinnickinnic in 2000 was \$149,700. This was \$6,840 less than the regional town average. The town’s median house value followed the pattern similar to most of the regional statistics. The median value for homes in townships to the west and south of Kinnickinnic were higher, and in the towns north and to the east they were lower. Likewise, the median rent levels in the regional towns were more in the towns of Hudson, Troy, Clifton, and River Falls, while they were less than Kinnickinnic's to the north and east. The Town of Hammond was an exception by \$54. Both median house values and rent levels in the region were higher than those at the county and state levels (see Table 21).

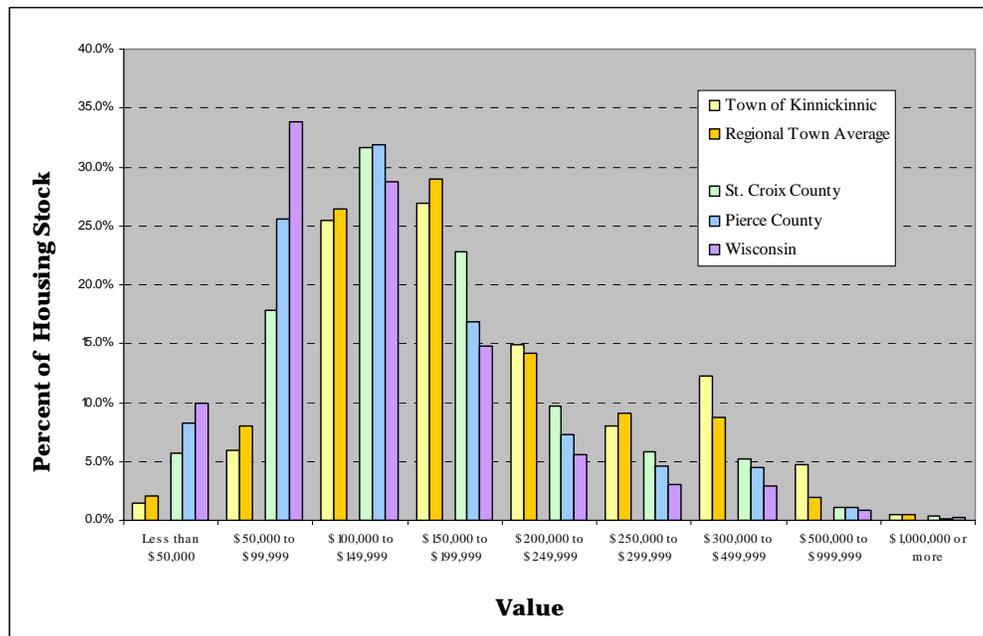
Table 21: Median House Value and Rent Level 2000

	House value	Rent Level
Town of Kinnickinnic	\$149,700	\$621
Town of Clifton	\$207,300	\$725
Town of Troy	\$193,600	\$583
Town of Hudson	\$185,500	\$741
Town of River Falls	\$167,600	\$638
Town of Warren	\$144,900	\$575
Town of Pleasant Valley	\$140,000	\$592
Town of Baldwin	\$133,300	\$579
Town of Hammond	\$132,700	\$675
Town of Martell	\$110,800	\$594
<i>Regional Town Average</i>	<i>\$156,540</i>	<i>\$632</i>
St. Croix County	\$139,500	\$587
Pierce County	\$123,100	\$542
Wisconsin	\$109,900	\$473

Source: U.S. Census Bureau

Looking at the range of housing values in the region, it is apparent that the Town of Kinnickinnic’s housing stock was generally less than the regional town average in the year 2000, but that a higher percentage of its housing stock was worth between \$300,000 and \$1,000,000 than most other towns in the region. Seventeen percent of its housing stock had values in this range compared to the regional town average of 10.6% (see Figure 12). This is likely to be partially related to the fact that 5.2% more homes in the Town of Kinnickinnic were built after 1990 than on average among the towns in the region.

Figure 12: Value of Owner-Occupied Houses 2000



Additional Housing After 2000

Between 2000 and 2004, the Town of Kinnickinnic gained an additional 105 homes. This equated to a 21.3% increase in its housing stock in less than 5 years. This rate of growth remained in line with the housing increase in the Town of Warren, which grew by 23.3%. The Town of Troy had a percent increase in housing of 21.3%. The Town of Clifton had a 24.6% increase, while housing in the Town of Hudson grew by 30.7% in less than 5 years (see Table 22).

Table 22: Total Housing units 2000 - 2004

	2000	2000 to 2004	% change
Town of Kinnickinnic	492	597	21.3%
Town of Baldwin	315	353	12.1%
Town of Clifton	592	735	24.2%
Town of Hammond	318	496	56.0%
Town of Hudson	1,962	2,565	30.7%
Town of Martell	391	452	15.6%
Town of Pleasant Valley	150	178	18.7%
Town of River Falls	821	NA	NA
Town of Troy	1,328	1,610	21.2%
Town of Warren	437	539	23.3%
<i>Regional Town Average</i>			22.3% *
Pierce County	13,493	15,498	14.9%
St. Croix County	24,265	30,985	27.7%
Wisconsin	2,321,144	2,511,770	8.2%

* Average does not include the Town of River Falls
Source: municipal records and U.S. Census Bureau

Housing Projections

Assuming that the low level of vacancy in the town continues, it is likely that the number of homes needed in the next five to twenty years will generally follow the relationship described in the “Regional Setting” section of this element. This means that the demand for housing in the town remains high. If the increase in the town’s population by 2010 is equal to that projected by the Wisconsin D.O.A, then the town will add approximately 60 new homes in the next five years. If the regional housing market were to remain as strong as it has been since 2000, with an average of 21 new homes per year in the Town of Kinnickinnic, then it is conceivable that the town could have 105 additional homes by 2010.

Land Use Ordinances

Besides market conditions, the local ordinances in the Town of Kinnickinnic will influence the pattern of residential development in the town. Zoning and subdivision ordinances will determine to a great degree the number and density of new development. Currently the town is zoned almost entirely Ag/Residential, allowing for one dwelling per acre. Its current subdivision ordinance allows for the creation of five or more lots in five years. These conditions can result in some of the land of highest demand in the town, such as that adjacent to the Kinnickinnic River, being quickly developed at 40 homes per 40 acres. This is a greater density than exists in subdivisions within the Town of Hudson (see Table 23).

The Town of Kinnickinnic has the opportunity to analyze its ordinances as they relate to development. If the community determines that it is appropriate, it has the opportunity to diversify its zoning and subdivision ordinances to encourage different types of development patterns in different locations within the town.

Table 23: Local Land Ordinances Adjacent to the Town of Kinnickinnic - 2004

<u>Town</u>	<u>Zoning Adjacent to Kinnickinnic</u>	<u>Subdivision Ordinance</u>
Clifton	General Rural Flexible: 8 dwellings 40 acres	NA
Hammond	Ag/Res: 1 dwelling per 1 acre minimum lot size.	Allows major subdivisions of 5 or more lots within 5 years.
Hudson	Ag/Res: 1 dwelling per 2 acre minimum lot size.	Allows major subdivisions of 5 or more lots within 5 years.
Kinnickinnic	Entire town is primarily Ag/Res: 1 dwelling per 2 acre minimum lot size.	Allows major subdivisions of 5 or more within 5 years.
Pleasant Valley	Exclusive Ag: 1 dwelling per 35 acre minimum lot size.	In Ag/Res areas: allows 1 dwelling per 5 acres minimum.
Martell	Primary Ag: 2 dwellings per 40 acres	NA
River Falls	Exclusive Ag: 1 dwelling per 35 acre minimum lot size.	In Ag/Res areas: allows for more than 5 dwellings in 5 years.
Troy	Exclusive Ag: 1 dwelling per 35 acre minimum lot size.	Allows major subdivisions of 5 or more within 5 years.
Warren	Ag/Res: 1 dwelling per 1 acre minimum lot size. Commercial and Industrial zoning along I-94 and Highway 65.	Allows major subdivisions of 5 or more lots within 5 years.

Appendix C

Town of Kinnickinnic Community Opinion Survey and Results

In April, 2006, the Town of Kinnickinnic Private Landowner Questionnaire was developed and conducted by several town residents. The surveys were mailed to all Town of Kinnickinnic landowners of twenty (20) or more acres. These landowners were selected because of their potential to develop major subdivisions. Landowners with less than twenty (20) acres are unlikely to create a major subdivision. The landowner information was obtained using the St. Croix County tax roll information, available on the County's website.

Out of 209 surveys distributed, 49 were returned, resulting in a response rate of 23%. The estimated total land owned by all respondents equaled 6,000 acres.

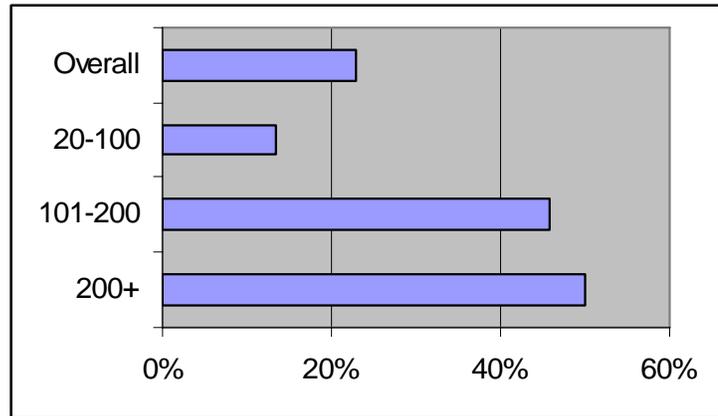
2006 Town of Kinnickinnic Private Landowner Questionnaire Results

This questionnaire was devised to help the officials gain a sense of the amount and timing of genuine development pressure in the Town of Kinnickinnic. Questionnaires were sent to landowners of parcels large enough to exert pressure—parcels of 20 acres or more.

Return Rate/Identity

Of the 209 questionnaires that were delivered to the Town landowners, 48 were completed and mailed back to us—an overall return rate of 23%.

25 owners of the 53 largest parcels returned their questionnaires at a rate more than 3-½ times that of the owners of the smaller parcels (20-100 acres).



The larger parcel owners were also proportionately more likely to share their identities:

- **9** of the **18** in the **200+** acre category returned surveys for a **50%** return rate. 100% of the 9 identified themselves.
- **16** of the **35** in the **101 to 200** acre category returned surveys for a **45.7%** return rate. 56% of the 16 identified themselves.
- **22** of the **166** in the **20 to 100** acre category returned surveys for a **13.3%** return rate. 45.5% of the 22 identified themselves.
- **1** survey was received from an anonymous landowner owning fewer than 20 acres.

The respondents represent the owners of at least **6043** acres¹, or more than **1/3** of the Town's **17,000** acres of undeveloped land (as estimated by the Town's planner).

Questions/Comments²

1. Familiarity with County Ordinance

18 of 48 respondents (37.5%) had read the new County land division ordinance in effect 1/1/06.

2. Making Town Ordinance More Restrictive

Of the 18 who checked they had read the County's ordinance, only 1 respondent checked the box indicating our Town ordinance needs to be more restrictive. **[01]** "We need to have both residential and agricultural use. We need 5 acre lots to allow for small hobby farms with horses, cattle, etc. We could also have 2 acres lots mixed in for residential use." But two who neglected to check a box, thought: **[21]** "—large tract rural/ag should remain so; -- large, major

subdivisions should be annexed to cities (e.g. River Falls) with sewer/water (1/4 acre lots)” and one said [25] “needs to be adjusted” but didn’t say how.

The other 14 who had read the County’s ordinance checked that it “Looks good, no need to be more restrictive.” [15] “St. Croix Co.’s plan is very detailed – Kini should adopt it.” [44] “We need additional rural design alternatives.”

3. Town’s Land Division Policies

Only 3 respondents checked “Doing fine as is...”, one [19] also didn’t believe they /their heirs should be permitted to change their land use in the next 30 years. The other two respondents suggested changes needed, thus contradicting their response that the town was “doing fine.” Respondent [11] said “Awful! Lots should be bigger to prevent such building. The [2-acre minimum lot size] should be increased. Slow growth & larger sized lots will preserve Kinnis beauty & still be very valuable property. Relax – you will all make plenty of money on your property! Even if sold in 40 acre lots. I would not develop this property.” This respondent [11] seemed angry. Under the question asking for a dollar figure contribution for development rights, he wrote: “Screw you.”

Three (3) respondents indicated the Town needs to prevent any residential development. [35] said “Too many houses destroying good farmland.” [37] checked preventing any residential development, but contradicted this by indicating he/she wanted to be able to make a change to his/her property of fewer than 20 acres in the next 10-30 years, along with indicating a desire for cluster subdivisions.

38 of 48 respondents indicated that the Town needs to update the land division ordinance to provide for these options:

- 29** Conventional subdivision with private well and septic on each current 2-acre minimum lot (one changed the 2-acre to 3-acre)
- 20** Cluster subdivision (Conservation Site Design) with shared well and septic on current 2-acre minimum lots (18 total with respondent [37] who contradicted this by wanting to prevent all residential development)
- 19** Conservation site design (cluster on smaller lots) with private well and septic on each lot
- 15** Commercial
- 10** Industrial
- 20** Areas for Agriculture and Ag/Residential

Other Comments: [01] “What do you mean ag/residential? Larger lot sizes? [03] “1 road coming onto another road” [21] “As noted above: major subdivisions only when connected to public sewer/water – minor, rural subdivision no smaller than 40 acres.” [33] “Troy & Clifton Townships – seems to work well.” [16] At the option of the Property owner.” After checking “Commercial” and “Industrial,” [15] contradicted this with the comment “except for Com., Ind.”

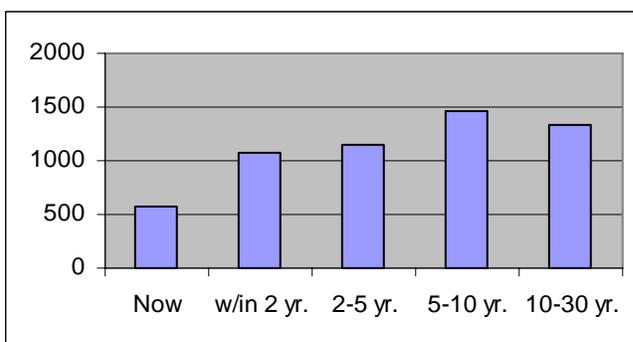
[06] “10 – 2-acre lots can answer 20A desire. Combine small hobby farms with cons. site design to use farming in designated open space. Private well but shared septic.” [20] “There should be room for different types of development. It appears to me that the St. Croix Co. ordinance allows for that.” [30] “The town should not impede (orderly) lawful exercise of property rights.” [41] “No place close to sell or to buy equipment, seed, etc., so it’s too hard to be in agriculture anymore. No support structure for it.” [24] “The bottom line is that the township has changed because the surrounding area has changed. We are no longer an agriculture based community.” [12] “Conserve land and allow rural housing.” [10] “Any of the above—‘well-planned development’.” [14] “Wanted surveyor to develop plan for whole farm but came up limit 7 lots – terrible!!” [44] “Need zoning incentives that would make for better designed rural communities, need to end just lining existing roads with houses.”

4. Changing Land Use in next 30 years.

“I don’t understand what you’re asking?” [01] purported, but 42 of the other 48 respondents understood it and checked “Yes” to thinking they should be permitted to change their property’s use.

Other Comments: [13] “age and health – at the present all in C.R.P.” [34] “This is ridiculous, it is our land and we should be able to do as we wish with it.” [31] “Change is coming, like it or not, just plan for it. Work with it as it comes.” [23] “Should be landowner’s right to do whatever they want with their land, as long as they meet sensible minimum standards.” [41] “We should be able to change it now.” [38] “Retirement, uncertain economy.” [32] “I should be able to sell my land in any way that would be beneficial to me or my heirs.” [24] “When those of us that are farming retire, we need to maximize our return on all the investment we put into the land.” [12] “Needs change and so land use should be flexible!” [06] “Would not develop all though.”

5. & 6. Timing of the Acreage



Of the at least 6043 reported acres, the owners of at least 483 acres (7.9%) say they do not have any intention of developing their land in the next 30 years, if ever.

- 4 respondents (all anonymous) representing at least 578 acres want to develop now.
- 7 respondents (2 anonymous) representing at least 1067 acres want to develop in the next 2 years.
- 10 respondents (2 anonymous) representing at least 1150 acres want to develop in the next 2 – 5 years.

- 9 respondents (2 anonymous) representing at least 1454 acres want to develop in the next 5 – 10 years.
- 10 respondents (4 anonymous) representing at least 1331 acres want to develop in the next 10 – 30 years.
- 7 respondents (all anonymous) representing at least 382 acres have no intention on changing their land use in the foreseeable future.

Additional Comments: [01] “You didn’t give the option of keeping it agricultural! Your questions only relate to development. Definitions of terms would have been helpful. Example # 3. You are assuming we are going to continue with 2 acre lots. We need regulations to control and promote good growth.” Respondent [04] asked “What ‘right’ does anyone have?” and filled in “0” for a dollar figure contribution for development rights. This respondent added “I believe the Town Board is doing just fine. There are many of us who do not want ‘major subdivisions.’ We think that the current rules are plenty liberal enough – if anything, they ought to be tightened to prohibit the kind of development we are seeing along Cemetery Road and even Co. Rd. J. If you are a landowner who bought land here with hopes of a quick buck by selling to a ‘Woodbury’-type developer, you should admit your mistake, sell your land, and invest in places that encourage ‘major development.’ Leave us, in Kinnickinnic Township, alone. I will vote to keep the current Board and the current policies. No Woodbury here!” [06] “Hate to see more 4-lots strung along roadways but will have to do it if all we can do.” [16] “We are for well planned development for the entire Kinnickinnic area = we have to create an atmosphere of teamwork and trust towards the people on the local town boards which sometimes appears to be a stretch.” [20] “Kinnickinnic Twshp does not need to be more restrictive than St. Croix Co., and other ‘watch dog’ agencies already oversee very well water, etc. issues with set backs and preventative measures during any construction. There is no need to reinvent all the material done by St. Croix Co. and continue to waste taxpayers’ money. So far meetings have continued to go over the same information trying for a different outcome – no more housing—at the expense of those who own land in larger parcels.” [26] Town should look at a Purchase of Development Rights for Ag. land/cropland for current and younger farmers, and allow the older generation to be able to use a ‘PDR’ fund for retirement purposes. I am a young farmer in my mid 30’s and see this as a win-win situation for all generations by keeping a land base for agricultural production. It is also important to keep ‘conservation site/cluster type’ subdivision in mind for those who desire to develop their property. I think this is important because of the ‘Buffering and Common open space’ in these designs near adjoining land such as crop and pasture land, farm buildings, etc. This would help reduce potential dust, noise, and safety concerns between those engaged in farming and non-farming neighbors. One other great benefit to these areas are in regards to wildlife. These areas would make great pheasant habitat. Thank you for letting me express my opinion on these important issues.”

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¹ When a respondent did not reveal his/her identity, the lowest number of acres in the range was assumed.

² The numbers in bold brackets [00] indicate the number of the questionnaire from which the comment was taken.

Appendix D

Design Preference Survey

Town of Kinnickinnic

Design Preference Survey

On Tuesday, April 24 over 50 Town Residents participated in a Design Preference Survey

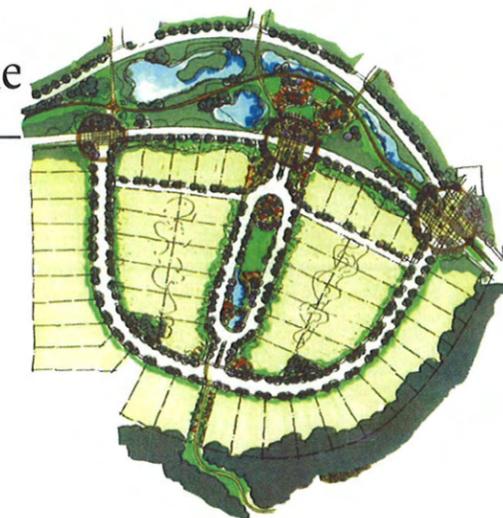
First, a brief presentation comparing and contrasting the existing Kinnickinnic ordinance with St. Croix County's land ordinance was made, highlighting key differences and how these affect development patterns.

We then ran through a series of individual exercises aimed at determining a collective vision and defining preferred development patterns. We targeted several general development-related issues such as open space and density, and also extracted concepts from the St. Croix County land division ordinance with the intent of finding out which of the concepts—if any—are desirable to incorporate into the Kinnickinnic plan and ordinances.

MOST LIKED

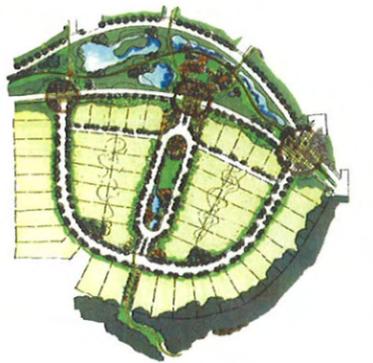
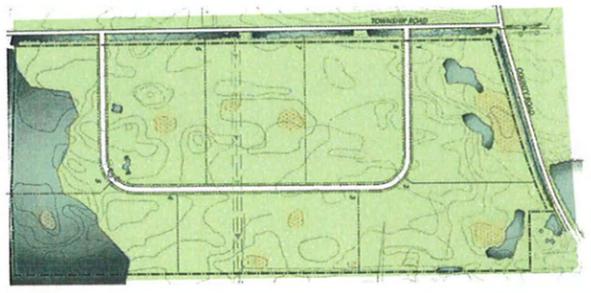
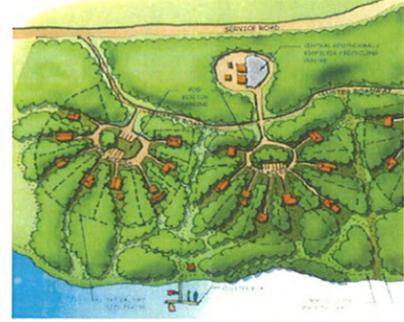
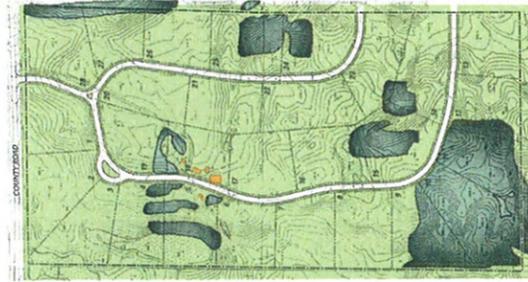
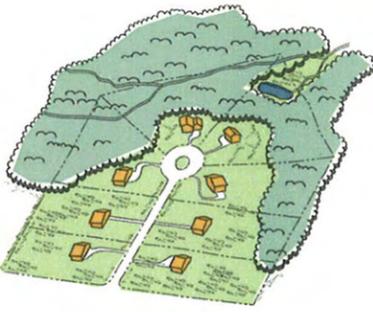
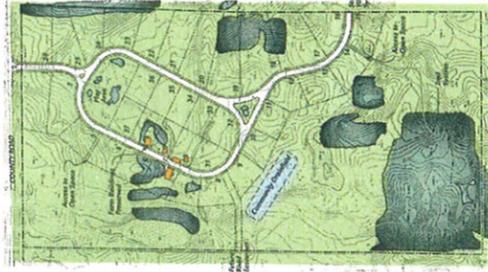
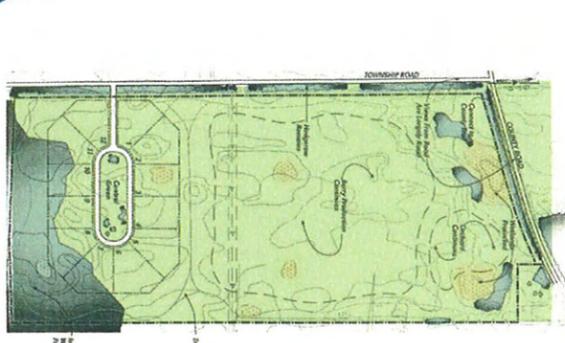


LEAST LIKED



MOST LIKED

LEAST LIKED



**Town of Kinnickinnic
Comprehensive Plan**

Design Preference Survey

Subdivisions

Key Observations

- ❖ Maximizing Open Space is preferred
- ❖ Small Lots, assuming maximized open space, are preferred
- ❖ Preservation of Forested Areas is preferred
- ❖ Clustering is preferred

MOST LIKED

LEAST LIKED

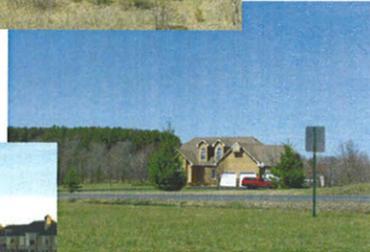
Town of Kinnickinnic Comprehensive Plan

Design Preference Survey

Residential Development

Key Observations

- ❖ Homes in natural areas are preferred – woods, wetlands
- ❖ Homes with large open space areas are preferred
- ❖ Homes in an urban setting are NOT preferred
- ❖ For Higher Density Areas, buffering, screening, open space and the preservation of natural areas will be important
- ❖ Buildings should NOT dominate the landscape



**MOST
LIKED**



**LEAST
LIKED**

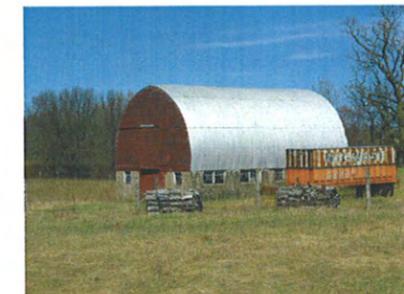
**Town of Kinnickinnic
Comprehensive Plan**

Design Preference Survey

Rural and Recreational

Key Observations

- ❖ Virtually all images liked
- ❖ Rural Image is important
- ❖ As a Group – The highest rated images of the Survey



MOST LIKED



LEAST LIKED



Town of Kinnickinnic Comprehensive Plan

Design Preference Survey

Commercial Businesses

Key Observations



- ❖ As a Group – The LEAST liked images
- ❖ Only the first two images received a positive rating
- ❖ Appearance does matter for Commercial Buildings
- ❖ Site Design and Signage Controls for Commercial Uses should be considered
- ❖ Planning/Permitting Commercial Uses should be highly regulated

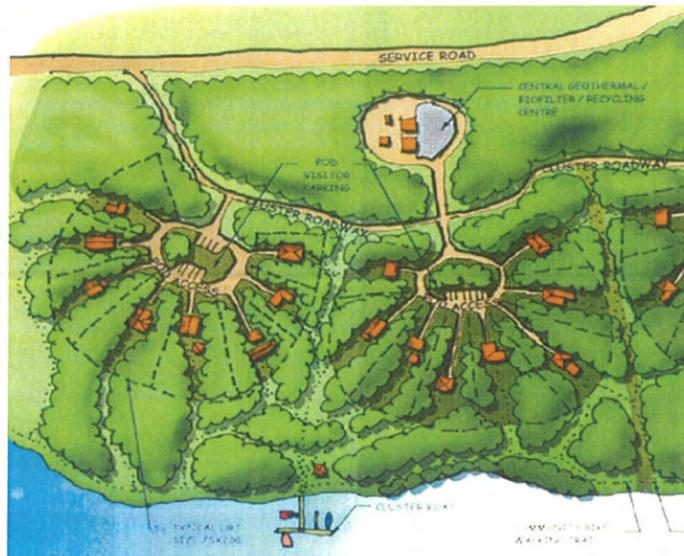


Town of Kinnickinnic Design Preference Survey Conclusions

Cluster Subdivisions

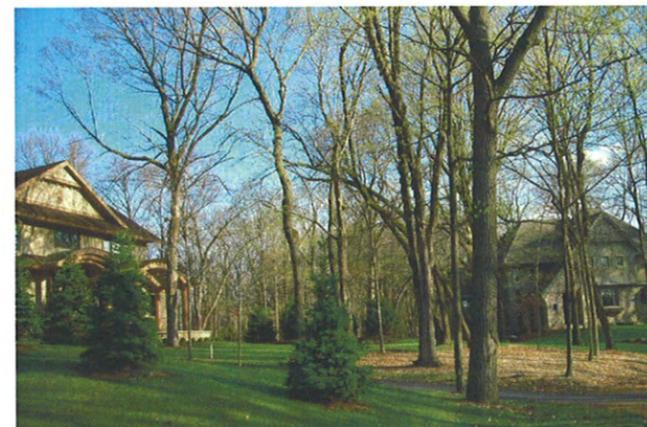
The clear and consistent pattern from the results is that participants preferred cluster development over conventional rural subdivisions or more urban style residential development.

Key elements include open space, buffers between homes and public areas (roads), preservation of natural areas



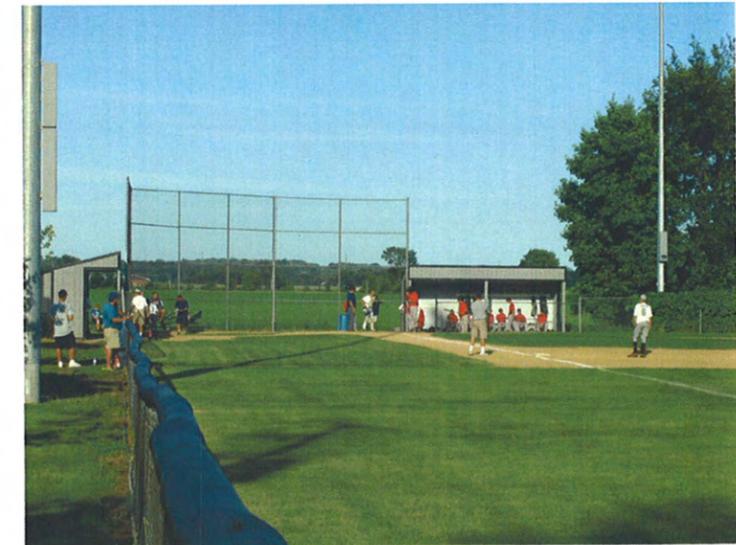
A key goal was to determine if there was a collective vision or preferred development pattern. In addition, to determine if there were aspects of the County's cluster subdivision ordinance in Kinnickinnic's plan and ordinances.

The Answer? Yes, on both counts.



Rural Atmosphere

It was also a clear preference that there was support for large areas of open space, as well as forested areas in conjunction with recreational improvements.



Appendix E

Design Charrette

Town of Kinnickinnic

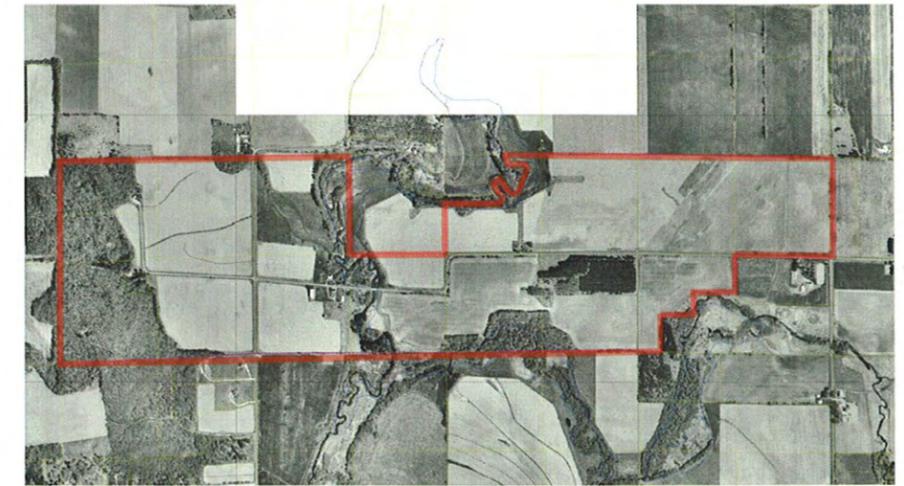
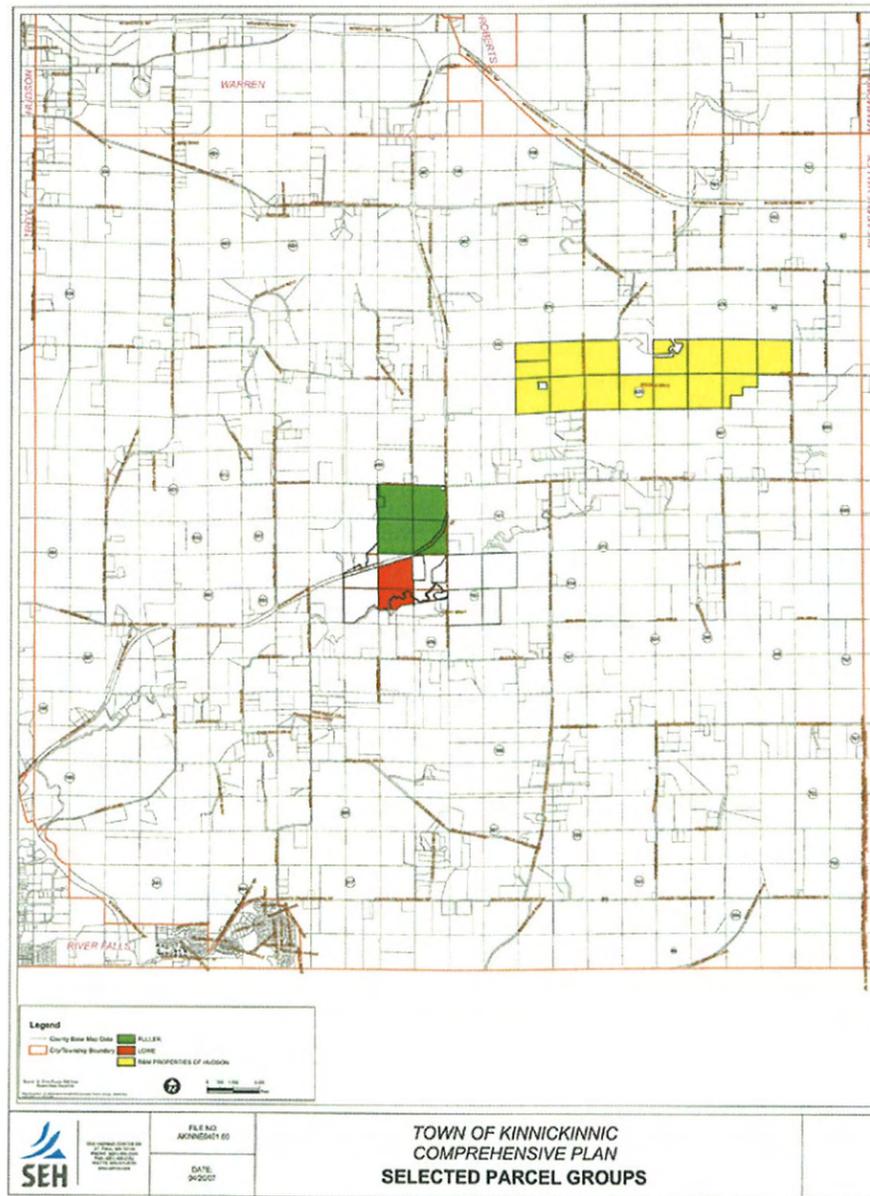
Comprehensive Plan

Design Charrette

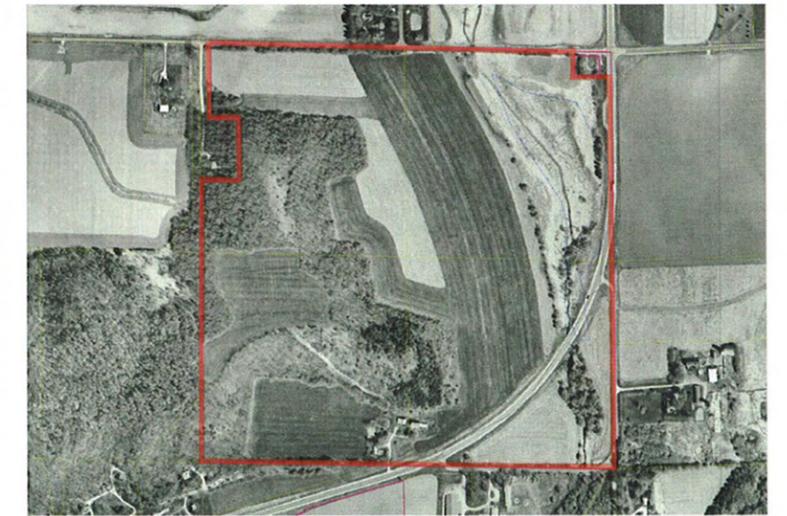
On April 25, 2007, over 50 Town Residents participated in a Design Charrette.

SEH began with a brief presentation outlining the current conditions in the township. During this presentation, we discussed the St. Croix County land division ordinance and how that document compares with the Kinnickinnic ordinance on several key issues related to development patterns, density, and open space preservation.

We then highlighted 3 key parcels that had been previously identified by the Town as examples to study.



Design Charrette
Kinnickinnic, Wisconsin - April 24th & 25th 2007
AREA #1 - Parcel Size 124 acres



Design Charrette
Kinnickinnic, Wisconsin - April 24th & 25th 2007
AREA #2 - Parcel Size 157 acres



Design Charrette
Kinnickinnic, Wisconsin - April 24th & 25th 2007
AREA #3 - Parcel Size 52 acres

Town of Kinnickinnic

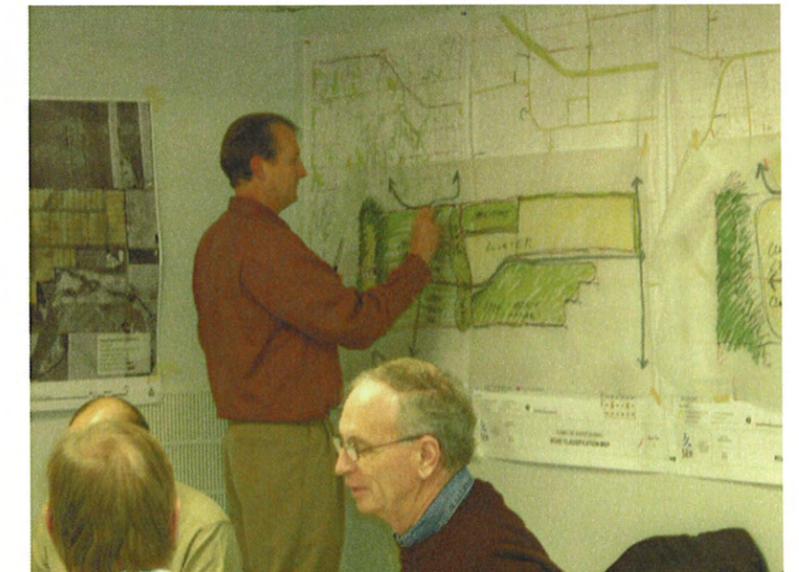
Comprehensive Plan

Design Charrette

As part of the preparation for the charrette, SEH prepared a “yield plan” for each of the parcels that will be studied, illustrating a potential build out pattern that would result from current zoning and subdivision ordinances. The yield plans were presented to the group for comments and as a jumping off point for the group exercises that followed.

Following the presentation, participants were divided into 3 smaller groups which worked with one of the key parcels that were just discussed. Each small group included a design professional from SEH and explored alternative development scenarios for its parcel based on the existing ordinance, a cluster pattern based on St. Croix County’s ordinance, and additional alternatives they feel need to be explored.

During the process individuals moved from group to group, commenting and participating on all three of the scenarios.



Charrette Site #1

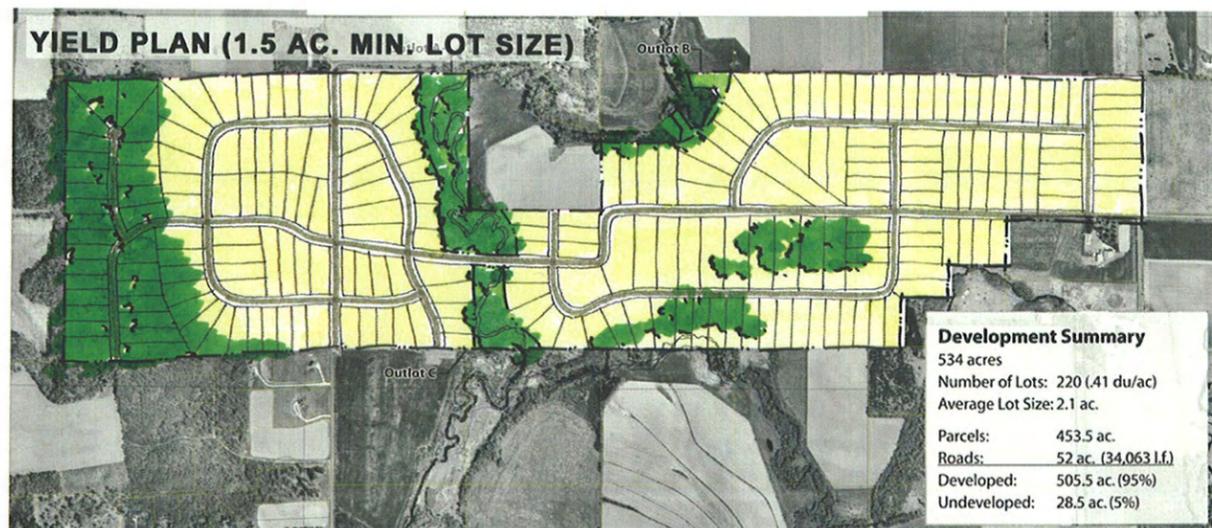
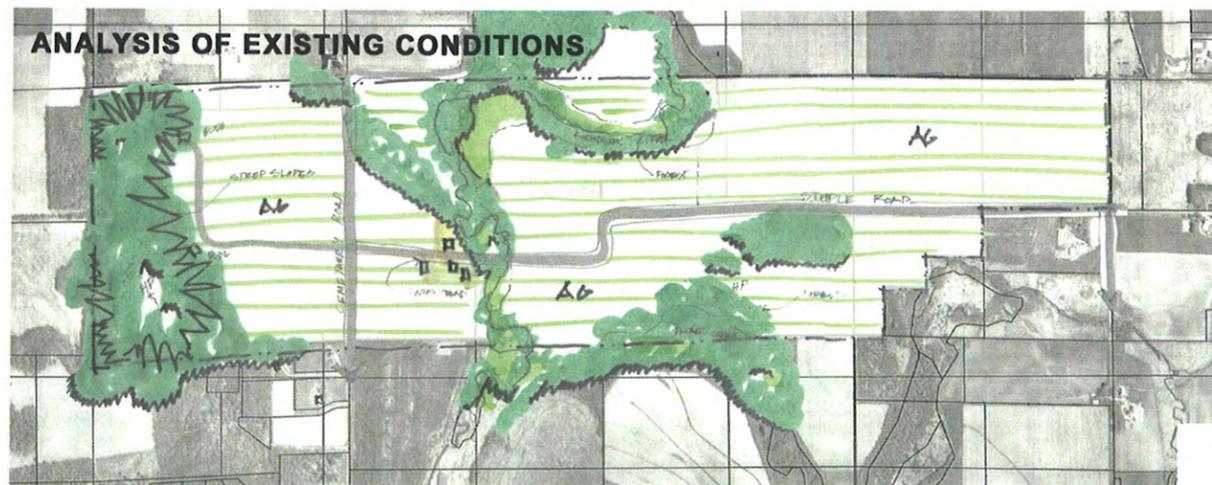
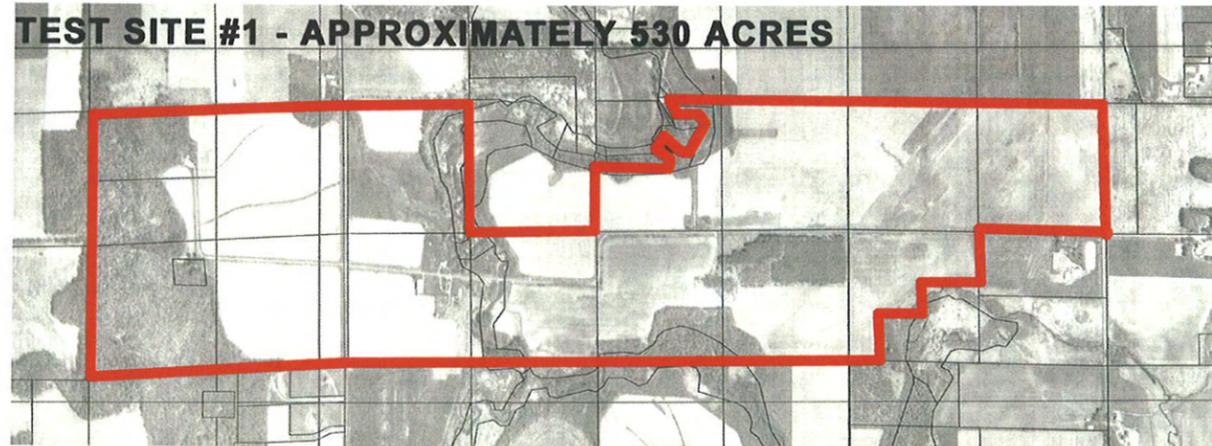
Located in central Kinnickinnic, this is a group of parcels under unified ownership – in fact, it forms the largest area that would be available for development as a single entity.

The parcels have a variety of existing conditions that need to be considered prior to planning any change in use. These things include:

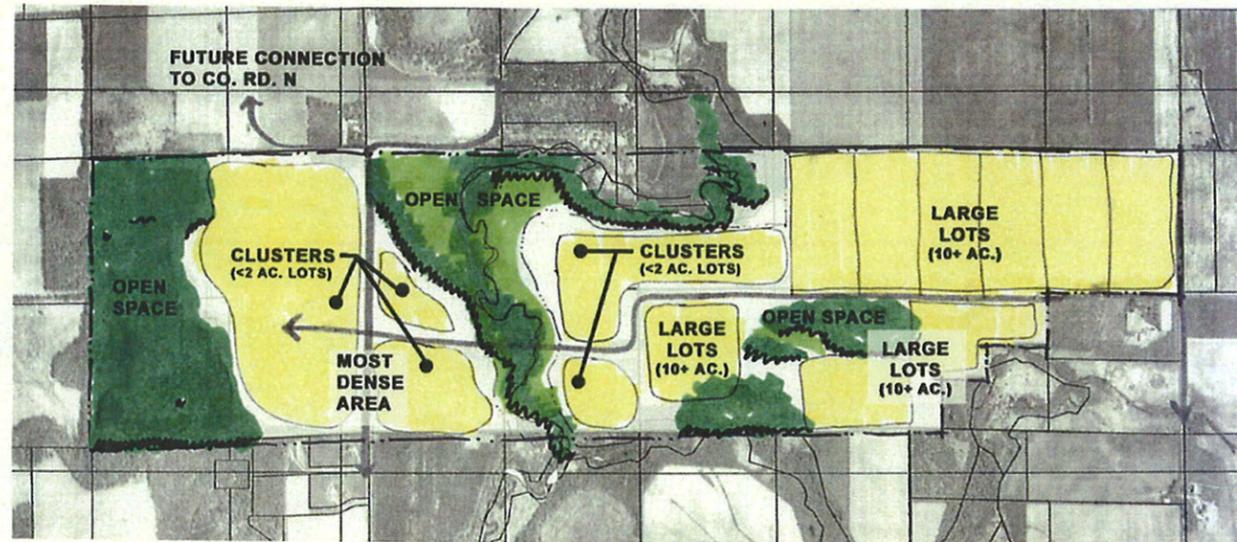
- ❖ Bisected by Cemetery and Steeple roads
- ❖ Steep Slopes and forested areas to the west
- ❖ Having the Kinnickinnic River running from north to south through the middle of the property, and Parker Creek bordering on the south
- ❖ Large contiguous area of agricultural land, in crop production

The Yield Plan estimated the maximum development on the parcel under current subdivision and zoning requirements. The result?

- ❖ 220 lots, with an average of 2.1 acres per lot
- ❖ 52 acres of roadway
- ❖ 28% open space (areas not developable under current ordinances)



Comments and Observations

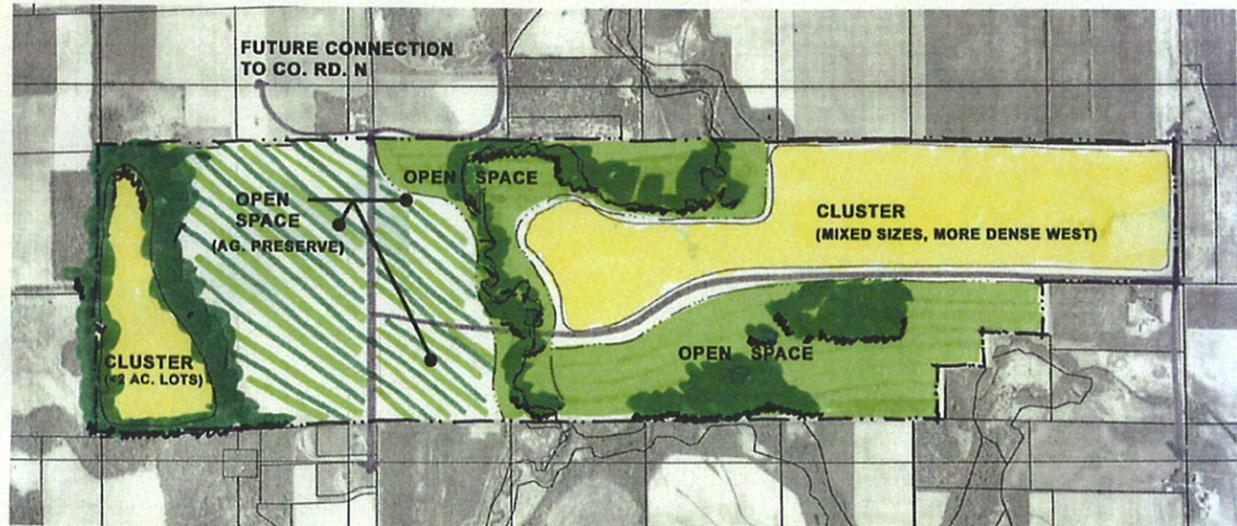


Charrette Plan A

Development is densely clustered in small lots (under 2 ac.) near the intersection of Cemetery Rd. and Steeple Dr., close to the center of the Town of Kinni and the Town Hall. Lots get larger and density decreases moving toward the east. The Kinnickinnic River, Parker Creek, and the big hill on the west end of the site are all preserved as permanent open space.

DEVELOPMENT SUMMARY

TOTAL AREA =	573 ACRES
PARCELS =	280 AC.
ROADS =	18 AC.
TOTAL DEVELOPED AREA =	298 AC. (52%)
OPEN SPACE =	275 AC. (48%)



Charrette Plan B

Development is clustered on the high ground at the east end of the site and on top of the hill at the west end of the site. Land adjacent to the Kinnickinnic River and Parker Creek is preserved as natural open space, and a large area of land adjacent to Cemetery Road is preserved as permanent agricultural land.

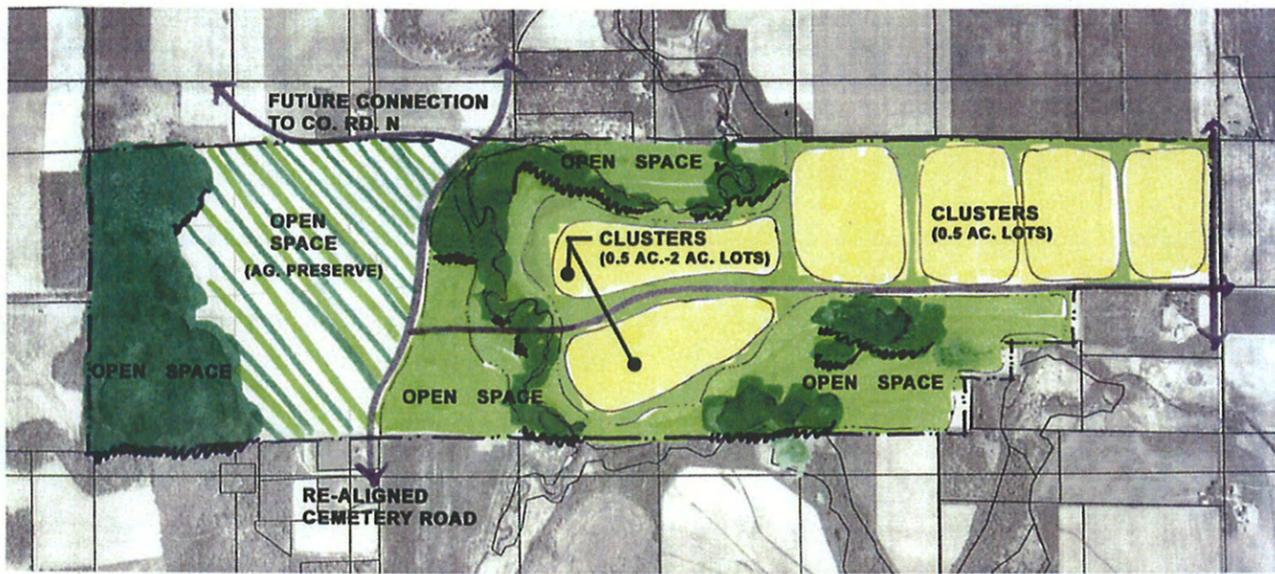
DEVELOPMENT SUMMARY

TOTAL AREA =	573 ACRES
PARCELS =	172 AC.
ROADS =	16 AC.
TOTAL DEVELOPED AREA =	188 AC. (33%)
OPEN SPACE =	385 AC. (67%)

Charrette Site #1, Plan A is accomplished some goals of the Town, but has a large gap. The good? Preserves natural resources along the Kinnickinnic River and Parker Creek, preserves forested areas, allows for economic return to the land owner. It also offers many options – small cluster lots, large lots within the site. The bad? Lower open space (48%) compared to other options, and with several clusters on Cemetery Road, the perception by residents may be that there is even less open space preserved than actually is.

Charrette Site #1, Plan B provides more open space (67%), as well as a greater perception of open space because of no development adjacent to Cemetery Road nor to the south of Steeple Drive. However, some forested lands would be converted to residential. How that area is developed (west side of property) would have a large impact on actual and perceived impacts.

Comments and Observations

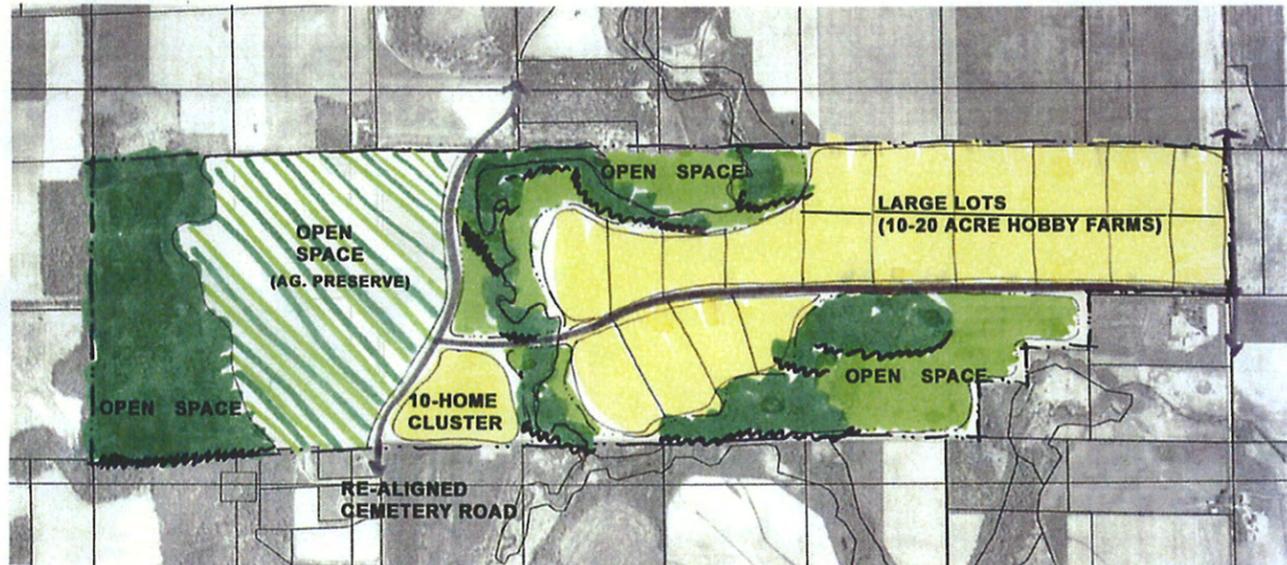


Charrette Plan C

This development pattern clusters all site development on small lots (.5 ac.) in pods on the eastern half of the site. Development impacts less than 30 percent of the overall site and the remaining 70+ percent is preserved in a combination of natural and agricultural open space. Cemetery Road is realigned to create a gently curving road that follows the Kinnickinnic highlighting views of the river, open ag. land, and preserved wooded hills.

DEVELOPMENT SUMMARY

TOTAL AREA =	573 ACRES
PARCELS =	149 AC.
ROADS =	16 AC.
TOTAL DEVELOPED AREA =	165 AC. (29%)
OPEN SPACE =	408 AC. (71%)



Charrette Plan D

While this development pattern impacts an area similar to Concept C, all lots on the eastern half of the site are assumed to be large, hobby farm sized lots greater than 10 acres in size. The effect will be a pattern where even "developed" land remains rural in feel. With only 30 lots on the entire site, this development scenario assumes that a transfer of development rights shifts some potential density from this site to a receiving site elsewhere in the Town of Kinnickinnic.

DEVELOPMENT SUMMARY

TOTAL AREA =	573 ACRES
PARCELS =	200 AC.
ROADS =	16 AC.
TOTAL DEVELOPED AREA =	216 AC. (38%)
OPEN SPACE =	357 AC. (62%)

Charrette Site #1, Plan C is a variation of Plan B. It shifts development from the forested area on the west side of the property to the center, south of Steeple Drive. It also specifically allows lots as small as 1/2 an acre. The plan preserves all forested areas, all resources adjacent to streams and rivers, and preserves a large percentage of open space (71%).

Charrette Site #1, Plan D is an interesting option, because it allows large lots along Steeple Drive, and has just one small cluster (southeast corner of Cemetery and Steeple). It provides 62% open space, but the perception may be of even lower density because of the larger lots. However, with the lots being very open (no woods), homes would dominate the landscape. This option would be the lowest development cost to the property owner, but would also generate the lowest level of financial gain.

Charrette Site #2

Located in central Kinnickinnic, this parcel is larger than the average, but is representative of many parcels in the Town that average 100 to 150 acres

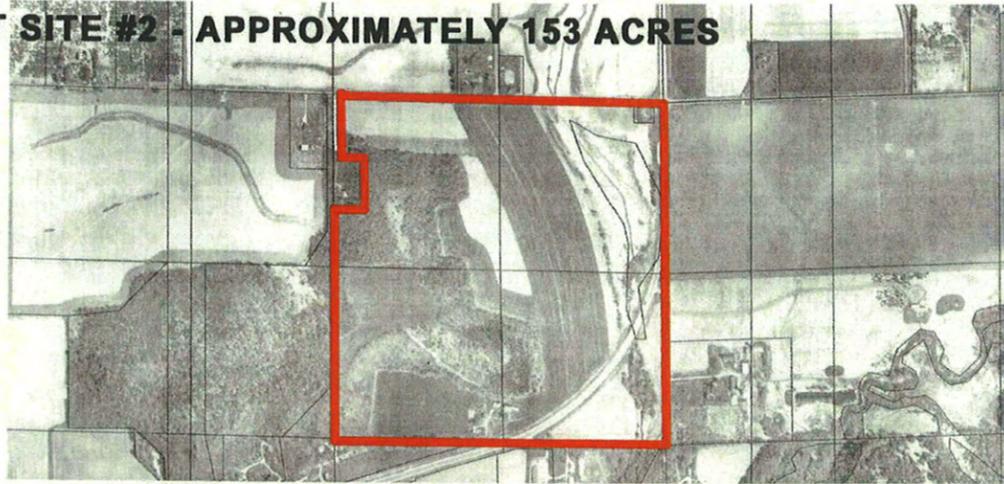
While this parcel has no streams or rivers running through it, there are many issues to be considered prior to planning any change in use. These things include:

- ❖ STH 65 cuts through the south east corner of the property, restricting direct access
- ❖ Steep Slopes and Forested areas to the west
- ❖ A wetland in the west portion of the parcel
- ❖ Large contiguous agricultural land, in crop production
- ❖ A historic building in the north east corner

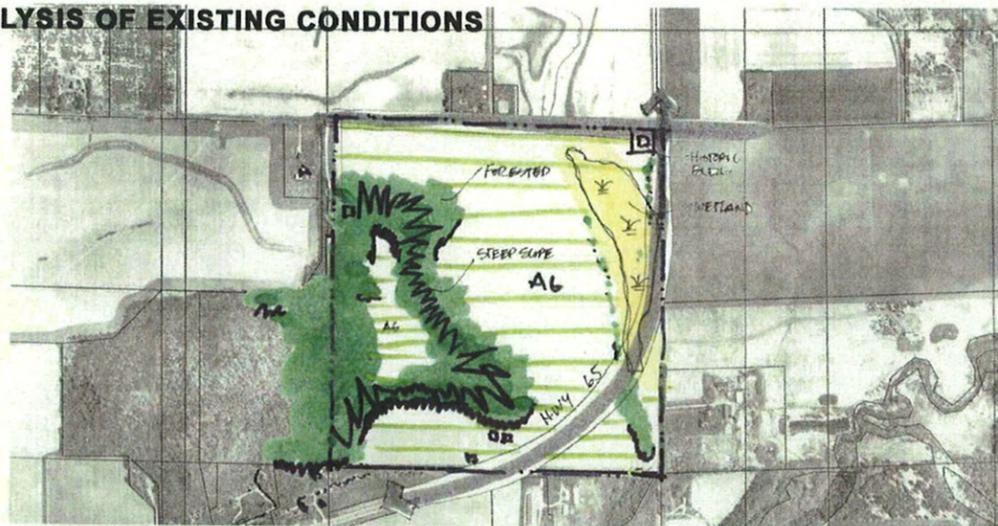
The Yield Plan estimated the maximum development on the parcel under current subdivision and zoning requirements. The result?

- ❖ 62 lots, with an average of 2 acres per lot
- ❖ 14 acres of roadway
- ❖ 12% open space (areas not developable under current ordinances)

TEST SITE #2 - APPROXIMATELY 153 ACRES



ANALYSIS OF EXISTING CONDITIONS



YIELD PLAN (1.5 AC. MIN. LOT SIZE)



Development Summary	
153 acres	
Number of Lots: 62 (4 du/ac)	
Average Lot Size: 2 ac.	
Parcels: 121 ac.	
Roads: 14 ac. (9,100 lf.)	
Developed: 135 ac. (88%)	
Undeveloped: 18 ac. (12%)	

Comments and Observations

Charrette Plan A

This concept illustrates a development pattern where the desirable land on top of the hill develops with residential lots under 2 acres in size and preserves the lowlands as permanent agriculture and a natural wetland. It is assumed that the parcel to the west will eventually develop and a road connection will be made at that time.

DEVELOPMENT SUMMARY

TOTAL AREA =	153 ACRES
PARCELS =	22 AC.
ROADS =	9 AC.
TOTAL DEVELOPED AREA =	31 AC. (20%)
OPEN SPACE =	122 AC. (80%)



Charrette Site #2, Plan A provides the highest level of open space (80%), and best protection of water resources, as well as visual impact of the development. It also provides the smallest amount of land for development. In order for this development to be financially feasible, small (1 acre or less) lots may be required.

Charrette Plan B

Permanent open space is preserved along the northern site boundary and along the forested hillsides. Unofficial open space is preserved through the use of large hobby farm sized lots in the lowlands along Highway 65, while the hill top is developed with clusters of smaller residential lots.

DEVELOPMENT SUMMARY

TOTAL AREA =	153 ACRES
PARCELS =	96 AC.
ROADS =	12 AC.
TOTAL DEVELOPED AREA =	108 AC. (71%)
OPEN SPACE =	45 AC. (29%)



Charrette Site #2, Plan B provides the highest intensity of development on this site, through a combination of cluster and large lot development. It has limited public open space (29%), although the large lots adjacent to STH 65 would ameliorate that issue to some degree. This option also does not provide for protection of the wetlands on the property.

Charrette Plan C

This concept illustrates a development pattern in which the parcel is entirely lotted out with 5 acre lots and open space occurs on private property only.

DEVELOPMENT SUMMARY

TOTAL AREA =	153 ACRES
PARCELS =	143 AC.
ROADS =	10 AC.
TOTAL DEVELOPED AREA =	153 AC. (100%)
OPEN SPACE =	0 AC. (0%)

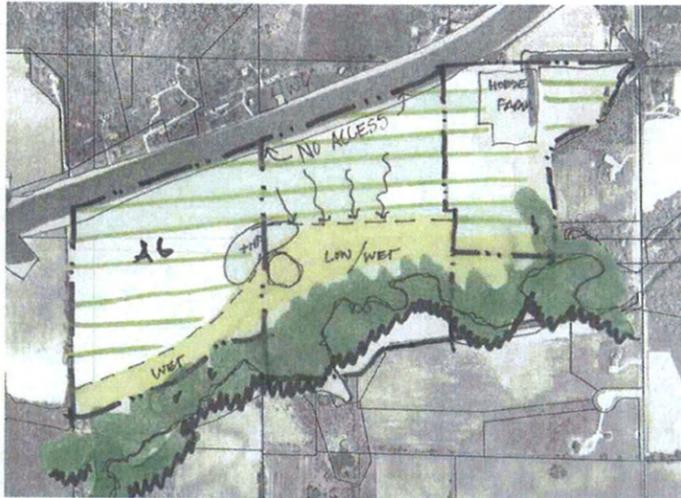


Charrette Site #3, Plan C provides no public open space, nor makes any attempt to preserve any natural resources. There is 0% public open space, and the lot size (5 acres) would likely result in the perception of limited open space. Financially, this project would also likely be a loss for the land owner because of the high cost of roads and limited number of lots for sale.

TEST SITE #3 - APPROXIMATELY 52 ACRES



ANALYSIS OF EXISTING CONDITIONS



YIELD PLAN (1.5 AC. MIN. LOT SIZE)



Development Summary	
52 acres	
Number of Lots: 16 (.3 du/ac)	
Average Lot Size: 1.8 ac.	
Parcels: 29.4 ac.	
Roads: 5.2 ac. (3,400 l.f.)	
Developed: 34.6 ac. (67%)	
Undeveloped: 17.4 ac. (33%)	

Charrette Site #3

Located in central Kinnickinnic, this parcel is smaller than the average, but is representative of many parcels in the Town that average 40 acres.

This parcel has both a pond and is adjacent to the Kinnickinnic River. Because of the small size, we also evaluated adjacent properties. These things include:

- ❖ STH 65 borders the north boundary of the parcel, limiting direct access
- ❖ The Kinnickinnic River, as well as forested areas to the south, plus low areas limit developable land
- ❖ A pond in the west portion of the parcel
- ❖ Large contiguous agricultural land, in crop production
- ❖ A historic building in the north east corner

The Yield Plan estimated the maximum development on the parcel under current subdivision and zoning requirements. The result?

- ❖ 16 lots, with an average of 1.8 acres per lot
- ❖ 5 acres of roadway
- ❖ 33% open space (areas not developable under current ordinances)

Comments and Observations

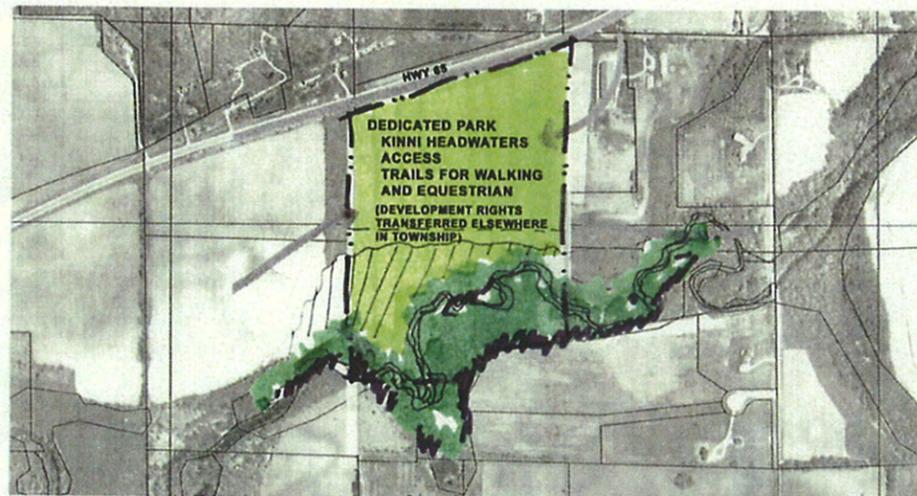


Charrette Plan A

This development concept utilizes adjacent properties for access due to the limitations involved with gaining access from the State Highway 65. Low wet land near the Kinnickinnic River are preserved as open space for trails and buffering. Open space along the highway preserves the rural character one experiences driving through the corridor. Small clusters of houses surround common open space with front and back yard green space for an interconnected neighborhood of trails and homes. Barns are located near the site entry for horses and community gathering.

DEVELOPMENT SUMMARY

TOTAL AREA =	145 ACRES
PARCELS =	30 AC.
ROADS =	14 AC.
TOTAL DEVELOPED AREA =	44 AC. (100%)
OPEN SPACE =	101 AC. (0%)



Charrette Plan B

This development concept assumes a transfer of development rights. This is a sensitive site with low wet land adjacent to a protected river and the thought behind this concept is that this land could be a valuable public amenity if development rights were shifted elsewhere in the Town. The idea is that this could become a park with dedicated river and trail access, possibly owned by the State as part of a broader initiative to protect the Kinni.

DEVELOPMENT SUMMARY

TOTAL AREA =	52 ACRES
PARCELS =	0 AC.
ROADS =	0 AC.
TOTAL DEVELOPED AREA =	0 AC. (100%)
OPEN SPACE =	52 AC. (0%)

Charrette Site #2, Plan A provides high level of open space (70%), and good protection of water resources. It would be an interesting development, with public open space adjacent to STH 65, and then with pods of development. Based on the layout, the perception of the development may be of higher density than it actually is.

Charrette Site #2, Plan B provides 100% open space. The group discussion revolved around would this be a good parcel to preserve in it's entirety, through a Transfer of Development Rights program.

Town of Kinnickinnic Comprehensive Plan

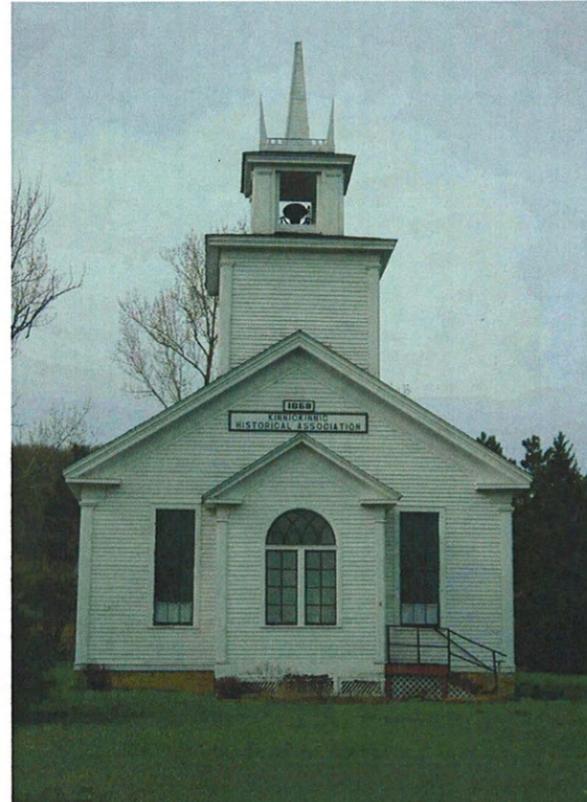
Design Charrette – Conclusions and Recommendations

Summary of Events

There was excellent participation throughout the day during the Design Charrette

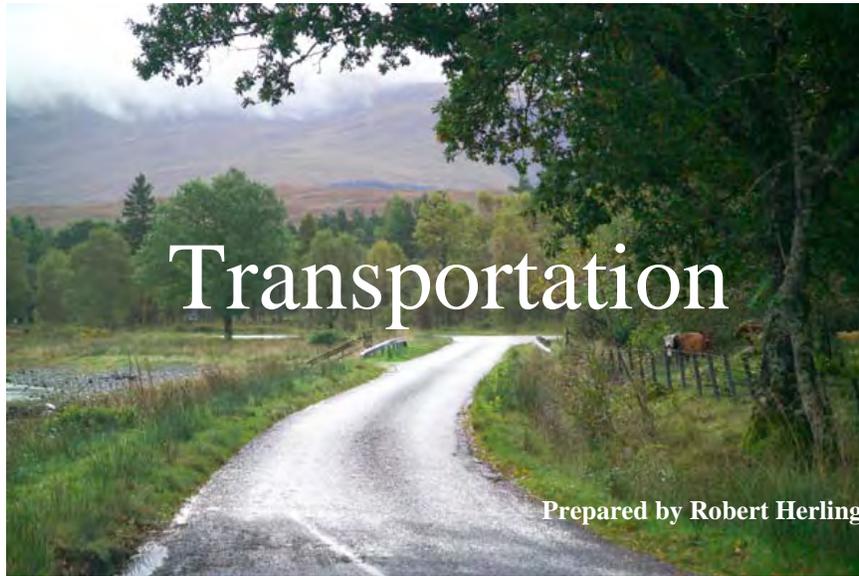
There was widespread support for the use of cluster subdivisions to accomplish several key goals that were identified during the Design Preference Survey held the day before, as well as during the entire planning process. These goals include:

- ❖ Environmental and ecological advantages – protecting large swaths of land as permanent open space protects not just amenities, but buffers around amenities, valuable agricultural land, uplands, woodlands, rivers and streams and a variety of conditions that contribute to overall ecosystem health.
- ❖ Allowing for economic return to property owners – Cluster Development leads to lower development costs – less land is impacted, shorter roads, less grading.
- ❖ Rural Atmosphere Preservation – Protecting the appearance of the Town Kinnickinnic, including through the preservation of Open Space



Appendix F

Transportation, Robert Herling



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TOWN OF KINNICKINNICKINNIC VISION STATEMENT

We seek well planned development which respects the rural historic character of the township. The Kinnickinnic River is a natural hallmark of the township and will continue to protect the integrity of the river and environmentally sensitive areas while allowing for a variety of residential and commercial development. Well planned growth must protect economic interests, property owner's rights, and strive to maintain an acceptable tax and fee structure for the residents. The planning process for the township will be open and consistent at all times.

S. 66.1001(2)(C) Wisconsin Statutes

The Transportation element is intended to be a compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the local government unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.

An Overview

The overall purpose of the Transportation element of the comprehensive plan is to promote accessibility, safety, and general welfare for all who use the town's transportation facilities. The element is to be used as a guide to help the town achieve effective and efficient development of its transportation network.

The town's current transportation system supports different land uses, but additional development of the system will influence future patterns of development in the town. Without adequate planning, future expansions of the network can have unwanted impacts on the efficiency of transportation, the cost of infrastructure maintenance, and the character of the community.

Regional Transportation

Transportation patterns within the Town of Kinnickinnic relate to three different contexts of scale:

- 1) the town's proximity to U.S. I-94 and the Twin Cities
- 2) the town's location relative to surrounding urban centers
- 3) the local impacts from residents and businesses

Together, these different contexts provide a variety of influences that will ultimately affect transportation within the Town of Kinnickinnic. While the town plans for the maintenance, funding, and expansion of its transportation facilities, actions should be considered in relation to these different contexts.

U.S. Interstate 94

The town of Kinnickinnic exists along I-94, a route of high traffic volume in the region that is largely associated with the Twin Cities Metro Area. Communities adjacent to the interstate, such as Kinnickinnic, are greatly influenced by the activities and development patterns that occur along the interstate corridor, and transportation patterns within those communities will be shaped in great deal due to I-94. Easy access to the interstate facilitates the commutes of rural residents to jobs in the Twin Cities Metro. Conversely, the close proximity to I-94 and the Twin Cities is likely to encourage the migration of people out from the metro area to communities like the Town of Kinnickinnic to live.

The town of Kinnickinnic should consider its location to I-94 and the distance to the twin cities when planning further development of its transportation system. It should anticipate that increased traffic volumes will accompany future development. Likewise, the town should anticipate an increase in the number and variety of user groups who access its transportation facilities as more development occurs in and around the township (Figure 1).

Figure 1: Regional context – I-94 corridor



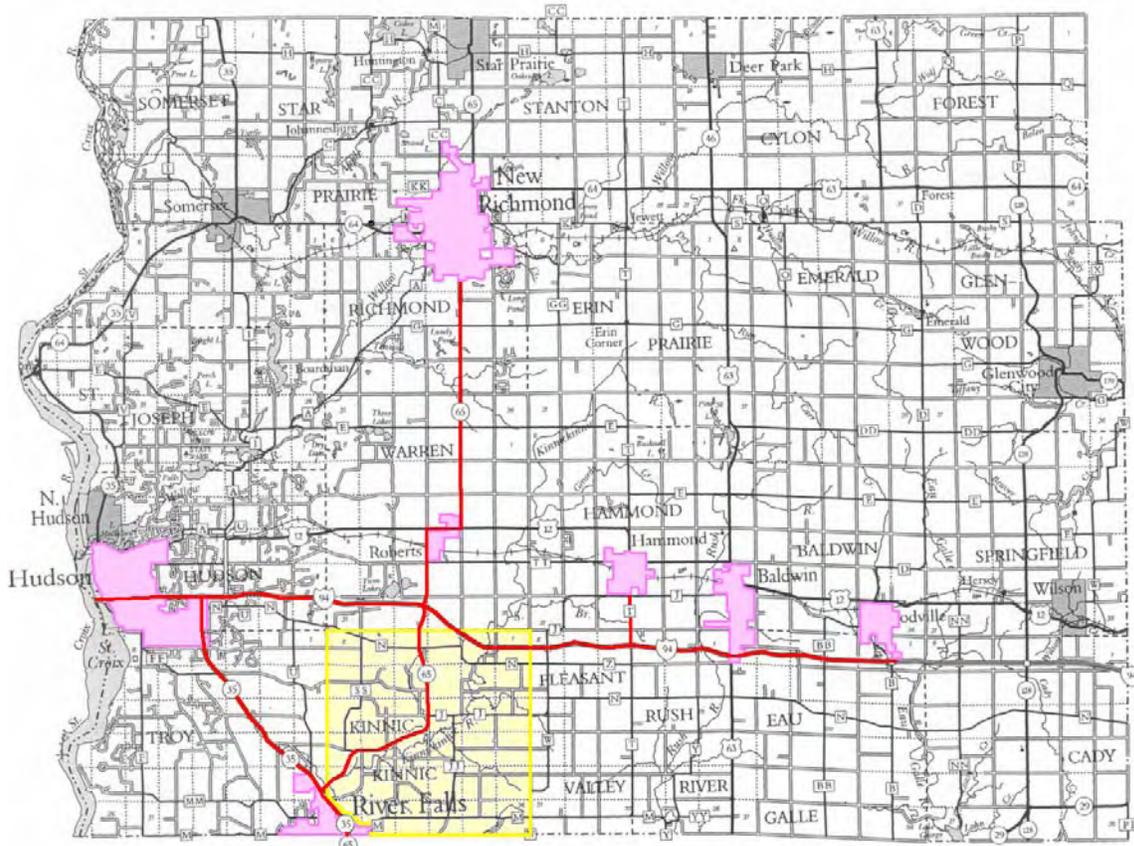
Base Map: MapQuest.com

Town of Kinnickinnic

Surrounding urban centers

The Town of Kinnickinnic's location to surrounding cities and villages results in a series of smaller transportation corridors that facilitate the transfer of people and goods. While urban centers such as Baldwin, Hammond, Hudson, and Woodville, etc. are linked to the town by I-94, the Cities of River Falls, New Richmond, and the Village of Roberts are linked by State Trunk Highway (STH) 65. The City of Hudson is also accessible to the Town of Kinnickinnic via STH 35, which links Hudson with The City River Falls. STH 35 and STH 65 are corridors that, like I-94, will influence development in adjacent communities (Figure 2).

Figure 2: St. Croix County transportation context



Base Map: Wisconsin Department of Transportation, 2004

State Highway 65 is an important transportation corridor for the Town of Kinnickinnic. It curves from the southwest to the north across the township and links the City of River Falls with I-94. It is a logical route for vehicles traveling westward on the interstate to access River Falls, and connects to a number of County Trunk Highways (CTHs) and town roads along the way. STH 65 collects local traffic traveling to/from River Falls, to/from I-94, and to/from other locations within the township. Subsequently, as development occurs in and around the Town of Kinnickinnic, the volume of traffic on STH 65 is expected to increase. This will likely impact conditions on local town roads and influence the creation of new roads within the township.

Transportation within the town

Traffic patterns within the town will be influenced by the location and density of different land uses, ultimately directing the amount and types of use that the local roads receive. By encouraging the logical placement of different land uses, the town can achieve transportation patterns that are better suited to its existing network and optimize any future expansions of its transportation facilities.

At present, the Town of Kinnickinnic is zoned primarily Ag/Residential, and most development occurring within the township is in the form of additional single-family-homes. Additional town roads may need to be added to provide access to new homes, and the amount of traffic may increase on existing roads, depending on the density of homes in a given area. With additional homes being built along existing private roads, the town may be required by law to take over a sub-standard road and rebuild it to bring it up to standard. The construction and continual maintenance of additional roads will mean added expenses for the town. Therefore, town officials should consider strategies that will discourage the inefficient extension of the town's roads.

In addition to residential land use, several businesses exist in the Town of Kinnickinnic and can also influence traffic patterns on local roads. Some commercial locations may involve the use of heavy trucks, potentially impacting safety conditions and maintenance needs along certain routes. The future arrival of any new businesses would likely bring additional traffic to the town. Depending on the location and density of new businesses, they may bring about significant changes in the local transportation patterns.

Agricultural land uses also exist in the town and can influence traffic conditions. Tractors and other farm vehicles occasionally share the roads with automobile traffic. The combination of these uses can potentially impact the safety and efficiency of transportation. The location and seasonality of different agricultural activities within the town warrants consideration during the town's transportation planning.

Transportation Trends

Transportation within the Town of Kinnickinnic is automobile-oriented. Further development is expected to increase the amount of automobile traffic on all roads within in the township. Since most of the town’s future development is expected to be residential, it is anticipated that town roads will be receiving a great deal of additional vehicle trips. While traffic volumes increase along STH 65 and other main thoroughfares, the number of vehicles accessing such routes from local roads or private accesses will also increase, thus raising the potential for traffic and safety conflicts.

Recent Trends

Census data shows that in the year 2000 over 60% of the town’s working population had jobs outside of the county (Table 1). Of this same population, 82% of them drove to work alone (Table 2). These statistics indicate that a majority of the residents will be using the town’s road network daily and that there will be corresponding periods of peak use.

Table 1: Kinnickinnic residents’ place of work data - 2000

	Workers 16 years and older	Worked outside county of residence		Worked outside state of residence	
		#	%	#	%
Town of Kinnickinnic	759	458	60.3%	320	42.2%
Town of Baldwin	521	137	26.3%	114	21.9%
Town of Clifton	887	597	67.3%	450	50.7%
Town of Hammond	544	200	36.8%	162	29.8%
Town of Hudson	3,634	2119	58.3%	2,030	55.9%
Town of Martell	625	348	55.7%	210	33.6%
Town of Pleasant Valley	217	86	39.6%	61	28.1%
Town of River Falls	1,323	822	62.1%	520	39.3%
Town of Troy	2,048	1189	58.1%	993	48.5%
Town of Warren	763	405	53.1%	363	47.6%
<i>Regional Town Average</i>			51.8%		12.0%
St. Croix County	34,428	17,669	51.3%	15,065	43.8%
Pierce County	20,818	12,372	59.4%	8,585	41.2%
Wisconsin	2,690,704	701,799	26.1%	101,363	3.8%

Source: U.S. Census Bureau

Table 2: Percent of population per mode of travel to work - 2000

	Town of Kinnickinnic		Regional Town Average	St. Croix County	Pierce County	Wisconsin
	#	%				
Drove alone	624	82.2%	78.2%	80.7%	75.1%	79.5%
Carpooled	86	11.3%	12.1%	11.7%	11.6%	9.9%
Public transportation:	0	0.0%	0.2%	0.3%	0.4%	2.0%
Motorcycle	0	0.0%	0.0%	0.0%	0.1%	0.1%
Bicycle	0	0.0%	0.3%	0.1%	0.3%	0.4%
Walked	6	0.8%	2.0%	2.2%	6.5%	3.7%
Other means	0	0.0%	0.2%	0.3%	0.4%	0.4%
Worked at home	43	5.7%	7.1%	4.7%	5.6%	3.9%

Source: U.S. Census Bureau

The Wisconsin Department of Transportation (WisDOT) has gathered more recent data concerning the amount of traffic on state and county roads within the Town of Kinnickinnic. In 2004, an average annual daily traffic count (AADT) of 1,200 occurred at the I-94/STH 65 exit just north of the Town of Kinnickinnic (Figure 3). This is nearly a 40% increase in the amount of trips per day occurring at that exit in the year 2001 (Table 3).

Figure 3: 2004 average daily traffic counts for I-94 – north of Town of Kinnickinnic

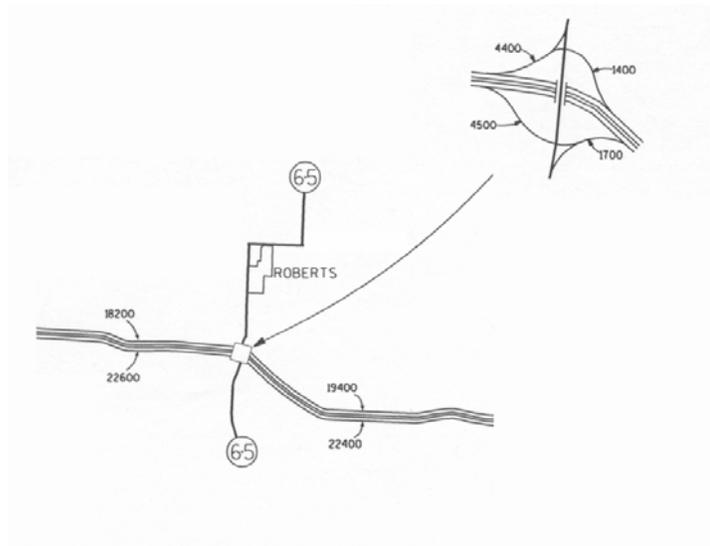


Table 3: Average annual traffic counts entrance/exit ramps at I-94 and STH 65

	2001	2004	Change
Eastbound ramps			
On to Hwy. 65	3,200	4,500	1,300
Off of Hwy. 65	1,200	1,700	500
Westbound I-94			
On to Hwy. 65	1,100	1,400	300
Off of Hwy. 65	3,100	4,400	1,300

Source: Wisconsin Department of Transportation

Within the municipal boundaries of the town, WisDOT calculated an AADT of 4,900 vehicles on STH 65 and 60th Ave. near the northern edge of the town. This equates to a 16% increase at that location since the year 2000. At the southwestern boundary of the town, the AADT on STH 65 was 5,100, a 27.5% increase since 2000 (Table 4).

Table 4: Average annual traffic counts within the Town of Kinnickinnic

	2000	2004	Change
State Hwy. 65 (at 60th Ave.)	4,200	4,900	700
State Hwy. 65 (at Coulee Tr.)	3,600	4,300	700
State Hwy. 65 (at State Hwy. 35)	4,000	5,100	1,100
County Trk. J (between JJ and Cemetery Rd.)	790	630	-160
County Trk. M (between JJ and Ponderosa Dr.)	1,400	1,100	-300
County Trk. N (at Highland Rd.)	310	360	50

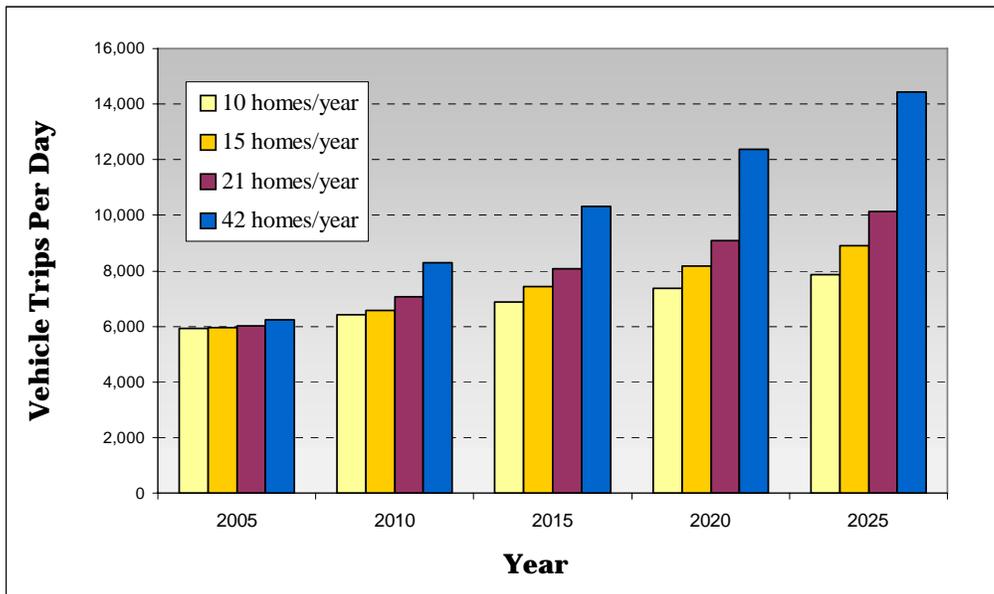
Source: Wisconsin Department of Transportation

The AADTs for county roads within the town show a different trend than those calculated for STH 65. CTH N at the northern end of the township showed a 16% increase in AADT, but the AADT counts for CTH J and CTH M both show a decrease in traffic from the year 2000. This data is contradicted, however, by the observations of local residents who suggest that the volume of traffic on these roads has been increasing since 2000. Town officials should consider ways of assessing the amount of traffic that all roads are receiving in the town while continuing to reference future AADT counts and work to identify transportation trends throughout the town's road network.

Projected Trends

A rule of thumb used by transportation officials is that each single-family household produces 9.75 vehicle trips per day. If this estimate is applied to all households in the Town of Kinnickinnic, then its residents produced on average a total of 4,709 trips per day in the year 2000. Assuming that every house was occupied, the town's residents produced 5,820 trips per day in 2004. If the town were to average 15 new occupied homes per year, it could expect 6,575 trips per day on its road network by the year 2010 (Figure 4).

Figure 4: Vehicle trips per day projected by new houses per year.



Existing Facilities & Uses

The Town of Kinnickinnic is served by a network of state, county, and local roads that account for nearly all of the town's transportation facilities. Although other transportation facilities, such as air ports, railroads, and major waterways do not exist within the town's boundaries, they are regionally accessible to its residents from its road network. If and when such facilities become directly integrated into the economy and local transportation system of the town, the comprehensive plan will be updated to address them in more detail. Presently, the focus of the town's transportation planning is on the development and maintenance of its roads and trails in order to meet the needs of different user groups while continuing to support the town's future vision.

Roadways

The town has 45 town roads, totaling approximately 47.4 miles of paved surface. There are approximately 24.6 miles of County Trunk Highways (CTHs), 7.7 miles of State Trunk Highways (STHs), and 2.33 miles of U.S. Interstate 94 within the township. Conventionally, interstate highways and STHs are classified as arterial routes which facilitate high volumes of traffic over longer distances, and CTHs are collector routes that provide access to the arterials. Town roads serve primarily as local access routes to provide connection between collector roads and private residences.

Despite classifications, user behavior at the aggregate level dictates the traffic volumes that ultimately occur on the roads. Thus, some CTHs can end up being used as arterials, while certain town roads may get used more like collectors. Road classification is flexible and will change when user patterns change. The Wisconsin Department of Transportation (WisDOT) determines the functional classification of all STHs and CTHs, but the Town of Kinnickinnic should occasionally assess the patterns of transportation within the town, and all town roads should be reclassified according to estimated traffic volumes. This can help town officials make appropriate planning decisions concerning the addition or reconstruction of transportation facilities.

Below is a functional classification scheme for all roads currently within the Town of Kinnickinnic. WisDOT has classified the STHs and CTHs based in part on their regional importance as well as their AADT counts (Table 5). The classification of town roads has been assessed according to their connections to arterials or collectors and the number of residences adjacent to them (Table 6). The functional relationships of these roads are illustrated in Figure 5.

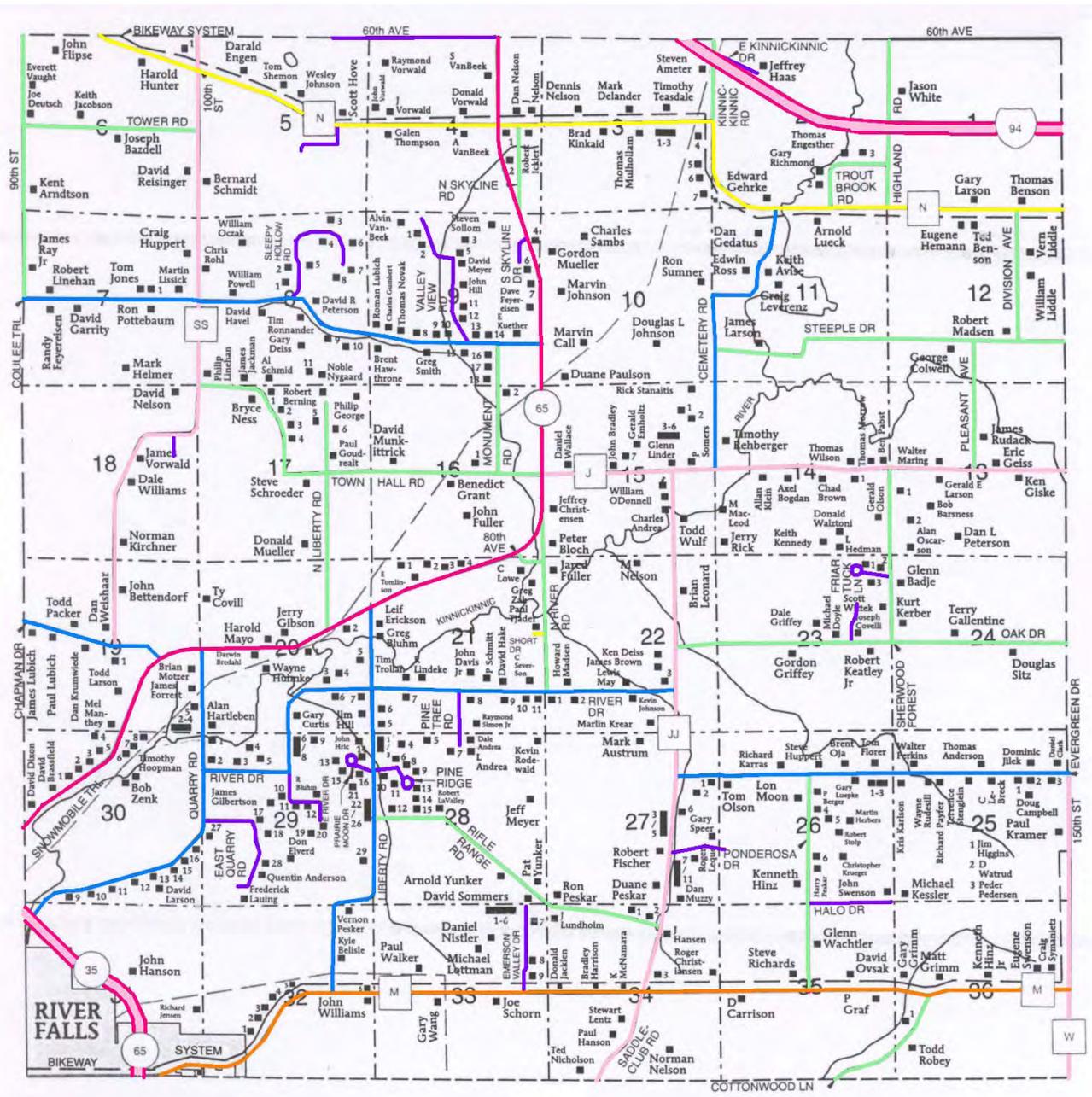
Table 5: Functional classification and miles of State and County roads within the Kinnickinnic

<i>CLASSIFICATION</i>	<i>DESCRIPTION</i>	<i>ROADS</i>	<i>APPROX. MILES</i>
PRINCIPAL ARTERIALS	Routes of high traffic volume, serving long intra-urban trips and providing links to major activity centers.	U.S. I-94 State Hwy. 35	2.33 1.00
MINOR ARTERIALS	Routes of high traffic volume, serving trips of moderate length and providing connection to rural collectors.	State Hwy. 65	6.70
MAJOR COLLECTORS	Roads of moderate to high traffic volume that collect traffic from lower volume routes and channel it to arterials.	Cty. Trk. M	5.00
MINOR COLLECTORS	Routes of moderate traffic volume that service smaller developed areas and links local traffic generators to major collectors within a reasonable distance.	Cty. Trk. N	7.70
LOCAL ROADS	Roads that provide access to adjacent lands and link local traffic to collectors.	Cty. Trk. J Cty. Trk. JJ Cty. Trk. SS Cty. Trk. W	3.00 3.68 3.80 1.30

Table 6: Functional classification of Town roads within the Town of Kinnickinnic

<i>CLASSIFICATION</i>	<i>DESCRIPTION</i>	<i>ROADS</i>	<i>APPROX. MILES</i>
MAJOR TOWN ROADS	Local roads of moderate traffic volume that provide access between adjacent lands and collector routes over relatively short distances. Through traffic is not recommended.	Cemetery Rd. Chapman Rd. Coulee Rd. Evergreen Rd. Liberty Rd. Quarry Rd. River Dr.	5.30 0.83 3.08 2.27 1.93 2.33 3.70
MINOR TOWN ROADS	Local roads of low traffic volume that provide access between adjacent lands and higher-order routes over short distances. Through traffic is discouraged.	80th Ave. 90th Ave. Cottonwood Ln. Division Ave. E. Quarry Rd. Friar Tuck Ln. Highland Rd. Kinnickinnic Rd. Monument Rd. N. Liberty Rd. N. River Rd. N. Skyline Rd. Oak Dr. Pine Tree Rd. Pleasant Ave.. Ponderosa Dr. Rifle Range Rd. Sherwood Forest Sleepy Hollow Rd. Steeple Dr. Tower Rd. Town Hall Rd. Trout Brook Rd. Valley View Rd.	0.26 1.50 0.82 0.77 0.77 0.40 0.33 0.55 0.75 1.30 0.97 0.50 2.27 0.33 0.75 1.25 1.03 1.00 0.70 2.10 1.00 2.38 0.55 0.82
SINGLE PURPOSE ROADS	Local roads that only serve residences or business. They are dead-end routes and do not provide for through traffic.	60th Ave. Christy Rd. Deerwood Court E. Kinnickinnic Dr. E. River Dr. Emmerson Valley Dr Halo Dr. Kreuziger Rd. Pine Ridge Prairie Moon Dr. Rudy Dr. S. Skyline Dr. Short Dr. Vorwald St.	1.00 0.05 0.40 0.30 0.43 0.50 1.23 0.10 0.30 0.15 0.10 0.15 0.05 0.10

Figure 5: Town of Kinnickickinnic's road network – functional classification



Base Map: 2004 St. Croix County Plat Book. © Farm and Home Publishers, Ltd.

STATE & COUNTY ROADS

-  Principle arterial
-  Minor arterial
-  Major collector
-  Minor collector

TOWN ROADS

-  Major town roads
-  Minor town roads
-  Single purpose roads

Bridges and

Culverts

The St. Croix County Highway Department has an inventory of all bridges and culverts in the Town of Kinnickinnic. They will assist the town with the inspection and maintenance of these structures upon request. However, the Town of Kinnickinnic is required to inspect and maintain all bridges on its town roads that have a span of less than 20 feet, and it is responsible for all culverts associated with town roads.

There are 22 bridges in the Town of Kinnickinnic, 20 of which facilitate automobile traffic over the Kinnickinnic River and its tributaries. Eleven bridges exist on the town roads. The following town roads each have a bridge: 80th Ave., Coulee Trail, Highland Road (overpass at I-94), Liberty Road, Monument Road, N. River Road, Oak Drive, Pleasant Ave., Quarry Road, Steeple Drive, and Town Hall Road. The lengths of these bridges needs to be verified and the locations of culverts needs to be identified (Figure 6).

Trucking

Trucking is an important facet of transportation in the Town of Kinnickinnic. I-94, STH 35 and STH 65 are all officially designated to accommodate trucking. Truck traffic generally uses arterials and collector roadways, but commercial and agricultural activities in the town bring trucking onto town roads. The Town of Kinnickinnic should consider the potential use from trucks when improving or building town roads to properly address issues of engineering, accessibility, safety and design.

Farm Machinery

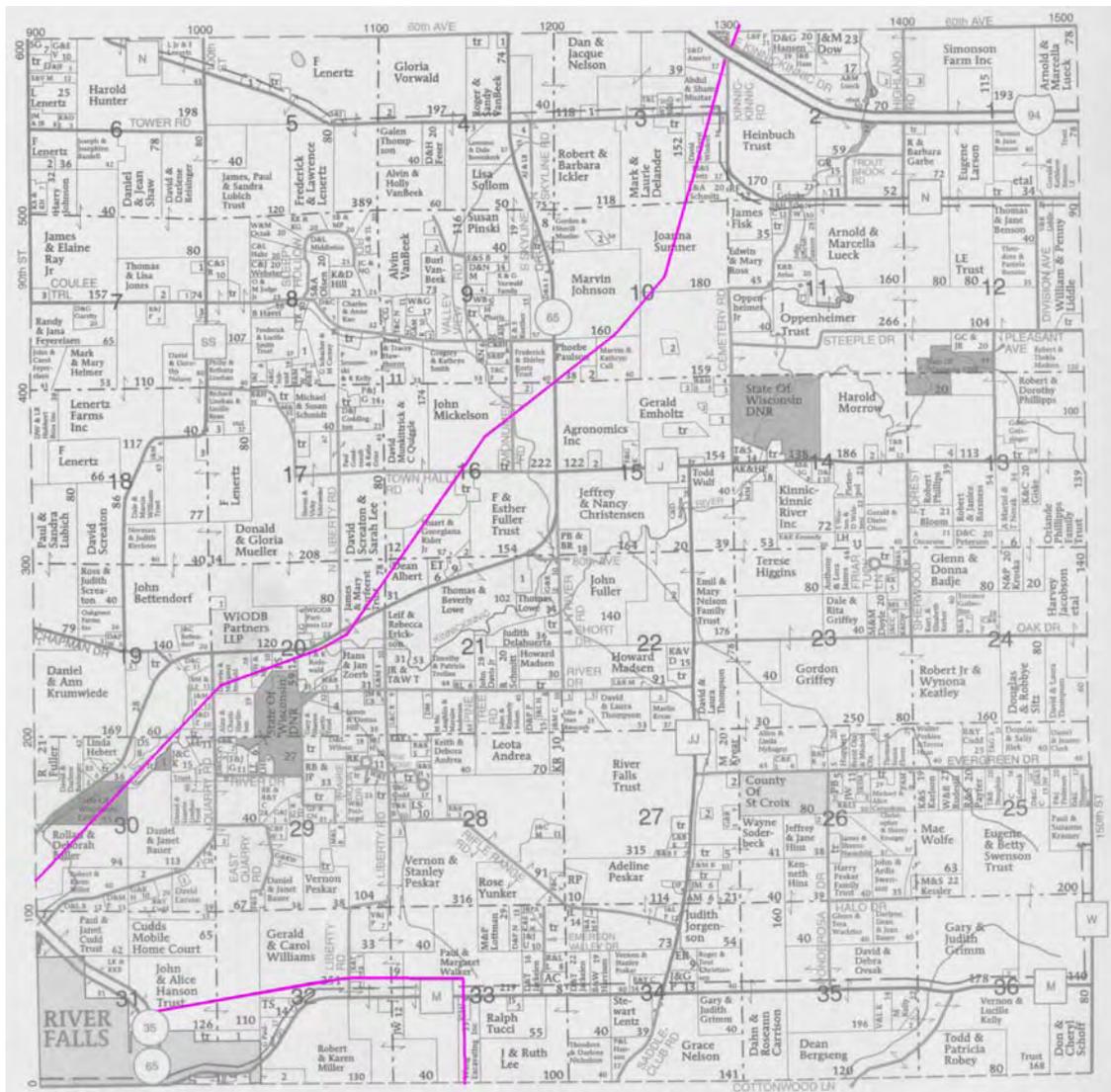
Like with trucking, agricultural activity brings tractors and other farm implements onto Kinnickinnic's roads. Potential conflicts concerning the flow of traffic along certain routes should be identified and mitigated where necessary. Tractor use of the main arterial through the town, STH 65, should be assessed in the near future. Currently, there are 12 field accesses exist along this route within the town. CTH M, classified as a major collector in the township, has 18 field accesses. CTH N, a minor collector, has 20 field accesses. The seasonality of traffic patterns related to the presence of farm machinery on the roads also warrants consideration in the town's transportation planning.

Snowmobiles and ATVs

Two county designated snowmobile trails exist within the municipal boundaries of the Town of Kinnickinnic; one entering the north in the town just east of Kinnickinnic Rd., and one entering from the south approximately a mile outside of the City of River Falls. Both trails connect to the network of snowmobile routes within the city limits. Snowmobile trails are maintained by St. Croix County Parks Department (Figure 6).

There are currently no all-terrain vehicle (ATV) trails in the Town of Kinnickinnic, and all road right-of-ways are closed to ATV traffic. Use of ATVs is limited to private property.

Figure 6: Snowmobile trails in the Town of Kinnickinnic



Base Map: 2004 St. Croix County Plat Book. © Farm and Home Publishers, Ltd

Facilities Management

As stated in the Town of Kinnickinnic's vision statement, residents in the town want well-planned development that:

- respects the rural historic character
- protects the integrity of the river and environmentally sensitive areas
- protects the economic interests of property owners
- maintains acceptable taxes and fees

Transportation planning in the town should support all of the goals identified in the town's vision statement. Town officials should assess every proposal for a new transportation facilities to make sure that such additional infrastructure does not contradict the town's development goals.

Growth management for preservation

The Town of Kinnickinnic can maintain rural character and protect environmentally sensitive areas by first identifying those areas and using an official map that shows such areas in relation to current land uses and roads and proposed future land uses and roads. An official map will communicate development goals at a glance and help residents and town officials see how the placement of future infrastructure might affect rural character and sensitive areas. Using an official map to show any proposed roads and future land use areas can also help ensure that future town officials will continue to work towards achieving transportation objectives, and it will aid the town in coordinating transportation development with neighboring municipalities, St. Croix County and state agencies.

The town can also revise its zoning and subdivision ordinances to encourage development patterns that will organize new infrastructure efficiently and direct it away from culturally and environmentally sensitive areas. Revising the subdivision ordinances in a way that supports and promotes the use of conservation design will also help the town achieve its goals. By relaxing certain road standards in regards to width and driveway spacing would allow for denser development and the preservation of open space, which would help maintain the aesthetics of rural character and help to direct infrastructure away from sensitive areas.

Some of the responsibility of preservation can be transferred to developers, by requiring them to provide a Traffic Impact Assessment (TIA) for any major subdivisions. Such studies can be used by the town to assess whether or not certain subdivisions will jeopardize rural character through the amount of additional traffic they are expected to generate. By Requiring developers to provide an Environmental Impact Assessment (EIA) that includes an analysis of the effects of road placement and increased traffic, the Town of Kinnickinnic can better assess the affects of any additional transportation facilities near the river and other environmentally sensitive areas.

Growth management and maintenance for lower costs

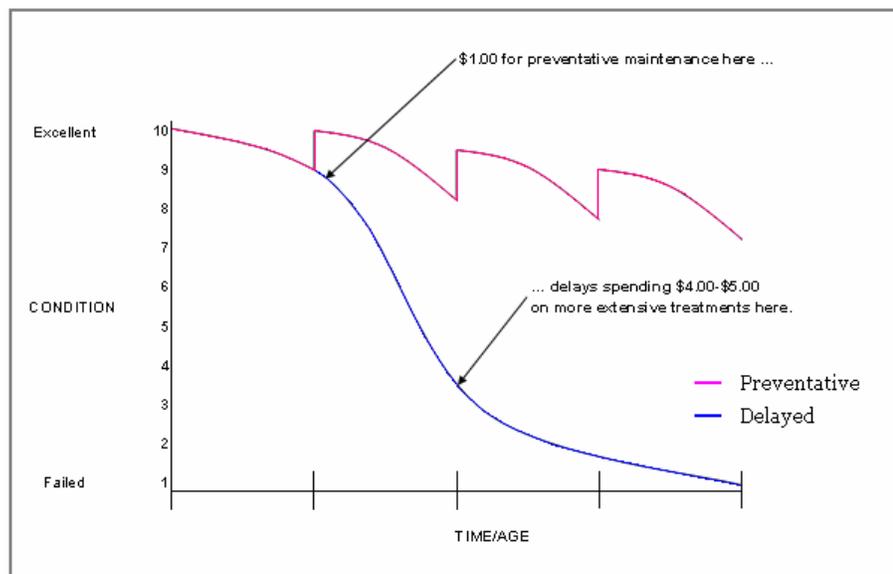
The Town of Kinnickinnic can protect the economic interests of property owners and maintain acceptable taxes by managing the size and physical condition of its transportation infrastructure. It should seek ways to optimize the amount of additional infrastructure and should manage the maintenance of its road network to maximize the lifespan of existing facilities.

Since current county ordinances dictate that private roads serving three or more houses automatically become the responsibility of the town, certified survey maps (CSMs) that call for long private drives can lead to a greater maintenance burden for the town in the future. The town should consider revising its subdivision ordinances to address this scenario.

The town should assess all town roads and private roads within the township to identify logical future connections. Doing this can help to improve future accessibility and traffic flow. By using an official map, the town can illustrate how, where and what types of future infrastructure may be most suitable to prevent future transportation conflicts. On a site by site basis, an official map would help town officials determine how proposed road designs for new developments will ensure desired connectivity and serve the financial objectives of the town.

Another strategy the town can use to manage its transportation facilities effectively is to keep an updated inventory of town roads, bridges and culverts, etc. Data about the physical condition of facilities, the dates of last maintenance, and other relevant information would be included and could help the town prioritize and budget for necessary projects. An updated inventory could also help the town carry out preventative maintenance. This would include operations such as regular re-surfacing treatments to town roads so that the town can save money over time (Figure 8).

Figure 9: Graphic representation of preventative maintenance



Access Management

As stated in the Town of Kinnickinnic's vision statement, residents in the town want well-planned development that:

- protects the economic interests of property owners
- maintains acceptable taxes and fees

The aim behind access management is to prevent traffic problems, such as congestion and accidents that can result from more development and more vehicles using the roads. The Town of Kinnickinnic should consider ways to apply access management proactively to avoid having to finance the reconstruction of transportation facilities in the town before they have exceeded their lifespan. Since it is likely that the Town of Kinnickinnic will be experiencing more traffic on its roads in the future, the potential for conflicts related to an abundance of intersections and access points along certain routes should be assessed.

STH 65 may be the most important route for access management in the Town of Kinnickinnic. As a minor arterial, it facilitates higher volumes of traffic at speeds that exceed 50 mph, yet it currently has 30 driveways and 12 field accesses along its 6.7 miles within the town. This abundance of access points is more characteristic of a minor collector road. As the volume of traffic continues to increase along STH 65, issues concerning safety and congestion are likely to result. Currently, WisDOT has an access management plan for STH 65 that freezes existing accesses at their present locations and sizes. It intends to keep STH 65 viable as a two-lane highway for as long as possible and will apply extra scrutiny to any proposed new access along the arterial. If and when traffic on STH 65 begins to approach 10,000 vehicles per day, or if problematic intersections develop along this route, WisDOT may mandate the removal of driveways and accesses. Such a situation could cause the town to incur large expenses to provide necessary frontage roads.

Officials for the town of Kinnickinnic can revise its zoning, subdivision and driveway ordinances to guide development patterns in ways that avoid future transportation conflicts. This may include prohibiting strip development along certain routes, but it could also include policies that put the onus of access management on the developers. The town could apply impact fees for future reconstruction, or require developers to install road designs that ensure good access management, such as frontage roads along arterials and major collectors that remove existing accesses off of these routes.

Corridor Planning

As stated in the Town of Kinnickinnic's vision statement, residents in the town want well-planned development that:

- allows for a variety of residential and commercial development.
- respects the rural historic character
- maintains acceptable taxes and fees

The purpose of corridor planning is to direct certain development patterns along specified transportation corridors. Planning this way could help the Town of Kinnickinnic secure logical development patterns that include both commercial and residential development. It would help to keep the greatest amount of traffic on arterials rather than on town roads. Corridor planning can also reduce taxpayer burden by minimizing infrastructure expenses and improving the town's tax base with the inclusion of more commercial land use. In addition, planning for a denser mix of commercial and residential development along a corridor can help reduce vehicle traffic and preserve open space, both of which help maintain rural character.

As previously noted, I-94 is a major development corridor. If the town were to allow commercial and industrial development within its boundaries, it may consider using a variety of planning tools such as planned unit development (PUD), density-bonus incentives, transfer of development rights (TDR), and mixed-use zoning to encourage the establishment of such development near I-94. The accumulation of traffic associated with commercial and industrial activities would be focused along a corridor, and the lengths of new roads may be minimized, providing lower maintenance expenses for the town.

The Town of Kinnickinnic can use corridor planning in tandem with access management to avoid inefficient expansions of its road network. It can use an official map to help ensure consistency between the different road designs in future developments. The map can be used to identify areas where accessibility will need to be either improved or limited. The official map should also show planned future roads or road redesigns. This will help justify the town's requests for state funding for future transportation projects.

Financing

NOTE: This is an incomplete list.

WisDOT Programs

Surface Transportation Rural Program (STP-R)

Town Road Improvement Program (TRIP)

TRIP is the component of Wisconsin's LRIP program used to assist Towns in improving *seriously deteriorating* town roads. Projects are locally let and WisDOT reimburses up to 50% upon project completion. Eligible projects include: Design or feasibility studies, reconstruction, resurfacing, bridge replacement, asphalt purchasing. Ineligible projects include new roads, seal coats, chip seals, pothole repair, small culvert replacements, guard rails, etc.

Discretionary Town Road Improvement Program (TRIP - D)

TRIP-D specifically targets improvement projects on town roads that exceed \$100,000. Preference is given to projects based on established criteria concerning safety, reconstruction, and high traffic volume.

Local Bridge Improvement Assistance (Local Bridge)

WisDNR Programs:

Snowmobile Routes & Trail Crossing Signs

Towns are eligible to apply for funds to provide for the initial signing of snowmobile routes and trail crossings. No local match is required.

Relevant Plans & Programs

NOTE: This section is incomplete.

State Plans

Access Control for STH 65. 1998. Project # 1540-08-29.

County plans

St. Croix County Land Division Ordinance. Draft, 2004.

St. Croix County Bicycle and Pedestrian Plan. 1998.

Comprehensive plans

Comprehensive Plan for the City of River Falls, Draft 2005.

The Town of Warren and Village of Roberts Comprehensive Plan. 2005.

The Town of River Falls Comprehensive Plan. 2004.

Appendix G

Agriculture, Natural and Cultural Resources,
Derrick Tuttle, Jesse Jacobson, and Brett Pforr

AGRICULTURAL SUB-ELEMENT

VISION STATEMENT

We seek well planned development which respects the rural historic character of the township.

The Kinnickinnic River is a natural hallmark of the township and we will continue to protect the integrity of the river and environmentally sensitive areas while allowing for a variety of residential and commercial development.

Well planned growth must protect economic interests, property ownership's rights and strives to maintain acceptable tax and fee structure for the residents.

The planning process for the Township will be open and consistent at all times.

PURPOSE

The purpose of the agricultural subtopic of the agricultural, natural and cultural resources is to compile a set of objectives, policies, goals, maps, and programs for the conservation, and promotion of the effective management of productive agricultural areas.

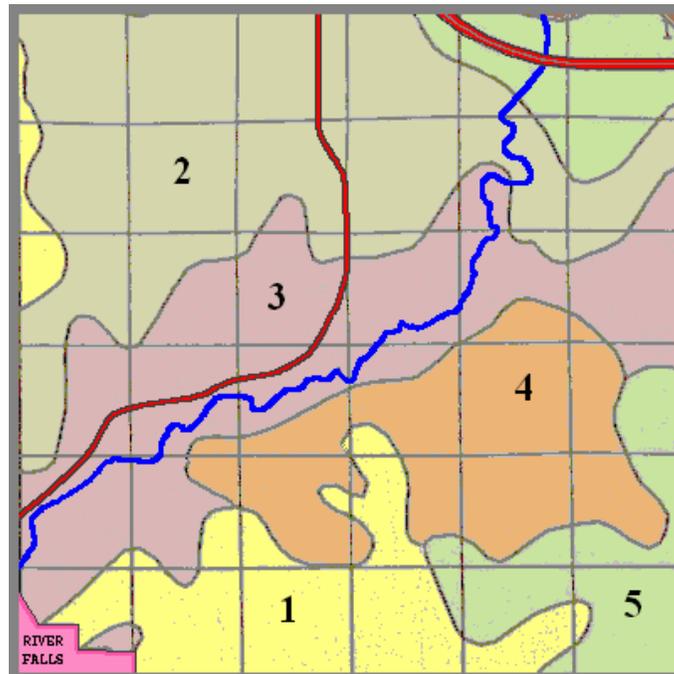
TOWN OVERVIEW

The Town of Kinnickinnic was established in 1857 and agricultural production has helped define its identity today. Residents value the irreplaceable productive farmland, open space, and rich resources. The residents are also extremely concerned with the loss of these amenities, and are dedicated to their preservation.

INVENTORY

SOILS

The soils in the Town of Kinnickinnic are mainly silt loams. These types of soils provide extremely viable agricultural production due to their textures and drainage characteristics.



General Soil Associations in the Town of Kinnickinnic

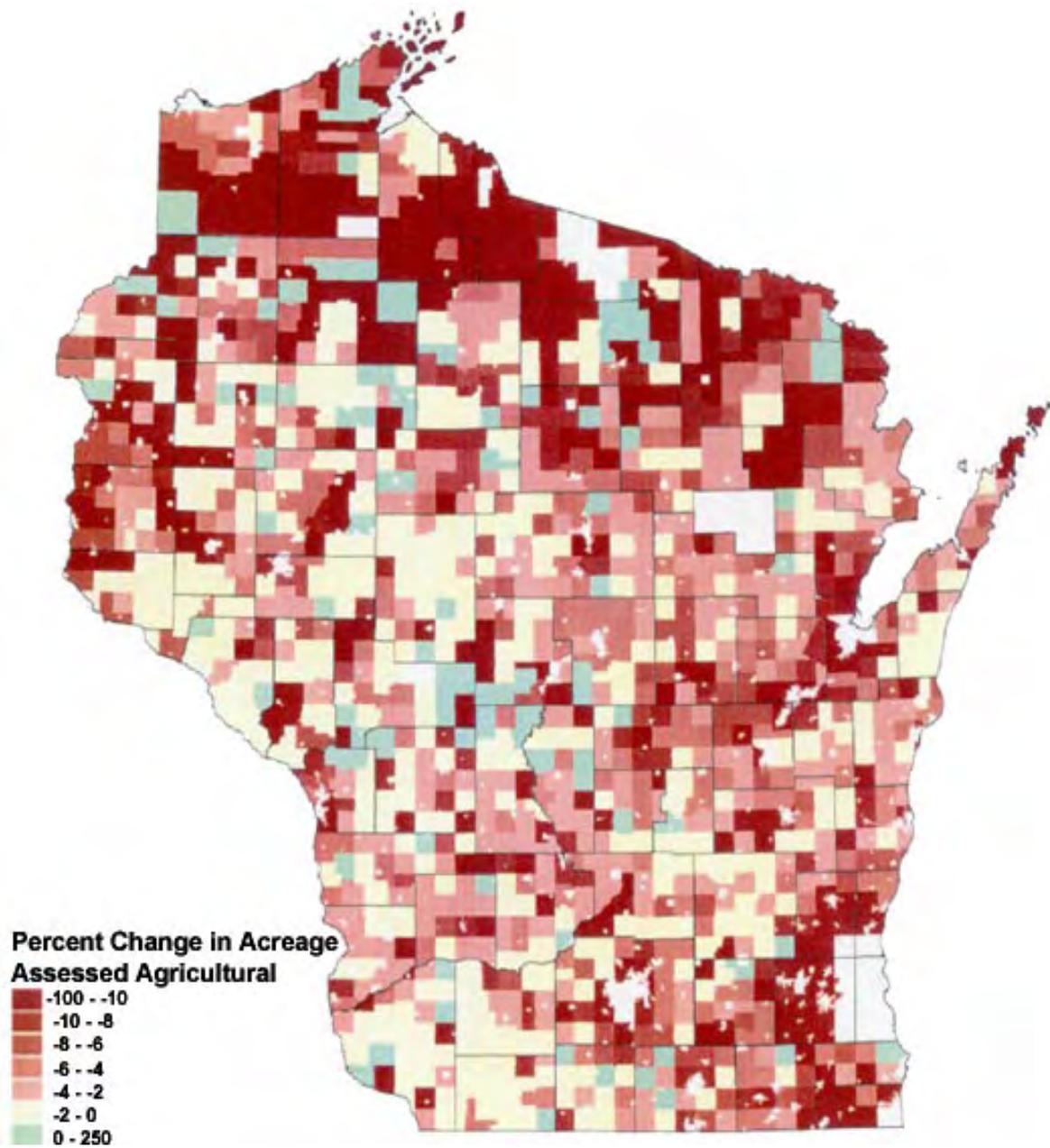
1.  RITCHEY-DERINDA-WHALAN: Well drained and moderately well drained, gently sloping to very steep, medium-textured soils. Soils underlain by limestone or shale at relatively shallow depths.
2.  SANTIAGO-OTTERHOLT-ARLAND: Well drained, gently sloping to steep, medium-textured soils on till plains. Soils underlain by sandstone at a relatively shallow depth, or soils that have a thick mantle of windblown silt.
3.  SATTRE-PILLOT-ANTIGO: Well drained, level to sloping, medium-textured soils on outwash plains and stream terraces.
4.  PLAINFIELD-BOONE: Excessively drained, gently sloping to moderately steep, coarse-textured soils on outwash plains and stream terraces. Soils underlain by sandstone at a relatively shallow depth.
5.  VLASATY-SKYBERG: Moderately well drained and somewhat poorly drained, level to sloping, medium-textured soils on till plains.

OVERALL AGRICULTURE

Agriculture in the Town of Kinnickinnic has changed significantly over the years. The average age of active farmers has steadily risen. Residents between the ages of 35 and 59 years old, make up 44.5% of the town's population. Although these numbers relate to all residents in the town, they may also reflect the rising ages of the active farmers.

As of the year 2000, only 0.5% of the Town's population is earning a living in agriculture. This number has been dropping steadily as compared to 93% agricultural based professions in the year 1990. The economics of small scale farming has made it difficult for the, "Family Farm" to earn a living, and the types of crops and livestock raised have changed as the economics that have produced one or the other has changed. This has been due partially to the proximity of local mills closing out, therefore, having to travel further for processing and sales.

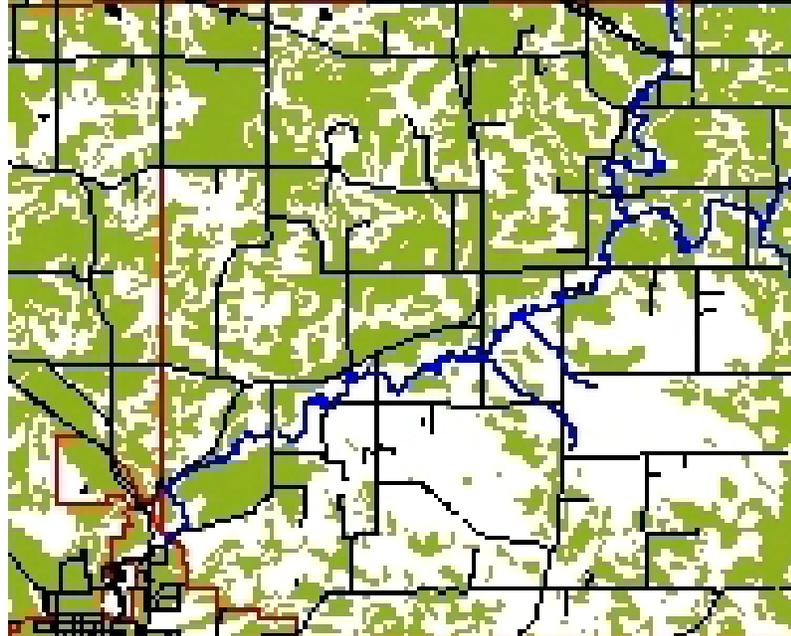
These small family farms are sold for various reasons, such as retirement, when the farmer is unable to make a profit due to current market prices, and when high prices are offered for land by developers. The effects of this have led to fewer farmers and the farms that do exist are operating at a much larger scale. But overall, the total amount of farmland acreage is beginning to decrease, due to land being purchased for other purposes.



Percent change between 1990 and 1997 in the area of a township classified as "suitable for agriculture" for tax purposes. "Suitability" is decided by current soil characteristics.

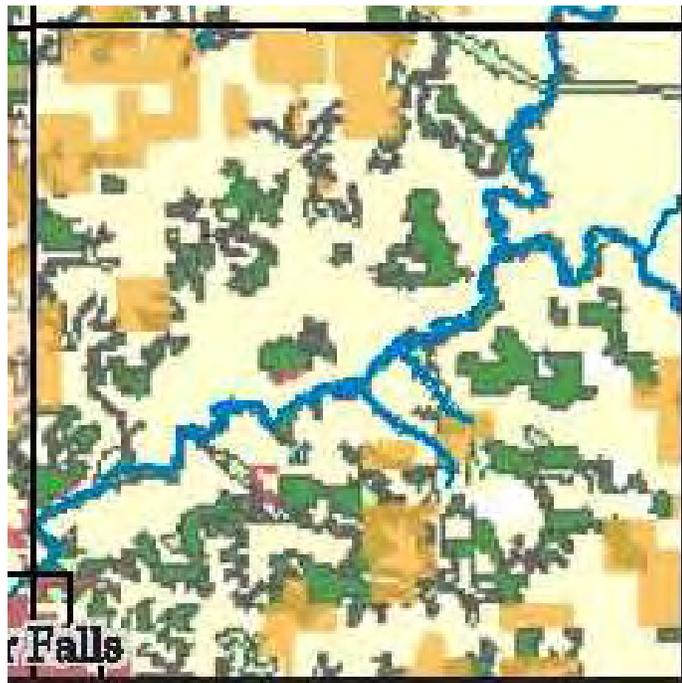
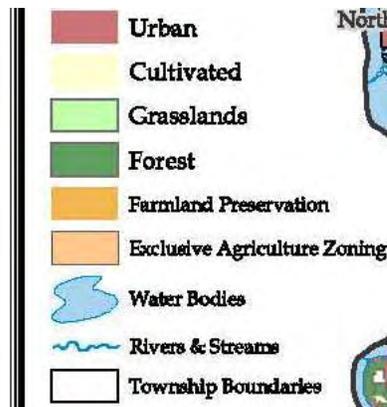
Potentially Productive Agricultural Land

This map shows the Town of Kinnickinnic and the potentially productive agricultural land. This map was obtained through a LESA study, or a Land Evaluation Site Assessment study. (See Appendix A for further information on LESA)



Land Cover in the Kinnickinnic Township

This map compares the locations of the different types of land uses throughout the town. Though the city of River Falls is rapidly growing, the Kinnickinnic Township currently reflects its rural and agricultural character.



KINNICKINNIC TOWNSHIP ZONING

The township is predominately zoned as an Agricultural Residential. This is created to establish areas within agricultural uses, commercial uses serving agriculture, limited commercial/institutional and residential uses may be located. It is expected that farm and non farm uses are able to coexist, in close proximity, without conflict.

With this current zoning, the township allows one home per two acre minimum lot size. In order to accommodate alternative development sizes for future growth, there has been some interest “cluster development” and decreasing the minimum lot size to less than two acres.

Town of Kinnickinnoc Comprehensive Plan

Cultural Resources

Contents:

- I) Introduction to cultural resources planning
 - Town of Kinnickinnoc vision statement

- II) Cultural and historic resource inventory
 - Archeology
 - Other historic resources

- III) Recreational resources

- IV) Aesthetic resources

- V) Definition/Clarification of terms

Appendix A
Appendix B
Appendix C

I) Cultural Resources, Introduction

The preservation of the town of Kinnickinnic's cultural resources is important to maintain a sense of community within the town. In order to maintain the town's pride as a rural community, cultural and historic resources are a necessary link between yesterdays farming past and tomorrows growing future.

The Town of Kinnickinnic is rich in cultural, historic, and natural/aesthetic resources. The residents of the town are aware of these resources and hold concern for their future in the path of rapid urbanization. The residents have formed the following vision statement in regard to the townships future:

We seek well-planned development that respects the rural historic character of the township.

The Kinnickinnic River is a natural hallmark of the township and we will continue to protect the integrity of the river and environmentally sensitive areas while allowing for a variety of residential and commercial development.

Well-planned growth must protect economic interests, property owner's rights and strive to maintain acceptable tax and fee structure for the residents.

The planning process for the township will be open and consistent at all times.

It should be noted that terms used for explaining development techniques are defined in the last section of this element.

II) Cultural and Historic Resource Inventory

Archaeology;

Thousands of years before the town of Kinnickinnic was established, its beautiful landscape was being formed by the last of the glacial movements. The town's first human inhabitants soon moved through the area, using the land as a source of food, shelter, and clothing.

All that remains from these people and their lifestyles are numerous artifacts scattered across the town's current farmlands, in the areas that were used for campsites for these people. This mostly would occur in areas adjacent to waterways, such as the Kinnickinnic River. Besides artifacts left behind, the other major visible reminder of these people would be a burial mound. Most burial mounds that once existed have been destroyed by agriculture, or can be found in privately owned wooded areas.

The Town of Kinnickinnic is fortunate in having a geographic landmark that has been meaningful to the towns people stretching all the way back to the first inhabitants. This landmark is today called the monument, but at one time the Dakota and Chippewa Native Americans worshiped this site, calling it "Great Manito". The natives even held the area around this landmark as sacred and would not fire a gun within ten miles of it.

The first white man to see the monument was a German writer by the name of Henry Lewis, in 1847. A guide was needed to find the sacred place, so Lewis hired a Native American who converted to Christianity. When Lewis finally made it, he reports of sacred offerings, such as pipes, tobacco, and flowers, being heaped at the base of the landmark.

An archaeological Resource Survey should be considered to get a better understanding of areas where archaeological resources need preservation within the town. This is for the protection of these historic resources, and the importance they hold in the pride of the town. It should also be noted that under Wisconsin law, Native American burial mounds, unmarked burials, and all marked and unmarked cemeteries are protected from encroachment by any type of development.

To increase public awareness and involvement a program such as hands-on Archaeology might be considered. This includes the public in the actual process of archaeological excavations.

Other Historic Resources;

The first Europeans to settle in the town came in 1849. Their names were James and Walter Mapes. The two were brothers traveling east from California. At the time the Mapes brothers came to the town, land cost \$1.25 per acre and farming was nearly the only option for survival. The nearest mill at this time was in Prairie du Chien and the nearest post office was in Stillwater. However the area which became the present day Town Of Kinnickinnic seemed to grow faster than other areas of the time and within two years mills began popping up in the region and a post office was established in Hudson. For a more complete list of early settlers of the town see appendix A. As homesteads were being formed in the town, examples of Queen Anne, and other architectural styles were seen. The Wisconsin Historical Society's Wisconsin Architecture and History Inventory list can be seen in appendix B

The first school in the township was started in 1852 and was taught by Mrs. Lynch out of a farmhouse. By 1860 a large school was built, which held fifty pupils. Soon after, schools were built all around the town, all of which were one-room schoolhouses, with one teacher and eight grades of students. Other historic schools of the town include:

- Old Tidd School
- Countyline School
- Trout Brook School
- Oak Line School
- Hillside School
- 1900 School
- The Monument School

The Countyline School was eventually used as a laboratory school for practice teachers for the Normal School in River Falls.

Another important aspect of the lives of these early settlers was the church. The main church in the Town of Kinnickinnoc was the Kinnickinnic Methodist Church, organized in 1856. The church building itself was not erected until 1868, and then sold to the Congregational Society in 1892. The Kinnickinnoc Historical Society, who seeks to preserve the church, now owns the Kinnickinnoc church and events such as ice cream socials are held here.



Kinnickinnic Church

An old cemetery accompanies the church to the immediate north. The cemetery was established in 1868 and contains the remains of many of the early settlers of the town. The cemetery also contains some mysterious graves dated 1820.

The Town of Kinnickinnoc was also located on a main stage line between Hudson and Menominee, therefore serving as a stopping ground. The coach ran south of the monument then east to county highway JJ. The coach would then stop at Clint Williams farm for dinner and a change of horses, before continuing across the Pleasant Valley Township.

The early Town of Kinnickinnoc was also home to one of America's funniest men. The famous humorist Bill Nye grew up in the town and practiced public speaking in the Kinnickinnoc Church. After moving to Indiana, Nye was known as the "Hoosier Humorist", yet, he often mentioned his boyhood home in his many books, for a list of these writings see appendix C.

III) Recreational Resources

The town contains much open space with about ten and a half acres of State owned land, for public use. The town has the opportunity to expand the amount of public lands within the town. There are many ways this might be implemented such as through green ways, useful in areas adjacent to the Kinnickinnic River, through cluster development, purchase of development rights, transfer of development rights, and planned unit developments. The State DNR and the Kinnickinnic River Land Trust are other organizations that may help in this process.

The Town currently contains several other recreational resources, including the Kinnickinnic River Fishery area with parking and public access points throughout the Town. The Town also includes eighty acres of county owned forestland with public access and hiking trails. The town contains thirteen miles of bicycle paths and ten miles of managed snowmobile trails.

Future efforts should be made to increase the amount of walking and bike paths as well as integrating new paths from new developments with currently existing and state operated trails.

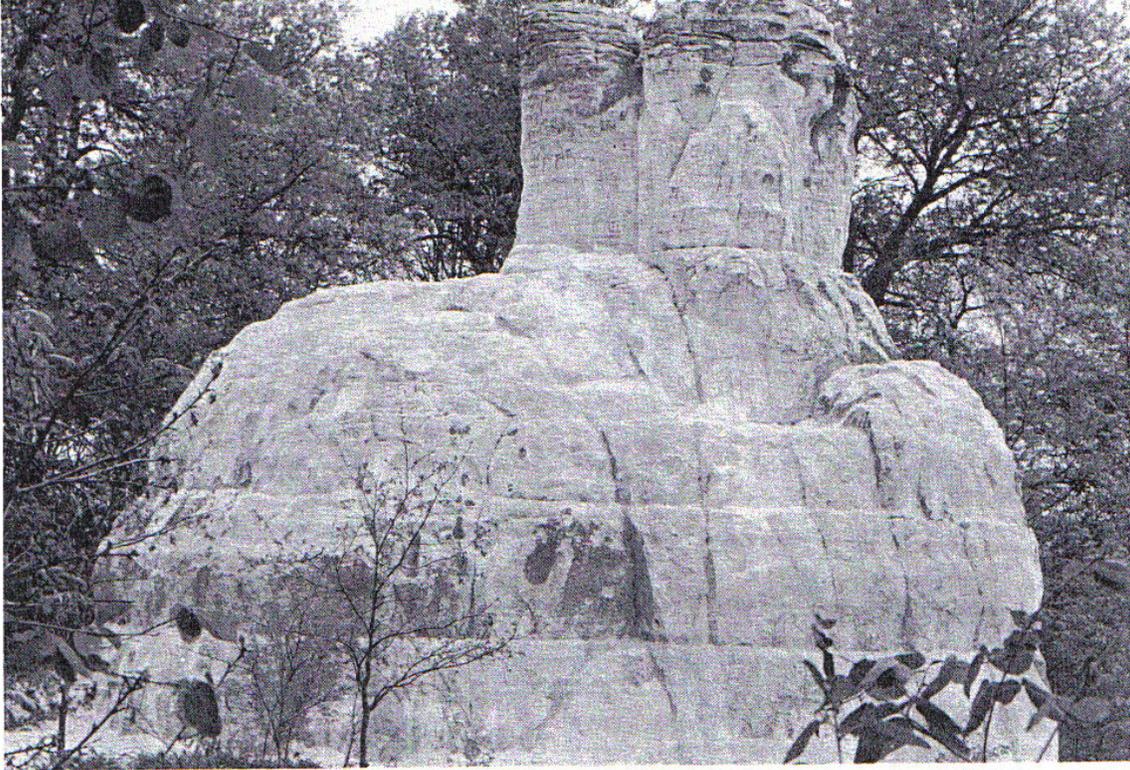
IV) Aesthetic Resources;

The Town of Kinnickinnic has long been known for its natural beauty, which provides aesthetic resources all around. Efforts should be taken to sustain these resources through the development of the town.

The most threatened to these resources is the towns open space. Unplanned development could destroy all open space aesthetics of the town, however it is beneficial to incorporate these open spaces into the developments. This will not only preserve open spaces within the town, but will also raise the value of the development units. Again, efforts to maintain open space include; cluster development, purchase of development rights, transfer of development rights, planned unit developments, and density bonuses.

Another aesthetic resource of the town is the Kinnickinnic River. Preservation efforts have already been established through the Kinnickinnic River Land Trust and the Wisconsin DNR has identified the river as a priority watershed. This may be a possible source for funding and information on preserving the rivers qualities. Environmental impact assessments should be done before development occurs near the river.

The town is also home to an important geological feature. The monument is a sandstone outcropping in section 9 of the Kinnickinnic Township. The monument is composed of entirely St. Peter Sandstone and has suffered much accelerated erosion over the past 150 years. Parklands and/or historical markings should be considered for the site as well as efforts to control the erosion of the monument.



1974 Dave Roberts Photo.

Monument, Kinnickinnic Township

The following section is entitled Cultural Resources Goals, Objectives, and Policies. Each goal in this section has been modeled after needs that were clear in the vision statement and/or the SWOT analysis of 2005.

In the SWOT analysis, members of the township identified several strengths, weaknesses, opportunities and threats. The top five issues of each category are as follows; Strengths: Location, Agriculture, the Kinnickinnic River, proximity to the twin cities metro area, and the rural/residential feel of the community. Weaknesses: poorly planned development, high taxes, differing growth opinions, no land use plan, and annexation theft. Opportunities: well planned development, cluster development, controlled growth, Kinnickinnic River/nature center, Lower Taxes. Threats: unchecked development, taxes, respect for landowners rights, loss of personal freedoms, and water and/or river pollution.

VI) Definition/clarification of terms

-Cluster Development

- Used to retain open space within development areas
- Developments contain parkland

-Purchase of Development rights

- Used to keep areas adjacent to river free of development
- Used to control loss of farmlands

- Used to protect open space aesthetics
- Transfer of development rights
 - Used to discourage development in less desirable areas and promote development in desired areas
 - Works by the municipality identifying a sending area, the area to discourage development, and a receiving area, the area where development is wanted. The developers would then purchase development rights in the sending area and apply them to the receiving area.
- Planned Unit Development
 - Compact design; retains open space
 - Mixed-use areas with residential, commercial and industry all in one corridor
 - Use along I-94 corridor would keep aesthetic damaging developments in one area while promoting open space in other areas.
 - Trail systems throughout offer recreation opportunities and allow for non-motorized transportation
- Planned Residential Development
 - Like a planned unit development but with only residential development
- Easements-
 - Development rights are sold or donated to a third party, then becoming a deed restriction for the life of the deed
- Density Bonuses
 - Used to promote conservation development by offering developers the opportunity to place more units in a development than what would be allowed in a normal subdivision development
 - Local Financial assistance such as foregoing taxes on donated parklands
 - Used to keep historic places
 - Developments built around a historic site will sell for more due to vicinity of historic resource.
- Tax incentives- Revenue Sharing
 - Allows city to grow into town without putting burden on town
 - Works by the city taking the land and the tax roles, then from the land taken the city will give half of the tax money back for certain number of years
 - May be useful in dealing with development pressure from the city of River Falls

Appendix A

Early Settlers of the Town of Kinnickinnoc

Other early settlers of the town include:

Duncan McGregor

Judge Foster

Ira Parks

Dr. Whipple

Mrs. Sprauge

Lorenzo Dagget

Mrs. Josephus Medley

Luke and Frank Pomeroy

J.G. Crowns

James Penn

William Tozer

James Chinnock

W.L. and J.E. Perrin

Appendix B

Wisconsin Historical Society's Wisconsin Architecture and History Inventory lists the following:

-Homes:

- Queen Anne Style House
 - S. second ave., east side of road, and two miles south of county road TT
- Side Gabled House
 - Town Hall and Monument roads, northwest corner, quarter mile west of highway 65
- Bungalow style House
 - County highway SS and Chapman Rd., northwest corner
- Queen Anne Style House
 - Highway 65, north side of road, half mile east of liberty road

-Other Historic buildings:

- Kinnickinnic Church
 - County highway J, north side at intersection of highway J and W
- Utilitarian Barn building
 - Steeple Drive, south side of road, about a quarter mile east of cemetery road

Appendix C

Books written by Town of Kinnickinnic native, Bill Nye

The Comic History of the United States

Looking up the Family Tree

Learning the Rudiments of Greatness and how to throw a paper wad with precision

Leading a Family Westward and Making a home for them



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S. 66.1001(2)(e) Wisconsin Statutes

The **Agricultural, Natural, and Cultural Resources Element** is intended to be a compilation of objectives, policies, goals, maps and programs for the conservation and promotion of the effective management of natural resources such as groundwater, forests, productive agricultural areas, environmentally sensitive areas, threatened and endangered species, stream corridors, surface water, floodplains, wetlands, wildlife habitat, metallic and nonmetallic mineral resources, parks, open spaces, historical and cultural resources, community design, recreational resources and other natural resources.

An Overview

Why Planning for Natural Resources is Important

A simple answer is that environmental health, measured by the quality and quantity of natural resources, is a cornerstone to the quality of life.

People depend on natural resources in many ways to provide a clean and abundant supply of groundwater and surface water assure safe air to breathe and to provide a natural landscape of terrestrial and aquatic habitats, such as forests, prairies and wetlands that are fundamental to a healthy and diverse biological community. Natural resources include the parks, trails, scenic areas, and other outdoor places we rely on for recreation. Also, natural resources are essential to a vibrant economy – measured in tourism revenues, enhanced property values, sustainable agriculture and wood products, low cost raw materials (such as sand, gravel, and stone), available water for manufacturing processes, etc.

Natural resources are a defining feature for the Kinnickinnic community and are facing significant threats due to increasing human demands by growing population of the Twin Cities. Conversely, our natural resources generally do not increase to meet the extra demand. Development in the last several decades, coinciding with population growth, have increased demand for water, land, and raw materials. Rural landscapes are being transformed by a demand for “healthy country living”, sometimes to the detriment of expansion of the urban fringe, forces local governments to consider expanding their services to meet the demands – sometimes costing more than will be recovered in new tax base revenues.

Land use conflicts are common in Wisconsin communities. Examples of conflicts include annexation battles, loss of farmland and family – owned farm operations, water rights debates, construction of new highways, growing energy demands, private property rights, and government regulation.

Direct impacts of current and projected development patterns include habitat loss and fragmentation. The changing of the landscape from undeveloped to developed areas, adds

to the amount of impervious surfaces, such as roads and rooftops. This increase in the amount of impervious surfaces can lead to potentially negative changes in watershed hydrology, water quality, stream flows groundwater recharge areas, and sedimentation of water-bodies

There are many state and some federal regulations designed to protect Wisconsin's natural resources. Some state laws, including those for floodplains, shore-lands, and wetlands, establish minimum use and protection standards that must be adopted and administered by local government zoning ordinances. But not all natural resources are protected by state law. Local governments throughout the state have the flexibility to plan for and develop their own local ordinances to deal with the unique land use issues/conflicts in their community and to protect the natural resources that they value most. Examples might include the protection of steep slopes from development, protection of native prairie grasslands, and tree conservation ordinances. Local governments, empowered with land use planning authority are also in a strong position to influence the direct and indirect environmental effects of current and future development and practices.

Characteristics of the Natural Resources

A generalization of Natural Resources include: Parks and recreational areas, open spaces, navigable waters, wetlands, ponds, streams, and floodplains, environmentally sensitive areas, endangered/threatened species, natural areas, aquifers and their recharge areas, soils, topography, drainage patterns, and storm water management, agricultural lands (prime agricultural soils, unique agricultural lands), forests, woodlands, prairies, and other vegetation cover types, historic and archeological sites, landfills and brownfields, aggregate resources (such as sand and gravel deposits), natural geologic features and scenic areas, ridgetops, blufflands, and areas with steep slopes, air quality, and local energy resources.

Natural Resources Assessment

General Setting

Natural Resources relate to most, if not all, of the comprehensive plan elements. The major focus on natural resources is in the Agricultural, Natural and Cultural Resources Element. Wisconsin does not prescribe a specific format for the plan document. The Kinnickinnic Community can create separate elements to address these issues for better planning for state, regional, and county agency staffs. Knowledge about existing natural resource conditions, trends, and opportunities is fundamental to a successful planning process.

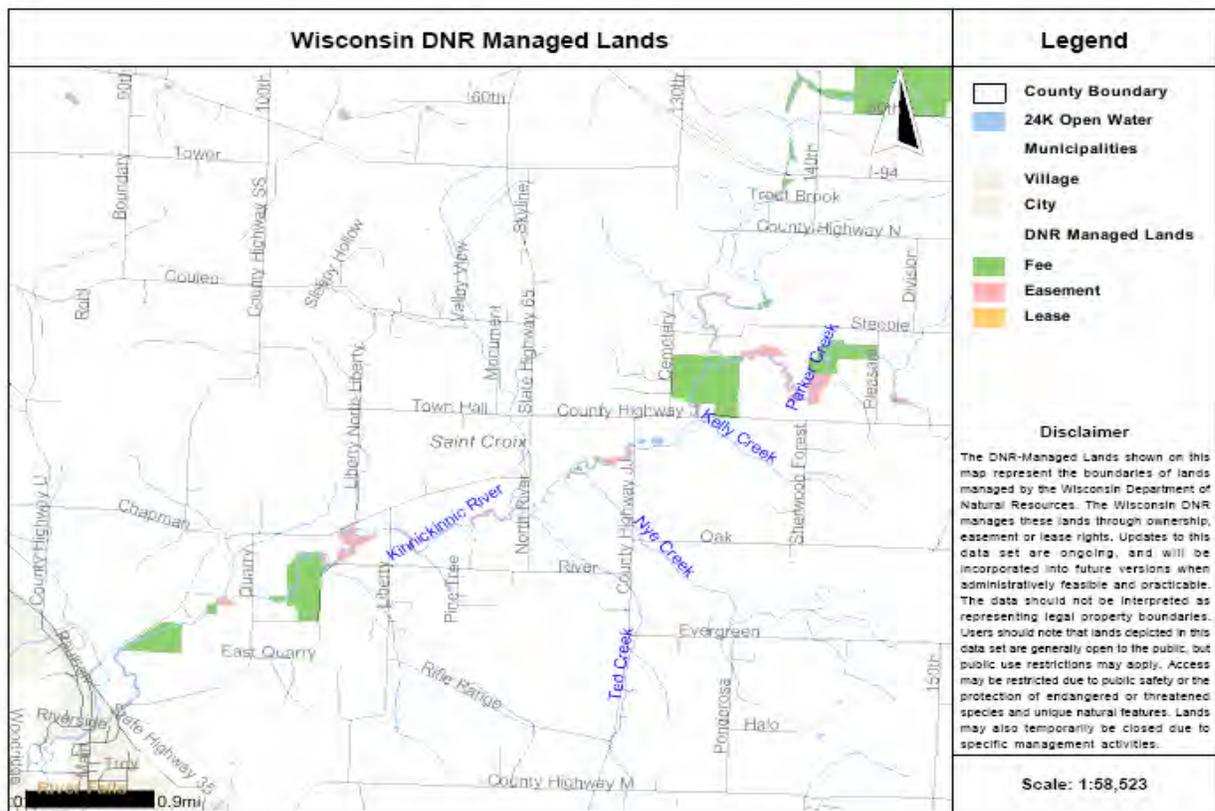
Environmentally Sensitive Areas

The Kinnickinnic Township is located in an area of the state that is characterized by wetlands, habitat for threatened or endangered species, surface water, and floodplains. Areas of these types are sensitive to development activity, and may be damaged by

development that is too close or inappropriate for the individual location. The ecological services provide by these areas are important and may be difficult or costly to replicate.

Oak savanna was originally present in the Kinnickinnic Township. Wildfire and possibly bison and elk maintained these as grasslands with scattered oaks. Only scant remnants of the ecosystem exist today. Oak savannas were home to an abundant variety of plants and animals, and were probably optimum habitat for many game species and songbirds. However, oak savanna is presently one of the most threatened plant communities in the world. Less than 500 acres of oak savanna are listed in Wisconsin's Natural Heritage Inventory. There is no inventory of oak savanna remaining in the Kinnickinnic Township. However, some of the identified grasslands have the potential for savanna restoration.

Shown below are DNR Managed Lands within the Kinnickinnic Township.



Threatened or Endangered Species

The DNR Bureau of Endangered Resources maintains databases of endangered plants and animals. The Bureau urges that special notice be taken to protect any and all endangered resources from development. Rare or endangered species and communities are generally very sensitive to encroachment of development and changes in their surroundings. Development on or near the locations of rare or endangered species can threaten their survival. The following tables lists rare, threatened and endangered species in St. Croix County. The Wisconsin Department of Natural Resources may have lists that entail species that dwell in the Kinnickinnic Township.

Table 4. Rare, Threatened, and Endangered Species in St. Croix County (Updated)		
PLANTS		
Common Name	Species Name	Wisconsin Status⁷
American Gromwell	<i>Lithospermum Latifolium</i>	Special Concern
Arrow-Headed Rattle-Box	<i>Crotalaria sagittalis</i>	Special Concern
Bird's-Eye Primrose	<i>Primula mistassinica</i>	Special Concern
Brook Grass	<i>Catabrosa aquatica</i>	Endangered
Carolina Anemone	<i>Anemone caroliniana</i>	Endangered
Dotted Blazing Star	<i>Liatris punctata var nebraskana</i>	Endangered
Great Indian-Plantain	<i>Cacalia muhlenbergii</i>	Special Concern
Ground-Plum	<i>Astragalus crassicaarpus</i>	Endangered
Hill's Thistle	<i>Cirsium hilli</i>	Threatened*
Hooker Orchis	<i>Platanthera hookeri</i>	Special Concern
James Cristatella	<i>Polanisia jamesii</i>	Special Concern
Kitten Tails	<i>Besseyia bullii</i>	Threatened
Large Roundleaf Orchid	<i>Platanthera orbiculata</i>	Special Concern
Pomme-De-Prairie	<i>Psoralea esculenta</i>	Special Concern
Prairie False Dandelion	<i>Nothocalais cuspidata</i>	Special Concern
Prairie Fame-Flower	<i>Talinum rugospermum</i>	Special Concern*
Rock Stitchwort	<i>Minuartia dawsonensis</i>	Special Concern
Rough Rattlesnake-Root	<i>Prenanthes aspera</i>	Endangered
Short's Rock-Cress	<i>Arabis shortii</i>	Special Concern
Silky Prairie-Clover	<i>Dalea villosa</i>	Special Concern
Small Skullcap	<i>Scutellaria parvula var parvula</i>	Endangered
Snow Trillium	<i>Trillium nivale</i>	Threatened
Torrey Sedge	<i>Carex torreyi</i>	Special Concern
Uniform Bramble	<i>Rubus uniformis</i>	Special Concern
Wild Licorice	<i>Glycyrrhiza lepidota</i>	Special Concern
Yellow Evening Primrose	<i>Calylophus serrulatus</i>	Special Concern
Yellow Gentian	<i>Gentiana alba</i>	Threatened

ANIMALS			
Common Name	Species Name	Wisconsin Status	Taxa
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Special Concern**	Bird
Black-Crowned Night-Heron	<i>Nycticorax nycticorax</i>	Special Concern	Bird
Great Egret	<i>Casmerodius albus</i>	Threatened	Bird
Henslow's Sparrow	<i>Ammodramus Hanslowii</i>	Threatened	Bird
Loggerhead Shrike	<i>Lanius ludovicianus</i>	Endangered*	Bird
Red-Necked Grebe	<i>Podiceps griseigena</i>	Endangered*	Bird
Red-Shouldered Hawk	<i>Buteo lineatus</i>	Threatened	Bird
Melissa Blue	<i>Lycaeides melissa melissa</i>	Special Concern	Butterfly
Regal Fritillary	<i>Speyeria idalia</i>	Endangered*	Butterfly
Elusive Clubtail	<i>Stylurus notatus</i>	Special Concern*	Dragonfly
Smoky Shadowfly	<i>Neurocordulia molesta</i>	Special Concern	Dragonfly
Stygian Shadowfly	<i>N. yamaskanensis</i>	Special Concern	Dragonfly
American Eel	<i>Anguilla rostrata</i>	Special Concern	Fish
Banded Killifish	<i>Fundulus diaphanous</i>	Special Concern	Fish
Blue Sucker	<i>Cycleptus elongates</i>	Threatened*	Fish
Crystal Darter	<i>Ammocrypta asprella</i>	Endangered*	Fish
Gilt Darter	<i>Percina evides</i>	Threatened	Fish
Goldeye	<i>Hiodon alosoides</i>	Endangered	Fish
Greater Redhorse	<i>Moxostoma valenciennesi</i>	Threatened*	Fish
Mud Darter	<i>Etheostoma asprigene</i>	Special Concern	Fish
Pugnose Minnow	<i>Opsopoeodus emiliae</i>	Special Concern	Fish
Redside Dace	<i>Clinostomus elongates</i>	Special Concern	Fish
River Redhorse	<i>Moxostoma carinatum</i>	Threatened	Fish
Skipjack Herring	<i>Alosa chrysochloris</i>	Endangered	Fish
Speckled Chub	<i>Macrhybopsis aestivalis</i>	Threatened	Fish
Weed Shiner	<i>Notropis texanus</i>	Special Concern	Fish
Western Sand Darter	<i>Ammocrypta clara</i>	Special Concern	Fish
Spotted Skunk	<i>Spilogale putorius</i>	Special Concern	Mammal
Buckhorn	<i>Tritogonia verrucosa</i>	Threatened	Mussel
Butterfly	<i>Ellipsaria lineolata</i>	Endangered	Mussel
Ebony Shell	<i>Fusconaia ebena</i>	Endangered	Mussel
Eastern Elliptio	<i>Elliptio complanata</i>	Special Concern	Mussel
Elephant Ear	<i>Elliptio crassidens</i>	Endangered	Mussel
Elktoe	<i>Alasmidonta marginata</i>	Special Concern*	Mussel
Higgins' Eye	<i>Lampsilis higginsii</i>	Endangered**	Mussel
Monkeyface	<i>Quadrula metanevra</i>	Threatened	Mussel
Purple Wartyback	<i>Cyclonaias tuberculata</i>	Endangered	Mussel
Round Pigtoe	<i>Pleurobema sintoxia</i>	Special Concern	Mussel
Salamander Mussel	<i>Simpsonaias ambigua</i>	Threatened*	Mussel
Snuffbox	<i>Epioblasma triquetra</i>	Endangered	Mussel
Spectacle Case	<i>Cumberlandia monodonta</i>	Endangered*	Mussel
Washboard	<i>Megalonaias nervosa</i>	Special Concern	Mussel
Winged Mapleleaf	<i>Quadrula fragosa</i>	Endangered**	Mussel
Timber Rattlesnake	<i>Crotalus horridus</i>	Special Concern	Snake
Wood Turtle	<i>Clemmys insculpta</i>	Threatened	Turtle

7Wisconsin Status:

Endangered: continued existence in Wisconsin is in jeopardy.

Threatened: appears likely, within the foreseeable future, to become endangered.

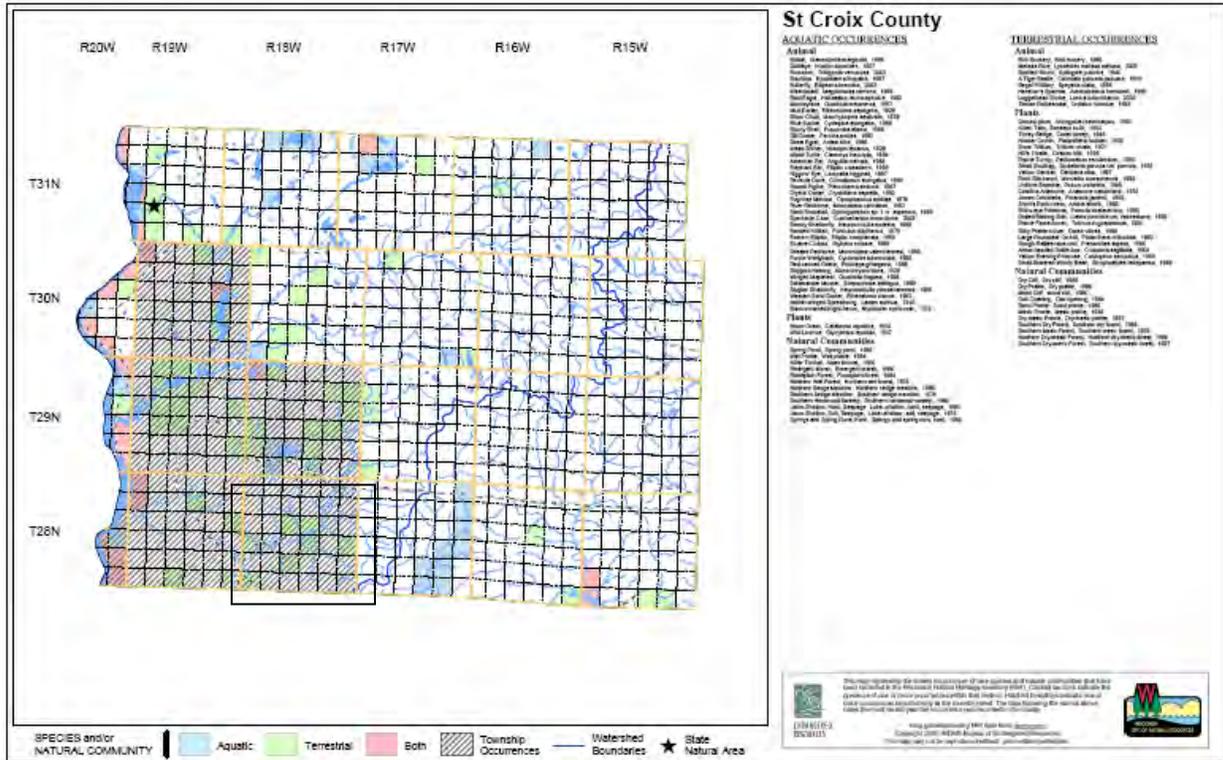
Special Concern: species for which some problem of abundance or distribution is suspected but not yet proven.

* = Candidate for federal listing.

** = Federally Endangered or Threatened.

Last Revised: July 2001

Aquatic and Terrestrial Communities Related to Watershed Boundaries (Box represents Kinnickinnic Township)



Groundwater

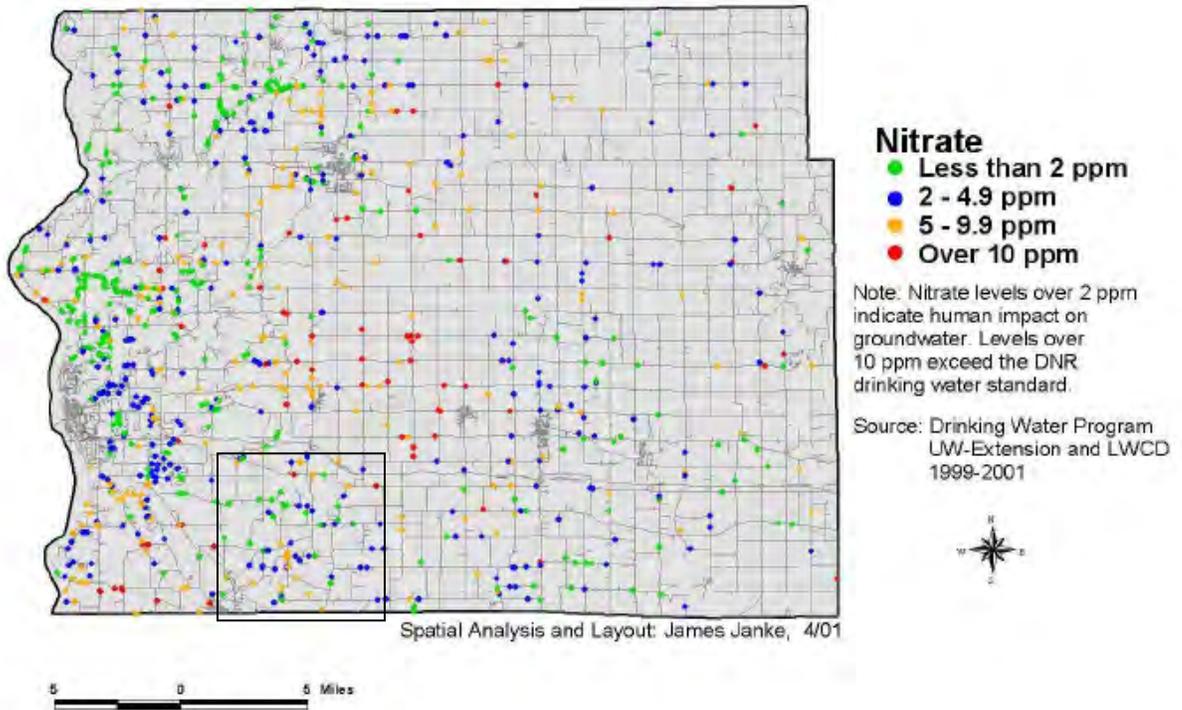
Groundwater supplies the majority of potable water to the residents of St. Croix County. The principal sources of potable water supplies are the sand and gravel aquifer and the sandstone aquifer. The sand and gravel aquifer consists of unconsolidated sand and gravel in glacial drift and alluvium. These deposits occur throughout about one-fourth of the county, either at the land surface or buried under less permeable drift. The sand and gravel aquifer can yield sufficient water for private residential water supplies.

The Prairie du Chien Dolomite and the Cambrian sandstones are the major water-yielding rocks in the sandstone aquifer. The Prairie du Chien Dolomite is the uppermost, saturated bedrock in much of the county and is used extensively for private residential water supplies. Much of the county is a recharge area for this shallow aquifer. The ability of the Cambrian sandstone to store and yield water and its thickness make it the principal source of municipal water supplies. The Platteville Dolomite unit is mostly unsaturated.

A Wisconsin Geological and Natural History Survey map delineates groundwater susceptibility to contamination based on five physical resource characteristics. These characteristics are the type of bedrock, depth to bedrock, depth to water table, soil characteristics, and surficial deposits. According to the State of the Basin reports, the

Kinnickinnic River watershed has the highest contamination potential in the St. Croix Basin, with numerous wells having pesticides detected, and high levels of nitrates.

**Nitrate in Groundwater
(Box represents Kinnickinnic Township)**



Groundwater contamination potential for each watershed was ranked based on land coverage and groundwater sample analytical results in the Department of Natural Resources Groundwater database. The table below lists the Kinnickinnic River watershed score and comments on what influenced the score. Higher scores mean a higher potential for groundwater contamination. All watersheds in St. Croix County ranked high for groundwater contamination potential with scores higher than 30. The Kinnickinnic River Watershed scored 81.7 out of 100. High concentrations of septic systems can pollute groundwater with nitrates. As well as poor agricultural practices that runoff or leach into groundwater tables. (See Table 1)

Table 1. Groundwater Contamination Potential Ranking by Watershed.³

Watershed	Score	Comments	Urban Cover	Agricultural Cover
Kinnickinnic River	81.7	172 wells tested for nitrate, 25% exceeded the ES ⁴ and 60% exceeded the PAL ⁵ .	12%	49%

³ These values are taken from the Department of Natural Resources State of the St. Croix River Basin (March 2002) and State of the Lower Chippewa Basin (2001).

⁴ ES: Groundwater enforcement standard per NR 140 Wis. Admin. Code. For nitrate the ES is 10 ppm

⁵ PAL: Groundwater Preventive Action Limit per NR 140 Wis. Admin. Code. For nitrate the PAL is 2 ppm.

Water Quality Monitoring Efforts

To minimize Nitrate levels may be to use safer agricultural pesticides near the Kinnickinnic River Watershed and in soils that have lower tolerances to fertilizers and pesticide leaching. Soils in the Kinnickinnic are moderately to well-drained drainage systems that lead to higher potential nitrate scores. Newer septic systems and septic fields may be used to replace potentially bad or leaking ones. Listed below are some programs that monitor water quality.

Program	Resource	Responsible Agency
Water Quality Appraisals	Lakes/Streams	DNR
Chemical Measurements	Lakes/Streams	DNR, USGS
Habitat Assessments	Streams	DNR, USGS
Biological Assessments	Lakes/Streams	DNR
Nitrate Testing	Groundwater	LWCD, County
Health Dept.		

Storm Water Management

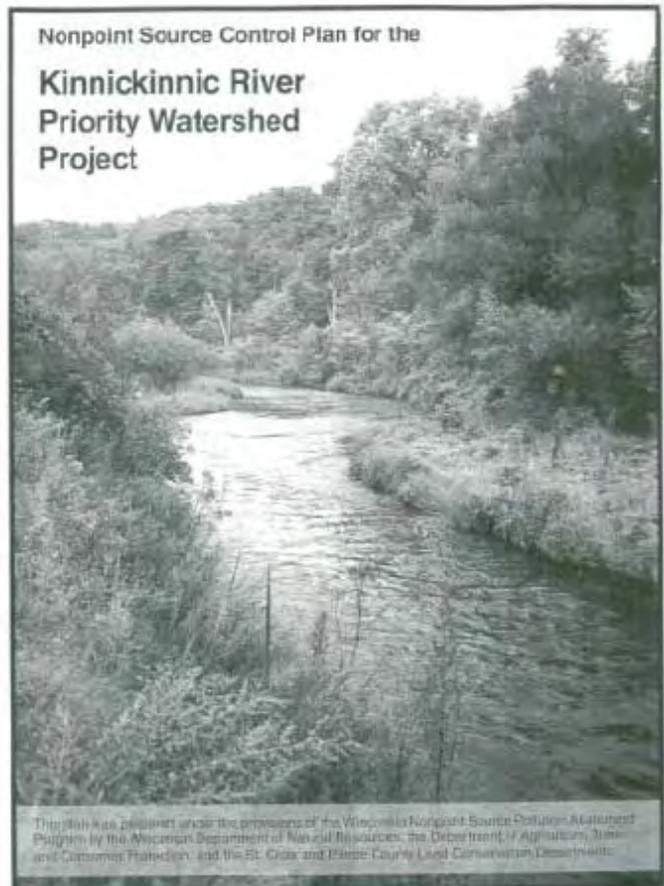
The Benefits of Effective Storm Water Management:

According to the *St. Croix County Land and Water Conservation Department*, trout are an important indicator species of environmental quality, especially in an urbanizing area. As such, protection of the Kinnickinnic River is critical to help ensure the environmental, cultural, and economic future of the Kinnickinnic Township and surrounding communities. With nearly 200 members, the Kiap-TU-Wish Chapter of Trout Unlimited has been instrumental in protecting the Kinnickinnic River during the past decade. The chapter has raised the awareness of planners, policy-makers, and residents with regard to storm water issues, and has helped to change the way River Falls manages an outstanding cold-water resource in Wisconsin, thereby ensuring that the Kinnickinnic will be available for the enjoyment of future generations.

Best Management Practices

Kinnickinnic River Priority Watershed Project

In 1995, efforts to protect the Kinnickinnic River expanded watershed-wide when the WDNR selected the Kinnickinnic River as a part of the state's Priority Watershed



Program. The Priority Watershed Program provides annual funding, over a ten-year period, for cost-shared projects in both agricultural and urban areas of the watershed that protect and enhance the quality of the Kinnickinnic River. Prior to receiving state funding, however, a watershed plan had to be developed so that the state and local cost share funding could be appropriately directed to areas of the watershed in greatest need.

The WDNR worked in partnership with Kiap-TU-Wish, two counties, six townships, three cities (including River Falls), the University of Wisconsin-River Falls, the Kinnickinnic River Land Trust, and SEH to develop the “Nonpoint Source Control Plan for the Kinnickinnic River Priority Watershed Project”, which was approved by the Wisconsin Natural Resources Board in April 1999. The plan is unique in that it is the first priority watershed plan in the state to incorporate an urban storm water management component, applying the approach used in the City of River Falls storm water management plan to other cities and townships across the watershed. A list of eligible agricultural and urban best management practices (BMP’s) and associated cost share rates are presented in Figure 1.

Figure 1: Eligible Cost Shared Agricultural and Urban BMP’s

Maximum State Cost Share Rates for Agricultural BMP’s

BEST MANAGEMENT PRACTICE STATE COST-SHARE RATE

Nutrient and Pesticide Management	50%
Pesticide Handling Spill Control Basins	70%
Livestock Exclusion from Woodlots	50%
Intensive Grazing Management	50%
Manure Storage Facilities	70%, 50%
Manure Storage Facility Abandonment	70%
Field Diversions and Terraces	
..... 70%	
Grassed Waterways	70%
Critical Area Stabilization	70%
Grade Stabilization Structures	70%
Agricultural Sediment Basins	
..... 70%	
Shoreline and Streambank Stabilization	70%
Shoreline Buffers	70%
Wetland Restoration	70%
Barnyard Runoff Management	70%
Barnyard Abandonment or Relocation	70%
Roofs for Barnyard Runoff Management and Manure Storage Facilities	70%
Milking Center Waste Control	70%
Cattle Mounds	70%
Land Acquisition	70%
Lake Sediment Treatment	70%
Well Abandonment	70%

Maximum State Cost Share Rates for Urban BMP's
BEST MANAGEMENT PRACTICE STATE COST-SHARE RATE

Critical Area Stabilization	70%
Grade Stabilization Structures	70%
Streambank Stabilization	70%
Shoreline Buffers	70%
Wetland Restoration	70%
Structural Urban Practices	70%
High Efficiency Street Sweeping	50%, 5 years only

Surface Water

Lakes, ponds, rivers, streams, and intermittent waterways make up the surface waters of St. Croix County. There are also many artificial drainage ways where the natural water flow has been altered by human activity. Sediment, nutrients, and other pollutants are carried in runoff water from watersheds that drain to these surface water features. In 1999, the Kinnickinnic River Watershed Project found that the Middle Kinnickinnic Subwatershed was providing more than half of the sediment load to the Kinnickinnic River.

The St. Croix basin covers the western two-thirds of St. Croix County. Kinnickinnic River watershed is located within the St. Croix River basin. In Kinnickinnic watershed, there are numerous intermittent streams or dry washes and other surface drainage features that carry water only during spring runoff or extreme storm events. The Town of Kinnickinnic exists entirely within the Kinnickinnic River Watershed, the greater land area drains into the Kinnickinnic River.

The National Park Service and the Wisconsin Department of Natural Resources are responsible for working with local jurisdictions to manage the riverway in a manner consistent with the National Wild and Scenic River Act and the Federal Lower St. Croix River Act. St. Croix County enforces zoning provisions in the riverway district consistent with federal and state law and regulations.

The Kinnickinnic River is designated as Outstanding Resource Waters by the Department of Natural Resources and Parker Creek is designated as Exceptional Resource Waters. Outstanding and Exceptional Resource Waters are protected through Department of Natural Resources (DNR) regulation. These waters may not be lowered in quality due to DNR permitted activities, such as wastewater treatment plants. (NR 102.10 and 102.11)

Map 1

Kinnickinnic River Subwatersheds and Tributaries



Shorelands

Lands within 1,000 feet of the ordinary high water mark of a lake or pond and within 300 feet of the ordinary high water mark or landward edge of the floodplain (which ever is greater) of a river or stream are designated shorelands.

Vegetation in the shorelands can provide a natural buffer which helps protect surface waters from overland runoff and contaminants. If shorelands are disturbed, their ability to slow runoff and filter contaminants is reduced. Shorelands also provide critical habitat for a variety of plants and animals and enhance the aesthetic quality of water bodies.

Wisconsin requires counties to protect and prevent the loss and erosion of these valuable resources by adopting and enforcing a shoreland ordinance. The authority to enact and enforce this provision comes from Chapter 59.69 of the Wisconsin Statutes. Wisconsin Administrative Code NR115 dictates the shoreland management program. County ordinances can be more, but not less, stringent than NR115.

Wildlife Habitat

Wetlands

According to the *St. Croix County Land and Water Conservation Department*, a wetland is defined by state statute as "an area where water is at, near, or above the land surface long enough to be capable of supporting aquatic or hydrophytic (water-loving) vegetation and which has soils indicative of wet conditions." Wetlands may be seasonal or permanent and include swamps, marshes, and bogs.

Wetlands can make lakes, rivers, and streams cleaner and drinking water safer. They provide valuable habitat for both aquatic and terrestrial animals and vegetation. In addition, some wetlands replenish groundwater supplies. Groundwater is also commonly discharged from wetlands and this water can be important in maintaining stream flows, especially during dry months. Groundwater discharged through wetlands can contribute to high quality water in lakes and streams. Draining and filling of wetlands, or development near wetlands can remove these natural functions and values.

All construction projects involving wetlands should be reviewed according to local, state, and federal regulations before they begin. Particular attention must be given to wetlands within shorelands to ensure protection from development. The St. Croix County shoreland zoning ordinance restricts development of wetlands five acres and greater within the shoreland zone. The federal government and the Department of Natural Resources (DNR) restrict development in wetlands through Section 404 of the Clean Water Act and NR103, respectively. DNR has an inventory of wetlands of two acres and larger. However, all wetlands meeting the state definition are subject to DNR regulations. Federal regulations may apply in addition to or instead of state regulations.

Woodlands

Woodlands provide habitat for a variety of plants and animals, as well as adding scenic beauty to the landscape. Large continuous blocks of forested land are important habitat for a variety of plants and animals. Woodlands managed according to approved forest management practices can support varying and sometimes complementary objectives, such as timber production and wildlife habitat.

Development can destroy the capacity of woodlands to provide wood products, habitat, and scenic beauty. The value of woodlands for habitat, production, and scenery should be considered before woodlands are converted to other uses. Cluster development or conservation design can be used to protect woodland open space.

DNR manages three forestry tax law programs that provide tax incentives to encourage managing private forestlands for forest crop production while recognizing a variety of other objectives. St. Croix County has 12,041 acres enrolled in Managed Forest Law programs with 1,543 acres in Forest Crop Law as of February 2003.

Prairie and Grasslands

Much of St. Croix County was originally covered by prairie. However, little native prairie remains today. Prairies vary due to soils and climates, but all are dominated by grasses and sedges. Prairies are home to a rich diversity of plants and animals. Native prairies are a threatened plant community in Wisconsin. Only about 13,000 acres (0.5%) of the original 3.1 million acres remain.

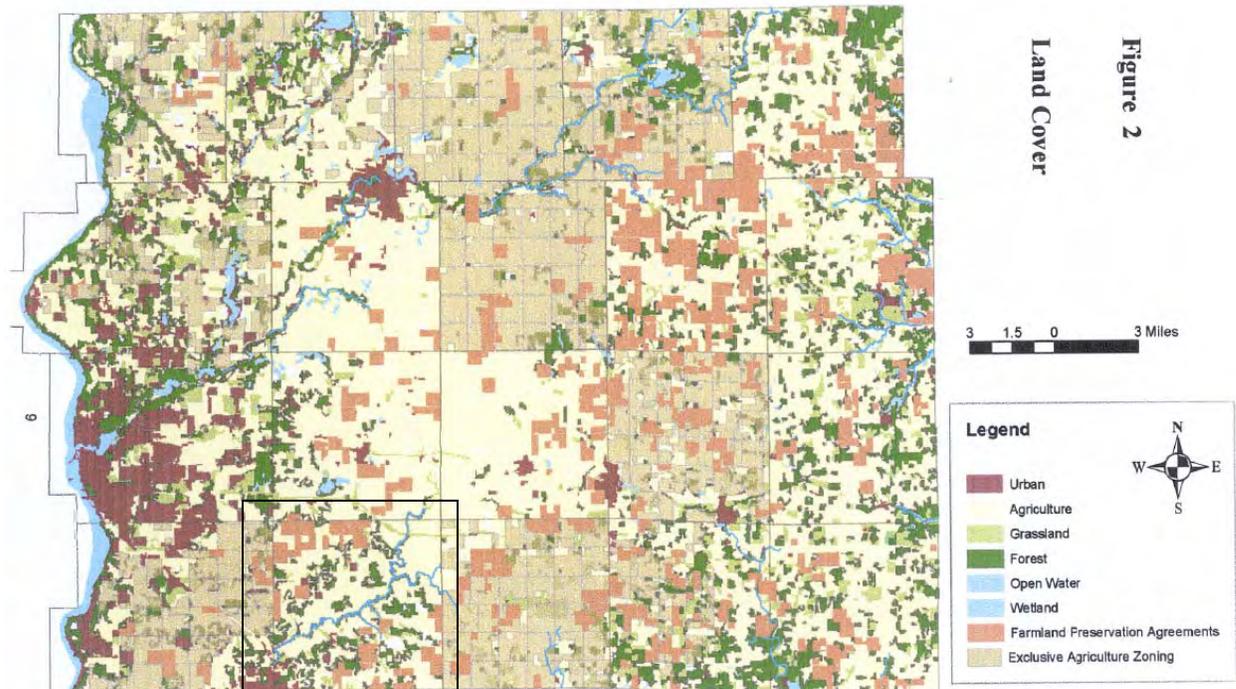
The drastic changes in prairie habitat over the past 150 years have had negative impacts on many plants and animals. Many species of plants associated with Wisconsin prairies are endangered, threatened, or of special concern. Two species are known to no longer exist in the state. Many grassland birds face similar circumstances. The list of special concern species is growing, and birds once considered common in the state, such as several species of sparrows and the meadowlark, are declining drastically.

Although the majority of prairie mammals have been able to adapt to the loss of prairie habitat, some are threatened by agricultural practices and development. Prairie-associated reptiles and amphibians have been affected as well. About half have apparently adapted to the loss of prairie. Three reptiles found in prairies are on the state's endangered species list, one is listed as threatened, and two are of special concern. Little is known about the invertebrates of Wisconsin's native prairies with the exception of a few well-recognized and studied species such as the Karner Blue Butterfly.

There are few high quality prairie remnants remaining. However, it will take more than the preservation of these remnants to recover or retain the biodiversity this ecosystem can offer.

Degraded areas that were once prairie can often be restored with moderate effort to yield a habitat suitable for most of the associated plant and animal species. Even certain managed agricultural and livestock practices can accommodate the maintenance of the open habitats needed by many grassland species.

Shown below are the generalized land covers of St. Croix County. The box represents those land covers in the Kinnickinnic Township.

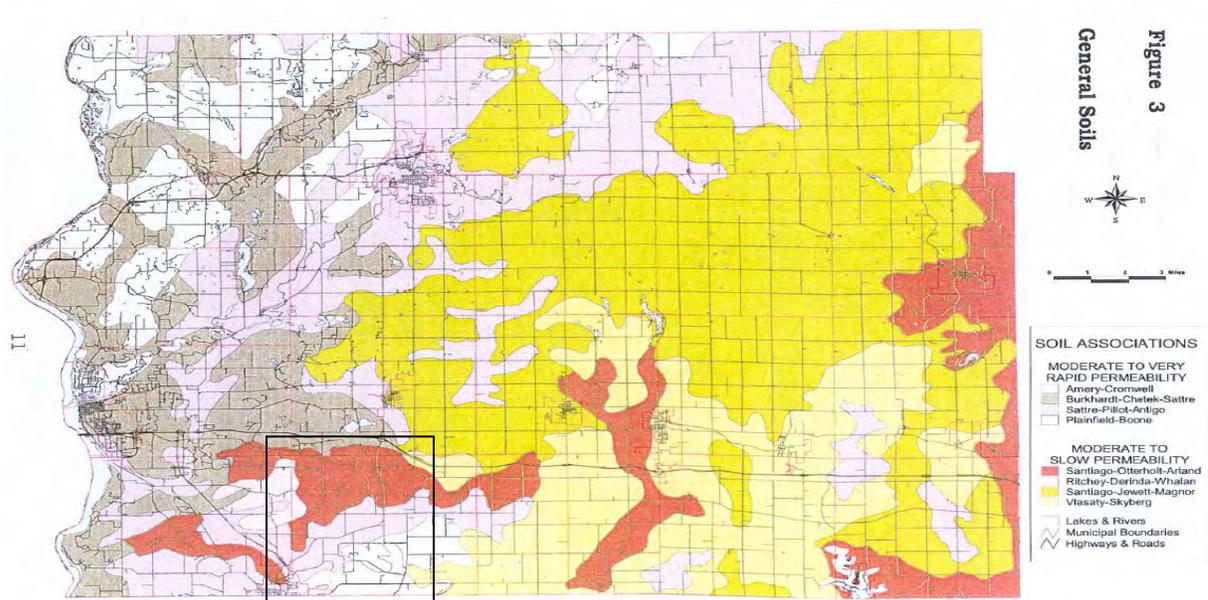


Soils

Excessively drained and well-drained soils are generally found in the Kinnickinnic Township. Widely varying soil types and complex slopes make the application of some best management practices troublesome. The General Soils Map (Figure 3) shows the soil associations in the county. Soil associations are landscapes with distinctive patterns of soils in defined proportions. They typically consist of one or more major soils and at least one minor soil, and are named for the major soils. The county has a detailed digital soil survey available for planning or management purposes.

The soil series mainly found in the Kinnickinnic Township are as follows; Rithchey-Derinda-Whalan, Santiago-Otterholt-Arland, Sattre-Pillot-Antigo, Plainfield-Boone, and Vlasaty-Skyberg.

All of which are primarily silt loams and are moderately drained to well drained soils. Many of them are suitable for agricultural production as well as physically sound for buildings, roads, and septic systems. Following is a map of soils in St. Croix County and the box represents the Kinnickinnic Township.



Air Quality

National Ambient Air Quality Standards (NAAQS) have been established by the U.S. Environmental Protection Agency, under Section 109 of the Clean Air Act, to protect public health and the environment. The pollutants regulated by these NAAQS include suspended particulate matter, carbon monoxide, ozone, oxides of sulfur, and lead. Some counties in southeastern Wisconsin have been designated as non-attainment areas for one or more NAAQS. St. Croix County is considered an attainment area for all pollutants.

Air Quality Index

0 - 50	Good
50 - 100	Moderate
100 - 200	Unhealthful
200 - 300	Very Unhealthful
300 - 500	Hazardous

Air Quality Index:

Percentage of days with good air quality:	90
Percentage of days with moderate air quality:	10
Percentage of days with unhealthful air quality for sensitive populations:	0
Percentage of days with unhealthful air quality:	0
Maximum AQI level in 2003	92
Median AQI level in 2003	37
90th Percentile AQI level in 2003	49

2003 Summary of Pollutant Concentrations:

Pollutant	NAAQS Standard	Highest Recorded Concentration	Second Highest Recorded Concentration	Number of NAAQS Exceedances	Stations Monitoring Pollutant
<u>Ozone</u>					
1-hour average	0.12 ppm	.1 ppm	.09 ppm	0	1
8-hour average	0.08 ppm	.08 ppm	.07 ppm	0	1
<u>PM-2.5</u>					
24-hour average	65 ug/m3	26 ug/m3	23 ug/m3	0	1
Annual arithmetic mean	15 ug/m3	10.4 ug/m3	0 ug/m3	0	1

1999 Emissions Summary of Criteria Air Pollutants

(Expressed in tons of pollutant emitted)

	Carbon monoxide	Nitrogen oxides	PM-2.5	PM-10	Sulfur dioxide	Volatile organic compounds
Mobile Sources	23,412	5,093	649	2,363	345	3,465
Area Sources	2,776	558	1,126	4,053	344	2,153
Point Sources	2	7	0	0	1	206
All sources	26,190	5,658	1,775	6,416	690	5,824

Public Involvement

S.W.O.T. Analysis

The spring of 2005 a Strengths, Weakness, Opportunities, and Threats analysis was conducted with the Kinnickinnic Town Board and community citizens. The nature of the S.W.O.T. Analysis is not only to understand the apparent reason for concern but also to integrate the Natural Resource Element into the equation for instance. Which can help in the formation of a adequate Comprehensive Plan. The top ten results are given below starting with the strengths identified with respect to all elements of the Comprehensive Plan.

Strengths identified included:

1. Location
2. Agriculture
3. Kinnickinnic River
4. Close to Metro
5. Rural/Residential
6. Good Schools
7. Growing Community
8. Property Values
9. Low Density
10. Property Values

Weaknesses identified included:

1. Poorly Planned Development
2. High Taxes
3. Differing Growth Opinions
4. No Land Use Plan
5. Annexation Theft
6. Rural/City Conflicts
7. River Quality Treats
8. Losing Rural Setting
9. Landowners in Conflict
10. No Planning Vision

Opportunities identified included:

1. Well Planned Development
2. Cluster Development
3. Controlled Growth
4. Kinnickinnic River/Nature Center
5. Lower Taxes
6. Transfer Development Rights Program
7. New Business
8. All Purpose Trails
9. Protect River/Land/Topography
10. Increasing Land Values

Treats identified included:

1. Unchecked Development
2. Taxes
3. Respect for Landowners Rights
4. Loss of Personal Freedoms
5. Water/River Pollution
6. Moratorium
7. Large Developments
8. Traffic
9. Annexation
10. Acreage Requirements

Vision Statement

Vision Statement

We, the Town of Kinnickinnic, seek a well planned development which respects the rural historic character of the township. The Kinnickinnic River is a natural hallmark of the township and we will continue to protect the integrity of the river and environmentally sensitive areas while allowing for a variety of residential and commercial development. Well planned growth must protect economic interests, property owner's rights and strives to maintain acceptable tax and fee structure for the residents. The planning process for the Township will be open and consistent at all times. So with respect to the S.W.O.T. Analysis an outcome of Goals, Objectives, and Policies can be developed for the Kinnickinnic Township.

Appendix A – Government Funding Programs

Land Trusts and Conservation and Restoration Organizations

Friends of the Mississippi River – a nonprofit organization, will be coordinating work between landowners and various conservation projects in Washington County.

Gathering Waters – is a nonprofit information clearinghouse and technical assistance center to help individuals and nonprofit conservation organizations to preserve, protect, maintain and enhance the beauty and ecological integrity of the lands and waters in the state of Wisconsin.

Kinnickinnic River Land Trust – is a nonprofit organization that works with the community to conserve the natural resources and scenic beauty of the Kinnickinnic watershed.

Land Stewardship Project – is an Upper Midwest nonprofit organization working to foster an ethic of stewardship for farmland, to promote sustainable agriculture, and to develop sustainable communities.

Land Trust Alliance – is a national organization that provides services and programs for local and regional land trusts to increase their skills and competence, and fosters public policies that further land trusts' goals.

The Nature Conservancy – is an international private nonprofit organization. Its mission is to preserve the plants, animals, and natural communities that represent the diversity of life on earth by protecting the land and waters they need to survive. The Nature Conservancy protects land through acquisitions, management agreements, conservation easements, assistance to citizen groups, and cooperation with state and local units of government.

Standing Cedars Community Land Conservancy – is a land trust aimed at protecting and restoring field and forest along the Lower St. Croix River in the Osceola and Farmington areas of Polk County, Wisconsin. They also support rural community life in these areas.

Trust for Public Land – is a national organization that plays a number of roles in land transactions, including acting as an interim title holder while public agencies procure the funds and authorizations needed for land purchases. It also helps community groups implement campaigns to mobilize support for parks and open space projects. The organization's Midwest Headquarters is located in Minneapolis, Minnesota.

Western Prairie Habitat Restoration Area – is a long-term partnership spearheaded by the Wisconsin DNR to protect 20,000 acres of grasslands, oak savanna and wetlands in Polk and St. Croix Counties. Key to the success of this project is Citizens for Protecting & Restoring Prairies (CPRP) whose mission is to promote stewardship and assist interested parties in preserving and restoring lands.

Wisconsin Farmland Conservancy – is a private, nonprofit land trust organization dedicated to empowering rural communities to protect their agricultural, natural, and economic resources; to assisting in the transfer of farms to a new generation of family farmers; to promoting sustainable land use and land conservation practices; and to encouraging locally-based economic development.

Appendix B – References

1. Saint Croix County, WI (Last Updated December 9, 2005). *St. Croix County * Wisconsin: Forms and Documents*. Retrieved November 30, 2005, from <http://www.co.saint-croix.wi.us/forms.htm>.
2. Vierbicher Associates, Inc. *Town of River Falls: Agricultural, Natural and Cultural Resources Element*. Drafted October, 2004.
3. Wisconsin Department of Natural Resources (Last Revised October 4, 2004). *The Official Internet site for the Wisconsin Department of Natural Resources: Natural Resources*. Retrieved November 30, 2005, from <http://www.dnr.state.wi.us/NaturalResources.html>.

Appendix H

Ordinance 2008-3 Adopting the Comprehensive Plan

ORIGINAL

ORDINANCE # - 2008-3

**AN ORDINANCE TO ADOPT THE COMPREHENSIVE PLAN
OF THE TOWN OF KINNICKINNIC, WISCONSIN**

RECITALS

- A. The Town of Kinnickinnic is authorized to prepare and adopt a comprehensive plan as defined in sections 66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes.
- B. The Town Board of the Town of Kinnickinnic, has adopted and followed written procedures designed to foster public participation in every stage of the preparation of a comprehensive plan as required by section 66.1001(4)(a) of the Wisconsin Statutes.
- C. The Plan Commission of the Town of Kinnickinnic, by a majority vote of the entire Commission recorded in its official minutes, has adopted a resolution recommending to the Town Board the adoption of the document entitled "COMPREHENSIVE PLAN, TOWN OF KINNICKINNIC," containing all of the elements specified in section 66.1001(2) of the Wisconsin Statutes.
- D. The Town of Kinnickinnic has held at least one public hearing on this ordinance, in compliance with the requirements of section 66.1001(4)(d) of the Wisconsin Statutes, and provided numerous other opportunities for public involvement per its adopted public participation strategy and procedures.

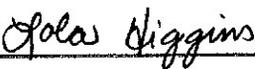
ORDINANCE

Therefore, pursuant to the procedure set forth in Wis. Stats. Sec. 66.1001, the Town Board of the Town of Kinnickinnic, St. Croix County, Wisconsin, do ORDAIN that the document entitled "COMPREHENSIVE PLAN, TOWN OF KINNICKINNIC" is adopted as the Town's comprehensive plan.

The above ordinance was duly adopted by a majority vote of the members of the Town Board of the Town of Kinnickinnic at a meeting held on Dec. 2, 2008.



Attest: _____
Roger VanBeek, Town Board Chairperson



Lola Higgins, Town Clerk

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