

Town of Humboldt Comprehensive Plan

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Town of Humboldt Planning Commission

Denis Enderby
John Zimonick
Randy Enderby
Warren Jadin
Dave Berken

Brown County Planning Commission

305 East Walnut Street, Room 320
Green Bay, Wisconsin 54301
Phone: (920) 448-6480
Fax: (920) 448-4487
Web: www.co.brown.wi.us/planning

Acknowledgement

This 2013 Town of Humboldt Comprehensive Plan supersedes the 2006 plan, which was created through a group effort of The Town of Humboldt Comprehensive Plan Advisory Committee and the Brown County Planning Commission, with a grant from the Wisconsin Department of Administration.

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CHAPTER 1

Issues and Opportunities

Introduction

The Town of Humboldt is located in northeastern Brown County, Wisconsin. The Town is primarily rural in nature with agricultural uses dominating the landscape. Residential uses are primarily along the town roads, with the densest residential development occurring in the unincorporated community of New Franken located in the extreme north central portion of the Town. The Town of Humboldt is bordered on the north by the Towns of Scott and Green Bay, on the east by Kewaunee County, on the south by the Town of Eaton, and on the west by the City of Green Bay.

Purpose and Intent

A comprehensive plan is an official public document, which is adopted by ordinance by the local government that sets forth its major policies concerning the future physical development of the community. The primary purposes of this plan are to generate goals for attaining a desirable development pattern, devise strategies and recommendations the Town can follow to achieve its desired development pattern, and meet the requirements of the State of Wisconsin Comprehensive Planning (Smart Growth) Law. It is intended that the recommendations reflect the 14 local comprehensive planning goals prescribed in state statute and listed below:

1. Promotion of the redevelopment of lands with existing infrastructures and public services and the maintenance and rehabilitation of existing residential, commercial, and industrial areas.
2. Encouragement of neighborhood designs that support a range of transportation choices.
3. Protection of natural areas, including wetlands, wildlife habitats, lakes, woodlands, open spaces, and groundwater resources.
4. Protection of economically productive areas, including farmland and forests.
5. Encouragement of land uses, densities, and regulations that promote efficient development patterns and relatively low municipal, state governmental, and utility costs.
6. Preservation of cultural, historic, and archeological sites.
7. Encouragement of coordination and cooperation among nearby units of government.
8. Building of community identity by revitalizing main streets and enforcing design standards.
9. Providing an adequate supply of affordable housing for individuals of all income levels throughout each community.
10. Providing adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial, and industrial uses.

11. Promoting the expansion or stabilization of the current economic base and the creation of a range of employment opportunities at the state, regional, and local levels.
12. Balancing individual property rights with community interests and goals.
13. Planning and development of land uses that create or preserve varied and unique urban and rural communities.
14. Providing an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety and that meets the needs of all citizens, including transit-dependent and disabled citizens.

The Town of Humboldt Comprehensive Plan should be used by Town officials when revising and administering its zoning ordinance and other town ordinances. The plan should be the basis for siting future development and extending public services and is designed to be a guiding vision so that there is a consistent policy in future decision-making in the Town of Humboldt.

Comprehensive Planning Process in 2006 the previous Comprehensive Plan was created to comply with state law to adopt a Smart Growth comprehensive plan by the requirement year of 2010 and to update the previous plan, Town leaders decided to take advantage of the State of Wisconsin Department of Administration Comprehensive Planning Grant program to develop a new plan that would conform to the requirements of the Comprehensive Planning Law and better reflect Town residents' vision of how Humboldt should develop over the next 20 years. After receiving the grant, the Town appointed a citizens advisory committee comprised of Town officials and interested citizens to steer the planning process.

The Brown County Planning Commission (BCPC) was contracted to provide professional planning assistance. Staff from BCPC prepared the background information and the recommendations of this plan based on the consensus opinions of the citizens advisory committee, town-wide visioning session, and the Comprehensive Planning Law. The planning process involved approximately one year of work and numerous public meetings of the citizens advisory committee.

This document is comprised of nine parts, which reflect the requirements in the Comprehensive Planning Law: Issues and Opportunities; Housing; Transportation; Utilities and Community Facilities; Natural, Cultural, and Agricultural Resources; Economic Development; Intergovernmental Cooperation; Land Use; and Implementation. Although all of these chapters have their own goals, objectives, and recommendations, the elements are all interrelated, and therefore, the goals, objectives, and recommendations are also. This plan was developed with the interrelationships of the elements in mind.

The future land use plan contained within the Land Use chapter of the comprehensive plan provides the vision of how the Town of Humboldt should look like 20 years from now. Included in the plan are recommendations regarding the location, density, and design of future development, which are the cornerstones of the overall plan. The future land use plan is the composite of the goals, objectives, and recommendations contained in all of the chapters.

The final part of the plan involves implementing the recommendations. A comprehensive plan is only effective when it is actually used. This includes using the plan on a consistent, routine basis when making policy and administrative decisions. It also includes using the plan when creating or revising municipal ordinances, such as the zoning ordinance, to control and guide development consistent with the plan.

This document is not the end of the planning process. For the Town of Humboldt to succeed in achieving its vision for the future, planning must be a continual, ongoing exercise to reflect new trends and concepts. It is especially important that the Town Plan Commission monitor the plan to keep up with changing times and to modify the plan when it becomes appropriate to do so.

Community Goals and Objectives

A major element of the comprehensive planning process is the development and identification of goals and objectives of the community. This identification is often difficult because values held by citizens are highly elusive and complex. People vary widely in their choice of values and the degree to which they will accept or tolerate differing attitudes.

In order to identify the Town's priorities for community development, as well to address issues and concerns, the Brown County Planning Commission held a public visioning session, which utilized the nominal group method, on January 18, 2005, at St. Thomas the Apostle Church in Sugarbush. The following are the top issues that the attendees listed at the visioning session:

Rank

1. Maintain existing boundaries and prevent being annexed by the City of Green Bay.
2. Keep taxes at a low rate.
3. Preserve farmland and maintain agriculture in the Town.
4. The main control for growth of the Town should be with the Town, not anyone else (county, state, etc.).
5. Have a plan for future development next to the City of Green Bay to avoid annexation.
6. Retain the self-service garbage recycling center.
7. Luxemburg-Casco School District is great. Maintain the district boundaries.
8. Limit development in the Town to keep it rural and agricultural.
9. Maintain well water quality and quantity.
10. Work cooperatively with developers so annexation is not needed.
11. Install sewer and water where appropriate (higher density residential) and at a cost to the developer.
12. Maintain the rural atmosphere in the Town.
13. Identify and concentrate development in certain places (not scattered).
14. Preserve prime agriculture areas by concentrating development near existing development.
15. Should create another industrial park instead of having industries located all around the Town.

The nominal group visioning session, input from the citizens advisory committee, the State of Wisconsin Comprehensive Planning Law, and sound planning principles formed the basis for the development of the goals and objectives.

Goals and objectives each have a distinct and different purpose within the planning process. Goals describe desired situations toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought; although, they may never actually be fully attained. Objectives describe more specific purposes, which should be sought in order to advance toward the achievement of the overall goals. The third part of the planning process, policies, programs and recommendations, is discussed in each chapter specific to that comprehensive plan element.

The comprehensive plan and future development of the Town is based on the following goals and objectives:

Housing

Goal: Provide for a variety of quality housing opportunities for all segments of the Town's population in such a way that preserves the Town's rural nature.

Objectives:

1. Preserve and improve the enhancement of the existing housing units within the Town.
2. Promote an adequate supply and mix of housing types for individuals of all income levels and life stages.
3. Identify and utilize governmental programs, such as the Wisconsin Housing and Economic Development Authority (WHEDA), to improve aging residential stock.
4. Develop and implement zoning techniques that preserve the rural nature of the Town.
5. Develop and implement a property maintenance code for nuisance issues like junk vehicles and building dilapidation.

Economic Development

Goal: Maintain farming, broaden the tax base, and strengthen the Town's economic base through agricultural, commercial, and industrial development activity.

Objectives:

1. Identify locations for future environmentally-friendly businesses and industries to locate within the Town.
2. Encourage development and redevelopment opportunities in Humboldt to help foster community identity and serve as a focal point for commercial development.
3. Add to the Town's tax base through expansion of existing businesses and industries and attraction of new businesses and industries to locate in the Town when it has been determined that the businesses or industries will provide desirable benefits to the Town.

4. Recognize farming and other agricultural activities as important components of the local economy through Town policies that are positive to the agricultural industry.
5. Maintain low tax rate within the Town.
6. Encourage the utilization of government programs to aid in the retention of existing and attraction or promotion of new industrial or commercial activities.
7. Develop economic development partnerships with agencies, such as Advance, Brown County Planning, and the Wisconsin Department of Commerce.

Transportation

Goal: Provide a safe, efficient, and cost-effective transportation system for the movement of people and goods throughout the Town of Humboldt.

Objectives:

1. Maintain a good, quality road system within the Town.
2. Continue to periodically measure the various characteristics of vehicular travel within the Town so trends can be identified, analyzed, interpreted, and (when warranted) solutions to problems implemented.
3. Periodically re-evaluate the road classification system.
4. Use Wisconsin's Pavement Surface Evaluation and Rating (PASER) system to evaluate the condition of the Town's roads.
5. Plan for the future roadway improvements, road maintenance, and traffic calming measures where needs have been identified.
6. Maintain and foster communication with the Wisconsin Department of Transportation (WisDOT), Brown County Planning Commission, Brown County Highway Department, and neighboring communities in order to coordinate future improvements.
7. Provide for adequate signage in order to increase safety on the existing road network within the Town.
8. Enhance and maintain the traffic-carrying capability of the Town's roadway system through appropriate subdivision, zoning, land use, and access controls.
9. Plan for the location of future roads to ensure a connecting road system within the Town.
10. Consider the impacts on the existing road network when reviewing zoning requests.
11. Encourage the development of a multi-modal transportation system to include bicycle and pedestrian facilities.
12. Encourage the development of alternative transportation facilities, such as foot trails and bikeways, along environmental corridors and rail corridors that have been abandoned.
13. Seek federal and state grants to aid in the creation of the Town's multi-modal transportation system.

Utilities and Community Facilities

Goal: Promote a quality living environment through the timely provision of adequate and efficient utility, emergency, recreation, and other public

facilities and services affecting the health, safety, and well-being of residents and businesses of the Town.

Objectives:

1. Provide for adequate emergency services and other public and utility functions within the Town.
2. Continue to maintain and operate the Town recycling center.
3. Encourage users of the Town recycling center to be responsible and adhere to regulations when using the facility.
4. Maintain the existing boundaries of the two school districts serving the Town.
5. Continue to maintain an excellent school system for Town residents.
6. Provide an adequate police presence within the Town.
7. Review the potential for consolidating municipal services with other municipal governments.
8. Ensure that developers pay the costs of infrastructure required for new development.
9. Ensure that sewer and water lines are installed in appropriate locations.
10. Plan and provide for the required utilities ahead of development.
11. Review ways to minimize problems when extending public sanitary sewer service into areas of existing development that utilize private onsite sanitary systems.
12. Promote policies that help maintain groundwater quality and quantity.
13. Develop a comprehensive stormwater management plan that addresses both water quantity impacts, such as flooding, and water quality impacts, such as protection of wetlands and stream habitats.
14. The Town should seek state and federal grants for park acquisition and improvements if it has been determined that the Town should acquire acreage for a site or if it needs to make park improvements.

Intergovernmental Cooperation

Goal: To maintain an efficient, responsive Town government and to work with the surrounding communities, school districts, Brown County, and the State of Wisconsin to cooperatively plan, develop, and provide services to the Town and region.

Objectives:

1. Work to maintain the existing Town boundaries.
2. Provide outreach and improve communication between the Town government and Town residents through utilization of such techniques as a town newsletter and a town website to keep residents informed about what is happening in the Town.
3. Work cooperatively with other municipalities and governmental agencies.
4. Work with the surrounding communities to resolve boundary issues, coordinate, enhance, or obtain municipal services, and address other issues of mutual concern.
5. Work with the two school districts serving Town residents to evaluate the future needs of the school districts.
6. Review the potential for consolidating municipal services with other municipal governments.

7. Ensure that the Town Board and Town Plan Commission follow the recommendations within the comprehensive plan when making land use decisions.
8. Identify any existing conflicts with the surrounding communities and work with the communities to resolve these conflicts.

Natural, Cultural, and Agricultural Resources

Goal: Conserve the Town's natural, cultural, and agricultural resources and integrate these features into planning for future development to enhance the character of Humboldt and protect the quality of life of its residents.

Objectives:

1. Town policies should help to preserve farmland and maintain the viability of agriculture within the Town.
2. Protect the farmers' right to farm.
3. Make new residents aware that Humboldt is an agricultural community.
4. Preserve the natural features of the Town, such as wooded areas, wetlands, and stream corridors.
5. Protect the environment from objectionable and potentially unsafe land use practices.
6. Ensure that the environment is protected during the course of new development.
7. Preserve the ability to hunt within the Town.
8. Protect the environment to help maintain groundwater quality.
9. Require a comprehensive approach to stormwater management.
10. Assist in the preservation of historic buildings within the Town.
11. Make property owners aware of the location and function of Drainage District No. 4.

Land Use

Goal: To manage the future growth within the Town so as to retain the rural atmosphere while ensuring an orderly, compatible, balanced development that maintains the quality of life and maximizes the efficient provisions of services.

Objectives:

1. Ensure orderly growth and development within the Town.
2. Ensure that the Town of Humboldt continues to be the government entity that determines growth issues within the Town.
3. Examine land use options that will help to avoid annexation.
4. Limit the amount of development in the Town to help retain the rural atmosphere.
5. Provide proper locations for future land uses so as to avoid land use conflicts.
6. Concentrate future development in specific areas of the Town and avoid scattered development.
7. Identify potential areas for future industrial and commercial expansion and seek ways to integrate these uses with nearby land uses.
8. Create an industrial park area instead of scattering the industries throughout the Town.
9. Identify areas in the Town for future residential growth.

10. Concentrate future residential development near existing development.
11. Concentrate the densest future development in the development areas identified in the comprehensive plan, including the development area located adjacent to the City of Green Bay.
12. Review the need for public recreation facilities for Town residents.
13. Promote an adequate supply and mix of housing types for individuals of all income levels.
14. Explore the possibilities for the preservation and improvement of the existing housing units within the Town.

The Town of Humboldt is largely a rural farming community that has not had the dramatic population increases that some of the other rural municipalities in Brown County have had. It is located adjacent to the City of Green Bay so the threat of future annexations to the City is a possibility.

The goals and objectives for the Town of Humboldt Comprehensive Plan reflect the results of the town-wide visioning session and, accordingly, Town residents' visions for the next 20 years. The Town of Humboldt wants to maintain its present boundaries and avoid areas being annexed to the City of Green Bay. This was the #1 rated issue that came out of the Town visioning session. Three of the top 15 issues pertained to annexation. The Town also wants to preserve its rural community feel and appearance. Four of the top 15 issues dealt with preserving farmland and retaining the rural flavor of the Town. Dealing with the possibility of annexation from Green Bay, with the demands of increased development pressures and the desire of the Town residents to maintain the Town's rural atmosphere and agricultural base, will require thought and foresight by the Town's elected officials.

CHAPTER 2

Land Use

The purpose of the plan's Land Use chapter is to compile an inventory of the existing land use patterns and to recommend a direction for future development that is consistent with the desired character of the community. This chapter contains a lot of data about existing land use within the Town, as well as numerous recommendations pertaining to future land use and land use policy.

Existing Land Use

In order to plan for future land use and development in Humboldt, it is necessary to consider existing land uses and development trends. A land use inventory, which classifies different types of land use activities, is an important means of identifying current conditions. Comparing land use inventories of previous years can identify various trends that are helpful in establishing a plan for future land use.

The Brown County Planning Commission conducts a countywide land use inventory every decade. Fieldwork for the most recent inventory for the Town of Humboldt was completed in June 2000 and updated in the spring of 2005. Using this data, the various land use categories were broken down by acreage. Figure 2-1 describes the land use composition of the Town, and Figure 2-2 shows the location of the various land uses within the Town.

Figure 2-1: Town of Humboldt Year 2004 Land Use Acreage

LAND USE	TOTAL ACRES
TOTAL RESIDENTIAL	726.753
TOTAL COMMERCIAL	29.973
TOTAL INDUSTRIAL	57.933
TOTAL TRANSPORTATION	618.168
TOTAL COMMUNICATION/UTILITIES	31.248
TOTAL INSTITUTIONAL/GOVERNMENTAL	10.782
TOTAL OUTDOOR RECREATION	40.752
TOTAL AGRICULTURE AG-FP	11,197.411
TOTAL NATURAL AREAS	2,668.709

GRAND TOTAL	15,381.729
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Source: Brown County Planning Commission 2004 Land Use Update

Figure 2-2: Existing Land Use

Humboldt is a fairly rural farming community with single-family homes scattered throughout the Town. New Franken, an unincorporated community partially located in the north central part of the Town, has the densest residential development due to the availability of public sanitary sewer service.

Residential Land Uses

The amount of residential land has increased from 608 acres in 1990 to 727 acres in 2004. This is an increase in developed residential land of 119 acres since 1990. The presence of reasonably affordable developable land, desire for larger country lots, and proximity to the Green Bay Metropolitan Area has helped contribute to this trend.

As previously mentioned, the unincorporated community of New Franken has the densest concentration of people due to the smaller lot sizes associated with the public sanitary sewer service. The Town added 10 single-family homes in the past five years. The new homes have been scattered throughout the Town with the densest development occurring in New Franken. Most of the existing homes located outside of New Franken are scattered throughout the Town and are located on existing local roads. The largest “string” of residences is located in the central portion of the Town along Finger Road (CTH V) and New Franken Road (CTH T). Only one subdivision plat (Nooyen Estates) has been developed in the Town and is located in the sanitary district of New Franken. All other land splits and divisions have occurred singularly or in small amounts.

The residential uses in the Town are almost exclusively single-family residences. In 2013, more than 99 percent of the acres devoted to residential use were for single-family residences. Thus, two-family residences and multifamily units make up less than 1 percent of the developed residential acreage in the Town. These percentages have not changed much since the 1990 land use inventory, largely because of the rural nature of the Town and the lack of multifamily development that has occurred in the Town. The Town has five zoning classifications in its zoning ordinance that allow residential development. The Agricultural District occupies roughly half of the town, and works on a sliding scale system to determine the number of residences allowed on a parcel of record as of April 1985. Each residential lot must have a minimum of 3 acres and a road frontage of 200 feet. The Agricultural Farmland Preservation District [AG-FP] follows the guidelines of the Farmland Preservation Plan. The Rural Residential District allows for residences on lots of 1 1/2 acres with a minimum road frontage of 200 feet. The Future Rural Residential District allows for land currently in Agriculture to be rezoned to Rural Residential. And the Residential District which is located in the sanitary district in New Franken and has a minimum lot requirement of 10,000 square feet for a single-family home.

Commercial Land Uses

Commercial land uses occupied 29.973 acres in 2004, or only 0.194 percent of the Town. This is about double the amount of acres for commercial use in 1990. There are a number of commercial businesses in the Town, and the majority of the businesses are located off Humboldt Road. The biggest concentrations of businesses on Humboldt Road are

located at the border of the Town and the City of Green Bay in Humboldt and in Sugarbush. Other businesses are located in New Franken and on other scattered sites in the Town. The businesses in the Town are predominantly located along the various county highways of the Town.

Industrial Land Uses

Industrial land uses occupied 57.933 acres in 2004, or 0.376 percent of the Town. The Town has a large industrially zoned area located in the western portion of the Town just east of the border with the City of Green Bay off Humboldt Road that is considered the Town industrial park. A concrete batch plant is the largest industrial use in the park. Two other industries are located across the street from the concrete plant. While there are no other concentrations of industrial businesses in the Town, there are a number of industrial businesses scattered about the Town.

Institutional Uses

Institutional land uses include churches, schools, cemeteries, and government buildings. Institutional lands account for 10.782 acres of the Town, which is only 0.07 percent of the total land area. The institutional uses are scattered throughout the Town and include three cemeteries, a church, a municipal water plant, and the town hall. Most of these institutional uses are located on Humboldt Road.

Outdoor Recreation Uses

The Brown County land use inventory indicates that Humboldt contained 40.752 acres of outdoor recreational uses in 2004, which comprised approximately 0.265 percent of the Town. While the Town has no public outdoor recreation facilities, it has a number of privately-owned facilities that can be used by the public. A golf driving range is located in the western portion of the Town adjacent to Humboldt Road near the boundary with the City of Green Bay. There are two ball diamonds associated with St. Thomas the Apostle Church located in eastern Humboldt adjacent to Humboldt Road. A lighted ball diamond has recently been constructed at Davister Whipp Bar in Sugarbush for use by softball leagues. The New Franken Sportsmen's Club is a privately-owned shooting club that is located in central Humboldt on New Franken Road. The nearest Brown County park is Lily Lake Park, which is located in the Town of Eaton approximately 3 miles from the southern border of the Town of Humboldt. Parks and other outdoor recreational uses are discussed further in the Utilities and Community Facilities chapter of the plan.

Agricultural Land Uses

Agricultural use remains the most predominant land use within the Town. The recent land use update indicates that there are 11,197 acres of land devoted to agricultural use, a decrease of 280 acres of agricultural land in the Town since 1990. The 1990 Brown County land use update indicated that the Town had 11,477 acres of land devoted to agricultural use. The reduction in available agricultural land is largely a result of a number of parcels being developed into rural residential use and farm fields not being actively cultivated.

Natural Areas

Most of the wooded areas and wetland areas are located in the western half of the Town. In the eastern half of the Town, natural areas are primarily limited to areas along the drainage courses that flow through the area. Many of the wooded areas are also considered wetlands. The major surface water resources of the Town are Baird Creek located in the southwestern portion of the Town and numerous tributaries of School Creek located in the eastern portion of the Town. Baird Creek flows in a westerly direction and empties into the East River in the City of Green Bay, while the tributaries of School Creek flow north out of the Town.

Natural areas within the Town accounted for 2,668 acres in 2004. These natural areas include woodlands, wetlands, and brush lands. Woodlands total 1,466 acres of the natural areas in the Town. Some of the woodlands also include wooded wetlands.

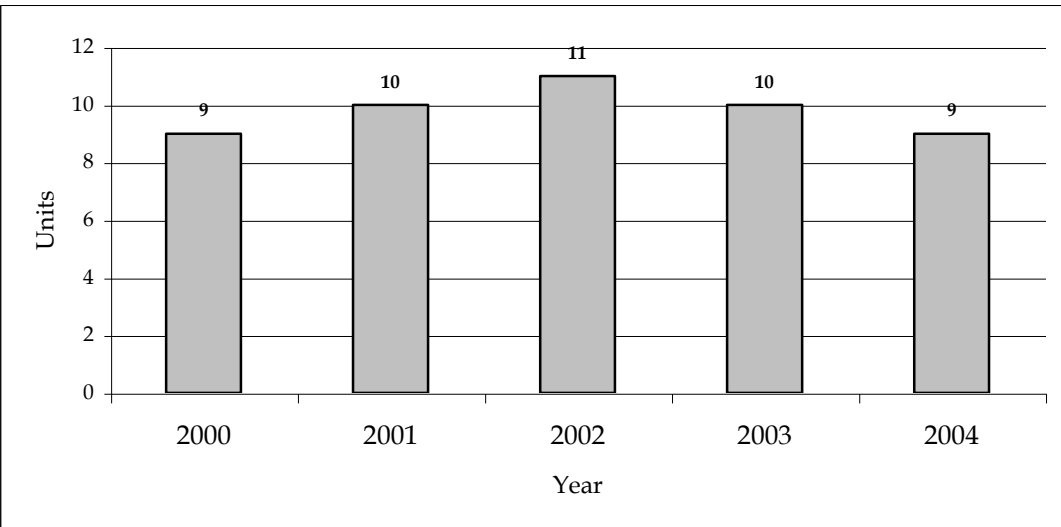
Land Use Trend Analysis

Supply and Demand

Due to the rural nature of the Town, there is an abundance of land that has the physical capability of being developed. Town zoning policies keep a curb on rezoning land out of Exclusive Agricultural zoning. There are only a limited number of acres in the Town that are zoned Agriculture/Residential where rural residential development would be allowed. There is some demand for residential land in the Town, but Town development policies have been to keep the Town as a rural agricultural community.

According to the Town of Humboldt building permit files, 49 single-family homes were built during the period of 2000-2004. The permit data for the past five years is displayed in Figure 2-3.

Figure 2-3: Town of Humboldt Building Permits for Single-Family Houses, 2008-2012



Source: Town of Humboldt Records.

Land Prices

The average value of farmland in the Town ranges from about \$6,000 to \$8,000 per acre, which is fairly similar to other areas of Brown County. This compares to the assessed value of farmland in the Town of about \$287 per acre. Prices per acre for land, including farmland that is parceled out for residential use, is much higher than the cost of buying farmland for farm use. A 3-acre parcel for residential use will easily cost in the range of \$30,000 to \$40,000 or more. The average selling price for a vacant parcel in the Town has remained fairly steady with not a lot of activity occurring. Most of the recent residential development in the Town has occurred in scattered areas throughout the Town. Average housing values and prices for existing homes in Humboldt are discussed further in Chapter 5 of the plan.

Opportunities For Redevelopment

Due to the rural nature and the lack of concentrated development within the Town, there are very limited opportunities for redevelopment. However, there are some older buildings in New Franken along the east side of New Franken Road that could be candidates for redevelopment because of their age and condition.

Existing and Potential Land Use Conflicts

As the Town of Humboldt continues to grow, new residents will encounter active farming operations. It is important that new residents in these areas are made aware of the active farms, as well as the sights, smells, and other activities that characterize farming operations. Every effort should be made to ensure that the existing farming operations are not negatively impacted by development. Potential future industrial and commercial development, as well as potential expansion of existing industrial and commercial development, in Humboldt should be done so as to not adversely affect adjoining lands and uses. Building and landscaping techniques should be used to negate any potential negative impact.

20-Year Projections In 5-Year Increments

The State of Wisconsin Comprehensive Planning Law requires communities to project their future land use needs for residential, commercial, industrial, and agricultural lands for a 20-year period in 5-year increments. In order to get a better idea of how much available land the Town of Humboldt might need to continue to grow at its current rate, the land use inventories for 1990 and 2000 were compared. Research was also conducted on land divisions occurring within the Town within the last 5 years.

The 2025 Wisconsin Department of Administration (WDOA) population projection for the Town of Humboldt indicates that the Town is projected to grow by 160 people between the period of 2000 to 2025. Based on the average of 2.95 people per household in the Town (2000 U.S. Census figure for the Town), there will be a need for 54 additional housing units over the 2000-2025 timeframe. Historically, the average number of people per household in the Town has declined due to smaller sized families. Factoring in a decrease to 2.65 people per household yields a need for 60 additional housing units over

the same timeframe. The most recent (January 1, 2005) Department of Administration estimate of population of the Town indicates 1,431 people reside in the Town as of January 2005. This surpasses the 2010 DOA estimate for the Town of 1,400 people. While population increases or decreases do not occur in a straight line manner but rather in spurts, it is not unrealistic to assume that the population of the Town may trend toward 1,600 people based on recent growth in the Town and the ability to have more housing units established in the sanitary district in New Franken. If the Town population does increase to 1,600 people, there will be a need for 99 additional housing units using the same 2.65 people per household figure. There is also a chance within the planning period that public sanitary sewer extensions may occur into the far western portions of the Town as development in the City of Green Bay proceeds eastward towards Humboldt. If that should occur, the future population of the Town could increase significantly beyond 1,600. This assumes, of course, that annexation of land into the City of Green Bay does not occur along with sanitary sewer extensions.

Figure 2-4 identifies the land use acreage changes that occurred in the Town during the period of 1990 and 2000. There was an increase of 84 acres in developed residential land in the Town during the same time-period. Most of this residential change occurred in the rural areas of the Town outside of the sanitary district in New Franken.

Figure 2-4: Humboldt Land Use Changes, 1990-2000

Land Use	1990 (Total Acres)	2000 (Total Acres)	Difference 1900-2000
Residential	608 acres	692 acres	+84 acres
Commercial	19 acres	36 acres	+17 acres
Industrial	35 acres	46 acres	+11 acres
Agricultural	11,959 acres	11,284 acres	-675 acres

A review of records of lot splits occurring in the Town by Certified Survey Maps since 1999 indicates that the average size of the lots that were created during that period was 3.33 acres. Only four of the lots created were in the sanitary district in New Franken. The large majority of lots were rural lots located outside of the sanitary district on onsite sanitary systems. Assuming that there will be from 60 to 99 new housing units created in the Town in the next 20 years based on the future population projections and assuming that the average lot size will be 3.33 acres yields a need for 200 to 330 acres of additional residential land. This does not necessarily mean that the Town will need to rezone that amount of projected acres to residential zones. There are existing lots in the Town that have not yet been built upon. In addition, the Town zoning ordinance allows residences to be built in the agricultural-zoned areas of the Town without the need to rezone. If more development occurs in the sanitary district, the average lot size will decrease and so will the amount of land needed to house the lots, as the average lot size in an area with public sanitary sewer service is generally much smaller than in areas not served by public sanitary sewer service. Town development policies also have an impact on future acreage needs for residential development. Should future Town policies require smaller lot sizes than what has occurred under recent market conditions, the amount of land needed for future population growth will be smaller than the 200 to 330 acres previously identified.

The land use inventory found that the existing ratio of land uses within the Town is approximately 1 acre of commercial development for every 19 acres of residential development and 1 acre of industrial development for every 15 acres of residential development. Applying these ratios to the 200 to 330 projected acres needed for residential development (does not include market/road factor) yields the need for 10 to 17 additional acres of commercial land and 13 to 22 additional acres of industrial land during the 20-year planning period. When talking about such a small amount of land for future additional commercial and industrial growth, it should be understood that under real world conditions such acreage figures could increase substantially and not be out of line with the needs or wants of a community. Future agricultural acre projections were based on the average amount of acres (762) taken out of agricultural production in Humboldt during the period of 1990 to 2000.

Figure 2-5 identifies the 5-year growth projections for the Town. It is unrealistic to predict specific acreage needs for each period due to the unsteadiness of growth, so a straight-line projection has been used to determine the 5-year increments.

Figure 2-5: Humboldt 20-Year Land Use Projections in 5-Year Increments

Land Use	2005	2010	2015	2020	2025
Residential	732-758 acres	772-824 acres	812-890 acres	852-956 acres	892-1022 acres
Commercial	38-39 acres	40-43 acres	42-46 acres	44-50 acres	46-53 acres
Industrial	48-50 acres	51-55cres	53-59 acres	56-64 acres	59-68 acres
Agricultural	10,903 acres	10,522 acres	10,141 acres	9,760 acres	9,379 acres

Future Land Use Recommendations

The proposed land use for the Town of Humboldt is shown on Figure 2-6 and includes various categories for a number of different land uses. While the map indicates specific locations, as well as potential general locations, for future land uses, in some cases future use of a property may be limited because of limitations posed on the property by environmental regulations and requirements. While a property may be shown for commercial use, for example, or may even be zoned for commercial use and if the property has wetlands contained onsite, actual use of the property will be limited to the area that is outside of the wetlands due to environmental regulations.

In reviewing the future land use map, it is important to understand that while some areas have a proposed future land use that is different from the existing land use or from the existing zoning, it does not mean that the existing use of the property cannot continue. The property can continue to be used for any use allowed under the present zoning classification that the property is zoned as.

The use can continue as long as the landowner or subsequent landowner wants to continue the existing land use. Unless requested by the landowner, it also does not mean that the Town will be rezoning the land to a zoning category that is consistent with the proposed future use shown on the Future Land Use map. It simply means that if the owner of a property ever wants to change zoning from the existing zoning on the property to another zoning classification, the land use map should be used to determine

Figure 2-6: Future Land Use
11 X 17 map

what zoning classification the land should be rezoned to. If a property owner wishes to rezone property to a use other than what the Future Land Use map recommends and the Town is satisfied with the proposed rezoning, the Town should first change the comprehensive plan to make the proposed use consistent with the comprehensive plan and then change the zoning on the property. The Future Land Use map does not and cannot change the existing use of a property. It is a tool to be used by the Town for making future land use decisions.

Agriculture

Most of the land acreage within the Town is zoned either Agricultural or Agricultural Farmland Preservation (AG-FP). This zoning category allows landowners to receive tax credits from the State of Wisconsin under the Farmland Preservation Program if the landowner wants to partake in the program and meet the eligibility requirements of the program. Agriculture will likely continue to be the dominant land use within Humboldt over the 20-year timeline of this plan. There are a number of active farms located within the Town. The Town should continue to work with these landowners to ensure that the Town's development policies do not interfere with the continuing operation of the farms. Development activities should be limited within the agricultural areas of the Town to the activities and recommendations within this chapter. All Town policies should be periodically reviewed to ensure that, practically speaking, such policies do not negatively affect agriculture activity so that agriculture is retained as the dominant land use in the Town throughout the life of this plan and farmers are allowed to do what they do best, which is to farm.

Some existing farmed areas of the Town are identified on the Future Land Use map for uses other than agriculture. These existing agricultural areas will likely remain in agriculture for the foreseeable future and will continue to be used for agricultural use as long as the property owner wants the use to continue. The map simply recommends potential future use of the properties other than agriculture in the event that the landowner would ever want to change the use of the property.

Residential

The Town of Humboldt has historically tried to maintain the rural and agricultural nature of the Town and control the amount of non-farm residential development that occurs in the rural portions of the Town. There has historically been little subdivision activity that has occurred within the Town. The citizens advisory committee that worked on this plan held long discussions about how to handle future residential development located outside of the sanitary district of the Town in New Franken.

The Town has three zoning classifications within its zoning ordinance where residential uses are permitted uses. The Residential zoning classification is for residential development that is served by public sanitary sewerage service. Lands within this zoning classification are located in the New Franken area and are served by public sanitary service from the New Franken Sanitary District. This zoning classification has a minimum lot size of 10,000 square feet. The other two zoning classifications, Rural Residential and Agricultural, occupy the majority of the Town, and residential developments in these zoning districts rely on onsite sanitary sewer facilities. The Rural

Residential zoning classification allows residential development with a minimum lot size of 1 1/2 acres and also requires that the residential lot have a minimum of 200 feet of frontage on a public road. The Agricultural zoning classification was originally set up to meet the requirements of the Wisconsin Farmland Preservation Program. The majority of the Town is located in this classification which allows for a minimum of 3 acre lot size with 200 feet of frontage on a public road. The Agricultural zoning classification follows a sliding scale to determine the number of land divisions or houses in the Agricultural zone to ensure that the potential density of development does not exceed a certain level.

The sliding scale uses the existing parcel of record in the Town established and recorded prior to 1985. In the case of a farm with multiple parcels, all adjacent parcels titled in the same name prior to 1985 will be counted as one lot of record. Parcels added to the farm after 1985 will stand on their own.

Figure 2-7 is the sliding scale contained within the Town Agricultural zoning classification in the Town zoning ordinance as of the adoption date of this plan. It identifies the maximum number of residences allowed per existing parcel of record in the Town established and recorded prior to 1985.

Figure 2-7: Sliding Scale

Area of Lot of Record at the Time of the Effective Date of this Ordinance	Maximum Number of Single-Family Residences Permitted
0-3 Acres	1
4-10 Acres	2
11-20 Acres	3
21-80 Acres	4
81-140 Acres	5
141-200 Acres	6
201+ Acres	One additional single-family residence for every 60 acres of land.

Source: Town of Humboldt Zoning Ordinance.

Four development areas have been identified on the Future Land Use map. These development areas identify locations in the Town where future residential development is predicted and recommended to occur. There is already residential and some commercial development in all of these areas, and these areas encompass the densest existing areas of development in the Town. Because these areas have been established as development areas, rezoning requests in these areas to the appropriate residential zones should be approved if asked for by the landowners following proper rezoning procedures. The development area that encompasses New Franken is the only development area that is presently served by public sanitary sewer service. The largest of the development areas in terms of size is located along the western border of the Town adjacent to the City of Green Bay. While it is possible that a portion of this area may one day receive public sanitary service because of its proximity to existing sewer development in Green Bay, the area presently must rely on onsite sanitary sewer systems. The other two development areas are located in the south central portion of the Town adjacent to Finger Road and in the eastern portion of the Town in the unincorporated area of Sugarbush adjacent to Humboldt Road.

Three categories of future residential development are shown on the Future Land Use Map within the aforementioned development areas. The Rural Residential Development-Low Density Area development category would include single-family residences, with a proposed two-acre minimum lot size utilizing on-site sanitary facilities. The Rural Residential Development-Medium Density Area development category would include single-family residences, with a proposed one and a half acre minimum lot size also utilizing on-site sanitary facilities. The Sewered Development Area development category would utilize public sanitary sewer service, would include smaller minimum lot sizes allowed within a sanitary sewer area, and would include single family residences but would also include potential locations and opportunities for multi-family and two-family residential development. Future business and industrial use may also locate in the development areas depending on the location, type of proposed development, and determination by the Town Board that these types of uses will benefit the Town.

It is important that the Town makes sure that future development in the identified development areas of the Town is done in a fashion that ensures that locations for future roads are maintained in the areas and that frontages along existing roads are not eaten up by development. The use of official mapping powers and area development plans by the Town can ensure that space is reserved for future road intersections so that future roads can access land located beyond the existing road frontages.

It is a recommendation of this plan that the Town continues the policy of controlling the density of new residential development in the Town occurring outside of the development areas. Scattered low-density residential development located outside of the sanitary district in New Franken should occur on existing lands in the Town zoned Rural Residential, in situations allowed under the Town Agriculture zoning classification, in the designated development areas, and in rezoning situations after landowners have rezoned their acreage out of Agriculture zoning to one of the Town residential zoning classifications. This will help ensure that agriculture continues to be the main land use in the rural portions of the Town and will help to control the potential adverse impacts that could occur between agricultural and residential land use. The Town should continue to maintain the lot size requirements in the Agriculture zoning district consistent with the requirements set forth in Wisconsin Statute 91 to ensure that property owners within the Town maintain their eligibility to obtain tax credits from the State of Wisconsin under the Wisconsin Farmland Preservation Program. The Town should consider amending the zoning ordinance to allow a maximum of only one house to be built for each son, daughter, or parent of the farm operator in the Agriculture zone to ensure that people do not use the exception presently allowed within the zoning classification to build more houses than initially envisioned back when the Agriculture zoning classification was created.

To date, rural subdivision activity in the Town has been nonexistent. Any future activity of this nature should only occur on lands and in situations described in the previous paragraphs. The Town should try to encourage rural subdivision activity to be done by conservation by design subdivisions for situations where the terrain and environmental features of a site lend themselves to such a type of subdivision development. The conservation subdivision generally preserves the rural atmosphere and environmental features of an area better than a conventional subdivision plat does.

It is recommended that two new residential zoning classifications be created in the Town zoning ordinance. One residential zoning classification should be used for residential rezoning within the development area located adjacent to the City of Green Bay in the western portion of the Town. This zoning classification should be the same as the existing Rural Residential classification with the only difference being that this new residential zone should have a minimum lot size of 1.5 acres with a minimum of 200 feet of road frontage required. The other new residential zoning classification should also be the same as the existing Rural Residential classification with the difference being that a sliding scale should be utilized to control the number of potential houses that could be created in this zoning classification. The sliding scale should allow the same densities as does the existing sliding scale found in the existing Agricultural classification. The minimum lot size required within this zoning classification should be 3 acres with a minimum of 200 feet of road frontage required. This zoning classification is recommended to be the only residential zoning classification that should be utilized by the Town for residential rezoning requests within the Agricultural zoned areas located outside of the development areas.

Future development in the unincorporated community of New Franken can take advantage of the public sewerage service offered by the sanitary district. It is envisioned that it will be the cultural and social hub of the adjacent areas of the three towns of Humboldt, Green Bay, and Scott that encompass New Franken. Residential subdivision activity, as well as some mixing of local commercial, industrial, and possibly institutional uses, will occur in this area. Various types of residential options should be encouraged to locate in New Franken.

Duplexes should be located on scattered lots within the sanitary district in New Franken rather than grouped together to avoid creating an area of nothing but duplexes. Corner lots often provide good sites for duplexes. Future duplex lots are best located within subdivisions prior to the approval of the subdivision by the Town. Designating duplex lots during the pre-subdivision approval process effectively identifies where such uses may be constructed, and prospective lot buyers can take this into consideration when deciding whether or not to purchase a lot in a subdivision. Duplexes should only be located in areas of the Town where public sanitary sewer service is provided.

Multifamily development would be a positive addition to the Town because it would add another residential option for Town residents. This type of use creates a housing option for people wanting to live in the Town that either do not want to buy or construct a single-family house or do not have the income to afford one. There are no buildings in the Town that are presently utilized for multifamily residential use. This is not unique for a rural community like Humboldt. Multifamily development does not generally lend itself to the rural atmosphere, so this type of residential use should only be located in the areas of the Town where public sanitary service is available and only as a conditional use. There are generally more of a variety of goods and services available in the sewered area of the Town, which is an attraction for residents of multifamily dwellings who generally want such services in close proximity to their residence. Two potential locations for multifamily use in New Franken are identified on the Future Land Use map. If multiple multifamily buildings are located next to each other, there should be a variation among the buildings through a combination of design features, façade treatments, roof forms, and building orientation so that there will not be a monotonous

sameness of buildings. Multifamily buildings should reflect, as much as possible, the characteristics and features generally associated with single-family homes. These include front doors facing the streets and sidewalks, garage space, and private outdoor areas or greenspace on the grounds. This type of use should blend in with other residential land use types in the area and should have an adequate amount of greenspace onsite and should be orientated with the parking in the rear of the lot.

Commercial

Future commercial uses should be allowed near existing business and industrial uses or at major intersections in nodes, rather than in strips along the entire length of a road, county trunk, or highway, in order to better handle the increased truck and automobile traffic associated with business use, as well as to not interfere with existing agricultural or residential uses. These uses should serve the local residents, as well as those commuting through the Town. Existing commercial uses in the Town should be encouraged to remain in business by allowing for the expansion of these operations if they do not negatively impact existing residents or farming operations. Existing commercial uses not showing up on the Town zoning map should be reviewed for possible inclusion as commercially-zoned areas on the map. Some of the recommended locations for future commercial development in the Town include areas along Humboldt Road east of the railroad tracks, along Humboldt Road east of Allen Road, and along Humboldt Road at the intersection of North Sugarbush Road. Other potential sites where commercial enterprises could locate are identified on the Future Land Use map.

There are other locations in the Town, aside from what has been shown on the Future Land Use map, that could be utilized for future business use depending on the site and the potential business. The setup of the existing Community Business zoning classification in the Town zoning ordinance is not flexible enough for the Town to selectively review specific sites for selective business uses and also to be able to attach conditions on the use of the proposed sites for the proposed business. For certain situations, the Town may be reluctant to rezone a specific parcel for Community Business because of the variety of business uses that could operate on the site, but the Town might consider a business zoning if it could control the specific use of the proposed site and attach conditions on the use and on the site. To help with this type of situation, the Town should create another business zone classification that gives the Town more flexibility than the existing Community Business zone classification in order for the Town to be able to be more selective in the type of business uses allowed in this new zoning classification. This zoning classification should be used for future locations within the Town that are not identified on the Future Land Use map and should be set up so that the Town could attach specific conditions for the use of a particular site for a business. Site selective conditions could include such things as landscaping, site design, architectural controls, and additional setbacks, and business conditions could include such things as hours of operation and the size of the structure. All future locations for commercial uses, irrespective of the type of zoning classification requested, should be located so that little to no adverse impact will occur to adjacent properties and land uses.

Industrial

Existing industrial businesses are scattered throughout the Town. These businesses provide a benefit to the Town by adding to the Town tax base, as well as providing jobs for area residents. The Town should do whatever is necessary to retain these industrial businesses in the Town. Over the course of the plan, there may be a need for additional industrial businesses to add to the Town tax base and to provide job opportunities for local residents.

The Future Land Use map identifies a fairly large portion of non-developed acreage in the far western portion of the Town (located off of Humboldt Road by the railroad tracks) that is identified for potential future industrial use. This has historically been zoned for industrial use. There are some industrial businesses located in this area, as well as a few single-family residences. Any future industrial development in this area must take into consideration the existing residences. To that extent, buffering of the residences from industrial or commercial use through plantings, or berms to lessen any adverse impact on the residences should be required. Specific and detailed planning should be undertaken prior to any industrial development occurring adjacent to the residential properties so that a development plan can be determined for the area that would work with the existing land uses.

Future industrial use should be encouraged to locate near existing industrial uses or on one of the county trunk highways in nodes rather than in strips along the highway to better handle the increased truck and automobile traffic associated with industrial use, as well as to not interfere with existing agricultural or residential uses. Other potential future industrial sites are identified on the Future Land Use map.

As previously indicated, there are many existing businesses and industries scattered throughout the Town. Because such uses can impact adjacent uses, the Town should amend its zoning ordinance to require landscaping requirements, as well as additional side yard and rear yard setback requirements, when building on industrial- or business-zoned property when such zoned property is located adjacent to residentially-zoned properties. Future locations for industrial uses should be located in areas so that little to no adverse impact will occur to adjacent properties and land uses.

Town Centers

The unincorporated communities of New Franken, located in the northeast portion of the Town, and Sugarbush, located in the eastern portion of the Town, are the closest things to being considered social and cultural hubs of the community. Both of these areas are identified as development areas on the Future Land Use map. The New Franken area is served by public sanitary sewer service and includes a scattering of single-family homes and a few businesses. Development within Sugarbush is limited in scope because the area is quite small in size.

New Franken and Sugarbush are expected to continue to serve some of the existing needs of the community through the businesses and services that are already there. New businesses, as well as residential development, looking to develop in Humboldt should be strongly encouraged to locate in New Franken and Sugarbush. It is important for the

Town to make sure that additional development in the areas are designed and developed in conjunction with other land uses in the area in such a manner that will provide the existing and future residents of the area with a quality living environment.

Future concentrated residential development in the Town should be based on the concept of neighborhoods. A neighborhood can be more than just a housing development by itself. It can be integrated with other existing and future land uses. It can include recreational uses, such as a neighborhood park, institutional uses, such as churches or schools, and neighborhood commercial uses that provide goods and services geared primarily for the surrounding residents.

The recommendations for future land use within concentrated areas of the Town emphasize characteristics that can help make any neighborhood walkable, livable, and varied. In addition to the concepts discussed in this chapter, the review of future development proposals should consider these broad characteristics:

Walkable, meaning that pedestrians can easily reach everyday destinations.

Livable, meaning that a neighborhood is safe with easy access by various means of travel to schools, shopping, and services that meet many of the needs of its residents.

Varied, meaning that a variety of buildings, spaces, and activities are included and are designed and operated in harmony with the residential character of the neighborhood without disruption from highly contrasting buildings or activities that relate only to themselves.

Before approving subdivision plats, the Town should review the proposed plats to ensure that adequate access to frequented destinations in the community have been adequately addressed in the design of the plats and are part of an overall plan for the area. Non-vehicular travel should not have to take a wide circular route to get to destinations, such as a park.

Street Networks

The design of the street network has an impact on the character and form of development, particularly residential areas. It is critical that streets are laid out and designed to be compatible with the residential neighborhood concept while fulfilling their inherent transportation function.

Blocks should vary in size and shape to avoid a monotonous repetition of a basic grid pattern or to follow topography. To be conducive to walking, block layouts within residential areas should generally be designed with frequent street connections with individual block lengths being a maximum of about 600 feet. The street network should connect to the adjacent neighborhood commercial businesses and extend out into the surrounding neighborhoods. Selected streets should extend into and through any adjacent commercial area to provide convenient access from all sides of the center.

Traffic Calming

For a road network to provide a desirable residential environment, it must be designed to discourage excessive speeding and cut-through traffic. Street widths and corner curb radii should be as narrow as possible while still providing safe access for emergency and service vehicles. If required, traffic calming techniques, such as curb extensions and other specialized measures, can be used to slow and channel traffic without hampering convenience, direct access, and mobility.

Pedestrian Network

Ideally, neighborhoods should have a connecting network of sidewalks, walkways, and bike paths leading to neighborhood destinations, such as open spaces, shopping, and service activities, and other public and quasi-public spaces. On long blocks, intermediate connections in the pedestrian network should be provided with a maximum distance of about 600 feet between walking connections. Pedestrian connections are a definite benefit to neighborhoods and should be given consideration in new developments. This and other multi-modal transportation concepts are addressed in greater detail in Chapter 3 of the plan.

Subdivision, Street, and Neighborhood Connectivity

The design of future residential developments should take into consideration pedestrian and bicyclist movements, in addition to providing convenient access for automobiles. If there are public or quasi-public open spaces in a municipality, there should be an emphasis on walkways, trails, and bike paths leading to such locations. A neighborhood should have various ways to get into and through it by driving, walking, and bicycling. Streets should knit neighborhoods together rather than form barriers. The intent is for residential developments to form neighborhoods that evolve to be part of the broader community. Due to the rural nature of Humboldt and the lack of concentrated residential development, this applies mostly to the New Franken area within the three towns of Humboldt, Scott, and Green Bay. It could also apply to other areas of the Town if sanitary sewer service is extended into the western portion of the Town creating neighborhood development or if rural subdivisions are concentrated in specific areas of the Town, such as the proposed development areas. As more development occurs in New Franken, it is important that each municipality looks at the area as a whole rather than just a portion of New Franken located in their community. Future development and platting should be done with the entire New Franken area in mind.

Design Issues

It is recommended that the Town concern itself with the design of the main corridors to the Town which are the county highways. Land use along these corridors helps to establish the overall character of Humboldt so the Town should make it as attractive as possible.

Establishing design criteria for new businesses is an effective way of ensuring high quality development. Standards may vary depending on the location of such businesses. Parking lot landscaping standards can be adopted, including using landscaped "islands"

within large parking lots and placing parking behind buildings instead of in front of the buildings.

Street trees have a tremendous positive visual impact on the streetscape. As trees planted along the edge of streets mature, they can often become the defining element of a neighborhood. Existing trees should be incorporated into the design of conservation by design subdivisions and new trees planted within new subdivisions in the Town.

Natural Areas and Recreation

The Town does not own or operate any public parks. There is a possibility that sometime in the future a recreational trail may be developed in the Town along the railroad track right-of-way of the Canadian National Railroad that bisects the northwest portion of the Town if the railroad company ever abandons the tracks, similar to what has been done along other railroad rights-of-way in other parts of the County. At the present time, the line has very little use. If abandoned by the railroad, the Wisconsin Department of Natural Resources would likely acquire the railroad right-of-way and turn it into a recreational trail. If development of a trail in this location would ever occur, Town officials would need to work with the DNR and Brown County in the planning and development of this trail. It would also make sense for the Town to work with the Brown County Planning Commission to identify a possible trailhead location for parking that would encourage people to use the trail and discourage parking on the shoulders of intersecting roads. Development of a feeder trail system by the Town connecting to the railway trail would provide additional opportunities for residents of the Town. A feeder trail system could include the addition of paved shoulders along roadways, as well as trails, sidewalks, or walkways.

There is some playground equipment at St. Thomas the Apostle Church in Sugarbush that is used by local residents. The New Franken Sportsmen's Club is a privately-owned shooting club located in central Humboldt on New Franken Road that is used by local residents of the Town, as well as non-residents. A golf driving range located in the western portion of the Town adjacent to Humboldt Road near the boundary with the City of Green Bay provides golfing opportunities for Town residents. There are two ball diamonds associated with St. Thomas the Apostle Church located in eastern Humboldt adjacent to Humboldt Road. A lighted ball diamond has recently been constructed at Davister Whipp Bar in Sugarbush for use by softball leagues.

Park and recreation standards typically indicate that 12 acres of recreational land should be provided per 1,000 people. Based on a 2020 population projection of 1,500 to 1,600 people, the Town would need 18 to 19 acres of land to meet the recreation standard. The Town should consider working with the Towns of Green Bay and Scott to develop a small neighborhood park in the New Franken area to serve development in that area. The park would not necessarily need to be located in Humboldt. It could be located in any of the three municipalities. If Town residents express the need for public recreational sites of a larger scale, the Town should consider developing a community park for Town residents. Because neither the Town of Scott nor the Town of Green Bay provides public recreation facilities within their municipalities, the Town should also consider the possibility of creating a joint community park in conjunction with the other

two adjacent municipalities that would provide recreational opportunities for citizens of all three Towns.

The natural areas in the Town, in conjunction with the agricultural lands, provide the Town with the rural character that Town residents enjoy and want to preserve. In order to further the goal of preserving the rural character of the Town, environmentally sensitive areas (such as wetlands), floodways, stream corridors (such as Baird Creek), and steep slopes should be protected from development. Various layers of government protect much of these areas by enforcement of existing wetlands laws and shoreland floodplain zoning. The Wisconsin Department of Natural Resources, the U.S. Army Corps of Engineers, and the Brown County Zoning Department enforce and administer regulations giving protection to natural areas within the Town. The Town also has a Conservancy zoning classification within its zoning ordinance. It is unclear what criteria was used to locate the Conservancy-zoned areas on the Town zoning map. Because of that fact, it is recommended that the Conservancy areas that show up on the Town zoning map coincide with wetlands identified on the Wisconsin Wetlands Inventory Maps. This will add another layer of protection to these areas and help to protect much of the natural areas of the Town. It will also bring a consistency to implementation of the Town Conservancy zoning.

Besides regulatory activity by the Wisconsin Department of Natural Resources, the U.S. Army Corps of Engineers, the Brown County Zoning Department, and the Town, other options to help preserve natural areas include land donations by property owners and acquisition of key areas and integrating natural areas into the subdivisions if subdivisions are developed near these areas. Baird Creek is a key area as its headwaters is located in the Town of Eaton just across the border from Humboldt, and the water quality of the creek is affected by agricultural development practices in both towns. It is one of the few high quality streams located within the Green Bay Metropolitan Area. Any effort the Town can make to address and preserve the water quality of the creek will be a positive benefit to this natural resource and to Town and area residents. Implementation and enforcement of the Town Agricultural Shoreland Management Ordinance will add to water quality for all streams and creeks located in the Town.

Conservation By Design Subdivisions

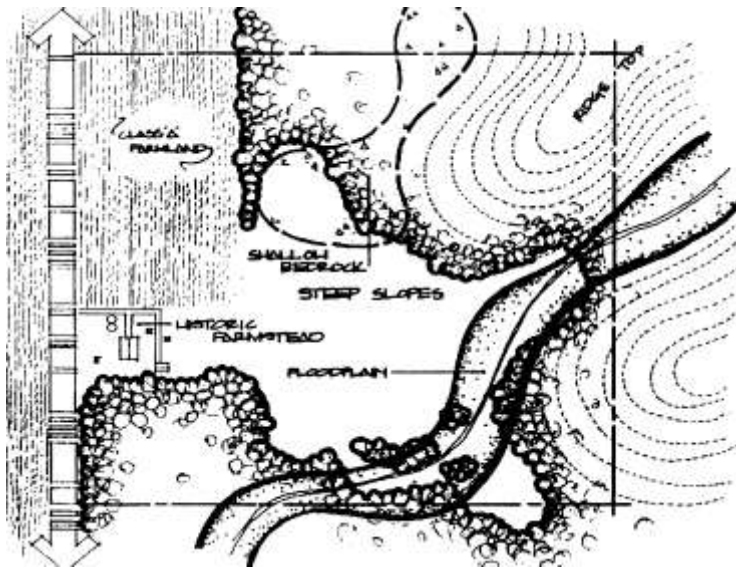
Conservation by design subdivision development, or conservation by design, is a subdividing method that focuses on maintaining open space and conserving significant natural and cultural features. This is accomplished by preserving a significant portion of a development site as undivided open space with the remaining land uses for the house lots and necessary roads. The open space is permanently preserved through conservation easements. A conservation by design subdivision provides the landowner with the same number of lots as could be accomplished through a conventional subdivision.

The conservation by design development concept for subdivisions can usually do a better job of helping to maintain a community's rural character than can conventional subdivision design. This method of development is not new to Brown County, as it has been successfully implemented in some Brown County communities. This technique can help preserve natural and agricultural features that attracted new residents to the area by

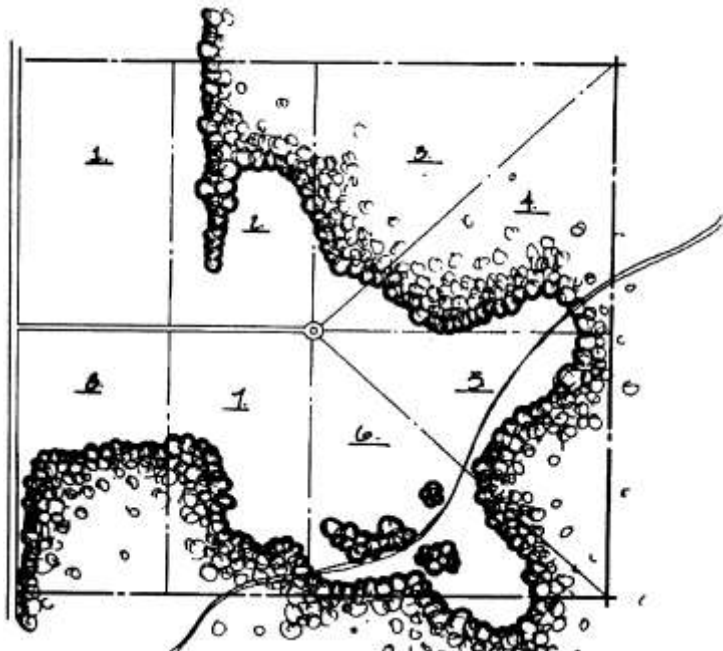
improving the design of future residential developments and maintaining a rural quality to the development.

The following conservation by design example uses the same number of house lots from the conventional layout but completely alters the design by simply reducing the lot size and being sensitive to the environmental features in order to preserve natural and open areas. The following sketches are from “A Model Ordinance for a Conservation Subdivision” prepared by the University of Wisconsin Extension. These sketches (steps 1-3 are hypothetical situations and the lot sizes utilized in the sketches do not reflect the existing Town zoning requirements.

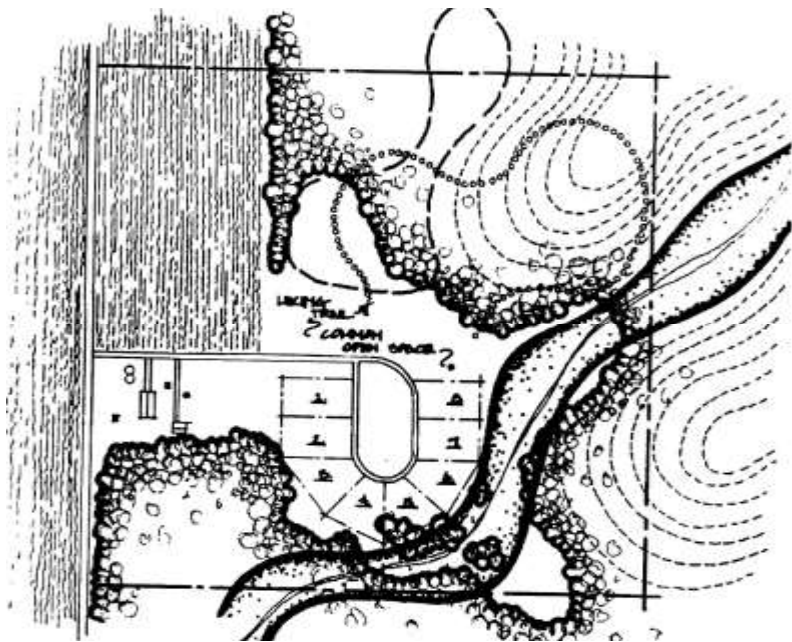
Step 1: Inventory and mapping of existing resources for a hypothetical 40-acre site.



Step 2: Development yield as permitted under existing ordinances (zoning, etc.) for the 40-acre site and assuming a 5-acre minimum lot size zoning standard. Eight lots would be permitted under this scenario.



Step 3: Concept map of the conservation subdivision showing the eight lots that would be permitted, plus the historic farmhouse, which would be preserved, for a total of nine dwelling units.



The following are some observations from comparing the conventional subdivision to the conservation by design subdivision:

- Conventional layout – all parts of the tract are either house lots or roads.
- Conservation layout – close to half of the site is undivided open space or agricultural land that can be permanently preserved.
- Conventional layout – view from across the road to the trees and creek is disrupted, and houses can be seen in all parts of the development.
- Conservation layout – view from across the road to trees and creek is almost entirely preserved.
- Conventional layout – only four property owners have access to parts of the creek.
- Conservation layout – all property owners have access to the length of the creek.
- Conventional layout – no common space; each lot owner only has use of his own five-acre parcel.
- Conservation layout – creates a number of common open space areas with a large area remaining for active agricultural use.
- Conventional layout – no pedestrian-ways unless sidewalks are included in the construction of the roads.
- Conservation layout – trail network can be completed and can link with neighboring subdivisions.
- Conventional layout – no area for neighborhood facilities.
- Conservation layout – central green area can include children’s play area, shelter, or other amenities.

The conservation by design subdivisions offer a preferable alternative to typical subdivisions with large house lots blanketing entire tracts of land.

Recommendations relating to conservation by design developments include:

- Require a minimum of 30 percent of the acreage of the conservation by design subdivision to be dedicated to open space, natural areas, or agricultural uses. The 30 percent requirement can include undevelopable land in the calculation, such as wetlands, creeks, and other water features.
- To ensure that conservation by design subdivisions meet the density requirements set by the Town, yield plans should be required to determine the maximum number of home sites allowed. Each yield plan would show how many lots could be created if the tract were subdivided conventionally using a standard minimum lot area and width. The total number of lots under the yield plan then becomes the maximum number of home sites allowed within the conservation by design subdivision.
- Changes to the Town of Humboldt Zoning Ordinance should be made to allow flexibility for the required lot sizes, while still ensuring that the overall maximum

density of a conventional subdivision yield plan for the same property could not be exceeded.

- Natural resource features that add to the rural character of the Town, such as woodlands, stream corridors, wetlands, steep slopes, and floodplains, should be included within the preserved open space to the greatest extent possible. Prime agricultural land can also be included.
- The open space within the conservation by design subdivisions should be owned by any of the following four entities: homeowners association, individual landowner, land trust, or the Town and should be spelled out and agreed upon in writing before the subdivision is approved. The Town should only take ownership of the conservation area if it wants to use the area for public use.
- The uses allowed in the open space areas can run the gamut from agricultural uses, conservation practices, and recreation uses, such as trails, play areas, and ballfields.

Summary of Land Use Recommendations

The hubs of development activity in the Town will occur in the development areas identified in the Future Land Use map. Expected development activity will include residential subdivision activity, as well as some mixing of local commercial, recreational, and institutional uses. The majority of the rural portion of the Town should continue to be zoned Agricultural to retain farmland and the rural atmosphere of the Town. Implementation of another residential zoning classification with a sliding scale controlling the densities of development for use in rezoning situations in the areas outside of development areas that are now zoned Agricultural will allow landowners the opportunities for some development and will control the density of such development and help to keep the rural atmosphere in the Town. The detailed programs and policies dealing with the future development of the Town of Humboldt are located in this chapter under the Future Land Use Recommendations heading. The following is a summary of some of the recommendations in this chapter of the plan:

- Future development in New Franken (to include the New Franken area portions of the Towns of Humboldt, Green Bay, and Scott) should be based on the concept of neighborhoods with varying housing types, neighborhood commercial uses, and institutional uses.
- Provide for the inclusion of various types of housing options in the Town, while keeping abreast of future demographic and home-buying trends as a result of an aging population and new residents entering the Town.
- Multifamily buildings should reflect, as much as possible, the characteristics and amenities associated with single-family residences.
- The Town should consider adopting development criteria for multifamily development or adding a multifamily zoning classification to the zoning ordinance to address building criteria requirements for this type of land use.
- Multifamily dwellings and duplexes should be located in the areas of the Town served by public sanitary sewer service.

- Consider developing design standards for commercial and industrial buildings and sites.
- Add landscaping requirements and additional side yard setback requirements to the business and industrial classifications within the Town zoning ordinance to apply when such zoned parcels are located adjacent to residentially-zoned parcels.
- Emphasize neighborhood connectivity for pedestrians, bicyclists, and vehicles.
- Work with owners of commercial and industrial businesses in the Town if they require rezoning for expansion of their businesses as long as no negative impact occurs on adjacent properties.
- The Town should continue to maintain the lot size requirements in the Agriculture zoning district consistent with the requirements set forth in Wisconsin Statute 91 to ensure that property owners within the Town maintain their eligibility to obtain tax credits from the State of Wisconsin under the Wisconsin Farmland Preservation Program.
- Retain the sliding scale zoning technique within the lands zoned A-1 Agricultural in the Town for existing lots of record established prior to November 1985.
- The Town should review the existing state and county regulations regarding livestock facilities to determine whether these regulations adequately address any concerns the Town has about large-scale farming operations. The Town should modify its zoning ordinance to require compliance with the State Livestock Facility Siting Law if it comes to the conclusion that existing regulations do not adequately address Town concerns about large-scale livestock operations and the Town has determined that the State Livestock Facility Siting Law adequately addresses Town concerns.
- Amend the A-1 Agriculture zoning classification within the Town zoning ordinance to make it more understandable in terms of permitted residential uses and lot requirements.
- Amend the A-1 Agricultural zoning classification within the Town zoning ordinance to allow a maximum of only one house to be built for each son, daughter, or parent of the farm operator to ensure that people do not use that exception to build more houses than initially envisioned when the ordinance was created.
- Create another residential zoning classification that is similar to the existing Rural Residential classification but would have a minimum lot size requirement of 1.5 acres and would be used for residential rezoning requests for lands located within the proposed development area located in the western portion of the Town adjacent to the City of Green Bay.
- Create another residential zoning classification that is similar to the existing Rural Residential classification but would have a minimum lot size requirement of 3 acres, would utilize the same sliding scale densities required within the existing Agricultural zoning classification, and would be used for residential rezoning requests for lands located within Agricultural-zoned lands located outside of the proposed development areas.

- Amend the Town zoning ordinance to update the I-1 Limited Industrial Zoning classification and the B-1 Community Business Zoning classification to update both zoning classifications.
- Create another business zoning classification that gives the Town more flexibility than the existing Community Business zoning classification in order for the Town to be able to be more selective in the type of business uses allowed in the zone and to be able to attach specific conditions on the site and the proposed business.
- The Town should consider utilizing the wetlands within the Town identified on the Wisconsin Department of Natural Resources Wetlands Inventory map as the basis for zoned conservancy areas on the Town zoning map.
- The Town should make use of official mapping powers and area development plans to ensure that space is reserved for future road intersections in the identified development areas within the Town so that future roads can access lands lying beyond the existing road frontages.
- Adopt a Town subdivision ordinance in order to give the Town the authority it needs to make specific requirements of the developer for future developments proposed to the Town.
- Review and update the definition for home occupations in the Town zoning ordinance to ensure that the requirements and limitations contained within the definition reflect today's economic, land use, and social climate.
- Amend the Town zoning ordinance to allow conservation by design subdivisions.
- Integrate natural features and recreational features into new developments, such as trails, bike paths, and greenspace.
- Within the sanitary district in New Franken, new development should (whenever possible) be extended out from existing development.
- Limit future development served by onsite sanitary sewage systems in areas adjacent to the New Franken Sanitary District so that future extension of public sanitary sewerage service will not be impeded by existing development not wanting to change over to public sanitary sewer service.
- Periodically analyze the possibility and feasibility of obtaining public sanitary sewerage service to areas of western Humboldt adjacent to the City of Green Bay.
- Review the existing Town zoning map to ensure that existing businesses and industries in the Town are zoned correctly.
- Update the Town zoning map and change it over to a digital format to increase the accuracy of the map and make it into a product that can be updated quickly and more accurately than the present zoning map.
- If public sanitary sewer service is extended into the Town in areas other than in the New Franken area, the Town should re-examine the land use recommendations for the areas that are served by public sanitary sewer service.

- Keep abreast of any development in adjoining municipalities adjacent to the Town of Humboldt borders to determine if such development should precipitate any changes to the Town's Future Land Use map.

CHAPTER 3

Transportation

This section of the plan discusses the existing transportation system and recommends methods of creating a multi-modal transportation system in the Town.

Existing Transportation System

Streets and Highways

The Town of Humboldt currently contains a very short segment of one state highway (STH 54/57), six county trunk highways, and several local roads (see Figure 3-1 for a map of the Town's roads and highways). These roads and highways are currently the primary means of reaching the Town's destinations.

Functional Classification System

A component of street and highway systems is the functional classification network. This network is typically based on traffic volumes, land uses, road spacing, and system continuity.

The four general functional classifications are freeways, arterials, collectors, and local streets. These classifications are summarized below.

Freeways: Freeways are controlled-access highways that have no at-grade intersections or driveway connections. The Town of Humboldt does not contain any freeways.

Arterials: Principal and minor arterials carry long-distance vehicle trips between activity centers. These facilities are designed to provide a very high amount of mobility and very little access.

Collectors: Collectors link local streets with the arterial street system. These facilities collect traffic in local areas, serve as local through routes, and directly serve abutting land uses.

Locals: Local roads and streets are used for short trips. Their primary function is to provide access to abutting land uses, and traffic volumes and speeds are relatively low.

Traffic congestion is not currently a problem in the Town of Humboldt. Figure 3-2 shows the Town's existing functional classification system.

Pedestrian and Bicycle Facilities

The Town of Humboldt's existing transportation system is largely comprised of town roads, county trunk highways, and a state highway. None of these highways and roads currently have pedestrian or bicycle facilities.

Figure 3-1: Street Network/Rail Lines

Figure 3-2: Functional Classification

Transit

Green Bay Metro Fixed Route Service

The Town of Humboldt is not currently included in the Green Bay Metro service area, and it is unlikely that fixed route transit service will be extended to the Town within the 20-year planning period.

Specialized Transportation Services for the Elderly and People with Disabilities

Green Bay Metro

Green Bay Metro's elderly and people with disabilities transportation provider does not currently serve the Town of Humboldt because the Town is not included in Metro's fixed route transit service area.

American Red Cross Transportation Service

The Lakeland Chapter of the American Red Cross provides transportation services in portions of Brown and Door Counties to people with disabilities and to those who are 60 years of age or older. The service is available to qualifying individuals for employment, nutrition, and medical purposes. A \$1.00 per one-way trip donation is accepted.

Currently, the Red Cross does provide some trips to and from the Town to eligible patrons.

Rail Transportation

The Town of Humboldt currently has an active rail line that runs through the northwest portion of the Town (see Figure 3-1 for the location of the rail line). The rail line is owned by Canadian National and runs between the City of Green Bay and Kewaunee County. Activity on the rail line is low, and it does not serve any destinations in the Town.

Air Transportation

Austin Straubel International Airport is approximately 15 miles west of the Town (see Figure 3-3 for the airport's location). Northwest Airlines, American Airlines, United Airlines, Skyway Airlines, and ComAir Delta currently provide commercial service, while Executive Air and Titledown Jet Center provide charter service and Northwest Cargo provides air cargo service. The Town's economy is not significantly affected by the airport at this time.

Nicolet Airport, a small private airport, is located in the northwestern part of the Town adjacent to Bins Court in Section 32.

Figure 3-3: Port and Airport Facilities

Truck Transportation

Various businesses, industries, and farms within the Town rely on truck routes to import and export goods. These truck trips typically occur on the county or state highways, but trucks occasionally need to travel on town roads to reach their destinations.

Water Transportation

The Port of Green Bay is approximately 9 miles west of the Town of Humboldt, but the Town does not currently rely on the Port of Green Bay to receive or distribute goods (see Figure 3-3 for the port's location).

Park and Ride

While not located in the Town of Humboldt, there is a park and ride facility located just outside the Town boundaries in the Town of Scott adjacent to Maloney Road just south of STH 54. This parking facility allows Town residents to park their cars at the park and ride lot and carpool to their destination.

Future Transportation System

The Town of Humboldt's land use pattern and transportation system are currently heavily oriented toward motorized vehicles. This section of the transportation plan identifies the major aspects of the Town's transportation system and recommends methods of developing them over the next 20 years to create a safe and efficient transportation system. This section also discusses the land use patterns that will need to be developed during this period to create this system.

Transportation Recommendations, Programs, and Policies

Streets and Highways

To enable people to safely and efficiently navigate the Town's streets and highways with and without personal vehicles, the Town needs to:

- Minimize barriers to pedestrian and bicycle travel.
- Encourage people to drive at appropriate speeds.
- Increase street connectivity and intersection frequency when possible.
- Improve accessibility and safety at intersections and other potential conflict points.

Methods of achieving these aims are addressed in this section.

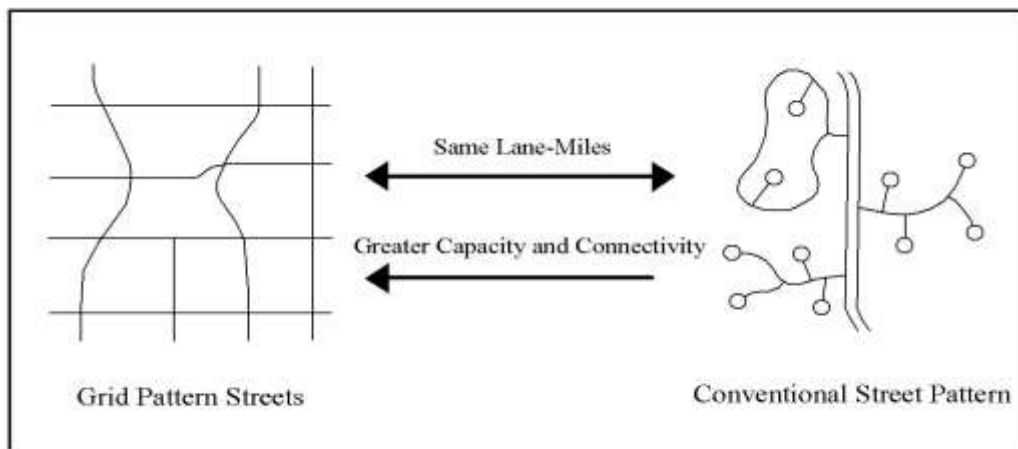
Develop Well-Connected Street Patterns

To increase street connectivity and intersection frequency in parts of Humboldt, the Town of Humboldt should require developers to design subdivisions that include well-connected street patterns that offer motorists several route options and avoid

concentrating traffic on relatively few streets (see the example in Figure 3-4.) The connectivity provided by the well-connected patterns will also enable and encourage people to walk and bicycle to and from various destinations within the Town.

Well-connected street patterns enable traffic to be distributed evenly, are very accessible to a variety of transportation system users, are easy for public works departments to plow and maintain, and provide access for emergency responders. However, there are situations where streets will not be able to be connected due to the presence of physical or environmental constraints. In these situations, the construction of cul-de-sacs should be allowed. To maximize connectivity in these subdivisions, the cul-de-sacs should have public rights-of-way or easements reserved at the bulbs to enable pedestrians and bicyclists to travel easily throughout the area. This connectivity concept is discussed in more detail later in this chapter.

Figure 3-4: Comparison of Well-Connected and Conventional Street Patterns



Official Mapping and Area Development Plans

Official Mapping

If development in the Town increases from present levels, it is important for the Town to review future vehicular needs to ensure that the existing street network can adequately address these future vehicular access needs throughout the Town. Identifying future roads and including the roads on a Town Official Map is a way to help provide an adequate street network. The state's official mapping statute, 62.23(6), provides municipalities with one of the tools to create an efficient road system. This statute grants communities the power to identify the location of future roads within their municipality.

It is the responsibility of the Town of Humboldt Plan Commission to identify the need for future roads and to require the identification of roads prior to approving development proposals. This road planning may be done by the Town or required of developers as part of their developmental responsibility. Adding future road locations to an Official Map requires the municipality to approve the future road locations by following a specific process identified in state statute 62.23(6).

Area Development Plans

Area development plans (ADPs) are small versions of Official Maps. ADPs are done for specific areas of a community and are often used to ensure adequate access to land next to proposed subdivisions. ADPs are also often required to show how planned roads in a proposed subdivision will connect to a community's existing roads.

Figure 3-1 shows the location of future roads in the Town that have already been identified in ADPs, and these roads should be added to the Town's Official Map if the additions have not already occurred. The Town should also identify existing "T" intersections where road extensions could occur in the future and show the potential extensions on its Official Map. This will enable the Town to deny development proposals in the extension areas and preserve the land in case the extensions are necessary in the future.

The City of Green Bay proposes that Craanen Road, located in the City north of the Town of Humboldt, be extended south to link up with Van Ess Road, an existing road in the northern portion of Humboldt that deadends near the Humboldt/City of Green Bay border. This would create a north/south road that would give Humboldt residents located in the western portion of the Town a closer connection to STH 54 rather than having to take CTH T. It would also create another option for vehicles from the eastern portion of Green Bay to access other parts of the City, which could decrease the amount of traffic at the intersection of STH 54 and 57. The Town should consider the benefit of such a plan to Town residents and should identify a corridor for such a future road extension if it determines that it is in the best interests of the Town to do so. If the Town determines that it makes sense for Van Ess Road to be extended to link up with Craanen Road, it should identify a location for the road extension on the Town Official Map.

Allow the Construction of Narrow Streets in New Subdivisions

The Town should allow the construction of narrower roads within new subdivisions. The Town should also establish right-of-way width standards that do not require the acquisition of more right-of-way than necessary. Figure 3-5 provides a summary of street and right-of-way standards that should be considered by the Town. These standards are based on recommendations in *Residential Streets* (third edition), which was developed by the Urban Land Institute in conjunction with the Institute of Transportation Engineers, National Association of Homebuilders, and American Society of Civil Engineers.

Avoid Expanding Streets to Four or More Lanes

Although it is unlikely that any of the Town's streets will be considered for widening in the future, some two-lane highways might be candidates for widening as traffic levels rise over the next 20 years. However, road widening has proven to not be an effective long-term method of relieving traffic congestion, so the Town of Humboldt and Brown County should maintain their two-lane configurations and save the money that would be necessary to expand these streets. Maintaining streets as two-lane facilities would also minimize barriers to pedestrian and bicycle travel and encourage people to drive at appropriate speeds through the Town.

One way to move traffic efficiently while minimizing barriers to pedestrian and bicycle travel and encouraging people to drive at appropriate speeds is the construction of two-lane arterial boulevards that are complemented by an interconnected collector and local street system and efficient traffic control techniques at intersections. The street interconnectivity makes walking and bicycling viable transportation options and helps to avoid forcing traffic onto a system of relatively few large arterial streets. Building narrower arterial boulevards instead of the standard wide arterial streets will also make the Town's thoroughfares more attractive.

Figure 3-5: Street and Right-of-Way Widths for New Subdivisions

Street Type	Right-Of-Way Width	Pavement Width (Curb Face to Curb Face)	Driving Lane Width	On-Street Parking	Parking Areas Defined by Curbs?
Arterials*					
Collectors	60 feet	34 feet	9-10 feet	both sides	yes
Local Streets					
No Parking Allowed	40 feet	18 feet	9 feet	none	no
Parking on One Side	46-48 feet	22-24 feet	14-16 ft. travel lane	one side	if needed
Parking on Both Sides	50-52 feet	26-28 feet	10-12 ft. travel lane	both sides	if needed

* The design of arterial streets may vary, but their design should be consistent with the recommendations in this section of the comprehensive plan.

Design Intersections to Maximize Safety

The Town should utilize street design techniques that reduce vehicle speeds, minimize the possibility of conflicts, and enhance traveler awareness to maximize pedestrian, bicyclist, and motorist safety and accessibility at the Town's intersections. Techniques that should be considered include roundabouts, warning signs, rumble strips prior to stop-controlled intersections, and other street design features.



Lineville/Cardinal roundabout in Howard

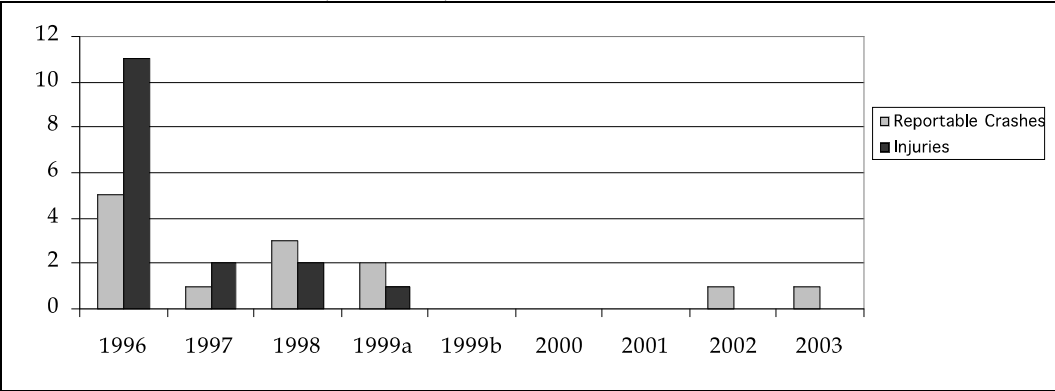


Lineville/Rockwell roundabout in Howard

Roundabout Effectiveness

The two roundabouts that were built along Lineville Road in the Village of Howard in 1999 were featured in a Brown County Planning Commission study that examined their safety, efficiency, and other impacts between 1999 and 2001. This study found that the Lineville roundabouts have made the intersections more efficient, accessible to pedestrians and bicyclists, and safer for everyone. An example of this safety improvement is shown in Figure 3-6, which identifies the number of reportable crashes and injuries at the Lineville/Cardinal intersection before and after the roundabout.

Figure 3-6: Reportable Crashes and Injuries at the Lineville Road/Cardinal Lane Intersection (1996-2003)



Source: Brown County Sheriff's Department crash records: 1996-2001 Wisconsin Department of Transportation intersection crash summaries: 2002-2003

1999a: January 1, 1999 – July 31, 1999 (before roundabout – still a two-way stop)

1999b: August 1, 1999 – December 31, 1999 (during and after roundabout construction)

The Lineville Road roundabouts and the other roundabouts that have been built in Howard, De Pere, Bellevue, and Ledgeview have made the intersections safer, more accessible, and more efficient. The roundabouts also serve as attractive gateways into these communities.

Potential Roundabout Locations in the Town of Humboldt

As Humboldt continues to develop, the Town should work with the Brown County Highway Department to study the possibility of installing roundabouts at intersections that have heavy vehicle and pedestrian traffic and/or a relatively high number of severe crashes.

Speed Limits in Humboldt's Rural Areas

Establishment of Speed Limits

Humboldt should study its roads to determine the appropriate speed limit for each road based on the standards in Chapters 346.57(4) and 349.11(3) of the Wisconsin Statutes. Once this study is completed, the Town should establish the speed limits by adopting an ordinance for each town road and posting signs at appropriate locations. However, the Town should also consider using roundabouts and other design techniques to encourage people to drive at the appropriate speeds.

Provide Adequate Signage to Maximize Safety on the Existing and Future Road Network.

The Town of Humboldt should study its roads for possible locations in need of road signage (e.g., stop signs, early warning signs, pedestrian and bicycle crossing signs, etc). Having adequate traffic signage can enhance the safety and awareness of motorists and pedestrians.

Monitor Land Use Growth to Allow for the Timely Identification of Existing and Future Roadway Needs

The Town should continue to periodically measure the characteristics of vehicular travel within the Town in order to identify, analyze, and interpret trends. Analyzing vehicular travel patterns throughout the Town can provide insight for future improvements or enhancements to Humboldt's transportation network. When reviewing future zoning requests, the Town should analyze the potential impact of the rezoning application on Town roadways from the standpoint of safety and traffic congestion.

Maintain and Foster Communication with WisDOT, Brown County, and Neighboring Communities in Order to Coordinate Future Transportation Projects and Policies

For the Town of Humboldt to plan effectively and successfully for the future, the Town should communicate and coordinate transportation projects and policies with Brown and Kewaunee Counties, the City of Green Bay, the Towns of Green Bay, Scott, and Eaton, and other governmental entities. The Town of Humboldt has agreements with all adjacent municipalities regarding maintenance of shared border roads. Generally, each municipality takes care of a specific segment of a border road based on prior agreements between the municipalities. The municipalities should keep in touch regarding the need for and timing of specific road maintenance needs.

Wisconsin's Pavement Surface Evaluation and Rating (PASER) System

An accurate assessment of the Town of Humboldt's pavement maintenance and improvement needs is dependent on a good understanding of the condition of the Town's streets and highways. The Wisconsin Department of Transportation maintains the pavement ratings for state trunk highways, and Brown County is responsible for assessing county trunk highways.

Communities throughout Wisconsin use a standard pavement condition rating system known as PASER (Pavement Surface Evaluation and Rating). PASER is a simple way of evaluating the current conditions of asphalt and concrete roads on a scale of 1 to 10 and gravel roads on a scale of 1 to 5. This evaluation involves training in visual identification and rating determination. A video that explains the PASER system and training can be obtained from the University of Wisconsin's Transportation Information Center.

The PASER data can be inputted into a PASERWARE software package that can help with pavement management needs. PASERWARE keeps track of the PASER ratings and maintains historical data. The software can also help prioritize road maintenance, calculate project costs, and assist with budgeting and project selection. The

PASERWARE software can be obtained from the University of Wisconsin's Transportation Information Center.

Pedestrian and Bicycle Facilities

While not located in the Town of Humboldt, a bicycle lane has been constructed along CTH CE in the City of Green Bay not too far west of the border between the Town and Green Bay. Plans are for this bicycle lane to extend along the length of the highway into the Village of Bellevue. The Town of Humboldt's current land use pattern and lack of pedestrian and bicycle facilities make walking and bicycling very difficult outside of New Franken. To make it easier to reach destinations on foot or by bicycle, the Town should consider:

- Creating a safe, continuous pedestrian and bicycle system throughout the Town.
- Adopt development policies and programs to enable people to easily reach developments in the Town on foot or by bicycle.

Methods of achieving these aims are addressed in the following section.

Continue to Develop a Pedestrian/Bicycle Trail System

The Town should consider developing an off-street pedestrian/bicycle trail system by purchasing land, cooperating with area utility companies to utilize utility easements, and requiring developers to dedicate land for trails before approving their development proposals. If a recreational trail is developed along the rail line, the trails near subdivisions should connect to the multi-use trail. In addition to serving destinations within Humboldt (especially the Town's rural areas and subdivisions), these efforts would enhance the Town's connections to the surrounding communities and improve intercommunity mobility.

Work with the Brown County Highway Department and WisDOT to Pave the County and State Highway Shoulders

The 1998 Brown County Bicycle and Pedestrian Plan update recommends that the shoulders along CTH T and CTH N in Humboldt be paved when the Brown County Highway Department reconstructs or performs maintenance on the highway. Although the plan does not recommend paving the shoulders of other county highways in Humboldt, the Town should still work with the Brown County Highway Department to pave the county highway shoulders in the Town over the next 20 years. When reconstructing the county highways, it is recommended that 5-foot paved shoulders be constructed on both sides of the highways. In addition to providing a place for residents to bicycle, the paved shoulders will offer a place for motorists to park and swerve during emergencies and will minimize shoulder maintenance costs (see Figure 3-7 for a map of the Town's Recommended Bicycle Facilities).

Recommendations for Possible Multi-Use Trail System if the Canadian National Rail Line is Proposed for Abandonment

The Canadian National Rail Line that runs through the Town currently carries few trains, and none of these trains serve any Town of Humboldt destinations. The Town should monitor activity on the rail line. The Town should contact the Wisconsin Department of Natural Resources if the line is proposed for abandonment in the future. If abandonment is proposed by the railroad, the Town should urge the DNR to purchase the right-of-way to enable the rail bed to be converted to a multi-use trail (see Figure 3-7 for a map of the potential multi-use trail).

To avoid pedestrian and traffic conflicts at intersections where the trail would cross town and county roads, the roads should have early warning signs and noticeable pedestrian/bicycle crossings to warn passing motorists.

A feeder trail system should be developed to encourage pedestrians and bicyclists to use the multi-use trail. A feeder trail system could be developed through the methods mentioned in previous paragraphs, such as the addition of paved shoulders and the establishment of public trail rights-of-way within and between developments that could connect to the multi-use trail.

Areas where subdivision cul-de-sacs abut the possible multi-use trail should have public rights-of-way connecting from the bulb ends to the rail right-of-way.

Enable People to Travel Easily Between Subdivisions and Other Developments

In some parts of the Town, the well-connected road patterns recommended earlier in this chapter will not be feasible due to the presence of existing development or physical constraints. When cul-de-sacs must be built and development and physical barriers are not present, the Town should require the designation of public rights-of-way at or near the end of the cul-de-sacs for multi-use paths that connect to neighboring subdivisions, parks, and other destinations. These paths should be between 10 and 12 feet wide and paved to accommodate pedestrians, bicyclists, skaters, and other non-motorized uses. This width and surface should also be able to handle authorized service vehicles.

Highways

The 2005-2010 Brown County Highway Department 6-Year Highway Improvement Plan does not include any future highway projects for the Town of Humboldt during the next six years. However, it is recommended that the Town monitor the highway improvement plan every year for any future highway projects in Humboldt since the highway improvement plan changes periodically.

Figure 3-7: Recommended Bicycle Facilities

Transit

Since mass transit requires a dense commercial and residential development pattern and streets that frequently interconnect for the service to be attractive and efficient, the current land use and street patterns in the Town of Humboldt make providing effective transit service very difficult. To make mass transit an attractive and economically-feasible transportation option, the Town would need to establish the population densities, pedestrian system, street network, and land use pattern that are necessary to efficiently support mass transit. Since this will not likely happen during the next 20 years, it is unlikely that mass transit will be extended to Humboldt during this period.

Rail Transportation

Freight Rail

The rail line that runs through the Town currently carries few trains, and none of these trains serve any Town of Humboldt destinations. The Town should monitor activity on the rail line. If abandonment is proposed by the railroad, the Town should urge the DNR to purchase the right-of-way to enable the rail bed to be converted to a multi-use trail.

Passenger Rail

The Green Bay Metropolitan Area does not currently have access to passenger rail service, but the Midwest Regional Rail Initiative (MRRI) report includes discussion of a high-speed passenger rail line to be extended to Brown County from Milwaukee. Although this service is unlikely to be implemented soon, it could provide another means for Town of Humboldt residents to travel throughout the Midwest without using their personal vehicles.

Air Transportation

Austin Straubel International Airport will continue to provide air service to Humboldt residents over the life of the plan. Nicolet Airport is a private airport that is located within the Town.

Truck Transportation

The Town does not currently have a formal system of local truck routes because nearly all of the existing heavy truck trips occur on the county and state highways. Figure 3-8 illustrates existing heavy truck routes in the Town.

Figure 3-8: Existing Truck Routes

The Town of Humboldt should consider identifying town roads where heavy trucks are allowed to travel. These truck routes should be designed to minimize impacts on residential areas and inform truck drivers of the most efficient routes into and out of the Town. Once this system is identified, the Town should mark the truck routes with street signs that distinguish them from the other town roads. One method of doing this would be to paint the truck route street signs a unique color so truck drivers can easily identify them. This approach has been used by the Village of Ashwaubenon for several years to enable truckers to determine if they can drive on certain streets before they unknowingly enter them illegally, and it has proven to be successful.

Water Transportation

To ensure that the Town of Humboldt's current and future interests are considered by port representatives, the Town should periodically contact port representatives to discuss the Town's intentions to utilize the port over the next 20 years.

Funding to Help Develop the Town's Transportation System

To help the Town fund the development of its multi-modal transportation system, it should apply for transportation grants from various sources over the next several years. Some examples of these programs are identified in this section, and a more comprehensive listing is included in the plan's Implementation chapter.

SMIP and Stewardship Programs

The Town should consider applying for Statewide Multi-Modal Improvement Program (SMIP) or Stewardship Program funds for the development of bicycle/pedestrian facility projects. Information about the SMIP can be obtained from the Brown County Planning Commission or WisDOT, and the Town can contact the Wisconsin Department of Natural Resources for information about the Stewardship program.

Hazard Elimination and Safety (HES) Program

The Town should apply for grants from the Hazard Elimination and Safety (HES) Program administered by WisDOT to correct existing or potential transportation safety problems. Other grant programs through WisDOT's Bureau of Transportation Safety should also be investigated by the Town to address safety issues.

CMAQ Program

If Brown County is designated as an air quality non-attainment area in the future, the Town should seek funds from the Congestion Mitigation and Air Quality (CMAQ) Program administered by WisDOT to implement projects that will improve the area's air quality.

The Town should also investigate other grant opportunities as they arise in the future.

Consistency with State and Regional Transportation Plans

State and Regional Bicycle and Pedestrian Plans

The bicycle and pedestrian system recommendations in the Town's comprehensive plan are consistent with the goals of the Wisconsin and Brown County bicycle and pedestrian plans. Like the state and regional bicycle and pedestrian plans, many of the recommendations in the Town of Humboldt Comprehensive Plan are designed to increase the number of people using these transportation modes and to ensure that walkers and bikers are able to travel safely throughout the area. The Bay Lake Regional Planning Commission has put together a Bay Lake Regional Bicycle Plan.

State and Regional Highway Plans

Several aspects of the state and regional highway systems in this area are addressed throughout the chapter.

State and Regional Rail Plans

The Town of Humboldt plan acknowledges the Midwest Regional Rail Initiative (MRRI) and recommends that Town residents consider using the passenger rail service as an alternative to their personal vehicles if service is provided.

State Airport Plan

The Wisconsin State Airport System Plan 2020 recognizes Austin Straubel International Airport as an important component of the state's airport system, and the Town of Humboldt's plan recommends that the Town work with representatives of the airport over the next 20 years to support the retention and, if possible, expansion of air carriers that offer passenger and freight service.

Regional Waterway Plans

The importance of the Town of Humboldt's participation in the implementation of Brown County's port plan is addressed in this chapter.

Summary of Recommendations

This chapter recommends the following policies:

Streets and Highways

- To enable and encourage people to walk and bicycle to and within the Town, Humboldt should require well-connected road patterns within areas of development that have frequent connections to the existing road system. These road patterns would also provide motorists with several route options and avoid concentrating traffic on relatively few roads. However, if physical or environmental constraints prohibit road connections, the Town should allow the development of cul-de-sacs near the constraints.

- Town policies should be adjustable, if necessary, to allow the construction of narrower roads in the Town. Right-of-way standards should not require the acquisition of more right-of-way than necessary.
- The Town should adopt an Official Map by following the process identified in Wisconsin Statute 62.23(6).
- The Town should require that area development plans be prepared when future roads are proposed to inform the community of where the new roads will connect to existing roads.
- The Town should identify existing “T” intersections where road extensions could occur in the future and show the potential extensions on its Official Map. This will enable the Town to deny development proposals in the extension areas and preserve the land in case the extensions are necessary in the future.
- The Town should work with Brown County to build narrower arterial boulevards instead of the standard wide arterial streets.
- The Town should utilize street design techniques that reduce vehicle speeds, minimize the possibility of conflicts, and enhance traveler awareness to maximize pedestrian, bicyclist, and motorist safety and accessibility at the Town’s intersections. Techniques that should be used include roundabouts, warning signs, rumble strips prior to stop-controlled intersections, and other street design features.
- The Town of Humboldt should study its roads to determine the appropriate speed limit for each road based on the standards in Chapters 346.57(4) and 349.11(3) of the Wisconsin statutes. Once this study is completed, the Town should establish the speed limits by adopting an ordinance for each town road and posting signs at appropriate locations.
- The Town should study its roads for possible locations in need of road signage (e.g., stop signs, early warning signs, pedestrian and bicycle crossing signs, etc). Having adequate traffic signage can enhance the safety and awareness of the motorists and pedestrians.
- The Town should communicate and coordinate transportation projects and policies with Brown and Kewaunee Counties, the City of Green Bay, the Towns of Eaton, Green Bay, and Scott, and other governmental entities.
- The Town should continue to periodically measure the characteristics of vehicular travel within the Town in order to identify, analyze, and interpret trends. Analyzing vehicular travel patterns throughout the Town can provide insight for future improvements or enhancements to Humboldt’s transportation network system. When reviewing future zoning requests, the Town should also analyze the potential impact of the rezoning application on the Town’s roadways from the standpoint of safety and traffic congestion concerns.
- The Town should use the Wisconsin’s Pavement Surface Evaluation and Rating (PASER) system to evaluate the condition of the Town’s roads and prioritize them for maintenance.
- The Town should communicate and coordinate with WisDOT for plans near the WIS 57 corridor.

Pedestrian and Bicycle Facilities

- The Town should consider developing an off-road pedestrian/bicycle trail system by purchasing land, cooperating with area utility companies to utilize utility easements, and requiring developers to dedicate land for trails before approving their development proposals.
- When cul-de-sacs must be built and development and physical barriers are not present, the Town should require the designation of public rights-of-way at or near the end of the cul-de-sacs for multi-use paths that connect to neighboring subdivisions, schools, parks, the multi-use trails, and other destinations. Areas where subdivision cul-de-sacs abut the possible multi-use trail (Canadian National rail line) should have public rights-of-way connecting from the bulb ends to the rail right-of-way. These paths should be between 10 and 12 feet wide and paved to accommodate pedestrians, bicyclists, skaters, and other non-motorized uses. This width and surface will also be able to handle authorized service vehicles.
- The Town should monitor activity on the Canadian National rail line. The Town should contact the Wisconsin Department of Natural Resources if the line is proposed for abandonment in the future. If abandonment is proposed by the railroad, the Town should urge the DNR to purchase the right-of-way to enable the rail bed to be converted to a multi-use trail.
- If the rail line is ever abandoned and a trail created, to avoid pedestrian and traffic conflicts at intersections where the trail would cross town and county roads, the roads should have early warning signs, and pedestrian/bicycle crossings should be posted to warn passing motorists.
- Should the rail line be abandoned and a trail created, a feeder trail system should be developed to encourage pedestrians and bicyclists to use the multi-use trail. A feeder trail system could be developed through the methods mentioned in previous paragraphs, such as the addition of paved shoulders and the establishment of public trail rights-of-way within and between developments that could connect to the multi-use trail.
- The Town should work with the Brown County Highway Department to pave the rest of the county highway shoulders in the Town over the next 20 years. In addition to providing a place for residents to bicycle, the paved shoulders will offer a place for motorists to park and swerve during emergencies and will minimize shoulder maintenance costs.

Transit

- Since the population densities and other factors necessary to support mass transit will not likely be present and the Town is several miles from the existing Green Bay Metro service area, it is safe to assume that mass transit will not be extended to Humboldt in the next 20 years.

Rail Transportation

Freight Rail

- The Town should monitor activity on the rail line that bisects the northwest portion of the Town. It is currently lightly used by rail traffic. If abandonment is proposed by the railroad, the Town should urge the DNR to purchase the right-of-way to enable the rail bed to be converted to a multi-use trail.

Passenger Rail

- The Town should monitor the progress of the Midwest Regional Rail Initiative (MRRI).

Air Transportation

- The Town should work with representatives of the airport over the next 20 years to support the retention and, if possible, expansion of air carriers that offer passenger and freight service.

Truck Transportation

- The Town of Humboldt should consider identifying town roads where heavy trucks are allowed to travel. These truck routes should be designed to minimize impacts on residential areas and inform truck drivers of the most efficient routes into and out of the Town. Once this system is identified, the Town should mark the truck routes with street signs that distinguish them from the other town roads.

Water Transportation

- To ensure that the Town of Humboldt's current and future interests are considered by Port of Green Bay representatives, the Town should participate in the port's plan implementation process.

Funding to Help Develop the Town's Transportation System

- To help the Town fund the development of its multi-modal transportation system, it should apply for transportation grants from various sources over the next several years.

CHAPTER 4

Economic Development

Local governments play an increasingly critical role in promoting private sector economic development because economic strength is critical to the vitality of a community. Economic development is the process by which a community organizes and applies its energies to the task of creating the type of business climate that will foster the retention and expansion of existing businesses, attract new businesses, and develop new business ventures.

Success in economic development today may require a change in how economic development is done. It is important to think more broadly than was done in the past. It is more than providing cheap land. It is also about providing a climate conducive to operating a business and providing a climate where the employees of a company, as well as the owner of a company, may want to live. It is now realized that physical and cultural amenities are critical to attracting and retaining people to fill business positions. A successful economy involves partnerships among government, businesses, and nonprofit organizations.

Because of the rural nature of the Town of Humboldt, much of the economic development in the Town centers on agriculture. There are also a number of small businesses and industries scattered throughout the Town that are used by residents of the Town.

Labor Force Analysis

Figure 4-1 shows that the percentage of Town residents 16 years of age and older who are in the labor force is higher than the percentage of people in the labor force in Brown County and Wisconsin, indicating that a larger percentage of the households in Humboldt likely have two incomes. Humboldt's 2000 unemployment rate of 1.6 percent was significantly lower than Brown County's 2.7 percent and the State of Wisconsin's 3.2 percent.

Figure 4-1: Employment Status by Percentage of Population 16 Years and Older

Status	Town of Humboldt	Brown County	Wisconsin
In the labor force	74.9%	72.0%	69.1%
Civilian labor force	74.9%	71.9%	69.0%
Employed	73.3%	69.1%	65.8%
Unemployed	1.6%	2.7%	3.2%
Armed Forces	0.0%	0.1%	0.1%
Not in the labor force	25.1%	28.0%	30.9%

Source: U.S. Bureau of the Census: Table DP-3 Profile of Selected Economic Characteristics: 2000.

Figure 4-2: Employed Civilian Population as a Percentage of People 16 Years and Above

	Wisconsin	Brown County	Town of Humboldt
OCCUPATION			
Management, professional, and related occupations	31.3	30.6	19.9
Sales and office occupations	25.2	28.5	24.6
Production, transportation, and material moving occupations	19.8	18.7	20.5
Construction, extraction, and maintenance occupations	8.7	9.2	19.8
Service occupations	14.0	12.6	11.9
Farming, fishing, and forestry occupations	0.9	0.5	3.3
INDUSTRY			
Manufacturing	22.2	21.1	17.6
Agriculture, forestry, fishing and hunting, and mining	2.8	1.2	8.9
Educational, health, and social services	20.0	17.6	15.0
Construction	5.9	6.2	13.9
Retail trade	11.6	12.6	9.3
Professional, scientific, management, administrative, and waste management services	6.6	6.3	6.4
Transportation and warehousing, and utilities	4.5	6.2	7.1
Other services (except public administration)	4.1	4.5	5.7
Finance, insurance, real estate, and rental and leasing	6.1	8.1	6.1
Wholesale trade	3.2	4.0	2.2
Arts, entertainment, recreation, accommodation, and food services	7.3	7.3	4.2
Information	2.2	2.0	1.9
Public administration	3.5	2.9	1.5

Source: U.S. Bureau of the Census: Table DP-3 Profile of Selected Economic Characteristics: 2000.

According to the most recent U.S. Census (see Figure 4-2), a much higher percentage of Town residents listed their occupation as being in the construction, extraction, and maintenance category when compared to the workers in the state or county. The Town has a far lesser percentage of people employed in management, professional, and related occupations category in comparison to the county or the state. While the manufacturing industry employs the largest percentage of Town workers, the percentage is lower than the number of people employed in the same industry in Brown County and the State of Wisconsin.

Economic Base Analysis

The economic base of the Town of Humboldt, although largely independent in terms of agricultural production, is intricately tied to the Green Bay Metropolitan Area because of its location. Most of the residents of Humboldt work outside of the Town. In order to properly assess the economic base of the Town, it is typically necessary to analyze Brown County in order to provide a better indication of the economic base of the Town of Humboldt.

Basic sector employment typically produces goods or services that are exported out of the local economy and into the larger national economy. These goods and services and, therefore, employment are thus less likely to be affected by a downturn in the local economy. Non-basic sector employment includes those industries that produce goods or services that are consumed at the local level or are not produced at a sufficient level to be exported out of the local market.

The Location Quotient Analysis compares the local economy (in this case a region of Brown and Outagamie Counties) to the United States. This allows for identifying basic and non-basic sectors of the local economy. If the location quotient (LQ) is less than 1.0, all employment is considered non-basic, meaning that local industry is not meeting local demand for certain goods or services, may be more subject to downturns in the local economy, and there may be room for additional growth in the industry to serve the local market. An LQ equal to 1.0 suggests that the local economy is exactly sufficient to meet the local demand for given goods or services. An LQ of greater than 1.0 suggests that the local employment industry produces more goods and services than the local economy can consume, and therefore, these goods and services are exported to non-local areas and considered to be basic sector employment. The Location Quotient Analysis for Brown County is displayed in Figure 4-3.

According to the LQ analysis, there are five industries in Brown County region that can be considered to be basic employment sectors: manufacturing; wholesale trade; retail trade; transportation, warehousing, utilities; and finance, insurance, and real estate. Therefore, these industries are most likely exporting goods and services to other parts of the country and contributing to a more stable local economy. Those private industry sectors that are below 1.0, such as information and professional fields, indicate that there may be demand within the Brown County local economy to support increases in these industry sectors.

Brown County's strongest employment sector is the manufacturing industry. Three of the region's weakest sectors, information; public administration; and professional, scientific, and management, are those that are considered key to success in the "new economy" consisting primarily of knowledge-based industries. The transportation, warehousing, and utilities industry is the second strongest rated sector in the region. The finance, insurance, and real estate industry is the third strongest sector in the region, indicating that there is some basic employment in the knowledge-based industries within the region.

Figure 4-3: Employment by Industry Group, 2000, Brown County and the United States Location Quotient Analysis

Employment by Industry	Brown County	United States	Location Quotient
Agriculture, Forestry, Fishing	1,503	2,426,053	0.67
Construction and Mining	7,436	8,801,507	0.91
Manufacturing	25,449	18,286,005	1.50
Wholesale Trade	4,808	4,666,757	1.11
Retail Trade	15,245	15,221,716	1.08
Transportation, Warehousing, Utilities	7,455	6,740,102	1.19
Information	2,425	3,996,564	0.65
Finance, Insurance, and Real Estate	9,805	8,934,972	1.18
Professional, Scientific, Management, etc.	7,546	12,061,865	0.67
Educational, Health, and Social Services	21,228	25,843,029	0.88
Arts, Entertainment, Recreation, etc.	8,789	10,210,295	0.93
Other Services	5,377	6,320,632	0.92
Public Administration	3,464	6,212,015	0.60
Total Employees	120,530	129,721,512	

Source: U.S. Bureau of the Census, 2000; Brown County Planning Commission, 2003.

Businesses that contribute to existing industrial “clusters” within Brown County should be encouraged to locate in the Town. The State of Wisconsin Department of Commerce defines clusters as “...geographic concentrations of interconnected companies, specialized suppliers, service providers, and associated institutions in a particular field that are present in a nation or region.” Clusters greatly enhance a particular industry’s competitiveness in several ways. First, clusters help improve productivity by providing ready access to specialized suppliers, skills, information, training, and technology. Second, clusters help to foster innovation by increasing opportunities for new products, new processes, and meeting new needs with a full range of local suppliers and research institutions. Last, clusters can facilitate the commercialization of innovation through the creation of new firms via startups, spin-offs, and new business lines with needed inputs, such as banks and venture capital.

Within Brown County, business clusters include the paper, food processing, transportation, and insurance industries. New businesses within the aforementioned clusters that take advantage of advanced technologies in the processing of their products should be encouraged as a means to continue to bridge the gap toward the new economy.

Economic Development Assessment and Recommendations

Agricultural activity in the Town is expected to continue to be one of the primary economic activities in Humboldt. The Town is well-suited in terms of quality soils, large

contiguous areas of farmland, quality local, county, and state road access to markets, and a desire by the residents to continue farming. The Town of Humboldt should do as much as possible to continue to encourage agricultural production when reviewing development proposals.

While the amount of existing commercial activity in the Town is sparse, most of the businesses provide goods and services to people residing in and around the Town. As the population of the Town increases, additional opportunities will become available for business owners to provide goods and services to residents of the Town. The New Franken area provides public sanitary sewer service for businesses or industries in need of this service.

A recent trend in rural communities has been toward the development of cottage-type industries and at-home businesses that can operate within an owner's home. With advances in telecommunications, at-home businesses may become increasingly common. At-home businesses serve as a business incubator until the business expands to a point where the owner either has to obtain the appropriate zoning for the business or, more likely, relocate the business to an area that is zoned for that particular use.

Strengths and Weaknesses for Attracting/Retaining Business and Industry

It is necessary to look at the factors that influence the economic climate in the Town of Humboldt. From a quality of life perspective, the Town has a good quality housing stock that has maintained its property values and is located within good school systems. The Town has a number of natural features across its landscape, including blocks of wooded areas, large uninterrupted views of farm fields, and numerous streams and wetlands, that help to create the "rural feel" that residents of the Town cherish. In addition, Humboldt is located within a quick commuting distance to quality education facilities, entertainment centers, medical facilities, and other urban amenities available in the Green Bay area. It also offers public sanitary sewer service to businesses and industries wanting to locate in New Franken, as well as open land for the construction of new business and industry.

Residents of Humboldt have access to a good quality road network, including County Highways N, V, T, P, QQ, and IV. The Town also has fairly easy access to STH 29 via CTH T, P, and QQ and to STH 54 via CTH T and P. Besides providing a quality road network to get to various destinations both in and out of the Town, these roads provide a means for businesses and merchants located on these roads to be noticed by passing motorists.

The biggest impediment to commercial or industrial economic development activity in the Town of Humboldt is the competition from other municipalities in the Green Bay Metropolitan Area for the same types of businesses and industries. Another impediment may be the lack of local demand for such services and businesses due to the small population of the Town. Another weakness is the lack of public sanitary sewer and water service. Only a portion of New Franken is served by public sanitary sewer service.

Many businesses and industries need this type of service to operate their business efficiently.

Economic development services to assist businesses with location or relocation are provided throughout Brown County by Advance, which is the economic development section of the Green Bay Area Chamber of Commerce. Training services for businesses are provided by UW-Green Bay, St. Norbert College, the UW-Extension services, and Northeastern Wisconsin Technical College (NWTC). While none of these educational institutions are located in the Town of Humboldt, all are within a 20-minute drive.

Economic Development Recommendations, Programs, and Policies

Agriculture

Farming is Wisconsin's number one industry, by some estimates adding \$40 billion to the state's economy each year, \$20 billion from dairy farming and processing alone. Continued support of agricultural activities is one key to the state's and county's continued prosperity. Agricultural production should continue to be a primary economic development focus in the Town of Humboldt. For this to happen, it is



necessary for Humboldt to consistently apply its zoning ordinance and other Town ordinances and policies in a manner that (at a minimum) does not harm, but preferably enhances, the agricultural economy.

As a means to determine an approximate value of agricultural activity within the Town of Humboldt, a rough analysis was completed utilizing the number of Humboldt participants in the State of Wisconsin Farmland Preservation Program and the average total market value of

agricultural products sold per farm in Brown County. In order to participate and receive the Farmland Preservation Tax Credit, a participant must have over \$6,000 in gross farm receipts and 35 acres of land zoned for exclusive agricultural use. There is no requirement that farms must participate in the program. In 2003, the Town of Humboldt had 53 participants in the Farmland Preservation Program covering 5,047 acres of land.

According to the 2002 Census of Agriculture, Brown County's total market value of agricultural products sold was over \$149 million, with an average per farm of \$134,000. Utilizing the county average and applying it to the 53 Farmland Preservation Program participants in Humboldt yields a total market value of agricultural products sold of over \$7.1 million in 2002. This number is likely low because a number of the active farms in the Town did not participate in the program. Besides the economic benefit that the agricultural economy brings to the community, it is important to understand that agricultural production does not require the public services that are typically required by an industry with \$7.1 million in sales or by other land use practices.

The importance of sustaining agriculture cannot be over emphasized. Governor Doyle, in his “Grow Wisconsin” initiative, states that “Wisconsin’s economic base, including manufacturing, agriculture, and tourism, needs to be strengthened, not abandoned.” In regard to agriculture, this includes proposed creation of a dairy modernization and competitiveness program, promotion of the Agricultural Stewardship initiative, expansion of agriculture’s role in energy production, continuation of efforts to establish Wisconsin as a leader in the nation in organic food production, enhancement of investment and capital formation in producer-owned businesses, encouragement of consumers and businesses to buy Wisconsin products, protection of a safe and secure food supply, the reforming of payment security for agricultural producers, and promotion of new business models for Wisconsin agriculture.

Entrepreneurial Agriculture

In addition to traditional agricultural activities, numerous untapped and underutilized opportunities exist in agriculture. Entrepreneurial agriculture, for instance, is a new way of thinking of farms as innovative small businesses. The Michigan Land Use Institute states that entrepreneurial agriculture does not seek to replace current large scale mass market agriculture but to complement it to find new opportunities, new markets, and to recognize the importance of local agriculture not only to the local economy but also to local lives and landscapes. Entrepreneurial agriculture is about adding value to products by providing local friendly service, by special processing, or by finding niches and new ways to market goods to consumers. It can be as simple as new ways of selling, labeling, processing, packaging, or creating a new perspective about raising crops.

Examples of entrepreneurial agriculture include:

- Direct marketing of agricultural products to consumers, such as local schools, farmers markets, and custom production for local restaurants.
- Niche marketing, such as ethnic foods, organic foods, and specialty farm products.
- Value added approaches to farming, such as fruit drying, jellies and jams, wine making, and agri-tourism.
- New grazing systems.
- Cooperatives marketing local free-range poultry, beef, or pork.
- Community supported agricultural operations where local consumers pay local farmers for a share of the following year’s crops.
- Local marketing and/or direct delivery of all-natural products, such as grass-fed all-natural milk to local grocers and health food stores.



Potential benefits associated with entrepreneurial agriculture and the flexibility behind the idea include:

- Opportunities to create net returns greater than what occurs in conventional agriculture.
- Thinking and acting as a small business can keep small farms viable and provide another option to competing with the large-scale mass-market approach more typical of conventional agriculture.
- Small viable farms on the outskirts of communities can contribute more greenspace, fresh food, and local commerce to the community and the region.
- Creating a viable mix of large and small agricultural operations can contribute to the local community and region's farmland protection strategies.

Entrepreneurial agriculture is more appropriate now than ever before because of continuing shifts in consumer awareness and demands. Farmers markets have increased nationwide by 63 percent from 1994 to 2000. Organic products have increased nationwide by 38 percent between 1999 and 2000 alone, as compared to a 4 percent increase for conventional groceries. The fastest growing categories of organic food products from 1999 to 2000 include meat and dairy alternatives at 215 percent; meat, poultry, and eggs at 64 percent; canned and jarred products at 51 percent; and dairy products at 40 percent.

Consumers spend a significant amount of money on groceries and at restaurants, and most of this food comes from distant locations. A study by the University of Iowa noted that the typical tomato, can of corn, and loaf of bread travels 1,500 miles from field to plate. Coupled with changes in consumer awareness and demands, opportunities abound for local farmers to provide greater amounts of produce to local consumers. Additionally, the middleman processing, packaging, advertising, and distribution often account for 80 percent of the cost of food.

According to the Michigan Land Use Institute, for entrepreneurial agriculture to work, it requires close relationships between economic development professionals and the agricultural sector. It requires the involvement of local leaders to connect the small and mid-sized farms to the local economy and to bring business expertise and market knowledge to those farmers. It also requires state and federal cooperation in terms of working with and helping farmers understand regulations, particularly those pertaining to food inspection. Additionally, it requires the community to understand farmers and vice-versa so that communities can take advantage of the locations of local farms and for farmers to know local consumers' needs.

Future Business and Industrial Development

Businesses and industries that wish to locate in Humboldt should be of a nature that are environmentally-friendly, provide service or goods to the local residents, enhance the overall economy of the Town, and add to the tax base of the Town. Businesses that should specifically be encouraged in Humboldt are those that contribute to the success of the farming economy and those that provide retail services to Town residents.

Rather than be located as strip development along entire lengths of major roads, new businesses should be located in clusters (nodes) near the major intersections in the Town and separated from other nodes of businesses by residential, agricultural, or other low-intensity uses. Traffic congestion, driveway access points, and a loss of rural character all become problematic when concentrations of retail sales or service establishments are located in strips.

New small-scale retail or service businesses compatible with the rural character of the Town should be encouraged to locate in New Franken and the existing nodes of economic activity along CTH N as a means to further a unique identity for Humboldt as a whole. This should be accomplished through the Town's zoning ordinance by rezoning lands in these areas as appropriate for small-scale commercial-type uses compatible with the community.

The Town of Humboldt should encourage higher intensity businesses and industries that require sewer and water to locate in New Franken. Besides adding to the Town tax base, these businesses would provide employment opportunities to Town residents living within easy commuting distance of the businesses.

Industrial and Commercial Design Standards

The Town can promote higher quality development and minimize potential negative visual impact of commercial and industrial development on Humboldt's rural landscape through the use of zoning requirements and design standards. Business site plans should be required for new businesses and industries and should include parking (preferably behind the building) and parking lot landscaping standards, including landscaped islands within large parking lots that break up the expanse of asphalt and building standards.

Humboldt should consider adopting a separate site design standard ordinance for new commercial and industrial development. This would spell out exactly what the Town is looking for in terms of building and site designs and create a process in which the developer, Town, and neighbors will know what to expect as building and site designs are brought forward. The design standard ordinance should focus on those building and site design characteristics that enhance the Town's rural identity, such as natural siding materials, neutral colors, minimal signage, and landscaped parking areas.

Sensitivity to Natural and Active Agricultural Areas

Agricultural lands, topography, waterways, woodlands, and wetlands all combine to help create the rural character that the Town of Humboldt residents enjoy and appreciate. Business development should be designed with consideration of the natural features of the Town so as to integrate the businesses and industries into the community while retaining the rural small town atmosphere. The natural areas, when properly integrated into business development, can help to create potential trail linkages, provide wildlife corridors, and help to facilitate stormwater management.

Special care should be taken to ensure that commercial and industrial activities are not located within environmentally sensitive areas (ESAs). These features should be

preserved when located in a business area and included in the design of business developments as integral amenities.

Brownfield Redevelopment

For commercial and industrial uses, the Town should maintain an inventory of any existing vacant buildings and land identified as potentially contaminated (brownfield) with industrial or petroleum-based pollutants. Town officials indicate that there are no such sites or buildings presently located in the Town. This information can be used to encourage redevelopment opportunities to take advantage of existing infrastructure and services and to prevent blight created by vacant and dilapidated buildings and parcels. If any brownfields are identified, they should be cleaned and promoted for redevelopment through the use of state and federal brownfield cleansing funds.

Home Occupations

Advances in telecommunications have allowed for many people to develop home offices or occupations. Home occupations can fill a number of roles for economic development in the Town and should be encouraged, so long as they remain consistent with the zoning ordinance requirements. If/when home occupations wish to expand beyond what would be permitted in a residential or agricultural area, they should either request a zoning change to an appropriate zone or move to a site that is properly zoned for more intensive commercial or industrial uses.

Town, County, Regional, and State Economic Development Programs

This section contains a brief explanation of local economic development actions and a description of various agencies and programs that could potentially help the Town and Town's businesses achieve their stated economic development goals and objectives. The Implementation chapter contains a comprehensive listing and description of programs the Town may wish to utilize in achieving its economic development objectives.

Town

Residents of the Town of Humboldt rely heavily on the Green Bay Metropolitan Area for many of their commercial needs. While commercial activity in the Town is minimal, it is critically important that residents patronize the existing and future Town businesses. Failure to do so will result in a reduction of available commercial services, reduced retail options, and vacant buildings.

Although the Town has no established incentive programs for economic development, it can continue to make positive planning and financial management decisions that can result in the community being an attractive place for people and businesses. One of the most important economic activities that Humboldt can continue to promote is an environment that encourages entrepreneurs to engage in business activities.

As previously mentioned, agricultural activity is estimated to account for a minimum of \$7.1 million in products sold from farms located within the Town in 2002. Because agriculture is such a large component of Humboldt's economy, it should be encouraged

to continue through Town policies that do not impede its continued viability. For the small-scale farms, entrepreneurial agricultural activities, such as truck farming, direct farm-to-market sales, and farm-based value-added manufacturing, should be actively encouraged as a means to maintain farming and the rural character in Humboldt.

One economic development tool now available to towns in the State of Wisconsin is the utilization of Tax Incremental Financing, commonly called TIF. Until recently, this redevelopment tool was only available to cities and villages. The law allows a town to expend money or incur debt for projects related to agriculture, forestry, manufacturing, or tourism. The law also allows TIFs to be used for retail development that is limited to retail sale of products produced due to agriculture, forestry, or a manufacturing project. The State Department of Revenue must approve any proposed TIF project.

Generally, the type of uses that commonly occur within a TIF district include acquisition and demolition of blighted properties in commercial areas or industrial areas and extension of sewer, storm sewer, and water mains to serve new industrial or commercial development expected to locate in the TIF area.

Once the TIF district is established, the aggregate equalized value of taxable property within the district is established. This is called the tax incremental base. All the taxing entities of the area (town, school districts, county, technical school) continue to receive their share of the annual taxes generated by the tax incremental base of the district throughout the life of the TIF project. The municipality then installs the improvements to the TIF district. As development occurs, the property values within the district grow. Taxes paid on the increased value or the growth are called tax increments and are used to pay for the public improvements made to the district by the municipality. These moneys are put in a separate TIF fund to finance the public improvements made to the district. Expenditures for the project costs to the district must be made no later than five years after the district is started. The maximum life of a TIF district is 16 years. If the value increases to the district are not enough to pay off the costs of the project within the life of the district, the municipality must incur the costs that still need to be paid. Taxing jurisdictions do not benefit from value added increase in the district until the district project costs have been paid off and/or the life of the district is over. Once the life of the district has expired, the added value of the district is then apportioned to all taxing districts similar to anywhere else in the town.

Municipalities thinking about utilizing this economic development technique must carefully consider the benefits to the community, the potential pitfalls, and the likelihood of success of the district.

County

Businesses can use economic development loan programs, such as the Brown County Economic Development Revolving Loan Fund administered through the Brown County Planning Commission, to obtain low interest loans that will generate new employment opportunities and encourage expansion of the tax base. Through Brown County's partnership with Advance, the Town of Humboldt also has access to development and grant information, as well as to economic development marketing services.

Regional

Comprehensive Economic Development Strategy

The Bay-Lake Regional Planning Commission annually creates a Comprehensive Economic Development Strategy (CEDS) report, which evaluates local and regional population and economic activity. Economic development trends, opportunities, and needs are identified within the CEDS report. All communities served by the Commission, including the Town of Humboldt, are invited to identify future projects for economic development that the community would like to undertake. Those projects are included within the CEDS and may become eligible for federal funding through the Economic Development Administration (EDA) Public Works grant program.

Northeast Wisconsin Regional Economic Partnership

The combined Bay-Lake and East Central Wisconsin Regional Planning Commission areas were recently named as a technology zone by the Wisconsin Department of Commerce. The Northeast Wisconsin Regional Economic Partnership (NEWREP) Technology Zone provides \$5 million in tax credits to businesses certified by Commerce based on a company's ability to create jobs, to make capital investments, and to attract related businesses. The technology zone program focuses primarily on businesses engaged in research, development, or manufacture of advanced products or those that are part of an economic cluster and knowledge-based businesses that utilize advanced technology production processes in more traditional manufacturing operations. More information can be found at <http://www.eastcentralrpc.org/planning/economic.htm>.

Wisconsin Public Service

Wisconsin Public Service Corporation (WPS) contributes a number of economic development services that the Town should be aware of for its businesses. WPS maintains an online searchable database of available industrial buildings that the Town or Community Development Authority should ensure stays up-to-date through contact with WPS. The WPS economic development page can be a useful resource for the Town and is located at <http://www.wisconsinpublicservice.com/business/bcd.asp>.

State

Although the Implementation chapter provides a comprehensive list of state programs that the Town can consider utilizing to meet its stated goals and objectives, there are a few programs that the Town should strongly consider, and they are discussed in this section. The Department of Commerce District 3 Area Development Manager would be a good contact for these programs.

Community Based Economic Development (CBED) Program

The Community Based Economic Development (CBED) Program provides financing assistance to local governments and community-based organizations that undertake planning or development projects or that provide technical assistance services that are in support of businesses (including technology-based businesses) and community

development. The program provides grants for planning, development, and assistance projects; business incubator/technology-based incubator; a venture capital fair; and regional economic development grants. Additional information regarding the CBED program can be found at <http://commerce.state.wi.us/CD/CD-bcf-cbed.html>.

Community Development Block Grant for Economic Development (CDBG-ED)

The CDBG-ED program is designed to assist businesses that will invest private funds and create jobs as they expand or relocate to Wisconsin. The Wisconsin Department of Commerce awards the funds to the town, which then loans the funds to a business. When the business repays the loan, the town may retain the funds to capitalize a local revolving loan fund. This fund can then be utilized to finance additional economic development projects within the town. The businesses within the town may also utilize the existing Brown County Economic Revolving Loan Fund, administered by the Brown County Planning Commission, to provide loans to town businesses. Additional information regarding the CDBG-ED program can be found at the following website: <http://commerce.state.wi.us/MT/MT-FAX-0806.html>.

Milk Volume Production Program

The Milk Volume Production (MVP) program is designed to assist dairy producers who are undertaking capital improvement projects that will result in a significant increase in Wisconsin's milk production. This program was created to aggressively support Wisconsin's \$20 billion dairy industry. The goal of the MVP program is to provide qualifying dairy producers with the type of financing necessary to fill the "equity gap" and to partner with local communities to increase dairy production in Wisconsin. The MVP application process is competitive, and not all applications will be funded. Only those projects that have a comprehensive business plan and can demonstrate that they will have a long-term sustainable impact upon Wisconsin's milk production will be successful in their application. Additional information regarding the Milk Volume Production (MVP) program can be found at the following website: <http://www.commerce.wi.gov/MT/MT-FAX-0810.html>.

University of Wisconsin Extension

The University of Wisconsin Extension provides a number of resources and information related to agriculture and rural living. Information ranges from locations of nearest farmers markets to tips on saving for retirement. Additional information regarding the University of Wisconsin-Extension can be found at the following website: <http://www.uwex.edu/topics/Agriculture.cfm>.

Federal

The Town of Humboldt, by nature of it having less than 10,000 residents and being located outside of the Green Bay Metropolitan Area, meets the requirements of some of the U.S. Department of Agriculture-Rural Development Programs and may be eligible for Rural Development Economic Assistance Programs. Typically, strict income limits are associated with the programs, so the Wisconsin Division of USDA-Rural Development should be contacted regarding eligibility for certain programs. Additional

information and a complete listing of USDA-Rural Development programs can be found at <http://www.rurdev.usda.gov/wi/programs/index.htm>.

Recommendations

The following is a summary of economic development recommendations for the Town of Humboldt:

General Recommendations

- Keep an updated comprehensive list of potential economic development funding mechanisms through the state and federal governments.
- Encourage farming as an economic activity by discouraging new residential development near active farms.
- Support efforts by local farmers in entrepreneurial agriculture through direct farm-to-market sales and farm-based value-added business activities, among others.
- Continue to permit home occupations as small business incubators as long as they are clearly secondary to the residential use and meet the Town zoning ordinance requirements and restrictions.
- Consider implementing a commercial and industrial site and building design standards ordinance.
- Identify future areas for new business and industrial development.
- Locate new small-scale local businesses in nodes near intersections rather than in long strips along main roads. New businesses should be encouraged to locate adjacent to existing businesses.
- Coordinate with nearby communities in siting businesses that are part of a Green Bay region business cluster or that fulfill employment needs in the area.
- Complete and maintain an inventory of existing vacant buildings and land identified as potentially contaminated (brownfield) with industrial or petroleum-based pollutants. Brownfields should be cleaned and promoted for redevelopment through the use of state and federal brownfield cleansing funds.
- Business development should be designed with consideration of the sensitivity of the agricultural lands and environmental features that this plan identifies.
- Business site plans should include pedestrian access (where appropriate), parking (preferably behind the building), and parking lot landscaping standards, all consistent with the rural character of Humboldt.
- Contact the various economic development agencies for technical support and grant resources listed in this chapter when evaluating specific economic development projects.

CHAPTER 5

Housing

The range of housing in Humboldt generally consists of older homes associated with active farming operations to newer single-family homes. Homes are scattered throughout the Town on large lots with the largest concentration of homes located in New Franken within the sanitary district and along Humboldt Road.

The Issues and Opportunities chapter of the plan contains the forecasts for new housing units within the Town of Humboldt over the next 20 years. This chapter will build on these forecasts by identifying existing trends and characteristics of the housing market and providing recommendations on how to improve the existing housing stock and provide for the development of new and innovative housing practices.

Housing Characteristics

Age

Figure 5-1 shows that almost the same amount of housing units (228 or 49.6 percent) were constructed since 1970 as were constructed before 1970 (232 or 50.4%). This indicates that there is a fairly good dispersal of different aged homes in the Town. As the housing stock ages, it will be necessary for the Town to ensure that the housing units remain in good condition through current building code enforcement. The housing units constructed prior to 1960 should especially be monitored for maintenance concerns due to the age of the structures. The Town should consider the adoption of a building and property maintenance code to address dilapidated buildings and yards with unscreened inoperable vehicles or machinery.

Figure 5-1: Age of Housing Units in the Town of Humboldt

Year Structure Was Built	Town of Humboldt	%	Brown County	%	State of Wisconsin	%
1990-2000	96	20.9%	19,322	21.4%	389,792	16.8%
1980-1989	44	9.6%	13,292	14.7%	249,789	10.8%
1970-1979	88	19.1%	17,449	19.3%	391,349	16.9%
1960-1969	64	13.9%	11,400	12.6%	276,188	11.9%
1940-1959	43	9.3%	16,686	18.5%	470,862	20.3%
1939 or Earlier	125	27.2%	12,050	13.4%	543,164	23.4%
Total	460	100.0%	90,199	100.0%	2,321,144	100.0%

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing, Table DP-4 Profile of Selected Housing Characteristics: Humboldt Town, Wisconsin..

Structures

Similar to most rural communities, the Town of Humboldt has a significantly higher percentage of 1-unit detached structures (typically single-family homes) at 86.3 percent than either Brown County or the State of Wisconsin at 63.2 and 66.0 percent, respectively.

There are few duplexes or multifamily units located within the Town. The relative lack of more dense housing types is due to the rural nature of the Town. Humboldt should begin to monitor the demands of a changing population to ensure that the Town's housing will meet its needs. As the Town changes, there may be a need for rental units to house the elderly and younger inhabitants of the Town. Figure 5-2 identifies the total number of structures in the Town of Humboldt and the number of units they contain, as compared to Brown County and the State of Wisconsin. This information is based on the 2000 Census. Local information, however, indicates that there are far less 2-family units and multifamily units in the Town than have been identified in the 2000 Census.

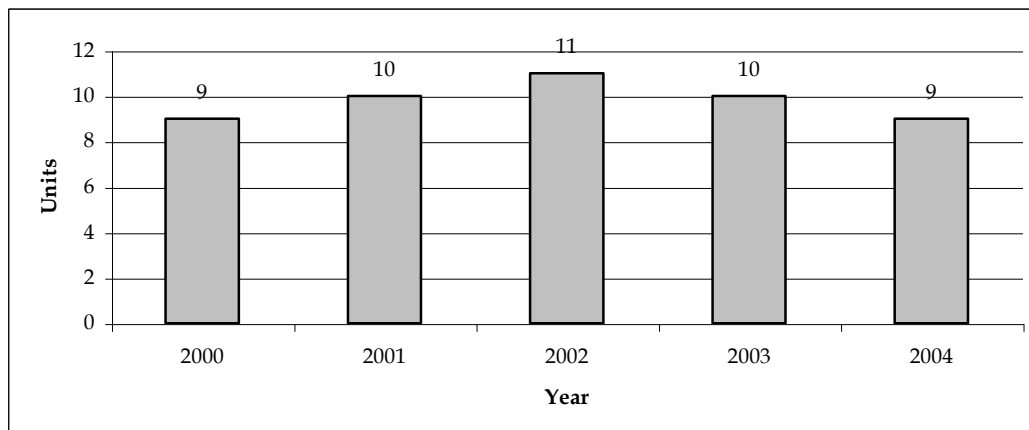
Figure 5-2: Units in Structure for Humboldt, Brown County, and Wisconsin

Units in Structure	Town of Humboldt	%	Brown County	%	State of Wisconsin	%
1-Unit Detached	397	86.3%	57,000	63.2%	1,531,612	66.0%
1-Unit Attached	24	5.2%	4,428	4.9%	77,795	3.4%
2 Units	18	3.9%	8,143	9.0%	190,889	8.2%
3 or 4 Units	0	0.0%	3,554	3.9%	91,047	3.9%
5 to 9 Units	3	0.7%	6,214	6.9%	106,680	4.6%
10 to 19 Units	0	0.0%	4,032	4.5%	75,456	3.3%
20 or More Units	0	0.0%	5,172	5.7%	143,497	6.2%
Mobile Home	18	3.9%	1,649	1.8%	101,465	4.4%
Boat, RV, Van, Etc.	0	0.0%	7	0.0%	2,703	0.1%
Total	460	100.0%	90,199	100.0%	2,321,144	100.0%

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing, Table DP-4 Profile of Selected Housing Characteristics: Humboldt Town, Wisconsin.

The last five years has seen the occurrence of a very consistent level of new residential building within the Town. The level of new housing has varied from a low of 9 single-family houses built in a year to a high of 11 single-family houses built in a year. Figure 5-3 displays the number of single-family units constructed during the period of 2000 to 2004. All of the housing units that were constructed in the period of 2000 to 2004 were single-family houses.

Figure 5-3: New Single-Family Housing Unit Development, 2000-2004



Source: Town of Humboldt Records.

Occupancy

According to the 1990 U.S. Census, there were a total of 396 housing units within the Town of Humboldt. This compares with 460 units in 2000, which is an increase of 64 units (16.2 percent) over the 10-year period. The breakdown of housing units into owner-occupied and renter-occupied shows that owner-occupied units accounted for 87.7 percent of the Town's occupied dwelling units in 1990, with a slightly higher percentage in 2000 of 90.9 percent. Figure 5-4 summarizes the changes that occurred between 1990 and 2000.

Figure 5-4: Change in Housing Occupancy Characteristics in Humboldt, 1990 & 2000.

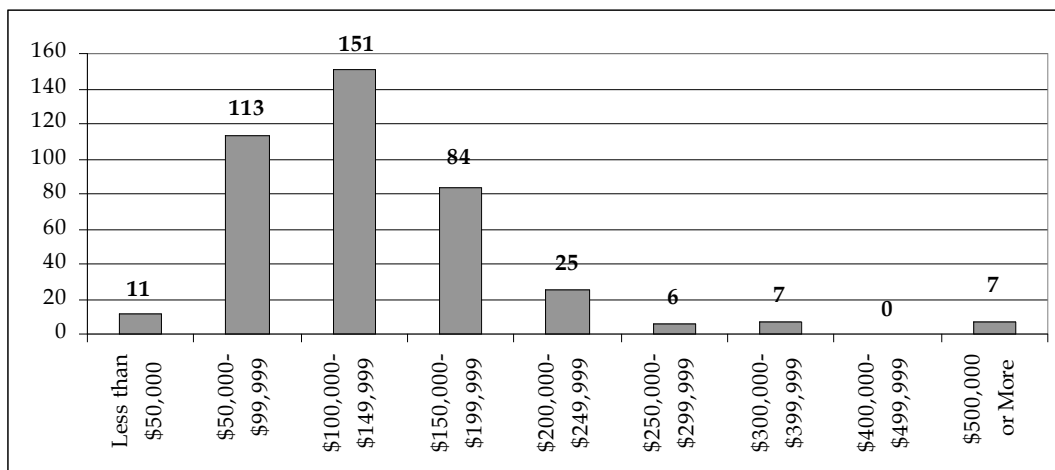
	1990 Census	% of Total	2000 Census	% of Total	Increase or Decrease	Percent Change 1990 - 2000
Total Housing Units	396	100.0%	460	100.0%	64	16.2%
Occupied Housing Units	390	98.5%	453	98.5%	63	16.2%
Owner-Occupied	342	87.7%	412	90.9%	70	20.5%
Renter- Occupied	48	12.3%	41	9.1%	7	14.6%

Source: U.S. Census Bureau, 1990 and 2000.

Value

According to the 2000 census, the largest segment of the owner-occupied homes in the Town is valued between \$100,000 and \$149,999 (36.2 percent), while 27.18 percent of the homes are valued between \$50,000 and \$99,999. (See Figure 5-5.) The median owner-occupied home value for a home in Humboldt, \$126,600, is higher than that of Brown County at \$116,100 and the State of Wisconsin at \$112,200. The average cost of a house in the Town has appreciated considerably since 2000 due to supply and demand factors.

Figure 5-5: Town of Humboldt Housing Values in 2000



Source: U.S. Bureau of the Census, 2000 Census of Population and Housing, Table H84 Value for All Owner-Occupied Housing Units: Humboldt Town, Wisconsin.

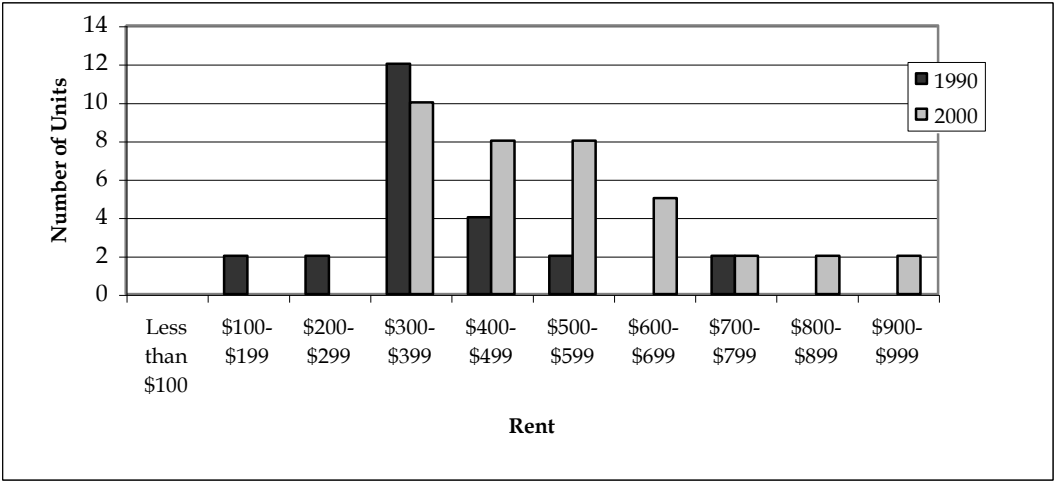
Housing Expenses

In order to compare housing costs across a set time-period (in this case 1990-2000), inflation must be taken into account. The Consumer Price Index (CPI-U-RS), created by the U.S. Bureau of Labor Statistics (BLS) and revised annually, was used to determine the appropriate inflation factor. The revised CPI-U-RS series, released in April 2002 by the BLS, shows that the index value for 1990 was 196.3 and was 250.8 for 2000. Therefore, the factor to adjust to 2000 constant dollars is 250.8/196.3 or 1.277636. In the following analyses of rent and mortgage expenses, the median values will be adjusted by the inflation factor of 1.277636.

Rent

The reported gross rent varies widely. Between 1990 and 2000, the median gross rent for a rental unit in Humboldt increased from \$340 to \$504, which is an increase of 48 percent in ten years. When inflation is factored in and restated in terms of 2000 dollars, the 1990 rent is \$434. The median rent in Humboldt increased by 16 percent after factoring in the inflation factor. Figure 5-6 shows the ranges of gross rent costs in 2000.

Figure 5-6: Gross Rent in Town of Humboldt, 1990 and 2000.



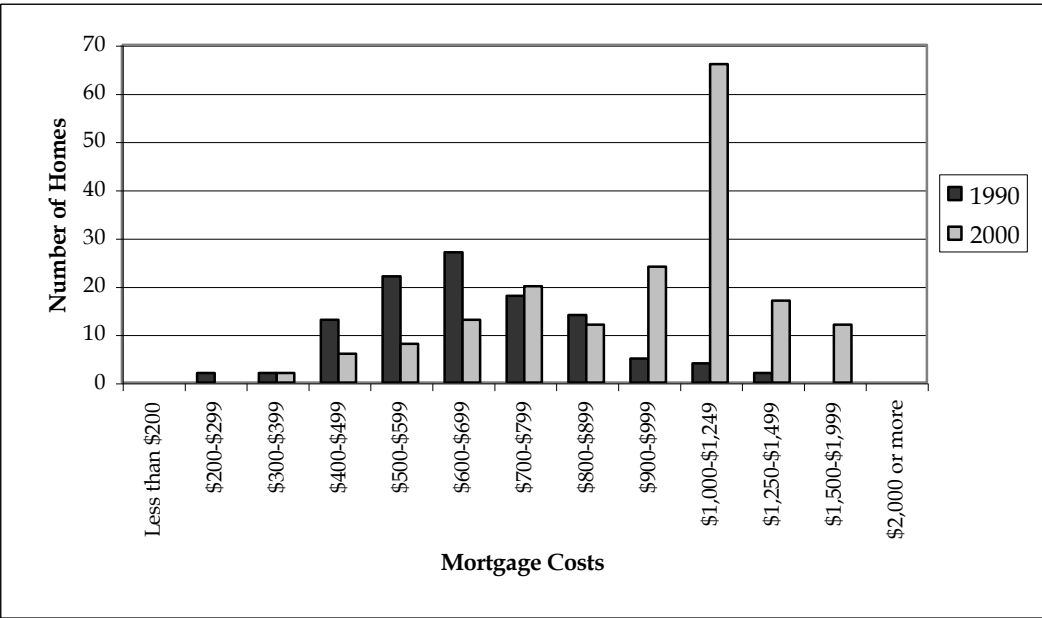
U.S. Bureau of the Census, 2000 Census of Population and Housing

Mortgage

The median monthly mortgage cost (includes principal, interest, property tax escrow, insurance, etc.) for residents within the Town increased significantly between 1990 and 2000. The increase in the size of mortgages is due to new homes being built during this time-period. In 1990, the median monthly mortgage cost for a home in Humboldt was \$657. When inflation is factored in, the 1990 median monthly mortgage expense equates to \$839 in constant year 2000 dollars. The 2000 median monthly mortgage cost was

\$1,025, which is \$186 (22.2 percent) more than the inflation-adjusted 1990 cost. (See Figure 5-7.)

Figure 5-7: Owner-Occupied Mortgage Costs in the Town of Humboldt, 1990 & 2000.



U.S. Bureau of the Census, 1990 and 2000 Census of Population and Housing

Housing Needs

Based on a future population projection range for the year 2025 of between 1,498 and 1,600 people and a projected average people per household size of 2.65, there will be a need for 105 additional housing units on the low side (projected population of 1,498 people) and 144 units on the high side (projected population of 1,600 people) by the year 2025.

Housing Affordability Analysis

The Housing Affordability Analysis is based on the recommended process contained in *Housing Wisconsin: A Guide to Preparing the Housing Element of a Comprehensive Plan*, developed by the University of Wisconsin Extension. This process is being used to estimate if there is an adequate supply of affordable housing for Humboldt residents with limited means. The analysis for Humboldt is based on a median family income of \$54,821 per year, which was the median household income for the Town of Humboldt, according to the 2000 census.

The approach required by the U.S. Department of Housing and Urban Development (HUD) for consolidated plans is to look at the median income for a community and determine how many units are available to various low- and moderate-income households. Extremely low-income households are those with incomes below 30 percent of the area median household income. Very low income is defined as an income between

30 percent and 50 percent of the area median household income. Low-income households are those with incomes between 50 percent and 80 percent of the area median household income. Moderate-income households have incomes between 80 percent and 95 percent of the area median household income. HUD defines affordability as paying no more than 30 percent of household income for housing. The affordability threshold is not an underwriting standard and does not mean that households are unable to pay more than that amount. Households may choose to pay more to get the housing they need or want. According to HUD recommendations and goals, people should have the choice of having decent and safe housing for no more than 30 percent of their household income.

An analysis for the Town of Humboldt found that a household within the 50th percentile bracket of median household income (\$27,410) looking for housing in the Town could spend up to \$685 per month in rent or mortgage/interest/property tax escrow if they allocated up to 30 percent of their income to housing. According to the 2000 U.S. Census, of the 385 homes with a mortgage, there were only 29 homes in Humboldt that had mortgage payments of less than \$700 and 31 rental units that rented for less than \$700. While 29 homes had mortgages of less than \$700, many of the mortgages were taken out at various times, and the mortgage rate is dependent on the sales price of the home after down payment. This means that the mortgage rate today would in all likelihood be substantially higher than the existing mortgages of the houses due to the increase in house values over time which would show up in the sales price of the house. The data indicates that in 2000, the Town contained 60 affordable housing units for a household within the 50th percentile bracket of median household income. This represented about 13.2 percent of Humboldt's 453 occupied housing units in the year 2000.

As a means for comparison, the Wisconsin Housing and Economic Development Authority (WHEDA) housing calculator estimates that a family with an income at the 50th percentile of \$27,410, minimum monthly debt payment of \$100 (car loan, student loan, etc.), a down payment of 5 percent of the purchase cost, and an interest rate of 6.5 percent could afford a home priced up to \$78,273.

The Brown County Comprehensive Plan Housing chapter analyzed the amount of affordable housing each community in Brown County contained (based on year 2000 census data and on the Brown County 50 percent of median household income of \$28,946 per year resulting in \$700 being available per month for rent or mortgage, interest, and property taxes) as a percentage of its total number of housing units. According to the County plan analysis, the Town of Humboldt contained 460 total housing units in 2000, accounting for 0.51 percent of the total number of Brown County housing units. Of the 460 total housing units in the Town, 29 owner-occupied units (0.53 percent of the total Brown County affordable owner-occupied housing) had mortgages under \$700 per month while 31 renter-occupied units (0.13 percent of the total Brown County affordable rental housing) were available for rent for under \$700 per month.

One of the recommendations of the Brown County Comprehensive Plan is to "Challenge the local communities to provide a percentage of affordable housing proportional to their percentage of total housing units in Brown County." An analysis of this recommendation applied to Humboldt indicates that the Town does meet its proportional share of affordable owner-occupied housing units but does not meet its

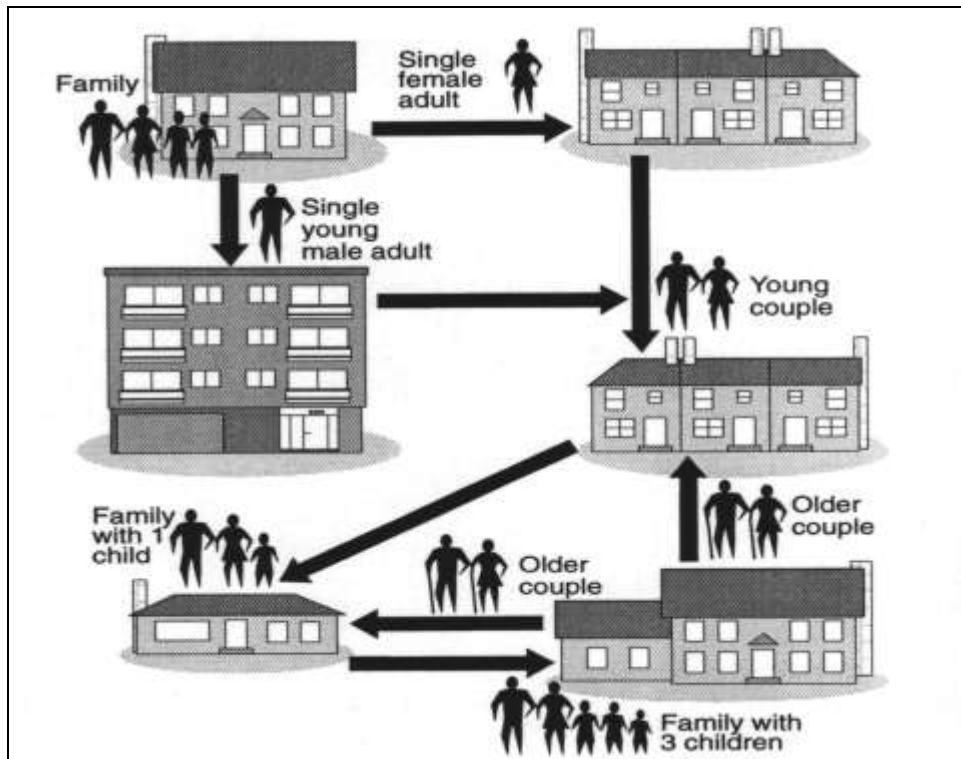
proportional share of affordable rental housing units. It should be understood that Humboldt is a rural municipality with only a small portion of its housing stock located in an area that is served by public sanitary sewer service. Rental units and multifamily housing are predominantly located in areas served by public sanitary sewer service. As these types of units are built and become available in Humboldt, more opportunities will occur for affordable housing. The cost to build a new house is beyond the means of some people. The Town should continue to monitor home prices in the Town and do what it can to ensure an adequate range of housing types.

Range of Housing Choices

The Town's residential development is very typical of most rural communities where housing is overwhelmingly single-family owner-occupied on owner-occupied lots. As the Town grows, it should be open to more housing options being developed in the Town. Development of additional duplex units, multifamily units, and possibly small group homes for the elderly would provide Town residents with a bigger mix of housing types.

While understanding that the range of housing choices are generally limited in areas not served by public sewer and water service, it is important to recognize that as people go through various stages in their life, their preferred housing type may change, as well. Although the Town may currently depend on other neighboring communities to provide the complete range of housing for its residents, this section contains a series of recommendations the Town can implement to maintain its current housing stock and development pattern while somewhat increasing its range of housing choices. Figure 5-8 provides a representation of how a person's housing preferences might change over time.

Figure 5-8: Change in Housing Preferences Over Time



Source: Local Government Commission, 2003.

Mixing of Residential Types

One of the components of traditional neighborhoods that should be considered throughout new residential developments in the Town is the inclusion and mixing of different housing types. Historically, housing types were mixed. More recently, however, housing types other than single-family detached homes have been grouped together, thereby concentrating these uses. Mixing the housing types avoids the concentration of large tracts of rental properties and their perceived negative impacts and is a housing option that all communities should consider.

Mixed Uses in Residential Developments

The majority of residential subdivisions developed over the past 50 years consist almost exclusively of single-family detached homes separated from any commercial, institutional, or even recreational uses. This results in residents of these subdivisions having to utilize a vehicle to travel to a store, school, or park instead of having the opportunity to walk or bike a relatively short distance to these land uses. The separation of uses and reliance on a vehicle is especially difficult for the elderly, mobility-impaired, children, and others who may not want to or cannot drive.

In order to encourage people to walk and bike, uses other than only single-family residential uses should be encouraged within new neighborhoods. For example, corner lots are very good locations for small neighborhood commercial uses and higher density residential developments, while recreational and institutional uses should be located in

places that provide a focus point, gathering place, and identity for the neighborhood and its residents. Due to the rural nature of Humboldt, neighborhood development is most likely to happen in New Franken where the density of use is highest in the Town due to the availability of public sanitary sewer service.

In order for uses other than single-family detached homes to be palatable to surrounding property owners, the other uses need to be of a scale and design that blend in with the residential character of the neighborhood. Strict developmental design standards will likely need to be employed to achieve the desired seamless integration of these uses into the neighborhoods. Design standards let the developer know ahead of time what standards the neighbors expect for the building, and the neighbors know that the development will meet their expectations, as well.

Educate Residents and Homebuilders Regarding “Visitability” Concepts

As people age, their ability to move around their own home can become increasingly difficult. For a number of elderly and mobility-impaired residents, the simple presence of a single stair to enter a home could cause a great deal of difficulty. According to Green Bay-based Options for Independent Living, “visitability” applies to the construction of new single-family homes to make them “visit-able” by people with physical or mobility disabilities. Typically, visitable homes have:

- One entrance with no steps.
- A minimum 32-inch clear passage through all the main floor doors and hallways.
- A useable bathroom on the main floor.

Although these improvements do not allow full accessibility, such as is promoted in universal design, they do allow (at a minimum) elderly and people with a mobility limitation the ability to visit a home or remain living in their home for a longer period of time.

Summary of Recommendations

It is very important for the Town to continue to monitor its progress in meeting the goals and objectives of the plan’s Housing chapter. To attain the goals and objectives, the following recommendations were developed based on the input received from the town-wide visioning session, survey, citizens advisory committee meetings, State of Wisconsin Comprehensive Planning Law, and sound planning principles:

- Keep informed of housing affordability issues and the possible need for more affordable homes in Humboldt as the population continues to grow, age, and diversify.
- Continue to ensure that the Town’s housing stock remains in good conditions through code enforcement and the adoption of a housing and property maintenance code.
- Support the development of different housing types in the Town besides single-family houses.

- Multifamily buildings should reflect (as much as possible) the characteristics and amenities associated with single-family residences.
- The Town should consider adopting development criteria for multifamily development or add a multifamily zone to the Town zoning ordinance to address building criteria requirements for this type of land use.
- Educate homeowners and builders about the advantages of including “visitability” concepts in new homes.
- Existing trees should be incorporated into the design of neighborhoods whenever possible.
- The Town should consider requiring that trees along streets be planted as a required improvement for new subdivisions when existing trees are lacking.
- The Town should contact the Brown County Housing Authority and Wisconsin Housing and Economic Development Authority (WHEDA) for additional information and resources to continue to diversify the Town’s housing stock.
- The Town should consider requiring by ordinance that a garage be constructed for each housing unit. This would include single-family units, duplexes, and multifamily units.

CHAPTER 6

Utilities and Community Facilities

Introduction

The presence and provision of public facilities and services within a community are closely intertwined with the growth and development patterns that the community experiences. The type and quality of services a community provides are among the most important reasons why people and businesses are attracted to and choose to remain within a community. Decisions about where and when community facilities and public utilities will be constructed or extended are important in influencing future land use patterns. A municipality should continuously monitor the services it provides to ensure the continued provision in the most cost-effective manner possible consistent with its long-term goals, trends, and projections. When necessary, it should upgrade and expand its existing services and facilities, as well as consider the provision of new services or facilities. The analyses and recommendations within this chapter of the Town of Humboldt Comprehensive Plan are the steps in that process. This plan should be used to guide and direct, but not replace, detailed engineering studies, facility plans, and capital improvement programs.

Background

The Town of Humboldt is a rural community that provides a number of governmental services. A number of the utility and community facilities available within the Town of Humboldt are identified in the following paragraphs. The Town will periodically need to review the level of services that it provides, and if a need for additional services is determined, the Town should promptly and efficiently obtain those services.

Inventory and Analysis

Sanitary Sewer Service

The New Franken Sanitary District provides sanitary sewer service to the unincorporated community of New Franken, which includes portions of the Towns of Humboldt, Green Bay, and Scott. When comparing the extent of the sanitary district within each of the three municipalities, the acreage in the Town of Humboldt is the smallest land area, followed closely by the portion of the sanitary district in the Town of Green Bay. The overwhelming majority of the sanitary district is located within the Town of Scott. The district does not have its own wastewater treatment plant. Sewage is treated at the Green Bay Metropolitan Sewage District (GBMSD) plant in Green Bay. Figure 6-1 identifies the extent of the sanitary district in Humboldt, as well as the sewer service area that the sanitary district can provide service to.

The GBMSD wastewater treatment plant (WWTP) was constructed in the mid 1970s, and its last major upgrade was in 1990. It is an activated sludge treatment facility designed to

Figure 6-1: Sanitary District and Sewer Service Area

treat domestic and industrial wastes. Effluent is discharged to the mouth of the Fox River, and sludge disposal is accomplished through incineration.

The WWTP has a design hydraulic loading capacity of 49.2 million gallons per day (mgd) on an average annual flow basis. The average monthly flow rate in 2000 was 27.53 mgd. The WWTP also has a design biological oxygen demand (BOD) loading on an average annual basis of 103,110 lbs/day. The average monthly BOD loading in 2000 was 57,630 lbs/day. The Wisconsin Pollutant Discharge Elimination System (WPDES) permit's effluent levels for BOD and total suspended solids (TSS) are 25 milligrams per liter (mg/l) and 30 mg/l, while average monthly effluent levels in 2000 for BOD and TSS were 0.9 mg/l and 3.8 mg/l respectively.

The GBMSD acts as a wastewater treatment wholesaler for an estimated population of over 150,000 people and encompasses approximately 232 square miles. The amount of sewage coming from the Humboldt portion of the sanitary district and the whole New Franken Sanitary District is miniscule when compared to the total amount of sewage treated by GBMSD. Based upon this information, the GBMSD treatment plant will have no trouble addressing the current and future sewage disposal needs of the New Franken Sanitary District, including the Town of Humboldt portion of the district. The New Franken Sanitary District owns a 12-inch-diameter sanitary sewer line that extends from the New Franken area to a large sanitary sewer interceptor in the Town of Scott, which ultimately leads to the GBMSD treatment plant. The New Franken Sanitary District owns approximately one third of its projected future basin capacity needs within the interceptor and intends to buy additional capacity in the future as development occurs within the district. The interceptor sewer was sized to serve a large part of the Town of Humboldt.

While land within the New Franken Sanitary District is the only portion of the Town of Humboldt served by public sanitary sewer service, it is likely that the areas of the Town adjoining the City of Green Bay may some day receive sanitary sewer service. Service could come via extension of sanitary sewer service by the City of Green Bay, by the GBMSD, or via annexation of lands now within the Town to the City of Green Bay. The Town is hopeful that potential sanitary service does not come to the areas of the Town as part of annexation of the Town's land into the City.

Figure 6-2 identifies a portion of the Town of Humboldt that lies within the drainage basin of the GBMSD Wequiock Creek Interceptor. This existing sanitary sewer interceptor has been sized and has capacity to serve this portion of the Town with sanitary sewerage service. This area does not include the entire basin of Wequiock Creek, only the area sized for the interceptor. There is also a possibility that other lands located adjacent to the City of Green Bay on the western border of the Town that are not located within the drainage basin of the Wequiock Creek Interceptor could possibly be served via excess capacity located within existing sewer lines located within and owned by the City of Green Bay.

Figure 6-2: Wequiock Creek Interceptor Drainage Basin

When reviewing sanitary service, it is important to understand that the 1972 Clean Water Act requires comprehensive water quality planning for both point and nonpoint sources of pollution. For Brown County and the Town of Humboldt, this planning is currently contained in the Lower Fox River Basin Integrated Management Plan, prepared in August 2001 by the Wisconsin Department of Natural Resources (WDNR), and the 2002 Brown County Sewage Plan, which was approved by the Brown County Planning Commission in December 2002 and by the Wisconsin Department of Natural Resources in March 2003.

Brown County is one of the areas in Wisconsin required to have sewer service area planning. The most important objective of sewer service area planning is the preparation and update of a sewer service area plan based on a 20-year timeframe. The sewer service area (SSA) is the land located within or adjacent to a sanitary district within which the sanitary district may extend sanitary sewer lines. The process used to update and define the sewer service areas within an area involves an analysis of future sewer service area needs, as well as an analysis of the means to address those needs in a cost-effective, environmentally-sound manner. Designation of the boundaries of an SSA is based on a combination of factors, including population and employment projections, local and regional trends, local comprehensive plans, local zoning, household sizes, and residential density. These factors are incorporated into a formula designed to calculate the amount of vacant developable land needed by each community for its projected sewer growth and development. When developing the sewer service boundaries, environmental protection and cost-effective provision of services are key considerations for providing compact and easily serviced growth.

As sewer development proceeds within a community and the supply of vacant land falls below the amount allocated in the sewage plan, amendments can be requested by the municipality to replace the developed SSA. The means and procedure for a municipality to ask for an amendment to the county sewage plan are identified within the plan. In addition, Brown County updates the sewage plan approximately every five years, including the SSA within each municipality. The SSA formula takes into consideration the overall population projections and growth in a community, as well as growth within the sewer area of a community when calculating SSAs.

Increasing the percentage of growth in a community within the sanitary district in comparison to growth occurring in the non-sewered portions of the community during the same time-period may give a community an opportunity to gain additional sewer service acres. The municipality can site the amount of growth now occurring in the sanitary district when requesting an SSA amendment or when the County updates its sewage plan. One of the factors in allocating a community's sewer service area is the recent pattern of development in a community's public sanitary sewer area in comparison with the development in the community on onsite sanitary systems during the same time-period.

Besides identifying the existing sanitary district boundary and existing sewer service area of New Franken Sanitary District, Figure 6-1 identifies future areas that could eventually be added to the sewer service area and/or the sanitary district. These areas are in close proximity to the existing development in New Franken and are logical additions to the

sewer service area and sanitary district. Areas shown on Figure 6-1 that are not adjacent to the existing SSA would have to wait until adjoining areas have been added to the SSA. With the exception of specific special situations, “leapfrogging” over areas is not allowed, nor is it a fiscally-wise practice. One of the exceptions to this requirement is when sanitary sewer service is requested to be extended to an area of existing development that contains failing onsite sanitary systems. Extending sanitary sewer service in an orderly fashion may also help minimize the financial costs inflicted on existing homeowners who may have to convert to public sewer service and abandon their existing onsite sanitary facilities that they have already paid for. Willingness of the landowners to develop property and the ability of the sanitary district to economically service specific areas should be the determining factors for adding areas to the existing SSA.

It is recommended that the Town keep future non-sewered development to a minimum in areas where the extension of sanitary sewer service is planned. The rationale behind this policy is to prevent additional costs and problems for the residents of the area, as well as for the Town, when public sanitary sewer service is extended into an area. This policy will also help prevent additional financial costs from being inflicted on new homeowners who will have to convert to public sanitary sewer service and abandon their existing facilities that they have already paid for. Existing residents are reluctant to expend money for public sanitary sewer service when they have existing systems that perform such a service. Lot sizes commonly utilized for non-sewered development are normally larger and street frontages are normally wider than what typically occurs in a sewer area. This means that extending sewer service into a developed area is more costly since more lineal feet of sewer line will be needed due to the size of the lots. These additional costs will have to be borne by the homeowner. In addition, the Town may have to pay back to the homeowners some of the costs for the sanitary system if, according to state law, the system is less than a particular age.

The Town should consider requiring surveyors to include a note on proposed Certified Survey Maps and subdivision plats for land located adjacent to the sanitary district in New Franken indicating that public sanitary sewer service may be extended to the area in the future, and homeowners will be required to hook up to these public services if such extensions occur.

It is recommended that the sanitary district continually monitor clear water infiltration into sewage lines and identify potential inflow and infiltration (I & I) reduction projects. If any future road replacement or improvement work is contemplated for roads in the sanitary district, the district should review the need for implementation of I & I projects prior to implementation of such road improvement work. If I & I work is needed, the project should be done simultaneously with the road project.

It is recommended that New Franken Sanitary District prepare and use a Capital Improvements Program to prioritize and calculate the cost of continued maintenance and expansion of the sanitary sewer system so that the district can stay ahead of expected costs that will need to be incurred by users in the system.

It is also recommended that the officials of the sanitary district, as well as the Town of Humboldt Town Board, keep abreast of future updates to the 2002 Brown County Sewage Plan.

One of the main reasons annexation of property occurs from a town to an incorporated municipality is because landowners make a determination that an incorporated municipality cannot provide the type of services that they require or wish to have. The provision of public sanitary sewer and water service are two services commonly sought by landowners wanting to develop property. The Town should explore avenues about providing public sanitary sewer and water service to areas of the Town located adjacent to the City of Green Bay. The Town should consider contacting the GBMSD about the possibility of providing public sanitary sewer service in the future to lands in the Town adjoining the City. The Town should also consider contacting the City of Green Bay about the possibility of providing public sanitary sewer and water service in the future to lands in the Town adjoining the City. While there does not seem to be any immediate need for such services, in the future as the City of Green Bay growth extends towards the Town, it is likely that some Town landowners and some developers and land speculators may look to take advantage of the proximity of such services and inquire about annexation. The Town should be proactive and study its alternatives.

Onsite Sewage Disposal Systems

The primary method of sanitary sewage disposal in the Town consists of onsite sanitary sewage disposal systems. Onsite sewage disposal systems are those that store, treat, or dispose of wastewater (or perform a combination of these functions) on the site at which the wastewater is generated. Onsite sewage disposal systems are used in those areas that are not served by public sanitary sewer systems. Typical examples of onsite systems include holding tanks, conventional septic systems, or pressure systems used by individual homeowners and small businesses located in rural areas.

In 1969, Brown County created Chapter 11 (the Brown County Private Sewage System Ordinance) of the Brown County Code, pursuant to requirements of the Wisconsin State Statutes and the Wisconsin Administrative Code, which pertain to regulation of the construction, installation, and maintenance of plumbing in connection with all buildings in the state. Chapter 11 of the Brown County Code regulates the location, construction, installation, alteration, design, and use of all private onsite wastewater treatment systems (POWTS) within the County so as to protect the health of residents, to secure safety from disease and pestilence, to further the appropriate use and conservation of land and water resources, and to preserve and promote the beauty of Brown County and its communities.

In 2001, the Wisconsin Department of Commerce adopted revisions to Wisconsin Administrative Code COM 83 (Private Onsite Wastewater Treatment System) to recognize new technologies, provide consistent application of the code, incorporate new standards, provide more options to owners, improve treatment, revise outdated rules, address legislative intent, and define agency roles. These changes have been reflected in Chapter 11 of the Brown County Code. The effect of these changes has been to increase the options and opportunities for use of private onsite systems within the communities of Brown County.

Soils in much of the Town have severe limitations for conventional disposal fields due to slow water permeability and seasonal perched water tables. Mound systems can sometimes overcome limitations for conventional disposal systems, and if not, holding

tanks are used. A review of the permits issued by the Brown County Zoning Department for the various types of disposal systems in the Town confirms the fact about soil limitations for conventional disposal fields in the Town.

The Brown County Zoning Department has been collecting detailed information on all private onsite wastewater treatment systems (POWTS) within Brown County since 1977. For the period of 1977 through the end of 2004, the Brown County Zoning Department has issued 24 sanitary permits for the installation of septic systems, 141 permits for the installation of holding tanks, and 155 permits for the installation of mound systems in the Town of Humboldt. The Brown County Zoning Office has collected detailed holding tank pumping information since 1992, and its records indicate that for the last ten years, an average of 2.577 million gallons per year were pumped within the Town. The Brown County Zoning Office has issued more permits for holding tanks in the Town of Humboldt than for any other municipality in Brown County.

The Town should ensure the long-term viability of private onsite sewage disposal systems in the Town through continued support of Brown County's private sewage system ordinance. The ordinance requires inspections of all existing onsite sanitary systems at the time of sale of associated residence or building. The sewage system ordinance also requires that all POWTS installed after July 1, 2000, be maintained and serviced and that a licensed plumber or septic inspector certify every three years that the POWT is in proper working condition and that the tank was recently pumped or that it was recently inspected and is less than one-third full of sludge or scum. This will help ensure that the POWTS are working properly and are not an environmental hazard to the groundwater. The Town should encourage Brown County to require inspection and inclusion in the mandatory 3-year maintenance program of all private sewage disposal systems in Brown County. The Town should also think about providing periodic informational articles regarding proper care and maintenance of private sewage systems to Town residents.

Water Supply

Groundwater has always been the source of all drinking water and most other water uses within the Town of Humboldt. All residents and businesses have their own private wells for potable water use. Groundwater from private wells is generally of good quality with some slight differences depending on location. There is no municipal water supply system in the Town.

The federal Safe Drinking Water Act of 1974 charged the Environmental Protection Agency (EPA) with promulgating drinking water standards to protect public health. These standards, known as "maximum contaminant levels" (MCLs), now cover approximately 52 substances. Primary MCL standards are designed to protect public health and include standards for organic and inorganic chemicals, microorganisms and bacteria, and turbidity. Secondary MCL standards are designed to protect public welfare and include color, odor, and taste. The Wisconsin DNR has promulgated state MCLs based on the federal MCLs whether its source is groundwater or surface water. These standards apply to any public water supply system. Most water sources contain at least small amounts of some contaminants. Contaminants may include microbes, such as viruses and bacteria, inorganics, such as salts and metals; pesticides or herbicides,

organic chemicals, such as petroleum byproducts, and radioactive substances. The presence of such contaminants does not necessarily indicate that the water poses a health risk

In 1984, Wisconsin State Statutes 160 and Administrative Codes NR 809 and 811 were created to minimize the concentration of polluting substances in groundwater through the use of numerical standards to protect the public health and welfare. The numerical standards created under NR 809 and 811 consist of enforcement standards and preventive action limits.

Private wells do not require the monitoring and testing that is required of a public water supply, and reports and tests can be conducted on an individual basis for residents who request that their wells be tested. Brown County Health officials indicate that they have not seen evidence of groundwater quality problems based on water samples from the Town that they have been asked to test. Reports and tests are conducted on an individual basis for bacterial contamination for residents who request their wells be tested. A sampling kit should be obtained from the Brown County Health Department any time a person notices a distinct change in color, odor, or taste of their drinking water. It is recommended that well owners periodically have their wells tested for water quality.

As with all communities, it is very important that the groundwater, Humboldt's only source of drinking water, be protected. The greatest threats to groundwater are contamination and overuse. As with any rural and agricultural community, the most common sources of contamination include feedlots, manure storage and spreading, manure pits, irrigation, fertilizers, and pesticides. The contamination threat may increase with the proliferation of larger farms that contain large amounts of farm animals. Contamination also can occur from malfunctioning onsite sanitary systems. Overuse of the groundwater is not envisioned to be a problem within the foreseeable future.

Ensuring functioning onsite sanitary systems will help to protect groundwater from contamination from these systems and help protect the quality of water from the private wells in the area. The Town should support Brown County's "time of sale" program of inspecting private onsite wastewater treatment systems to guard against failing systems. Whenever there is a sale of a property that contains a house or business on the property with an onsite sanitary system, the County requires that the owner, prior to the sale occurring, obtain a systems inspection of the onsite sanitary system to ensure that it is functioning correctly. If it is not, replacement is required.

The Town should support Brown County's "3-year maintenance program" that requires onsite sanitary systems be checked every three years by a licensed pumper with a report sent to the County Zoning Office for review. Onsite sanitary systems are added to the maintenance program whenever a property changes hands or whenever a new system is installed. This means, however, that there are many onsite sanitary systems throughout the County that are not part of the system. The Town should encourage Brown County to require inspection of and inclusion in the mandatory 3-year maintenance program all private sewage disposal systems in Brown County. Humboldt should investigate the possibility of requiring that all property owners within the Town with onsite sanitary systems be part of the maintenance program.

In order to ensure that Town residents understand the necessary maintenance and care associated with a private drinking water supply, the Town should provide educational materials, such as the WDNR publication “Answers to Your Questions About Groundwater,” to Town residents and should provide informational articles and resources in a Town newsletter or website.

The Town should also recommend to its residents that they periodically have their well water tested. There is no requirement to do so but periodic testing can identify problems with water quality that may not be able to be detected by the homeowner. Health officials recommend that well water be tested at least every five years. The cost is not excessive, and the benefits can be many.

Abandoned or unused wells pose a great threat to the safety and quality of groundwater. An unused well provides a direct path for contaminants and pollutants to the underground aquifers that supply working wells. Water and effluent that gets into an abandoned well bypasses the purifying action that normally takes place in the upper layers of the soil and directly enters the aquifer used to supply drinking water to nearby residents. Ensuring that abandoned wells or unused wells are properly capped will help to protect groundwater from contamination from various sources, such as manure runoff and other surface contaminants. There are many abandoned wells within Brown County that have not been properly capped. It is very likely that there are abandoned and unused wells in the Town of Humboldt. The Town should recommend to property owners within the Town (through a Town website or a Town newsletter) that any abandoned or unused wells located on their property be properly capped for the landowners’ own health and safety, as well as for their neighbors’ health and safety. A Brown County committee is looking at this problem, but it is unclear whether or not the County will pursue creating and implementing a County well abandonment ordinance requiring the capping of abandoned and unused wells. If this does not happen, the Town should consider adopting such an ordinance to help protect the groundwater within the Town of Humboldt.

The Green Bay Water Utility operates a water treatment plant in the eastern portion of the Town of Humboldt adjacent to Finger Road. Lake Michigan water is brought to the site from the east and is treated at the treatment plant. Once treated, the potable water then flows west into the City of Green Bay for use by City residents. Because the length of the water line within the Town is almost entirely for treated, potable water, the water line, as well as the treatment plant, offer the potential for public water service to the Town. Any use by Town residents of water from the City of Green Bay would require an agreement with the City for such service.

In the future, if demand is warranted, the Town should contact the City of Green Bay about the possibility of contracting with the City to supply potable water to portions of the Town.

Solid Waste Disposal and Recycling

Residents of the Town either contract individually with private haulers for collection and disposal of solid waste or bring their solid waste to the Town of Humboldt Recycling Center located off Luxemburg Road in the northeast portion of the Town. Pickups for

those residents contracting with private haulers are generally made on a weekly or bi-weekly basis. The Town accepts recyclable materials and old tires, as well as yard waste, at the recycling site. The Town contracts with Waste Management to haul solid waste and recyclables from the recycling center and contracts with Heim Recycling to haul metals from the recycling center. Heim Recycling is located just down the road from the Town recycling center, and residents can drop off old batteries and old appliances. The Town is in the process of trying to obtain permission from the Wisconsin Department of Natural Resources to burn the solid waste collected at its recycling site.

Retention of the Town recycling center came up a number of times during the Town visioning session as an important service and asset that should be continued. It is envisioned that the current method of solid waste disposal will continue to be adequate during the 20-year time-period of this plan. If conditions warrant, the Town may want to contract with a specific hauler for private solid waste disposal.

Stormwater Management

In 1987, the federal government passed an amendment to the Clean Water Act that included several regulations related to stormwater management and nonpoint source pollution control. The programs created by this legislation are administered by the U.S. Environmental Protection Agency and are targeted to control nonpoint source pollution from municipal, industrial, and construction site runoff.

Due to revisions to the federal programs in 1999 and corresponding changes to Wisconsin Administrative Codes, these federal programs apply to most communities and most construction sites one acre or larger. Within the Town of Humboldt, it is anticipated that these requirements will apply to all construction sites one acre or larger in size.

As stated in the Wisconsin Department of Natural Resources' model stormwater runoff ordinance, uncontrolled stormwater runoff from land development activity has a significant impact upon water resources and the health, safety, and general welfare of the community. Uncontrolled stormwater runoff can:

- Degrade physical stream habitat by increasing stream bank erosion, increasing streambed scour, diminishing groundwater recharge, and diminishing stream base flows.
- Diminish the capacity of lakes and streams to support fish, aquatic life, recreational, and water supply uses by increasing loadings of nutrients and other urban pollutants.
- Alter wetland communities by changing wetland hydrology and by increasing pollutant loads.
- Reduce the quality of groundwater by increasing pollutant loads.
- Threaten public health, safety, property, and general welfare by overtaxing storm sewers, drainageways, and other minor drainage facilities.

- Threaten public health, safety, property, and general welfare by increasing major flood peaks and volumes.
- Undermine floodplain management efforts by increasing the incidence and levels of flooding.

Research indicates that many of these concerns about stormwater runoff become evident when impervious surfaces (rooftops, roads, parking lots, etc.) within a watershed reach 10 percent. A typical medium-density residential subdivision can contain about 35 to 45 percent impervious surfaces.

Currently, stormwater management within the Town of Humboldt is undertaken on a case-by-case basis by property owners/developers. There are no regional detention ponds or publicly-owned detention ponds within the Town. Stormwater best management practices and facilities are best implemented on a regional effort and not on a case-by-case basis. As New Franken develops, the Towns of Humboldt, Green Bay, and Scott should consider putting together a regional stormwater plan for the area.

To resolve the problem previously noted, as well as to protect the important natural resource features identified within the Natural, Cultural, and Agricultural Resources chapter of this plan, it is recommended that a stormwater management plan be developed for the Town of Humboldt and that the Town develop a stormwater ordinance to ensure that future stormwater facilities are constructed to a standard that will adequately handle stormwater quantity and quality. A comprehensive stormwater management assessment and plan would identify potential trouble spots with regard to existing culverts and grades that may be causing stormwater to back up into yards, fields, and wetlands and would identify areas where a larger culvert size may be required.

The Brown County Drainage District No. 4 encompasses a portion of the northwestern part of the Town (see Figure 6-3). The district maintains ditches located in the area that were constructed years ago to drain some of the wet areas within the district. Drain tiles have also been installed in some of the farmland of the area to help drain water into the ditches. The district is a taxing authority, and its costs to maintain the district are received from property owners located within it.

The New Franken Storm Sewer District, located in the New Franken area, encompasses part of the Town of Humboldt, as well as portions of the Towns of Scott and Green Bay. The district has not acquired any funds for many years from property owners within it for building or maintenance purposes. There is an existing storm sewer located in New Franken that was evidently installed by the district many years ago. The storm sewer is located along New Franken Road extending north from the railroad tracks to the intersection of Bank Road in the Town of Green Bay. There is also a small sewer line along Ronsman Road. Water from the storm sewer drains to the east into a ditch located along a portion of the railroad tracks located in the Town of Green Bay. While still a functional entity, the district has not been active in recent years and has not engaged in any recent storm water projects.

Figure 6-3: Brown County Drainage District No. 4

Parks and Recreation

The presence of outdoor recreation and open space adds to a community's quality of life. It enhances the attractiveness of and fosters a sense of civic pride in the community. The provision of an adequate supply of areas, facilities, and activities to accommodate the public's open space and recreational needs has long been demonstrated to promote the general health, welfare, and safety of the community and its citizens.

In order to set forth a vision for future park and recreation facilities, communities often develop a comprehensive outdoor park and recreation plan. Such a plan reviews state, county, and local goals for the provision of outdoor recreation facilities and identifies those that are pertinent to the local community. Once adopted, a comprehensive outdoor park and recreation plan provides eligibility to a community for numerous state and federal grants for a period of five years. The municipality is required to update the plan every five years in order for the municipality to retain eligibility for grants.

Should the Town of Humboldt determine that there is a need for a park facility or local publicly-owned conservancy areas in the future, it should consider preparing an outdoor recreation plan to quantify local needs and prioritize acquisition and development activities. The plan should reference the Brown County Open Space and Outdoor Recreation Plan, as well as the State of Wisconsin's "Statewide Comprehensive Outdoor Recreation Plan" (SCORP), in addition to analyzing appropriate locations and activities for outdoor recreation in Humboldt. Once completed, it should be submitted to the Wisconsin Department of Natural Resources to ensure eligibility for Stewardship program grants. The Town should also consider the appropriateness of establishing a park impact fee to ensure that new residential development pays its fair share of the cost of new parks, outdoor recreation facilities, and open space sites.

The Town of Humboldt currently does not provide any public park sites. There are a number of privately-owned facilities located in the Town that can be used by the general public. Northview golf driving range is located in the western portion of the Town adjacent to Humboldt Road near the boundary with the City of Green Bay. There are two ball diamonds associated with St. Thomas the Apostle Church located in eastern Humboldt adjacent to Humboldt Road. A lighted ball diamond has recently been constructed at Davister Whipp Bar in Sugarbush for use by softball leagues. The New Franken Sportsmen's Club is a privately-owned shooting club that is located in central Humboldt on New Franken Road. See Figure 6-4 for the location of these facilities within the Town.

An increase in the population of the Town will result in an increase in the demand for park, open space, and outdoor recreation opportunities. Such a demand is often expressed as a desire by residents for additional open space for walking and picnicking, informal outdoor activities, such as catch and playgrounds, and formal activities, such as league softball and soccer. Demand may especially be evident for park and recreation facilities for small children in the New Franken area as it develops.

Figure 6-4: Park, Recreation, and Community Facilities

The Town should consider working with the Towns of Green Bay and Scott to develop a small neighborhood park in the New Franken area to serve the development in that area. The park would not necessarily need to be located in Humboldt. It could be located in any of the three municipalities. If demand is expressed by Town residents for public recreational sites, the Town should consider developing a community park for Town residents.

Coordination of park and open space sites and opportunities with public and private schools, conservancy zoning, stormwater management facilities, and sidewalks, trails, and parkways should also be of particular focus. Many similar recommendations are contained in the Natural, Cultural, and Agricultural Resources chapter of the comprehensive plan. The Land Use chapter of the plan also discusses recreational needs of the Town.

The possibility exists that a recreational trail may be developed in the Town sometime in the future. The Canadian National Rail Line that bisects the northwest portion of the Town has very limited use. Should the tracks be abandoned, the Wisconsin Department of Natural Resources will likely acquire the tracks for use as a recreational trail. The tracks extend into Kewaunee County. Town officials will need to work with the DNR and Brown County in planning for the development of this portion of the trail if this does come to fruition and should consider consulting with the adjoining town in Kewaunee County about use of the trail. It would also be advised that the Town work with the Brown County Planning Commission to identify a possible trailhead location to provide parking that would encourage people to use the trail while discouraging parking on the shoulders of intersecting roads. If a trail is developed, the Town could also consider developing a feeder trail system connecting to the main trail to encourage pedestrians and bicyclists of the Town to use the trail. A feeder trail system could include the addition of paved shoulders along roadways, as well as trails, sidewalks, or walkways. Such trails or bike lanes would only be constructed through assistance of the Town or by local property owners.

The Brown County Bicycle and Pedestrian Plan Update recommends a bicycle corridor (comprised of a signed, striped, and marked bicycle lane) along CTH T (New Franken Road) connecting the central portion of the Town to Denmark to the south and to New Franken to the north. It would also link with the potential trail along the railroad tracks. The plan recommends a bicycle corridor along CTH N (Humboldt Road) connecting Green Bay to the west and Kewaunee County to the east. It would link with the potential trail along the railroad tracks. This would require paving the shoulder of these two highways during resurfacing or reconstruction to create the bicycle lane.

The Brown County Open Space and Outdoor Recreation Plan contains a recommendation for the designation and establishment of a parkway along Baird Creek, which is located in the southwestern portion of the Town. The purpose of parkways is for natural resource protection and for public recreation. Baird Creek generally flows westerly into the City of Green Bay, which has acquired a considerable amount of parkway along the corridor of the creek as it winds through Green Bay. The Green Bay Comprehensive Plan recommends additional corridor acquisition along this waterway in the eastern portion of the City as it traverses into Humboldt. A parkway can include

land acquisition, land dedication, easements, and utilization of adjacent rights-of-way. Land acquisition could occur by any municipal entity, and acquisition of parkways could occur any time that an opportunity arises. If public acquisition is not feasible, private ownership subject to conservation easements could be considered. The location of this potential parkway could link up with the Canadian National Rail Line tracks and may become a trail in the future.

Telecommunication

SBC and CenturyTel provide landline phone service to the Town of Humboldt. Residents located in the extreme western part of the Town are served by SBC, while the remainder of the Town is served by CenturyTel. No cable service is provided in the Town. Some areas of the Town do have high speed Internet access through CenturyTel, and residents in the Town have expressed a need for Internet service. Anything that the Town can do to get such service to the Town will be invaluable to Town residents. Current trends in the telecommunications industry point to a greater demand for high speed Internet access and cellular communications in the future, which may lead to more companies wanting to provide services to residents of the Town of Humboldt. Such future facilities should be made to collocate and to ensure that adequate easements or other necessary rights-of-way are available and adequate design standards are in place for the tower and associated buildings.

Power Generation

Electricity is provided to the Town by Wisconsin Public Service Corporation (WPS). WPS also provides natural gas service to a portion of the Town around Finger Road and County Highway T. Expansion of this service will occur depending on density of development in the Town. WPS is adequately positioned to continue to serve the future needs of the Town.

The Town should adopt a wind ordinance to regulate any future windmills and wind energy devices within the Town.

Cemeteries

There are three cemeteries located within the Town. St. Mary's Cemetery is located adjacent to Humboldt Road (CTH N) in Section 3, Humboldt Cemetery is located off Ronsman Road in Section 5, and St. Hubert's Cemetery is located off Humboldt Road in Section 36. In addition to providing burial sites to area residents, cemeteries serve as a source of local history and open space. When properly located and maintained, cemeteries can be an important and attractive element of the community. Area residents also rely on cemeteries and mausoleums in the Green Bay Metropolitan Area.

Additional demands in the future should continue to be addressed by the private sector. The Town should ensure that such uses are properly designed and located.

Healthcare

The Town of Humboldt generally relies on healthcare providers located in the Green Bay Metropolitan Area. A community-based residential facility is located along Finger Road, which provides service to people of all ages with mental and physical handicaps. This situation should continue to be adequate during the timeframe of this plan. Healthcare services should be encouraged to locate in the Town to help serve the needs of local residents.

Elderly Care

The Town of Humboldt primarily relies on elderly care providers located in the Green Bay Metropolitan Area. A community-based residential facility is located along Finger Road, which provides service to people of all ages with mental and physical handicaps. Many services are also available to residents of the Town from the Brown County Aging Resources Center. This situation should continue to be adequate during the timeframe of this plan. Elderly care services wanting to locate in the Town should be encouraged to do so to help serve the needs of local residents. All community based residential facilities should be protected with a sprinkler system for fire protection.

Childcare

There are no licensed childcare facilities within the Town. Some residents likely provide childcare in their homes. Properly designed and located childcare facilities would be a benefit to Town, would be a valuable addition to the Town to help serve the needs of Town residents, and such facilities should be encouraged to locate in the Town.

Emergency Services

The New Franken Volunteer Fire Department located at 5077 Ronsman Road in the Town of Scott portion of New Franken provides the Town of Humboldt, as well as the Towns of Scott and Green Bay, with fire protection. It is a 31-person volunteer department with mutual aid agreements with the various fire departments from Brown, Kewaunee, and Door Counties. The department owns and operates a number of trucks and fire equipment. It has two pumper trucks. One pumper carries 2000 gallons of water with a capacity to pump 1250 gallons per minute, and the other carries 1000 gallons of water with the capacity to pump 1500 gallons per minute. Each pumper carries foam onboard for use in fighting various types of fires. The department has two tankers, each with the capacity to carry 2000 gallons of water. It also has a mini-pumper/brush truck that carries 300 gallons of water and has the capacity to pump 600 gallons per minute. The department has an equipment van which carries the jaws of life, as well as other fire fighting equipment. The department also owns compressors for filling the self-contained breathing apparatus used by the firefighters.

For an additional supply of water for fire protection, the department has access to a fire hydrant located at the Green Bay Water Utility Treatment Plant located on Finger Road in the eastern portion of the Town, as well as fire hydrants located in the Town of Scott near the intersection of STH 54/57.

The department is well positioned regarding equipment needed to serve its service area. There has been some discussion about locating a station in the northern portion of the Town of Green Bay. The existing fire station in New Franken at the border of the Town of Humboldt and the Town of Scott provides a good service location to the Town of Humboldt. In the future, if large scale equipment needs come up, the department should consider working with adjoining fire departments through joint purchases of equipment, which may enable them to provide even better fire protection to the service area.

The Brown County Sheriff's Department provides police protection and patrol service to the Town. This is a similar service provided by the Sheriff's Department to all other towns within the County that do not have their own service or do not contract with the Sheriff's Department for additional service.

Ambulance service is provided by County Rescue Service located in the Village of Bellevue. At the present time, there are no first responders who work with County Rescue and who live in the Town. It is envisioned that this service will continue to be adequate for the length of this plan.

As the population in Humboldt increases, the Town should monitor its need for additional emergency services and provide or contract with the appropriate provider for additional protection, if necessary.

Libraries

The Town of Humboldt relies upon the public Brown County Library system to meet its library needs. There is no public library located within the Town. The closest library is the East Branch Brown County Library located on the east side of the City of Green Bay on Main Street. The Brown County Bookmobile does not make stops in the Town of Humboldt. The Bookmobile does, however, make a stop at the New Franken Volunteer Fire Department in the Town of Scott portion of New Franken.

Schools

The Town is located in two different school districts (see Figure 6-5). The far western portion of the Town is located within the Green Bay School District. The rest of the Town is located within the Luxemburg-Casco School District. The school districts provide a comprehensive K-12 grade educational program. Neither school district has a school located within the Town. All students from the Town are bused to and from school. There are no private schools located in the Town; although, some school children within the Town likely attend private schools.

The Green Bay School District has seen tremendous growth in the eastern portion of the district. Preble High School has the district's largest enrollment at over 2,200 students and is about 200 students above its capacity. Edison Middle School's enrollment is almost 1,200 students. The school district created a Demographic Task Force Committee that has projected that the district will have 1,500 additional students in the next ten years, most of which will be in the Preble attendance area. The task force has recommended that a new school be built to accommodate the expected increase in student enrollment in its service area. The new school would house a high school and

Figure 6-5: School Districts

possibly additional grades. A change in school boundaries is also recommended to accommodate the new school. This could affect which school students residing in the Town would attend in the future.

The Luxemburg-Casco School District has seen steady school enrollment increases, and projections are for the enrollment to continue to grow in the future. Projections indicate an increase in school enrollment from 1,962 students in 2005 to 2,379 students in 2012. The school district has begun the process of looking into various options to handle the projected school enrollment increase. The enrollment projections may precipitate a need for future school building projects. Preliminary cost estimates were done for the school district to estimate the cost of potential future school projects. Nothing has been decided as the potential list of projects is preliminary in nature and additional public discussion, including a referendum, will be needed prior to any decisions being made.

Future growth within the Town will have minimal impact on the two school districts, due to the small population and projected future growth within the Town. The greatest impact of growth on the school districts will come from future development in other portions of the districts' service areas. Future development in the Village of Bellevue and the City of Green Bay will have the biggest impact on future schools in the Green Bay School District, while future growth in the Village of Luxemburg will have the biggest impact on the Luxemburg-Casco School District. It is recommended that the Town keep the school districts apprised about any future residential developments planned within the Town.

Information from the 2000 U. S. Census indicated that 25 percent (336) of the Town's population was within the range of 5-19 years of age. The breakdown according to age classification was 7.2 percent (97 people) in the 5-9 age category, 9.6 percent (129) within the 10-14 age category, and 8.2 percent (110) within the 15-19 age category. Applying the same percentages for these age categories to the projected increase of 160 people in the Town for the 2025 population projection yields an increase of 39 additional school aged children. The projected age category breakdown increase for 2025 would be 11 additional children in the 5-9 age category, 15 additional children in the 10-14 age category, and 13 additional children in the 15-19 age category. The projected increase in school children based on this scenario would be divided up into the two different school districts serving the Town, with the majority of the increase in students likely to occur within the portion of the Town served by the Luxemburg-Casco School District since it serves a larger portion of the Town than the Green Bay School District. An increase in the school age population of students in the Town will have minimal impact on either of the two school districts.

Government

The Town of Humboldt Town Hall is located at 5505 Humboldt Road (CTH N) east of New Franken Road. The town hall is utilized for all town governmental meetings.

In 2010 the Town built a new Community Center located at the corner of Michiels Road and Humboldt Road (CTH N).

Post Office

The New Franken Post Office is located off of New Franken Road in the Town of Green Bay just across the border from the Town of Humboldt. It serves as a gathering place for residents to meet and converse, as well as providing an anchor in New Franken. A portion of the Town is also served by a post office on the east side of the City of Green Bay and a post office in the Village of Luxemburg.

Policies and Programs

A summary of actions and programs that the Town can undertake to achieve the utilities and community facilities goal and objectives listed in this plan's Issues and Opportunities chapter is provided in this section. Approaches range from specific one-time actions to broad ongoing programs.

Sanitary Sewer Service

- It is recommended that the Town keep future non-sewered development to a minimum in areas where the extension of future sanitary sewer service is planned.
- Consistent preparation and use of a Capital Improvements Program to prioritize and calculate the costs associated with maintenance and expansion of the sanitary sewerage system.
- Any future replacement of existing sanitary sewer lines should be done in concert with road improvement work whenever possible.
- Support an update of the 2002 Brown County Sewage Plan to reflect the recommendations contained within this comprehensive plan.
- Lobby Brown County the next time its sewage plan is updated to allow small municipalities and small sanitary districts, like the New Franken Sanitary District, to have more sewer service acres than what is allowed under past calculations to give it more flexibility for growth due to situations where individuals within the existing sewer service areas choose not to develop their properties.
- It is important that the town board and the sanitary district communicate and consult with one another prior to approval of development proposals within and adjacent to the sanitary district so that both entities are on the same page in the decision-making process.
- Require surveyors to include a note on proposed Certified Survey Maps and subdivision plats for land located adjacent to the sanitary district in New Franken indicating that public sanitary sewer service may be extended to the area in the future and that homeowners will be required to hook up to these public services if such extensions occur.
- The Town should explore avenues about providing public sanitary service to areas of the Town located in the vicinity of Green Bay, such as contacting the City of Green Bay and the GBMSD about the possibility of obtaining public sanitary service in the future to lands in the Town adjoining the City.

Onsite Sewage Disposal Systems

- Support Brown County’s private sewage system ordinance that requires inspections of all existing onsite sanitary systems at the time of sale of the associated residence or building.
- Disseminate information to all property owners in the Town regarding the importance of proper maintenance for private sewage systems and resources available to repair failing systems.
- Support Brown County’s private sewage disposal system ordinance that requires inspections of all existing onsite sanitary systems at the time of sale of the associated property and the ordinance’s mandatory 3-year maintenance program.
- Encourage Brown County to require inspection and inclusion in the mandatory 3-year maintenance program of all private sewage disposal systems in Brown County.
- Provide information to Town of Humboldt homeowners regarding the importance of having their sewage disposal systems inspected on a periodic basis.

Water Supply

- Provide information to Town of Humboldt homeowners regarding the importance of testing their wells for contaminants. This may include the use of various WDNR informational handouts and information relating to Brown County’s voluntary well-testing program.
- The Town should support Brown County’s “3-year maintenance program” that requires onsite sanitary systems to be checked every three years by a licensed pumper, with a report sent to the Brown County Zoning Office for review.
- Humboldt should investigate the possibility of requiring that all property owners within the Town with onsite sanitary systems be part of the Brown County maintenance program.
- The Town should encourage Brown County to require inspection and inclusion in the mandatory 3-year maintenance program of all private sewage disposal systems in Brown County to help minimize the risk of groundwater contamination from onsite sewage systems.
- The Town should support Brown County’s “time of sale” program of inspecting private onsite wastewater treatment systems to guard against failing systems.
- The Town should recommend to its residents that they periodically have their well water tested.
- The Town should recommend to property owners within the Town through use of a Town website or a Town newsletter that any abandoned or unused wells located on their property be properly capped for the landowners’ health and safety, as well as for their neighbors’ health and safety.
- Support any efforts by Brown County to adopt a County well abandonment ordinance or, if that does not come to fruition, consider adopting a Town well abandonment ordinance.

- In the future if demand is warranted, contact the City of Green Bay about the possibility of the Town of Humboldt contracting with the City to supply potable water to portions of the Town.

Recycling

- Continue to operate the recycling center in the Town as a drop-off place for recyclable materials and as a refuse collection site. Continue efforts to make the center cost-effective and user-friendly.

Stormwater Management

- As the Town develops, it should consider the need for preparing a stormwater management plan for areas in the Town not covered by stormwater plans or facilities. Based upon the recommendations of that plan, it may also be necessary to prepare and adopt a stormwater management ordinance to implement the plan.
- The Town should require developers to put together and implement stormwater plans for all new subdivisions.
- The Town should monitor and identify potential trouble spots with regard to existing culverts and grades that may be causing stormwater to back into yards and fields and identify areas where larger culvert sizes may be required.
- The Brown County Drainage District No. 4 should continue to monitor drainage needs and maintain existing drainage and future drainage facilities within the district.
- The New Franken Storm Sewer District should implement storm sewer needs within its district and should review new development proposals within the district from a storm sewer perspective.

Parks and Recreation

- Create a community park for active and passive recreation activities, as well as community-wide picnics and festivals.
- Consider preparing a Town park and open space plan to address future recreational needs of the Town. Based upon the existing population and future projected growth within the Town, acquisition and development of various parks, outdoor recreation and open space sites, and facilities may be necessary during the timeframe of this comprehensive plan.
- The Town should talk with the Towns of Green Bay and Scott about joint park and recreation efforts to provide recreational opportunities for residents in the three Towns.
- The Town should work with and support Brown County's countywide parkway and trail efforts.
- Support potential future efforts of the Wisconsin Department of Natural Resources and Brown County to develop a recreational trail along the Canadian National Rail Line tracks if the line ceases to be used as a rail line.

- If a trail along the Canadian National Rail Line tracks does become a reality, the Town should consider locating a trailhead parking spot along the trail for trail users and consider developing a feeder trail system connecting the trail.
- The Town should investigate the implementation of a park and recreation impact fee applicable to new development to help the Town offset costs for planning, construction, maintenance, and development of future recreational sites and facilities for Town residents.
- Work with local, state, and regional public and nonprofit groups to identify potential conservancy areas in the Town.

Telecommunications

- Investigate opportunities to recommend or require collocation and design standards for telecommunication facilities.
- Ensure that telecommunication facilities are collocated to the greatest extent possible.
- Work with the local telephone and cable companies to ensure that more of the Town will have access to high-speed Internet connections in the near future.
- Ensure that adequate easements and design standards for telecommunication facilities are utilized.
- Consider developing and adopting a telecommunication antenna ordinance to address potential siting and developing of future telecommunication towers and antennas in the Town.

Healthcare

- Encourage and promote the location of healthcare providers, clinics, etc. within the Town.
- Work with private and nonprofit groups to ensure elderly residents have transportation to healthcare facilities.

Elderly Care

- Encourage and promote the location of elderly care providers within Humboldt.
- Work with private and nonprofit groups to ensure elderly residents have transportation to healthcare facilities.

Childcare

- Encourage and promote the location of childcare providers within the Town.

Emergency Services

- Maintain the Town's current standard of fire protection.

- Periodically review fire, rescue, and police services to ensure that they continue to meet the needs of the Town.
- If large equipment needs come up in the future for the fire department, the department should consider working with adjoining fire departments through joint purchases of equipment, which may enable them to provide even better service while keeping costs down.
- Maintain the Town's current standard of police protection through the Brown County Sheriff's Department and consider contracting for additional patrol service if it is determined that additional service is necessary in the future.

Libraries

- Look into the possibility of having the Brown County Bookmobile make periodic visits to a site in the Town and urge Town residents and Brown County elected officials to continue this program.

Schools

- The Town should keep the school districts informed of any large future developments proposed in the Town.
- The Town should keep the school districts informed about the needs and wishes of Town residents.

Government

- A committee should be established to consider the current demands upon and future needs of the town hall. The committee should look at all of the options for the town hall, including the construction of a new town hall/community center-type building.
- Investigate the possibility of a Town newsletter and website to inform citizens about issues affecting Town government.
- It is important that the town board and the sanitary district communicate and consult with one another prior to approval of development proposals within and adjacent to the sanitary district so that both entities are on the same page in the decision-making process.
- Require surveyors to include a note on proposed Certified Survey Maps and subdivision plats for lands located adjacent to the sanitary district in New Franken indicating that public sanitary sewer and water service may be extended to the area in the future and that homeowners will be required to hook up to these public services if such extensions occur.
- The Town should adopt a wind ordinance to regulate any future windmills and wind energy devices within the Town.
- Begin discussions on a boundary agreement between the Town of Humboldt and the City of Green Bay as a way to provide public sanitary sewer and water service to areas of the Town and avert annexations to the City.

CHAPTER 7

Natural, Cultural, and Agricultural Resources

Agricultural lands and natural areas help define a rural community's character, such as Humboldt's, and they impact every resident's quality of life. Agriculture has historically been and continues to be the dominant land use activity in Humboldt. Land devoted to agricultural use makes up about 73 percent of the Town. There has been a reduction in land devoted to agriculture within the last 20 years. The results of the public visioning session and other public input indicate that agriculture is an important resource of the Town of Humboldt and should be preserved as much as possible.

The third highest rated issue to come out of the visioning session was to "preserve farmland and maintain agriculture in the Town." Retaining the rural atmosphere of the Town and maintaining water quality were also highly rated issues that came out of the visioning session.

This plan will examine ways to build upon these resources to establish and promote community identity, while at the same time preserving the land and the rural way of life that the residents enjoy.

Inventory and Analysis

Soils

Soil is one of the major building blocks of the environment. It is the interface between what lies above the ground and what lies underneath. The relationship between soil and agriculture is obvious. The relationships between soil and other land uses, while almost as important, are often less apparent. In Brown County as elsewhere in North America, little attention is given to soils in regard to the location and type of future development. Among the reasons for this is the complacency by many that modern engineering technology can overcome any problems associated with soils. While this is true, the financial and environmental costs associated with overcoming soil limitations can often be prohibitive.

The topography of the Town ranges from nearly level glacial lake basins in the western part of the Town to gently rolling glacial moraine in the eastern part. The soils of the glacial moraine regions are mostly deep, well drained to somewhat poorly drained, Kewaunee-Manawa silt loams with dominantly clayey subsoils. These prime agricultural soils are moderately to highly fertile and well-suited for farming. The glacial lake basins generally contain organic soils often surrounded by poorly drained Poygan silty clay loam. These soils are constantly wet due to a high water table and poor drainage. According to the Soil Survey of Brown County, Wisconsin, the Kewaunee-Manawa soil association is the only soil association within the Town of Humboldt.

Figure 7-1: Soil Limitations for Dwellings with Basements

Most of Humboldt's soils are well suited to all of the crops commonly grown in Brown County. Some of these soils have to be drained to be productive. Additionally, soil type should be reviewed when identifying potential sites for residential development. Figure 7-1 identifies areas with soil limitations for dwellings with basements. These areas are typically located in very wet areas, along stream corridors, and where there are very steep slopes.

Prime Farmland

The Soil Survey of Brown County, Wisconsin, defines prime farmland as soils with capability classes of I and II. Class I soils have few limitations that restrict their use, while Class II soils have moderate limitations that reduce the choice of plants or that require moderate conservation practices. Based upon the soil survey, much of the land in the Town is considered prime farmland.

The areas of the Town not considered prime farmland are generally associated with wet soil conditions. These areas are scattered throughout the Town. The majority of the areas are small in size, with the exception of three large areas located in Section 29, in Sections 28 and 34, and in Section 1. Much of these areas not considered prime farmland are also wooded. These conditions reduce the soil's potential to be classified as prime farmland.

Productive Agricultural Lands

Brown County's farmlands as irreplaceable resources that are invaluable to the continued well-being of the County's economy. Based on the year 2004 Brown County land use inventory, the Town of Humboldt has about 11,197 acres of productive farmland. This amounts to approximately 73 percent of the Town. There has been a consistent decrease in agricultural lands within the Town over the past 30 years due to the decline in the agricultural economy and the changing over of agricultural lands to rural residential use. Figure 7-2 identifies Humboldt's productive agricultural lands that are located throughout the Town.

There are multiple factors that define productive agricultural lands. The type of soil is the most obvious and important factor because the type of soil determines in a large way the ability of an area to grow crops. Soils that have little limitations are included as prime farmland. Soils that are considered prime farmland but are in a developed state are not included. Also included are those soils that are currently in a productive state, regardless of prime farmland classification.

The Brown County Farmland Preservation Plan identified most of the soils within the Town of Humboldt as prime agricultural soils. The classification of these soils was based on several soil characteristics and soil measurement guides. Generally, prime agricultural soils were those in a non-eroded condition that had a predicted crop yield of 85 bushels of corn for grain per acre, a slope less than 6 percent, and a soil capability of Class I or II.

Figure 7-2: Productive Agricultural Lands

Like most rural Towns, the Town of Humboldt has experienced some development pressure from the Green Bay Metropolitan Area. New lot splits for residences have occurred in the Town but at a lower rate than have occurred in most other Brown County rural municipalities. Some of these new residences have been built on what had been agricultural land located along County trunk highways and local roads within the Town. There have been no rural subdivisions platted within the Town.

A comparison of the amount of land enrolled in the Farmland Preservation Program in 1995 to 2003 shows a significant decline. In the year 2003, there were 5,047 acres of land enrolled in the program. This is 36 percent fewer acres than in 1995 when there were 7,880 acres enrolled in the program.

Despite ongoing anticipated development pressures, the Town wishes to retain its rural lifestyle. This plan in general and the Land Use chapter in particular will guide the Town when implementing policies that encourage the preservation of farming, as well as the rural atmosphere, in the Town.

Existing Regulations and Laws Affecting Livestock Facilities

Because of the changing farm climate, municipalities in Brown County are seeing the creation of more large dairy farms. Many communities are thinking about enacting local requirements to regulate this type of farm operation. Before a community determines a need to enact local regulations to regulate large animal farms, it is important for a municipality to have knowledge of and understand the existing county and state regulations presently in place that regulate this type of farm.

Brown County administers an Animal Waste Management Ordinance. This ordinance regulates the installation and design of animal waste storage facilities and animal feedlots so as to protect the health and safety of residents and the environment. Permits must be received from the County for animal feedlots that exceed 500 animal units, for construction of any animal waste storage facility, or for any animal feedlot that has received a notice of discharge under Wisconsin Statutes. Animal waste facility and animal feedlot plans need to provide provisions for adequate drainage and control of runoff to prevent pollution of surface water and groundwater. Permits for the abovementioned uses require separation and setbacks from adjacent properties, from lakes and streams, and vertical separation from groundwater. The ordinance prohibits overflow of manure storage facilities, unconfined manure stacking adjacent to water bodies, and direct runoff to water bodies, and it prohibits unlimited livestock access to waters of the state where high concentrations of animals prevent adequate sod cover maintenance.

The State of Wisconsin through the Wisconsin Department of Natural Resources (DNR) regulates manure management for all farms that have 1000 or more animal units. A Concentrated Animal Feeding Operation Permit (CAFO) must be received from the DNR for farms exceeding 1000 animal units. Once the permit is issued, the farm operators must comply with the terms of the permit by following approved construction specifications and manure spreading plans, conducting a monitoring and inspection program, and providing annual reports. The purpose of the implementation of the permit requirements is to ensure that there is no discharge of pollutants to navigable

waters or groundwater. Operators also must submit an application for permit renewal every five years and notify the DNR of any proposed construction or management changes.

The State of Wisconsin enacted Act 235 in 2004 to establish standards for the siting of livestock facilities. The Wisconsin Department of Agriculture, Trade and Consumer Protection developed and adopted by rulemaking best management practices and siting criteria standards for the siting of livestock facilities that exceed 500 animal units or exceed a conditional use permit level set by the local unit of government prior to July 19, 2003, within areas zoned agricultural. Local units of government that choose to regulate the siting of livestock operations will be required to adopt and enforce these standards. Any application for a new livestock operation or expansion of an existing facility would be approved if the site meets the state standards. The local unit of government may deny a permit if the site is located in a zoning district that is not zoned agricultural or if the application does not meet the applicable standards.

The act and accompanying rules address soil and water conservation concerns, animal waste management, and nonpoint source water pollution control. It also considers such factors as setback requirements, air quality, and other conditions applicable to the situation. A local unit of government may only apply more stringent requirements than state standards if it bases the requirements on scientific findings that show a more stringent requirement is needed to protect public health and safety.

Surface Water

Surface water is one of the most important natural resources available in a community. Lakes, rivers, and streams offer enjoyment, peace, and solitude. Besides providing recreational opportunities, surface waters provide an end source for drainage after heavy rains, provide habitat for countless plants, fish, and animals, are a source of drinking water for many communities, and are a source of process water for industry and agriculture. Sometimes lands immediately adjacent to such waters have an abundance of cultural and archeological significance because they were often the location of Native American and early European settlements.

Because of their importance, numerous federal, state, and local laws and regulations have been created to protect surface waters. They range from the commerce clause of the United States Constitution to county floodland zoning regulations. The most heavily regulated waters are those that are determined to be natural and “navigable.”

As shown on Figure 7-3, the Town of Humboldt contains Baird Creek, which cuts across the southwestern portion of the Town, as well as numerous small tributaries of School Creek, Wequiock Creek, and Scarboro Creek. School Creek is fed by intermittent creeks that drain the eastern portion of the Town and flow north into School Creek. The wetlands of the northwest portion of the Town drain into Wequiock Creek.

The Town of Humboldt is located in two different watersheds: the East River watershed and the Kewaunee River watershed. A watershed is an area of land where all of the water on it and under it drains to the same place. Within this area of land, all living things are linked by the common waterway.

Figure 7-3: Surface Water Features

The East River Watershed originates in Calumet County and extends 33 miles to the north to the Fox River. The west half of the Town is located within this watershed. The East River Watershed was designated as a priority watershed in 1987, and a plan has been completed to address environmental concerns. It has been identified nationwide as one of eight special project areas demonstrating the effects of agricultural chemical management on farm profitability and water quality.

The eastern portion of the Town is located within the Kewaunee River watershed. This watershed encompasses only about 25 percent of the land area within the Town. Tributaries of School Creek and Scarboro Creek are located in this watershed.

The Town of Humboldt has adopted an Agricultural Shoreland Management Ordinance that regulates agricultural activities within an agricultural shoreland management area, which is defined to mean all lands within 300 feet of a navigable or intermittent stream. Landowners are required to maintain an adequate vegetative buffer or equally effective erosion control practice for all lands extending 20 feet from the top of the bank on each side of a perennial stream or the centerline of an intermittent stream. It also requires that erosion on cropland within the agricultural shoreland management area must not exceed the tolerable rate for the predominant soil in the field.

The protection and preservation of the Town's surface waters should be one of its highest natural resources priorities. Doing so will help establish these waters as a benefit and attraction of the community and will address many of the objectives of this plan and many of the important issues raised by the public during the visioning process.

Floodplains

Floodplains are natural extensions of waterways. All surface waters possess them; although, the size of the floodplain can vary greatly. Floodplains store floodwaters, reduce flood peaks and velocities, and reduce sedimentation. They also provide habitat for wildlife and serve as filters for pollution.

Like surface waters, the importance of floodplains is also recognized and is regulated by federal, state, county, and local government. The State of Wisconsin mandates floodplain zoning for all communities under Wisconsin Administrative Code NR 117. These minimum standards must be implemented in order to meet eligibility requirements for Federal flood insurance. For regulatory, insurance, and planning purposes, the 100-year recurrence interval flood hazard area (also referred to as the regional flood) is most often used. The Brown County Zoning Office administers floodplain zoning within all towns in Brown County. Baird Creek is the only water body in the Town that has a delineated floodplain. The floodplain that has been established is only a generalized floodplain line which means that the entire area in the floodplain is considered as floodway status. This means that little to no building development can occur in the designated floodplain area. The Town contracted with the engineering firm, Mead and Hunt to put together a detailed flood study of Baird Creek within the Town, so that both floodway and flood fringe areas would be identified adjacent to Baird Creek. The existing FEMA floodplain map for the portion of Baird Creek located in the Town identified approximately 2000 acres of land within the floodplain. The Mead and Hunt engineering study (see Figure 7-4) has identified approximately 1000 acres as being within the floodplain, with

Figure 7-4: Floodplains

Figure 7-5: Floodlands and Floodplain Zoning

approximately 400 acres in floodway and about 600 acres in flood fringe. Calculation of flood fringe areas will allow development within the flood fringe areas subject to specific development precautions. The Wisconsin Department of Natural Resources is in the process of reviewing the floodplain study. The DNR must approve the study before it can go into affect and replace the old identified floodplain.

Flood studies are often undertaken by local engineering firms for waterways as part of development projects or road, bridge, or culvert crossings. Additional floodplain information may be available in the future if development projects are proposed for areas in proximity to particular streams or small tributaries within the Town. Due to the importance of floodplains for environmental, regulatory, and insurance purposes, flood studies are recommended when development is proposed adjacent to rivers and streams.

Figure 7-5 presents a diagram of a floodplain and identifies its constituent parts, including both the floodway and flood fringe. Under current regulatory requirements, the floodways are off limits to development; although, development could occur within the flood fringe areas with receipt of appropriate permits and approvals. Agricultural activities could continue within the floodplain

There are several threats to floodplains and the resource values that they represent:

- **Filling**, which might diminish the flood storage capacity of the floodplain. This could have the effect of raising the flood elevation or increasing flow velocities to the detriment of upstream or downstream properties.
- **Grading**, which can degrade the resource functions of floodplains, such as filtering pollutants or providing habitat.
- **Impediments**, which include encroachment of buildings or undersized culverts and bridge openings. These manmade and natural impediments affect the size and proper functioning of floodplains and pose potential hazards to adjacent residents and passersby.
- **Impervious surfaces**, which can increase the velocity of the flood flows, increase the number of pollutants, reduce the amount of natural wildlife habitat, and limit the amount of infiltration of stormwater into the ground.

Shorelands and Stream Corridors

Shorelands are the interface between land and water. In its natural condition, shorelands are comprised of diverse vegetation that protect lakes, rivers, and streams. These areas provide wildlife habitat and help protect water quality and fish habitat.

Like floodlands, the importance of shorelands is recognized and is regulated by state and local government. Wisconsin mandates shoreland zoning for all unincorporated communities under Wisconsin Administrative Code NR 115. Figure 7-6 presents a diagram of the state mandated minimum shoreland zoning requirements. Shoreland

Figure 7-6: Shorelands and Shoreland Zoning

zoning is primarily intended to control the intensity of development near and to create a buffer around lakes, rivers, and streams. The buffer is intended to remain an undeveloped strip of land that protects the water from the physical, chemical, hydrological, and visual impacts of nearby development. Within Brown County, the Brown County Zoning Office enforces these standards with oversight provided by the Wisconsin Department of Natural Resources.

Regulatory standards and restrictions do not apply to non-navigable waters. However, all lakes, rivers, and streams, no matter how small, should be assumed to be navigable until determined otherwise by the DNR.

Under current regulatory requirements, the 75 feet closest to navigable waters are off limits to development; although, development could occur within the remainder of the shoreland area with receipt of appropriate permits and approvals, and agricultural activities could continue within the shoreland area. Research being conducted by the DNR and others indicates that current state mandated shoreland zoning standards might not be adequate to properly protect water quality and shoreland ecosystems.

The Town Agricultural Shoreland Management Ordinance also gives protection to waterways within the Town. It regulates agricultural activities within 300 feet of waterways of the Town to help prevent soil erosion and minimize the movement of suspended solids into surface water. In this regard, the Town should take full advantage of federal, state, and county funding and other assistance in the establishment of stream buffers. The Town should also consider adding conservancy zoning status to lands adjacent to existing waterways of the Town where conservancy zoning does not exist.

Wetlands

Wetlands are characterized by water at or near the ground level, by soils exhibiting physical or chemical characteristics of waterlogging, or by the presence of wetland-adapted vegetation. Wetlands are significant natural resources that have several important functions. They enhance water quality by absorbing excess nutrients within the roots, stems, and leaves of plants and by slowing the flow of water to let suspended pollutants settle out. Wetlands help regulate storm runoff, which minimizes floods and periods of low flow. In addition, wetlands also provide essential habitat for many types of wildlife and offer recreational, educational, and aesthetic opportunities to the community.

The Wisconsin Wetlands Inventory Map (see Figure 7-7) identifies numerous wetlands throughout the Town. The WDNR digital wetlands inventory identified approximately 1,448 acres of wetlands within the Town. The majority of these wetlands are located in the western and central portions of the Town. There are a few wetlands located in the eastern portion of the Town. The largest concentrated blocks of wetlands in the Town are located in Sections 29, 30, and 33. Much of the wetlands of the Town are wooded wetlands.

The primary threat to wetlands is filling. Although an array of federal, state, and local regulations help protect them, wetlands (especially smaller ones) are still lost to road construction and other development activities. The draining of wetlands can also occur

Figure 7-7: WDNR Wetlands

through tilling and rerouting of surface water. Even if wetlands are not directly filled, drained, or developed, they still can be impacted by adjacent uses. Siltation from erosion or pollutants entering via stormwater runoff can destroy the wetland. Previously healthy and diverse wetlands can be reduced to degraded “muck holes” where only the hardiest plants like cattails can survive. Invasive plant species, such as purple loosestrife, can also negatively affect wetlands.

Under current regulatory requirements, all wetlands are off limits to development unless appropriate permits and approvals are obtained. In addition, under certain situations, agricultural activities may be regulated within wetlands. In this regard, the Town should take full advantage of federal, state, and county funding and other assistance in the protection of existing wetlands. The Town should also consider giving Town conservancy zoning protection to all identified wetlands within the Town.

Environmentally Sensitive Areas

Environmentally sensitive areas (ESAs) are defined by the Brown County Planning Commission as portions of the landscape consisting of valuable natural resources features that should be protected from intensive development. Identification and protection of environmentally sensitive areas (ESAs) are required by both state and county regulations under Wisconsin Administrative Code NR 121 and the Brown County Sewage Plan, as well as the Brown County Subdivision Ordinance. ESAs include lakes, rivers, streams, wetlands, floodways, and other locally designated significant and unique natural resource features. ESAs also include a setback or buffer from the natural feature, as well as areas of steep slopes (slopes 12 percent or greater) when located within or adjacent to any of the features previously noted (see Figure 7-8 for ESAs in the Town of Humboldt). Regulation of ESAs occurs during the review and approval of all land divisions that are regulated by the Brown County Subdivision Regulations and/or during review of requests for public sanitary sewer extensions. Landowners within the Town with water-related natural resource features on their property are encouraged to contact the Brown County Planning Commission for information about regulations involving the ESA when considering splitting land for land sale. The Town zoning administrator should also contact the Brown County Planning Commission about enforcement and regulation of ESAs that appear on subdivision plats and Certified Survey Maps.

Development and associated filling, excavation, grading, and clearing are generally prohibited within ESAs. Farming and landscaping are allowed within ESAs and certain non-intensive uses, such as public utilities and public recreation, are often allowed within these areas. Research and experience indicate that the potential exists for significant adverse water quality impacts if these areas are developed. Threats to ESAs are similar to those of floodplains and shorelands. The quality and effectiveness of ESAs can be severely reduced should adjacent development change drainage patterns or remove native vegetation from the lands within or immediately adjacent to the ESAs. Such disturbances can also introduce invasive plant species to the ESAs, which can result in loss of native vegetation, diversity, and habitat.

Figure 7-8: Environmentally Sensitive Areas

In conjunction with proper erosion control and stormwater management practices, protection of the ESAs can provide numerous benefits, including:

- Recharge of groundwater.
- Maintenance of surface water and groundwater quality.
- Attenuation of flood flows and stages.
- Maintenance of base flows of streams and watercourses.
- Reduction of soil erosion.
- Abatement of air pollution.
- Abatement of noise pollution.
- Favorable modification of micro-climates.
- Facilitation of the movement of wildlife and provision of game and non-game wildlife habitat.
- Facilitation of the dispersal of plant seeds.
- Protection of plant and animal diversity.
- Protection of rare, threatened, and endangered species.

ESAs located outside of sewer service areas (areas in a municipality where the extension of public sanitary sewer can be provided) do not come under protection by Brown County unless they become part of a proposed subdivision plat or Certified Survey Map. While some level of protection of ESAs occurs via various levels of county, state, and federal government through enforcement of shoreline floodplain and wetland regulations, ultimate protection of these important areas is best accomplished by the local unit of government. Some local protection is given to these natural areas through the Town zoning ordinance via the conservancy zoning classification, as well as through the Town Agriculture Shoreland Management Ordinance. The Town should give Town conservancy zoning protection to the wetlands identified in the Wisconsin Department of Natural Resources Wetlands Inventory Map. Doing this would go a long way towards maintaining the rural atmosphere of the Town and preserving environmental features that are attractive to present and future generations of residents of the Town of Humboldt. It is recommended that the Town of Humboldt work proactively to identify and educate the Town's residents about the importance of the ESAs.

Groundwater

Groundwater begins as precipitation that falls on the land (see Figure 7-9). Some of the precipitation (rain or snow) falls upon the land and some runs off into lakes, rivers, streams, or wetlands. Some evaporates back into the atmosphere, and plants take some up. Groundwater is that precipitation that soaks into the ground past plant roots and down into the subsurface soil and rock. A layer of soil or rock that is capable of storing groundwater and yielding it to wells is called an aquifer. There can be a number of aquifers within an area, one above another. The top of the aquifer closest to the ground's surface is called the water table. It is the area below which all the openings between soil and rock particles are saturated with water.

Figure 7-9: Groundwater

Like surface water, groundwater moves from high areas to low areas. It discharges at those places where the water table intersects the lands surface, such as in lakes, streams, and wetlands. The distance such groundwater travels is generally not far.

Groundwater is the source of the Town of Humboldt's drinking water. Drinking water for the Town is drawn from the groundwater through private wells that vary in depth depending on location. In addition, the groundwater sustains the streams within the Town.

Overall, groundwater quality within the Town is fair. There is no municipal water supply system in the Town. All residents and businesses have their own private wells for potable water use. Brown County Health officials indicate that they have not seen evidence of groundwater quality problems based on water samples from the Town that they have been asked to test.

As with all communities, it is very important that the groundwater, Humboldt's only source of drinking water, be protected. The greatest threats to groundwater are contamination and overuse. As with any rural and agricultural community, the most common sources of contamination include feedlots, manure storage and spreading, manure pits, irrigation, fertilizers, and pesticides. The contamination threat may increase with the proliferation of larger farms that contain a large number of farm animals. Contamination also can occur from malfunctioning onsite sanitary systems. Overuse of the groundwater is not envisioned to be a problem within the foreseeable future.

The Town should support Brown County's "time of sale" program of inspecting private onsite wastewater treatment systems to guard against failing systems. Whenever a sale occurs of a property that contains a house or business with an on-site sanitary system, the County requires that the owner, prior to the sale occurring, obtain a systems inspection of the onsite sanitary system to ensure that it is functioning correctly. If it is not, replacement is required.

The Town should also support Brown County's "3-year maintenance program" that requires onsite sanitary systems be checked every three years by a licensed pumper, with a report sent to the County Zoning Office for review. Onsite sanitary systems are added to the maintenance program whenever a property changes hands or whenever a new system is installed. This means, however, that there are many onsite sanitary systems throughout the County that are not part of the system. Humboldt should investigate the possibility of requiring that all property owners within the Town with onsite sanitary systems be part of the maintenance program.

Ensuring functioning onsite sanitary systems will help to protect groundwater from contamination from these systems and help protect the quality of water from the private wells in the area.

The Town should recommend to its residents that they periodically have their well water tested. There is no requirement to do so, but periodic testing can identify problems with water quality that may not be able to be detected by the homeowner. Health officials recommend that well water be tested at least every five years. The cost is not excessive and the benefits can be numerous.

Woodlands

The present vegetative cover of the Town has been altered considerably from its original state. Woodlands generally occupy lands within the Town that are not good for agriculture. Most of the forest vegetation, especially that in the western half of the Town, is associated with wet depressions, streams or wetlands and are located on poorly drained organic soils that are wet much of the year. The largest blocks of wooded areas are located in the northwestern and north central portions of the Town. There are many small willow and dogwood shrub swamps and a few marshes. The majority of the smaller woodlots are classified as Southern Wet Mesic. Dominant trees include black willow, cottonwood, and silver maple. Vegetation in the eastern half of the Town include some stands of elm because the soils are somewhat better drained in this portion of the Town. According to the Brown County Land Use Inventory, there were 1,466 acres of woodlands in Humboldt in the year 2004. The location of the Town's woodlands are shown in Figure 7-10. Natural areas in the Town account for approximately 2,668 acres. Natural areas include woodlands, wetlands, and brush lands.

Development is the primary threat to Humboldt's remaining woodlands. Rural residential development often seeks out wooded areas. Intensive development, especially if improperly planned, can destroy the scenic and natural values of the woodland resource and can disrupt the blocks and corridors necessary to provide refuge and passage for wildlife. Loss of these woodlands may also degrade the perceived rural atmosphere of the Town.

Other threats to the woodlands of Humboldt include improper management (such as the over-harvesting or under-harvesting of trees), haphazard utility and road construction and maintenance, and the introduction of exotic species and disease. If a wooded area is going to be developed, care must be taken so the area is not cut up into numerous lots with the result being degradation of the woodlands. Development options, such as conservation by design subdivisions, are much better for a wooded environment than conventional subdivision development.

Brown County Drainage District No. 4

A portion of the Town is located within the Brown County Drainage District No. 4. The district includes lands in the Town of Humboldt and the Town of Scott. Created in 1922, the purpose of the district is to maintain the many drainage ditches that have been constructed throughout the area and to maintain and replace (when necessary) drain tiles that have been installed within the area. District practices have benefited landowners by providing stormwater drainage and drainage of low areas. Maintenance costs of the district are paid by assessments on property owners located within the district and based on the amount of parcels owned and the benefit of district practices to landowners. Figure 6-2 identifies the extent of the district within the Town of Humboldt.

Wildlife Habitat

Preservation and protection of surface waters, floodplains, shorelands, wetlands, and woodlands preserves and protects wildlife habitat at the same time. The best wildlife habitat within the Town is contained in its woodlands, wetlands, and stream corridors.

Figure 7-10: Woodlands

Large tracts of woodlands or wetland-type vegetation offer areas for wildlife movement. While the threat of the loss of wetland habitat has been greatly diminished due to applicable federal, state, and local regulations, wetland areas are still affected by development around their edges by regional issues, such as water quality, and by potential invasion of exotic species. Wildlife habitat not protected by wetland regulations is subject to deterioration or elimination by new development. Best protection of wildlife habitat is through careful planning and preserving of the rural areas of a community. Wild game birds and mammals found in the Town include ducks, geese, woodcock, pheasant, ruffed grouse, turkeys, cottontail rabbit, fox and gray squirrel, muskrat, mink, raccoon, skunk, opossum, woodchuck, red fox, and whitetail deer.

Threatened and Endangered Species

An endangered specie is one whose continued existence is in jeopardy and may become extinct. A threatened specie is one that is likely, within the foreseeable future, to become endangered. A special concern species is one about which some problem of abundance or distribution is suspected but not yet proven. The main purpose of the special concern category is to focus attention on certain species before they become endangered or threatened. Federal and state laws protect endangered and threatened species. Activities that impact state- or federally-listed animals on public or private lands and plants on public lands are prohibited under the respective state and federal laws. This protection is usually accomplished during the federal and state permit review process, but it is ultimately the responsibility of a project proponent and property owner to ensure they are not in violation of endangered species laws.

Protection of such species is a valuable and vital component of sustaining biodiversity. Both the state and federal government prepare their own separate lists of such plant and animal species but do so working in cooperation with one another, as well as with various other organizations and universities. The Wisconsin Department of Natural Resources Bureau of Endangered Resources monitors endangered, threatened, and special concern species and maintains the state's Natural Heritage Inventory (NHI). This program maintains data on the locations and status of rare species in Wisconsin. Because some species are very sensitive, their actual locations are kept vague in order to protect them. Data for these species are only available at the county level.

Rare species and natural communities are an important component of the Town of Humboldt's natural resources, and protecting these resources is essential to ensuring the long-term sustainability of the Town's environment. One of the primary threats to these species and other wildlife species is the loss of wetlands and other habitats due to development. Federal and state regulations discourage and sometimes prohibit development where such species are located.

Scenic Resources and Topography

The terrain in the Town is generally rolling with the most abrupt topography changes occurring in the far eastern portion of the Town. The western half of the Town is flatter than the eastern half of the Town and has little abrupt changes in elevation. The variation in topography in the Town results in elevation differences from 780 feet in the

northwestern corner of the Town to 920 feet in the far southeastern corner of the Town. The topography has an impact on natural and scenic resources, particularly in regards to stormwater management and erosion control.

The forested wetland areas in the northwestern portion of the Town offer good scenery, as well as housing for a number of different species of wildlife that utilize the wetland habitats of the area. The higher elevated areas in the far eastern portions of the Town offer a panoramic view of the rest of the Town. Because of the contrast they provide from the surrounding landscape, all of the forested areas in the Town are also scenic resources. Protection of these areas of the Town adds to the attractiveness of the Town as a place to live.

Mineral Resources

The State of Wisconsin passed a nonmetallic mining law in 1994 that requires that all nonmetallic mining operations be registered. To be registered, the nonmetallic mineral deposit must be delineated by a professional geologist or registered engineer and certified to be economically viable. Additionally, if the land is zoned, the existing zoning at the time of registration must have allowed mining as a permitted use or as a conditional use. The state law further specifies that the registration lasts for ten years and could be renewed for an additional ten years. Full registration process must be undertaken once again after 20 years. The law states that local zoning officials can deny the mining only if they can prove that the mineral deposit is not marketable or that the zoning at the time of the registration prohibited mining.

Wisconsin passed a second nonmetallic mining law, Wisconsin State Statute Section 295.13(1) and Wisconsin Administrative Code NR 135, in 2000. The nonmetallic mining reclamation law requires that nonmetallic mining operators prepare a reclamation plan to state standards. These standards deal with topsoil salvage and storage, surface and groundwater protection, reclamation during mining to minimize the amount of land exposed to wind and water erosion, re-vegetation, site grading, erosion control, and a final land use consistent with local zoning requirements. The state statute and administrative code require that all counties in the state adopt an ordinance in 2001 (consistent with the model ordinance prepared by the Wisconsin Department of Natural Resources) to establish a reclamation program capable of ensuring compliance with uniform state reclamation standards. The administrative code also allows cities, villages, and towns to adopt such an ordinance and administer the program within their own jurisdiction at any time. The administrative code further states that the county ordinance will apply to every city, village, or town within the county until such time as the city, village, or town adopts and administers the ordinance itself.

The Town of Humboldt has adopted a nonmetallic mining reclamation ordinance applicable to nonmetallic mining in the Town of Humboldt.

In Brown County, there are a number of active quarries that mine dolomite, sandstone, limestone, or crushed stone (sand or gravel). The Niagara Escarpment, which extends through Brown County, contains some of the state's highest quality aggregate materials. Most commonly mined from the portion of the escarpment in Brown County is

dimension limestone that is used primarily for landscaping. The Town of Humboldt does not have any operating gravel pits or nonmetallic quarries at the present time.

Because of the potential for both significant positive economic impacts, as well as significant negative environmental and land use impacts, the Town Planning Commission and Town Board should review the Town's zoning ordinance regarding nonmetallic mining operations and consider conditions, such as requiring nonmetallic mining operations to be a set number of feet away from environmentally sensitive areas and residential uses and identifying appropriate hours for operation, that should be required prior to operation of such use in the Town.

Historic Buildings

The Wisconsin Architecture & History Inventory (AHI) is an official inventory maintained by the Wisconsin Historical Society (WHS) tracking historically significant structures, sites, or objects. These sites collectively display Wisconsin's unique culture and history and, therefore, should be noted and protected/preserved when feasible.

There are 50 records listed in the AHI for the Town of Humboldt. None are listed in the national or state registry of historic places. A large majority of the records are residences. Also listed are two school buildings, a bank, a bridge, a business, a mill, a barn, and the town hall.

The Town should consider consulting with the State Historical Society to consider appropriate designation and advice on possible preservation of potential historic sites as they are identified to maintain examples of the Town's culture and history.

Archeological Resources

Archeological sites are windows to the past. They provide information and insight as to the culture of the previous residents of the Town of Humboldt. Current state law gives protection to all human burial sites. There are also programs and restrictions relating to other archeological sites. Developing these sites before they can be catalogued and studied is the threat to this resource.

It is possible that the area of the Town of Humboldt was thinly settled prior to European settlement. However, the dearth of surveys designed to locate archeological sites makes even an educated guess speculative at best. Even the sites recorded in the Archaeological Site Inventory were not discovered by survey. The areas around wetland areas of the Town may have been attractive winter deer yards and perhaps hunting areas. Parts of the Town near the wetlands also contain soils that are derived from older glacial deposits, which may contain early archeological sites.

The only archeological survey within the Town was conducted as part of the Highway 54/57 reconstruction and encompassed the northwest tip of the Town. Since the survey was associated with a highway project, the only areas surveyed were in a narrow corridor along the highway.

Archeological sites recorded for the Town of Humboldt include three historic sugarbushes, one on the section line between Sections 34 and 35, one in Section 27, and one in Sections 2 and 3. Knowledge of these sites comes from the original land survey notes for Brown County, which date the sites to about 1834. Two sites are associated with artifacts now in the collections of the Neville Public Museum. One site is in Section 31 and produced two stone knives. A copper spearpoint dating from about 4000-1000 BC is from the same section, but it is not known if it is from the same site. A copper spearpoint and a copper celt were recovered from a site in Section 30 and also date to about 4000-1000 BC.

Other artifacts at the Neville Public Museum that come from the Town of Humboldt are a pipe bowl, two chert knives, a projectile point, and a stone axe. There is no information on where these items were found in the Town. The artifacts came to the museum many years ago so no new information is available.

There are three cemeteries located within the Town. St. Mary's Cemetery is located adjacent to Humboldt Road (CTH N) in Section 3, Humboldt Cemetery is located off Ronsman Road in Section 5, and St. Hubert's Cemetery is located off Humboldt Road in Section 36.

Because of the importance of archaeological sites to the preservation of the Town's culture and history, it is recommended that the affected property owners and the Town consider appropriate designation and preservation of these sites as they are discovered. Officials of the Neville Public Museum should be notified if area residents find artifacts within the Town.

Recommended Policies, Programs, and Actions

There are many avenues the Town of Humboldt can take to achieve the natural, cultural, and agricultural resources goal and objectives listed in the plan's Issues and Opportunities chapter. They range from specific one-time actions to broad ongoing programs. These recommendations are addressed in this section.

Farmland Preservation

While Humboldt has lost some agricultural land over the years, it is doing a fairly good job among municipalities in Brown County in the preservation of farmland within its borders. The amount of farmland within the Town being converted to other uses has occurred at a lesser rate than many other Brown County municipalities. The Farmland Preservation Program is a State of Wisconsin program that provides tax credits for landowners who keep their land in agricultural use and utilize soil conservation techniques. Most of the land area within the Town is zoned Agricultural. The Town zoning ordinance and zoning map were certified by the state in 1985, which has enabled landowners in the Town to obtain yearly tax credits from the state if they qualify for such tax credits and if they decide to pursue the opportunity. Continuation of agriculture-friendly Town policies and limiting rezonings within the same zoning district will help to preserve the farmland in the Town, retain the Town's rural atmosphere, and allow qualified landowners to continue to receive tax credits from the state.

Purchase of Agricultural Conservation Easements

In trying to help preserve farmland, some communities have had success with the purchase of agricultural conservation easements, also known as the purchase of development rights. This farmland preservation tool benefits the farmer, as well as the community. The farmer can benefit financially on the development potential of the land while still keeping it in production, maintaining all other rights to the land, including the right to live on the land and farm it, and excluding trespassers. The farmer may enjoy reduced income taxes and estate taxes. The monies received for the easement can be used for farm improvements, making the farm more productive and economically palatable to the community. The community will enjoy all the environmental, aesthetic, and economic benefits of farming while preserving a large area of productive farmland.

While this tool is an effective one at preserving farmland, it is expensive and communities should understand this fact before determining to go this route. There are various options available for funding this type of program, including an increase in property taxes and building permit fees. A community can explore potential state or federal grant programs that would assist in funding these efforts. One potential program is the Farmland Preservation Program sponsored by the USDA. This program helps state, tribal, or local government entities purchase development rights to keep productive farmland in agricultural use. If the land qualifies, the USDA has provided up to 50 percent of the cost of purchasing the easement. To qualify, farmland must:

- Be part of a pending offer from a state, tribe, or local farmland preservation program.
- Be privately owned.
- Have a conservation plan.
- Be large enough to sustain agricultural production.
- Be accessible to markets for what the land produces.
- Have adequate infrastructure and agricultural support services.
- Have surrounding parcels of land that can support long-term agricultural production.

The Town of Dunn in Dane County has been the most successful municipality in the State of Wisconsin in preserving its agricultural land using purchase of development rights. Dunn has used the town levy to fund its efforts, in addition to receiving multiple farmland preservation program grants, allowing them to preserve over 1,700 acres of valuable farmland.

Creation of Parks

Parks often include or are located adjacent to natural resource features, such as woodlands, wetlands, stream corridors, and scenic, historic, or archaeological sites of importance to a municipality. This allows greater public accessibility to natural and cultural resources and potentially enhances their protection through public ownership. It can also allow for connectivity of parks through natural resource corridors. Future parks and recreational facilities can be coordinated with adjoining communities and counties to

allow for potential regional trails, avoid redundant or competing facilities, and foster cooperation and efficiency.

Natural Corridors (Parkways)

Stream and river corridors are often preserved by local units of government as natural corridors or parkways because of the benefits they bring to the community. Among the benefits derived by keeping intensive development out of stream corridors are improved water quality, preservation and maintenance of wildlife habitat, an increase in recreational opportunities, and preservation of scenic areas.

One candidate for a parkway within the Town is the drainage corridor of Baird Creek. The Brown County Open Space and Outdoor Recreation Plan recommends that a parkway be established along the Baird Creek corridor that would link up with the parkway along the same corridor in the City of Green Bay. There is also a possible linkup of this corridor with a potential future trail along the Canadian National Rail tracks that bisect the northwest portion of the Town in the event the tracks are abandoned and the Wisconsin Department of Natural Resources takes ownership of the track. Parkway generally include the floodway portion of the corridor and, ideally, the floodplain and adjacent wetlands and steep slopes. The corridors that are preserved should remain mostly undeveloped as wildlife corridors and preserve the natural beauty, provide stormwater management areas, and link parts of the Town together. Trails could be located within the parkways. Parkway also enhance public access and allow the Town to capitalize on the intrinsic value of its most notable natural features.

Acquisition of parkways can occur any time that an opportunity arises. Quite often, acquisition occurs at the time adjacent lands are developed and can be accomplished either through dedication or purchase. Once development occurs, however, it is often very difficult to purchase property for public use purposes. Sometimes land is acquired through dedication, which provides tax benefits to the landowner and means that taxes will not need to be paid on land that, if kept in private hands, may not be able to be used for development purposes anyway. The Town should consider studying the length of Baird Creek within the Town to determine the benefits that parkway designation and acquisition could bring to the Town. The Town would need to weigh the benefits to the general public if a cost is associated with acquisition of the land. If public acquisition is not feasible, private ownership subject to conservation easements could be considered, as well as conservancy zoning.

Conservancy Zoning

The Town has a conservancy zoning classification within the Town zoning ordinance. Areas of the Town that are zoned Conservancy District mainly consist of wetland areas and some stream corridors. A review and comparison of the conservancy areas on the zoning map with the Wisconsin DNR Wetlands Inventory Map indicates that not all of the wetlands on the DNR Wetlands Inventory Map are identified on the Town zoning map as conservancy zoning. The Town should consider including all wetlands identified in the DNR Wetlands Inventory Map as conservancy zoning candidates to be added to the Town zoning map. Strict criteria should be used to delineate and designate any additions to the Town conservancy zoning boundaries so that the Town is consistent in

its application. Conservancy zoning areas can also include such natural features as blocks of woodlands, wetlands, floodplains, drainageways, and scenic areas within the zoning classification. The Town could also consider giving Town protection to ESA features identified on Figure 7-8. A conservancy zone would be an appropriate zoning classification to use to protect such features.

This zoning classification provides several benefits relating to protection of natural resources. It will provide greater protection of these important features through the regulations contained within it. It will allow the zoning map to more clearly identify the areas where development can and cannot occur. Even though other governmental regulations exist to prevent destruction and development within a wetland, for example, the location of a wetland may be unknown to the existing property owner or prospective developer who may think that the land is entirely usable for development. The conservancy district may also provide additional areas for stormwater management, recreation and open space, and buffers between various land uses. Of importance is that the aforementioned areas also contain significant wildlife habitat, as well as threatened and endangered plant and animal species.

Promotion of Flexible Development Practices

The promotion of flexible or alternative development approaches and zoning techniques can help preserve the agricultural and natural resources within the Town and help retain the rural feel of the Town. Too often municipal zoning ordinances lack the flexibility and the ability to approve different development techniques that may do a better job of preserving the natural resources of a community. A community must be willing to “think out of the box” if the end result will yield positive results for the community.

To promote such development practices that preserve more of the natural areas of the community compared to conventional development practices, greater flexibility and incentives should be inserted into Humboldt’s development codes. Developers and Town officials should promote a harmonious relationship between the natural landscape and the built environment and strive to encourage preservation of natural areas within newly developed areas. New subdivisions can be designed to preserve natural drainage patterns, reduce fragmentation of wildlife habitat, and limit the amount of impervious surfaces, such as roads. Clustering development on a site can preserve large blocks of environmentally sensitive areas that would normally be divided into lots under conventional development patterns.

Conservation subdivision development is a development technique that is an alternative to conventional subdivision development that is better suited to protecting the natural environment than conventional subdivision development, especially blocks of natural areas. Many municipal zoning ordinances do not allow for conservation subdivision development to take place. Conservation subdivisions with common open space and other alternative development methods to maintain natural resource features should be encouraged for developments that contain natural features that a community may want to preserve. Allowing reduced lot sizes, smaller setbacks, and/or narrower streets in exchange for preservation of natural resources should also be considered as an alternative to conventional subdivision development if a community allows such residential development activity to take place outside of the sanitary district.

Besides conservation subdivisions, there are a number of other alternative zoning techniques that can allow some development within the Town while still retaining the rural atmosphere that the Town residents want to retain. Alternatives, such as maximum lot sizes, sliding scale zoning, and allowing limited development only on nonproductive agricultural lands, are options available to the Town.

Education and Citizen Participation

Spreading knowledge of the importance of the Town's natural resources, as well as ways to maintain them, is an essential implementation tool. Educating property owners along creeks about nonpoint source pollution and providing tips on landscaping and buffering to prevent this pollution can help to achieve improved water quality. Periodic pamphlets or newsletters could be mailed to Humboldt residents to provide information on such topics as tree trimming tips and other issues relating to natural resource protection. Water resource educational materials are available from the WDNR.

The Town should consider erecting signs that identify the names of creeks at road crossings. These signs are an excellent way to raise awareness of drainageways. Unnamed creeks could have names established, perhaps by honoring landowners along them or through school naming contests. The Town zoning administrator should also contact the Brown County Planning Commission about enforcement and regulation of ESAs that appear on subdivision plats and Certified Survey Maps as another way of raising awareness of the importance of these features and getting people to think about these same natural features.

Summary of Recommendations

- The Town of Humboldt should encourage and support the efforts of the Brown County Land Conservation Department and the Natural Resources Conservation Service to protect the soil resources of the Town. This would include support of agricultural best management practices as conservation tillage, crop rotation, and control of livestock access to streams.
- The Town should encourage and support the efforts of the Brown County Land Conservation Department and others regarding installation of stream buffers. This is likely the single most effective means to protect and even improve the water quality of the Town's rivers, streams, and drainageways.
- The Town should continue enforcement of its Agricultural Shoreland Management Ordinance, which provides protection to surface waters of the Town through erosion and pollution control.
- The Town should support Brown County's "3-year maintenance program" that requires onsite sanitary systems to be checked every three years by a licensed pumper, with a report sent to the Brown County Zoning Office for review.
- Humboldt should investigate the possibility of requiring that all property owners within the Town with onsite sanitary systems be part of the Brown County maintenance program.

- The Town should support Brown County’s “time of sale” program of inspecting private onsite wastewater treatment systems to guard against failing systems.
- The Town should recommend to its residents that they periodically have their well water tested.
- The Town should consider utilizing the wetlands within the Town identified on the Wisconsin Department of Natural Resources Wetlands Inventory map as the basis for zoned conservancy areas on the Town zoning map.
- The Town zoning administrator should contact the Brown County Planning Commission staff about enforcement and regulation of ESAs that often show up and are identified on subdivision plats and Certified Survey Maps within the Town.
- The Town should review the existing state and county regulations regarding livestock facilities to determine whether these regulations adequately address any concerns the Town has about large-scale farming operations. The Town should modify its ordinances if it comes to the conclusion that the existing regulations fall short in some areas.
- The Town should consider adopting a construction site erosion control ordinance for the Town or at a minimum for the New Franken Sanitary District.
- The Town should continue to preserve the Town’s productive agricultural lands through proper zoning and planning that includes continuation of the 35-acre minimum lot size requirement for a house in the agricultural zone.
- The Town should attempt to steer as much future development as possible in the Town into the New Franken Sanitary District as long as the sanitary district is able to service the additional development.
- The Town should be willing to adopt flexible zoning techniques for future development if the result will be better conservation of natural areas and less of a detrimental impact on the environment.
- The Town should require flood studies prior to land division or development adjacent to its rivers, streams, and drainageways when such studies do not exist and when benefits would result from a study.
- The Town should encourage and support the Brown County Zoning Department’s floodplain and shoreland zoning efforts, particularly as they relate to protection of the Town’s rivers, streams, drainageways, and wetlands.
- The Town should consider protection of its identified historic structures in order to preserve remnants of the Town’s history and culture.
- The Town should review the Earth Excavation section of the Town zoning ordinance to see if any changes are necessary. Additional requirements could be added to include identifying locations where such use may be allowed and requiring setbacks from environmentally sensitive areas, as well as identifying other potential conditions deemed necessary by the Town.
- The Town should review the recommendations contained in the Brown County Open Space and Outdoor Recreation Plan involving acquisition of the potential Baird

Creek Parkway in the Town and take the necessary steps to identify the locations on the Town's Official Map if the Town sees it to be appropriate.

CHAPTER 8

Intergovernmental Cooperation

Cooperation between neighboring and overlapping units of government is one of the primary goals of the Wisconsin Comprehensive Planning Law, as well as the multi-jurisdictional planning effort, of which this plan is a component. In order for the Town of Humboldt to grow in an orderly and efficient manner, it is necessary for the Town to work with its neighbors, Brown County, the State of Wisconsin, and other units of government. Working cooperatively is especially important since many issues, such as stormwater management and traffic, do not recognize municipal boundaries. Actions of one municipality oftentimes can have significant impacts on adjacent municipalities. This is especially important for the Town of Humboldt as its relationship with the City of Green Bay and concerns about annexations of land out of the Town into the City are very important to Town residents.

The intent of the Intergovernmental Cooperation chapter is to analyze the existing relationships between the Town and other units of government and to identify means of working cooperatively toward the goals and objectives identified in the Issues and Opportunities chapter of the plan.

Analysis of Governmental Relationships

Green Bay School District

The far western portion of the Town is served by the Green Bay School District (see Figure 6-5). The school district may have various student clubs that could be utilized as resources to provide services to the Town, such as the school environmental clubs. Cooperative efforts can provide an educational opportunity and a valuable public service at the same time. Future growth in Humboldt should not have a significant impact on the school district. The Town should, however, continue to maintain open lines of communication with the school districts in order to address any future needs that may arise.

The eastern portion of the Green Bay School District has experienced a tremendous amount of growth in recent years. The school district created a task force that has projected that the district would have an additional 1,500 students in the next ten years, most in the eastern portion of the district. The task force recommended that a new school be built to accommodate the expected increase in student enrollment. The new school would house a high school and possibly additional grades. A change in school boundaries is also recommended to accommodate the new school. This could affect which school students residing in the Town would attend in the future.

Because the portion of the Town located within the Green Bay School District is not projected to grow significantly in the next 20 years, the Town's impact on the district's enrollment will likely be minimal. The Town should still be involved, however, in planning for the expected future school expansions and other capital projects because

Humboldt residents within the Green Bay School District will help to fund the projects. The Town should also inform the school district if large residential developments are approved in the community to enable the district to plan for the additional students.

Luxemburg-Casco School District

The central and eastern portions of the Town are served by the Luxemburg-Casco School District (see Figure 6-5). The school district may have various student clubs that could be utilized as resources to provide service to the Town, such as environmental clubs and Future Farmers of America (FFA). Cooperative efforts between the Town and the school district can provide both an educational opportunity and a valuable public service.

The Luxemburg-Casco School District has seen steady school enrollment increases, and projections are for the enrollment to continue to grow in the future. Projections indicate an increase in school enrollment from 1,962 students in 2005 to 2,379 students in 2012. The school district has begun the process of looking into various options to handle the projected school enrollment increases. The enrollment projections may precipitate a need for future school building projects. Preliminary cost estimates were done for the school district to estimate the cost of potential future school project options. Nothing has been decided as the list of potential projects is preliminary in nature, and additional public discussion, including a referendum, will be needed prior to any decisions being made.

Because the portion of the Town located within the Luxemburg-Casco School District is not projected to grow significantly in the next 20 years, the Town's impact on the district's enrollment will likely be minimal. The Town should still be involved, however, in planning for future school expansions and other capital projects because Humboldt residents within the Luxemburg-Casco School District will help to fund the projects. The Town should also inform the school district if large residential developments are approved in the community to enable the district to plan for the additional students.

Adjacent Local Governments

City of Green Bay

The City of Green Bay is located adjacent to the western boundary of the Town of Humboldt. Because the City of Green Bay is an incorporated municipality, the possibility exists for the City to annex property from the Town of Humboldt. The second highest ranked issue that came out of the Town visioning session was "maintain existing boundaries and prevent being annexed by the City of Green Bay." Development in Green Bay is extending eastward towards the Town of Humboldt. The eastern portion of the City contains the greatest amount of undeveloped lands left in Green Bay. It is likely to assume that there will be annexation pressure for the City to annex property in the Town of Humboldt some time in the future. The Town will need to be proactive to take on this possibility. When contacted by the Town of Humboldt, Green Bay did not indicate that there were any pressing issues of concern with the Town.

Towns of Green Bay and Scott

The Town of Green Bay is located adjacent to the northeastern boundary of the Town of Humboldt, while the Town of Scott is located adjacent to the northwestern boundary of Humboldt. As part of the comprehensive planning process, the town boards from the Towns of Humboldt, Scott, and Green Bay met to discuss potential opportunities for intergovernmental cooperation between the municipalities.

The following is a list of some of the issues that were discussed by the towns:

- A discussion about fire protection resulted in a general consensus that after the three municipalities have completed their respective comprehensive plans, the towns should review the future land use projections within the plans to help in determining whether or not an additional fire protection facility is needed.
- It was agreed that it would benefit the towns if a local response location could be utilized for rescue service. At the present time, all three municipalities are served by County Rescue, which operates out of the Village of Bellevue.
- The parties discussed ways to control maintenance costs when dealing with ditches adjacent to roads.
- The parties discussed the benefit of working together in the future on stormwater management, which would include working with Brown County Drainage District No. 4 and the New Franken Storm Sewer District.
- The towns discussed the service of snowplowing and their contracts for such service with Brown County and the likelihood of the County continuing the service.
- The municipal leaders felt that New Franken was an area where joint planning would be appropriate seeing that it encompasses portions of all three towns.
- Discussion occurred about potential future opportunities for shared administration functions.
- It was mutually agreed that the meeting was beneficial and that periodic meetings between the municipalities should continue to occur in the future.

The Towns of Humboldt, Green Bay, and Scott have historically worked with adjoining municipalities on road maintenance issues on border roads, and they should continue to do so. The municipalities should try to build on the dialogue of intergovernmental cooperation that occurred at the joint meeting. If mutually beneficial, the communities should consider developing service agreements in the future if the arrangements will provide an equivalent or higher level of service at a reasonable cost.

Town of Eaton

The Town of Eaton is located adjacent to the southern boundary of the Town of Humboldt. The Town of Humboldt and the Town of Eaton should continue to contact each other to discuss road maintenance along and near their boundary, land use compatibility near their border, and other issues that could arise during the planning period. The communities should consider developing service agreements in the future if

the arrangements will provide an equivalent or higher level of service at a reasonable cost. When contacted by the Town of Humboldt, Eaton did not indicate that there were any pressing issues of concern with the Town.

Town of Montpelier

The Town of Montpelier located in Kewaunee County is situated east of the Town of Humboldt and shares a common boundary with Humboldt. The Town of Humboldt and the Town of Montpelier should continue to contact each other to discuss road maintenance along and near their boundary, land use compatibility near their border, and other issues that could arise during the planning period. The communities should consider developing service agreements in the future if the arrangements will provide an equivalent or higher level of service at a reasonable cost. When contacted by the Town of Humboldt, Montpelier did not indicate that there were any pressing issues of concern with the Town.

Town of Luxemburg

The Town of Luxemburg located in Kewaunee County is situated east of the Town of Humboldt and shares a common boundary with Humboldt. The Town of Humboldt and the Town of Luxemburg should continue to contact each other to discuss road maintenance along and near their boundary, land use compatibility near their border, and other issues that could arise during the planning period. The communities should consider developing service agreements in the future if the arrangements will provide an equivalent or higher level of service at a reasonable cost. When contacted by the Town of Humboldt, Luxemburg did not indicate that there were any pressing issues of concern with the Town.

Brown County

The Brown County Planning Commission staff, as part of a multi-jurisdictional planning effort, facilitated the development of the Town of Humboldt Comprehensive Plan. Brown County is, therefore, supportive of the recommendations contained within the Town of Humboldt Comprehensive Plan. As this is a multi-jurisdictional planning effort, the Town's comprehensive plan will be adopted as a component of the Brown County Comprehensive Plan.

There are a number of county highways that traverse through the Town of Humboldt. Since the Brown County Highway Department has jurisdiction over these highways, it will be very important to cooperate and work with the County Highway Department over the next 20 years to study and implement the street and intersection improvements recommended in the comprehensive plan. The Town of Humboldt and Brown County will need to work together when considering improvements to these transportation facilities.

The Brown County Sheriff's Department provides police and patrol service to Humboldt, and this service is expected to be adequate in the future. If the Town ever determines that additional service is required, it should consider contracting with the Brown County Sheriff's Department for additional coverage.

It is likely that some of the residents of the Town utilize the libraries of the Brown County Library system located in the City of Green Bay. The Brown County Bookmobile stops at the New Franken Fire Department located at the border of the Towns of Scott and Humboldt.

Kewaunee County

Kewaunee County and Bay-Lake Regional Commission are assisting with the development of comprehensive plans for the Towns located within Kewaunee County. Kewaunee County is waiting for the completion of the town plans before starting its county plan. The county plan will be based on the plans developed by the towns. During the Kewaunee County Comprehensive Plan phases, the Town of Humboldt should work with Kewaunee County, and they should periodically contact each other to discuss land use compatibility near their border and other issues that could arise during the planning period. The Town should continue to keep Kewaunee County informed of its development trends and issues as they arise.

Region

Bay-Lake Regional Planning Commission

The Town of Humboldt is located within the Bay-Lake Regional Planning Commission (Bay-Lake RPC) jurisdiction, which covers an 8-county region and includes Brown, Door, Florence, Kewaunee, Manitowoc, Marinette, Oconto, and Sheboygan Counties. Bay-Lake RPC provides planning, ordinance writing, economic development, mapping, environmental studies, and grant writing to member communities within its region. The Bay-Lake RPC is willing to work with the Town on future projects should a request be made. The Town should also consider having Bay-Lake staff perform pavement evaluations for the Town's Pavement Surface Evaluation and Rating (PASER) program.

Green Bay Metropolitan Sewage District

The Green Bay Metropolitan Sewage District (GBMSD) provides sanitary sewerage service to a number of the municipalities within Brown County. The Town of Humboldt is presently not located within the Green Bay Metropolitan Sewage District. GBMSD includes the City of Green Bay and the Town of Scott, two adjoining municipalities to the Town of Humboldt. As development from east Green Bay extends outwards to the Town of Humboldt, it is very conceivable that the western portion of the Town will receive sewer service within the term of this plan. It is the hope of the Town that this does not occur via annexation of lands from the Town to the City of Green Bay. The Town may want to approach the GBMSD about the possibility of becoming part of the district, as well as the potential for receiving sanitary sewer service.

State

The Town has a number of cooperative relationships with state agencies. The Department of Natural Resources and Department of Transportation were provided with

copies of the draft chapters that are relevant to their areas of expertise for review and comment.

Wisconsin Department of Natural Resources

The WDNR staff provided additional background and technical information for this chapter. A member of the WDNR staff indicated that he was concerned about protecting the many stream corridors that exist in the Town. He indicated that much of the wildlife habitat in the Town consists of the stream corridors, and protection of these areas will benefit the amount and diversity of wildlife in the Town.

Baird Creek and School Creek, as well as numerous tributaries, traverse through the Town. The Town should work with the WDNR to find ways to improve the water quality of both of these major waterways, as well as their smaller tributaries.

WDNR staff should also be utilized to provide insight and technical expertise on how the Town could most efficiently use its existing community utilities without causing environmental damage to the Town's natural resources.

Wisconsin Department of Transportation

WisDOT staff provided comment on the draft Transportation chapter and was provided a copy of the entire comprehensive plan for review and comment. The Transportation chapter included many transportation concepts utilized and recommended by the WisDOT.

Wisconsin Department of Administration

Although the relationship between the Town of Humboldt and the Wisconsin Department of Administration was formed rather recently, it has proven to be a fruitful one for the Town. The Comprehensive Planning Grant program helped the Town fund the development of its first comprehensive plan to meet the requirements of ss.66.1001. The Town should continue to develop this relationship and rely on the Department of Administration for technical expertise for the implementation of this plan, as well as a potential funding source for future projects.

Wisconsin Department of Commerce

The Town has not yet utilized the resources available from the Wisconsin Department of Commerce (Commerce). Commerce provides technical expertise and financial aid in the areas of housing, public facilities, and economic development. The Implementation chapter contains a more detailed description of the programs that Commerce offers.

Intergovernmental Plans or Agreements

The Town of Humboldt and the City of Green Bay should try to work out an intergovernmental agreement that would look at the shared border of the two communities. The City of Green Bay is the one border municipality that has annexation powers.

The Town of Humboldt has agreements with all adjacent municipalities regarding maintenance of shared border roads. Generally, each municipality takes care of a specific segment of a border road based on prior agreements between the municipalities. The municipalities should keep in touch regarding the need for and timing of specific road maintenance needs.

Because New Franken includes portions of the Towns of Humboldt, Scott, and Green Bay, joint planning should be done for this area to include all three municipalities. While political boundaries break up this area into three towns, the geographic area is spoken of as New Franken, it is part of one sanitary district, and the land use patterns of each municipality affect the entire New Franken area as a whole.

The New Franken Volunteer Fire Department that serves the Towns of Humboldt, Scott, and Green Bay has agreements with adjacent municipalities to provide assistance when mutual aid is required.

Existing and Potential Intergovernmental Conflicts

Potential Annexations

The most likely potential intergovernmental conflict would be Town of Humboldt property owners petitioning the City of Green Bay for annexation. Annexation to Green Bay is a major concern to the Town of Humboldt. Annexation of land from Humboldt to the City of Green Bay has taken place in the past. This ongoing concern was recognized and acknowledged by Town residents at the visioning session as the highest rated issue in terms of importance facing the Town. This will become more of an issue as Green Bay grows to the east and the demand for services (public water, sewer, etc.) and land to house the growing population continues to increase.

Processes and Options to Resolve Conflicts

There are a number of processes that the Town and the surrounding communities could utilize to resolve or prevent conflicts in the future outside of the legal system, which should be the last resort. These methods include cooperative planning, informal negotiation, facilitated negotiation, mediation, and binding arbitration.

A boundary agreement with the City of Green Bay should be a goal for the Town of Humboldt. For an effective boundary agreement to be reached, both parties must negotiate in good faith and understand that there must be give and take from both sides for a settlement to be agreeable to both parties.

The best way to resolve a conflict is to be proactive, study potential alternatives, and try to eliminate the conflict from occurring in the first place. Since annexation is a major concern of Town residents, the Town should consider and review actions it can take so that the landowners will want to remain part of the Town and not want to annex their properties into the City of Green Bay.

One of the main reasons annexation of property occurs from a town to an incorporated municipality is because landowners make a determination that an unincorporated

municipality cannot provide the type of services that they require or wish to have. The Town may want to contact landowners bordering the City of Green Bay to ask them about their needs and what can be done for them so that they will not want to annex into the City. The provision of public sanitary sewer and water is commonly sought by landowners wanting to develop property. The Town should explore avenues about providing public sanitary sewer and water service to areas of the Town located adjacent to the City of Green Bay, including contacting the GBMSD about the possibility of providing public sanitary sewer service in the future to lands in the Town adjoining the City. The Town should also consider contacting the City of Green Bay about the possibility of providing public sanitary sewer and water service in the future to lands in the Town adjoining the City. While there does not seem to be any immediate need for such services, in the future as the City of Green Bay growth extends towards the Town, it is likely that some Town landowners and some developers and land speculators may look to take advantage of the proximity of such services and inquire about annexation.

Summary of Recommendations

To achieve the goal and objectives of this element of the plan, the Town should:

- Discuss cooperative planning along municipal borders with adjacent municipalities.
- Begin comprehensive boundary agreement discussions with the City of Green Bay.
- Contact officials from the Green Bay Metropolitan Sewerage District about what would need to be done to get public sanitary sewer service to the western portion of the Town, as well as the cost of such an undertaking.
- Consider contacting officials from the City of Green Bay about the possibility of getting public sanitary sewer and water service to the western portion of the Town.
- Maintain contact with the Joint City of Green Bay/Town of Scott Planning Commission regarding issues along the border of Green Bay and Humboldt on its north end.
- If the Canadian National Rail Line track is abandoned and turned over to the Wisconsin Department of Natural Resources to develop into a trail, work with Brown County to help plan for the development of the trail.
- Establish an ongoing meeting schedule with representatives of the surrounding communities to discuss land use, transportation, stormwater, and other planning issues that transcend municipal boundaries.
- Work together with the Towns of Scott and Green Bay in the planning and development of New Franken.
- Share meeting agendas and minutes with the surrounding communities and school districts to increase intergovernmental cooperation and awareness of planning issues.
- Maintain an open line of communication between the Town of Humboldt and the Green Bay School District and Luxemburg-Casco School District.

- Work together with adjoining municipalities on the future needs of the New Franken Fire Department.
- Inform the school districts of any large residential development plans contemplated in the Town.
- Continue to participate in intergovernmental agreements for fire and emergency rescue services and explore opportunities for other types of intergovernmental agreements for the provision of public services.
- Consider and explore opportunities for cost savings through consolidation of government services with other municipal units of government.
- Try to work with service groups and local schools in assisting the Town with maintenance and work projects.
- When necessary, utilize the resources of the Bay-Lake Regional Planning Commission when dealing with issues that transcend local and county boundaries.
- Work with Advance (the economic development arm of the Green Bay Area Chamber of Commerce) and the Bay-Lake and East Central Wisconsin Regional Planning Commissions to promote cooperative intergovernmental economic development activities and strategies to strengthen the region's economic vitality.
- Continue to cooperatively work with Brown County on maintenance and safety considerations on all of the county highways located within the Town.
- Continue to work with the Brown County Planning Commission on review of proposed Certified Survey Maps and subdivision plats within the Town.

CHAPTER 9

Implementation

The completion of the Town's comprehensive plan should be celebrated as a significant milestone in providing guidance for the future development of the Town of Humboldt. The key to the success of a comprehensive plan, however, lies in its implementation. Without implementation of the recommendations within the plan, the plan is just another one of those unused documents. There are several land use regulatory tools, as well as administrative mechanisms and techniques, which can and should be utilized as implementation tools for the plan. While the Implementation chapter does not include all of the recommendations of the comprehensive plan, it does summarize the various implementation tools and related action steps toward its implementation.

Zoning

Zoning is the most common regulatory device used by municipalities to implement plan recommendations. The major components of zoning include a zoning ordinance and zoning district map. The zoning ordinance includes specific language for the administration of the regulations. Included in the text are definitions, district use requirements, administrative procedures, sign and parking regulations, and other elements. The companion zoning district map defines the legal boundaries of each specified zoning district of the zoning ordinance.

Action Steps:

- When the Town considers future rezoning, conditional use, or variance requests, it is important that the various comprehensive plan goals, objectives, and recommendations are considered and used as a guide in the rezoning determination process. Whenever a decision is reached either approving or disapproving rezoning requests, the specific goals, objectives, policies, or other comprehensive plan concepts that the decisions are based upon should be noted as part of the record.
- If a zoning map request is contrary to the recommendations of the comprehensive plan and the Town has made a determination that the zoning request is logical and should be made, the Town must first amend the comprehensive plan prior to making the zoning change in order to follow state law and to ensure that the zoning change is consistent with the comprehensive plan.
- The Town's zoning ordinance should be revised to promote concepts from the comprehensive plan, such as zero setback commercial development and conservation by design subdivisions.
- The Town zoning ordinance should consider including design requirements for commercial and industrial development in the Town.
- The Town should consider adopting development criteria for multifamily developments or adding a multifamily zone to the zoning ordinance to address building criteria requirements for this type of land use.

- Amend the Agricultural zoning classification in the Town zoning ordinance to make it simpler and less confusing.
- Create another residential zoning classification that is very similar to the existing Rural Residential classification but would have a minimum lot size requirement of 1.5 acres. This zoning classification should be used for residential rezoning requests for lands located within the proposed development area in the western portion of the Town adjacent to the City of Green Bay.
- Create another residential zoning classification that is similar to the existing Rural Residential classification but would have a minimum lot size requirement of 3 acres, would utilize the same sliding scale densities required within the Agricultural zoning classification, and would be used for residential rezoning requests for lands located within agricultural-zoned lands located outside of the proposed development areas.
- Create another business zoning classification that gives the Town more flexibility than the existing Community Business zoning classification in order for the Town to be able to be more selective in the type of business uses allowed in the zone and to be able to attach specific conditions on the site and the proposed business.
- Ensure that amendments to the Town zoning ordinance and changes to the Town zoning map follow the process identified in the zoning ordinance.
- Update the Town's zoning map and change it to a digital format to increase the accuracy of the map and make it into a product that can be updated quickly and more accurately than the present zoning map.
- Consider developing and adopting a Telecommunication Antenna ordinance to address potential siting and developing of future telecommunication towers and antennas in the Town.
- Consider removing the Interchange Access Control chapter from the Town zoning ordinance.

Subdivision Ordinance

Subdivision regulations govern the process by which lots are created out of larger tracts of land. These regulations seek to ensure that the subdivisions appropriately relate to the geography of the site and existing and future public facilities. New subdivisions must also be consistent with the community vision as outlined by the comprehensive plan.

Action Steps:

- The Town should consider adoption of a Town subdivision ordinance.
- The subdivision ordinance should ensure that new development is consistent with the comprehensive plan. The subdivision ordinance should contain design standards

for street widths and connectivity, sidewalks, trails, stormwater management, and other components of the comprehensive plan.

- The subdivision ordinance should include standards for conservation by design subdivisions where the preservation of environmental features is desired.
- The Town should review the comprehensive plan components and recommendations and use them as a guide in the review process when considering land divisions. Whenever a decision is reached either approving or disapproving land division requests, the specific goals, objectives, policies, or other comprehensive plan concepts that the decisions are based upon should be noted as part of the record.
- The Town should put together a checklist to be used by the Town of Humboldt Plan Commission when reviewing proposed subdivision plats and Certified Survey Maps.

Official Map

An Official Map is a regulatory tool utilized by a community to project and record future municipal improvements. It is commonly used to identify existing streets and planned improvements. An Official Map can also be utilized to identify planned school sites, recreation areas, and municipal facilities. Once an area is identified on an Official Map, no building permit for a use other than the proposed use on the Official Map may be issued for that site unless the map is amended.

Action Steps:

- The Town should take the necessary steps to adopt an Official Map for the Town of Humboldt.
- The Official Map should reflect the recommendations of the Town comprehensive plan where applicable. Items that could be mapped include transportation improvements, future park sites, future parkways and trails, utility rights-of-way, schools, and other facilities.
- Any past area development plans previously adopted by the Town and all future area development plans should be reflected on the Official Map.
- Future amendments to the Official Map should be reviewed to determine if they are consistent with the recommendations of the comprehensive plan.

Capital Improvements Program

An important device for comprehensive plan implementation is the development of a Capital Improvements Program (CIP). The program is designed to annually schedule public works projects within a specified period of time, which usually encompasses a period of five to ten years. A CIP that is consistent with the comprehensive plan will provide a monitoring tool to ensure that public works projects are located and scheduled with thorough consideration of each of the plan's chapter recommendations.

Action Steps:

- Based on the comprehensive plan's recommendations, the Town should update and review the priorities and schedules for public works projects, such as road construction and maintenance, park development and acquisition, and sewage system upgrades.
- Annual updates to the Capital Improvements Program should occur, and these updates should be in compliance with the recommendations of the comprehensive plan.

Building, Housing Codes, and Nuisance Ordinance

A building code is a set of regulations that describes standards for the construction of new buildings or the remodeling of existing buildings. The Town uses the State of Wisconsin Building Code to promote the safety of new buildings and alterations to existing buildings. The housing code defines standards for how a dwelling unit is to be used and maintained after it is built. The Town nuisance ordinance regulates such things as abandoned vehicles, noxious odors, dilapidated buildings, storage of junk, and water pollution.

Action Steps:

- The Town building inspector should review the comprehensive plan to identify opportunities to use the enforcement of the building code as a mechanism to implement the goals and objectives of the comprehensive plan.
- The Town should consider developing a housing code and property maintenance code to address concerns regarding substandard buildings and dwellings and their impact on surrounding properties. These codes should address concerns regarding dangerous buildings, blighting influences, neighborhood nuisances, crowding, health issues, sanitation, yard maintenance, and building deterioration on surfaces, such as paint, siding, and broken windows.
- The Town should continue enforcement of the Town nuisance ordinance to help control nuisances in the Town.
- The Town zoning administrator should contact the Brown County Planning Commission staff to get an understanding of environmentally sensitive areas (ESAs) and their relationship to the issuance of building permits within the Town. ESAs often are identified on lots within Certified Survey Maps and subdivision plats within the Town.

Outdoor Recreation Facilities

The Town does not yet own any park and recreation facilities. There are numerous private recreation facilities within the Town that Town residents make use of.

Action Steps:

- Should the Town decide to buy land and develop it as a town park, it should consider developing a comprehensive outdoor recreation plan to provide an overall vision for recreational uses and provide eligibility to the Town for WDNR Stewardship funds for recreational activities and land purchases.
- The Town should explore state and federal recreation grant opportunities to add recreation options for its residents.
- Utilize the comprehensive plan as a guide for the potential locations of new parks either through active acquisition or parkland dedication.
- The Town should consider requiring parkland dedication or park fees in lieu of dedication for new land divisions within the Town in order to help provide an adequate supply of parkland for the growing community.
- The Town should consider developing a neighborhood park to serve the children located in New Franken. This should be done in conjunction with the Towns of Green Bay and Scott, and the park would not necessarily need to be located in the Town of Humboldt.
- Utilize the Future Land Use Plan map to help site potential future Town of Humboldt park and recreation areas.

Erosion and Stormwater Control Ordinances

Communities can adopt erosion and stormwater control ordinances to control the impact of development on runoff, groundwater recharge, and overall water quality. The ordinance should include standards for compliance and guidelines to assist developers in choosing appropriate stormwater management techniques. In order to provide a basis for the formulation of the ordinance, a stormwater management plan is typically developed first. The ordinance should also identify how smaller management practices can be designed to be compatible with the overall plan. The erosion control ordinance primarily addresses the reduction of sediment runoff associated with construction.

Action Steps:

- The Town should consider working with the neighboring Towns of Scott and Green Bay to put together a stormwater management plan for the New Franken area. It should also consider putting together a stormwater management plan for the rest of the Town of Humboldt.
- If the Town does put together a stormwater management plan, it should be consistent with all other Town plans and ordinances.
- The Town should consider adopting an erosion control ordinance applicable to land disturbances of a particular size or larger.
- Work with school and conservation groups to enhance natural erosion control measures and remove invasive plant species along Baird Creek, School Creek, and the various tributaries located within the Town.

Historic Preservation Ordinance

Historical preservation ordinances are designed to help maintain the character of historically important buildings by preserving existing structures and facades, providing alternatives to demolition, and improving the compatibility of new adjacent buildings. A historical preservation ordinance can also be a catalyst for collecting and preserving the local history of the community.

Action Steps:

- Consider contacting the State Historical Society to see if any of the older buildings in the Town would qualify for historic status.
- Establish priorities for historic and cultural buildings and encourage rehabilitation and maintenance rather than the demolition of these structures.
- Seek sources of grant funding to assist property owners in the rehabilitation and maintenance of historic structures.
- Work with volunteers to capitalize on and help preserve the value of these historic resources.

Wind Ordinance

With the cost of energy rising, alternative forms of energy will become increasingly important. Harnessing the wind to produce electricity is an alternative form of energy that is likely to increase in popularity in the future. Communities should have ordinances in place in the event that such land uses are proposed to be developed in their communities.

Action Steps:

- The Town should consider adopting a model wind ordinance that has been developed by the State of Wisconsin.

Local Zoning Decisions Consistent with Comprehensive Plan

The state comprehensive planning statute requires that beginning on January 1, 2010, specific actions by municipalities be in compliance with the adopted municipal comprehensive plan. This includes actions on establishing or amending the local Official Map, the local subdivision ordinance, and the local zoning ordinance, including the zoning map. As an example, if a community wishes to change the zoning of a particular parcel of land and the local comprehensive plan recommends a specific use for the property that is contrary to the rezoning request, the community must not change the zoning unless the plan is in compliance with the request. If such a zoning change makes sense to the community, it should first amend the comprehensive plan according to the amendment process, making the proposed zoning change in compliance with the comprehensive plan, and then initiate action on the rezoning change.

Comprehensive Plan Review, Monitor and Update

Planning is not static. It is a continuous, ongoing process that is subject to change. It is also at the mercy of many forces over which a municipality has very little or no control (economic conditions, weather, birth rates, etc.). Therefore, if the Town comprehensive plan is to remain a useful document, the plan should be reviewed on an annual basis to ensure that it reflects the conditions present at the time and any changes and developments that may have occurred over the previous year.

Action Steps:

- The public should be notified and provided an opportunity to comment on proposed amendments to the comprehensive plan. The Town must follow the procedures identified in state law to amend the comprehensive plan. The procedures include the Town Planning Commission making a recommendation on the proposed amendment to the plan by majority vote of the entire commission, the Town holding a public hearing on the proposed amendment request preceded by a Class 1 notice that is published 30 days prior to the public hearing on the proposed amendment request, and ultimate adoption of the amendment via an ordinance adopted by the Town Board. In evaluating how a proposed amendment would meet the amendment criteria, the Town should consider neighborhood opinion, while keeping in mind the goals of the Town as a whole. Options for soliciting additional public opinion could include direct mail survey forms, neighborhood meetings, and open house meetings. State law also requires that the Town send a copy of the adopted amendment to adjacent governmental units, the Wisconsin Land Council, the Wisconsin Department of Administration (if after September 1, 2005), the regional planning commission in which the municipality is located, and the public library that serves the area in which the local governmental unit is located.
- Criteria should be adhered to when considering amendments to the comprehensive plan. Amendments should be approved only if they are determined to be in the public's best interest, and this determination should be based on a review of applicable principles from the following:
 - How the proposal is more consistent with applicable policies of the comprehensive plan than the existing designation.
 - How the proposal is more consistent with each of the following objectives than the existing designation (consistency is not required where the objective is clearly not applicable to the type of proposal involved):
 - Discourage sprawl and strip commercial development.
 - Provide uses that are functionally integrated with surrounding areas in terms of land use.
 - Provide development that is compatible and integrated with surrounding uses in terms of scale, orientation, pedestrian enhancements, and landscaping.
 - Conserve or enhance significant natural and historical features.
 - Provide significant economic development opportunities and broadening of the Town's economy.

- Plan amendments or changes should only be made after a determination by the Town that a change in circumstances has occurred since the original designation and that change is in the best interests of the Town.
- The review and evaluation of proposed comprehensive plan map changes should consider both the likely and possible future use of the site and associated impacts on adjacent properties.
- The review of individual comprehensive plan map or policy amendments should consider the cumulative transportation, land supply, and environmental impacts of other plan amendments that have occurred.
- The Town of Humboldt Planning Commission should prepare a brief annual report. This report should summarize how the comprehensive plan was used to direct major spending, regulatory, and construction decisions, how development has or has not coincided with the recommendations of the plan, and how community circumstances have changed and have necessitated recommendations for appropriate comprehensive plan amendments by the Town Board.
- The Town of Humboldt Planning Commission should undertake a yearly review to determine which recommendations from the various plan chapters were implemented and which recommendations still need to be implemented.
- If a zoning map request is contrary to the recommendations of the comprehensive plan and the Town has made a determination that the zoning request is logical and should be made, the Town must first amend the comprehensive plan prior to making the zoning change in order to follow state law and to ensure that the zoning change is consistent with the comprehensive plan.
- The Town should consult annually with other governmental agencies and neighboring communities to get their input regarding how their community activities relate to the recommendations of the comprehensive plan.
- The Town should complete a formal review of the entire comprehensive plan at least once every five years. Revisions should be made if the review determines that particular portions of the plan are out of date or if particular portions of the plan are not serving their intended purpose.
- At least once every ten years, the plan should be reviewed and rewritten using a formal process that includes a citizens advisory committee similar to the committee used to develop this plan.

Keeping Boards and Commissions Current

The makeup of the Town Board, the Town Planning Commission, the Town Zoning Board of Appeals, and other Town boards or commissions changes quite often because of a variety of factors. It is vitally important that the membership of the various Town boards and commissions has a thorough understanding and knowledge of the Town of Humboldt Comprehensive Plan and the Town of Humboldt Zoning Ordinance. Many of the decisions faced by the various boards and commissions must be based on information contained in the comprehensive plan. Most land use decisions made by the Town Board and Town Planning Commission must be based on the comprehensive plan.

Without an understanding of what the comprehensive plan says, decisions made by Town officials could be overturned by legal challenges.

Action Steps:

- All new members of the Town Board, the Town Planning Commission, and the Town Zoning Board of Appeals should receive a copy of the Town of Humboldt Comprehensive Plan and have a thorough understanding of the plan and the relationship of the plan to any future land use decisions that the Town is required to make.
- The Planning Commission and Town Board should meet to discuss their differences if situations arise where the Town Board continually makes decisions contrary to the recommendations of the Planning Commission.
- The Planning Commission and the Town Board should meet whenever they think that changes should be made to the comprehensive plan or zoning ordinance.

Keeping Public Informed

One of the best ways to keep residents involved in Town government and to make residents aware of what issues are affecting the Town is to provide adequate communication about such things. With the use of such tools as newsletters, fliers, and a Town website, awareness of Town issues and Town government operations can be communicated to Town residents.

Action Steps:

- The Town has started a newsletter and a Town website to keep people informed of Town government actions. The website could contain things like Town meeting agendas, Town meeting minutes, Town ordinances and plans, building permit requirements, and other information pertinent to Town residents.

Potential Funding Sources

Some of the recommendations in the plan may be implemented with the help of funds from various sources besides local property taxes. There are a number of grant programs administered by state and federal agencies, including the Wisconsin Department of Administration, Wisconsin Department of Commerce, Wisconsin Department of Natural Resources, and Wisconsin Department of Transportation. At the federal level, the Environmental Protection Agency, Department of Agriculture–Rural Development, and the (U.S.) Department of Commerce–Economic Development Agency all provide funding.

While grant programs generally require a local match, match can usually include a combination of local tax dollars, in-kind services, and/or private donations. Each grant program has its own set of guidelines regarding eligible projects, as well as financing mechanisms, and should be reviewed before applying.

In addition to the following sampling of programs, the State of Wisconsin maintains the Wisconsin Catalog of Community Assistance (WCCA), which provides a comprehensive list of state aid programs. The WCCA website can be found at <http://www.doa.state.wi.us/dhir/wcaa.asp>. If the Town decides to pursue any of the grant programs listed in this section, the Town should first contact the appropriate state or federal agency for details.

Wisconsin Department of Administration

Many of the programs administered by the Wisconsin Department of Administration would not apply particularly well to the Town of Humboldt. The Town will, however, be eligible for a comprehensive planning grant from the WDOA ten years after adoption of the current plan. Detailed information regarding other programs offered through the Department of Administration can be found at www.doa.state.wi.us/dhir.

Wisconsin Department of Commerce

The Wisconsin Department of Commerce (Commerce) has a broad range of financial assistance programs to help communities undertake economic development. Commerce maintains a network of area development managers to offer customized services to each region of Wisconsin (Brown County is located in Region 3).

Programs administered through Commerce include:

- **Brownfields Initiative** - Provides grants to individuals, businesses, local development organizations, and municipalities for environmental remediation activities for brownfield sites where the owner is unknown, cannot be located, or cannot meet the cleanup costs.
- **Community-Based Economic Development Program (CBED)** - Designed to promote local business development in economically distressed areas. The program awards grants to community-based organizations for development and business assistance projects and to municipalities for economic development planning. The program helps the community or community-based organizations plan, build, and create business and technology-based incubators, and it can also capitalize an incubator tenant revolving loan program.
- **CDBG-Blight Elimination and Brownfield Redevelopment Program** - Can help small communities obtain money for environmental assessments and remediate brownfields.
- **CDBG-Emergency Grant Program** - Can help small communities repair or replace infrastructure that has suffered damages as a result of catastrophic events.
- **Dairy 2020 Early Planning Grant Program** - The goal of the Dairy 2020 Early Planning Grant program is to encourage and stimulate the startup, modernization, and expansion of Wisconsin dairy farms. Up to a \$3,000 grant may be used to cover the cost of an independent third party study to assist the applicant in the startup, modernization, or expansion of a dairy farm. Eligible applicants include existing and startup Wisconsin dairy producers.

- **Milk Volume Program (MVP)** - Provides qualifying dairy producers with the financing necessary to bridge the “equity gap” and to partner with local communities to increase dairy production in the state. The Milk Volume Program assists dairy producers that are undertaking capital improvement projects that will result in a significant increase in Wisconsin’s milk production. Applicants must have a comprehensive business plan and demonstrate that they will have a long-term sustainable impact on Wisconsin’s milk production.
- **Rural Economic Development Program (RED)** - Designed to provide working capital or fixed asset financing for businesses with fewer than 50 employees and that are located in cities, towns, or villages with a population of less than or equal to 6,000. Applicants may include for-profit businesses or cooperatives.
- **CDBG- Public Facilities (CDBG-PF)** - Helps eligible local governments upgrade community facilities, infrastructure, and utilities for the benefit of low-moderate income residents.
- **CDBG-Public Facilities for Economic Development (CDBG-PFED)** - Offers grants to communities to provide infrastructure for a particular economic development project.
- **CDBG-Economic Development (CDBG-ED)** - Provides grants to communities to loan to businesses for startup, retention, and expansion projects based on the number of jobs created or retained.
- **Community Development Zone Program** - A tax benefit initiative designed to encourage private investment and job creation in economically distressed areas. The program offers tax credits for creating new fulltime jobs, hiring disadvantaged workers, and undertaking environmental remediation. Tax credits can be taken only on income generated by business activity in the zone.
- **HOME Investment Partnership Program (HOME)** - HOME was created to help produce housing opportunities for households that earn not more than 80 percent of County Median Income (CMI). The State of Wisconsin provides HOME funds through the Division of Housing & Intergovernmental Relations to local governments, housing authorities, and nonprofit organizations through several different subprograms. The state distributes these funds through a variety of decentralized approaches using formula and competitive application processes. Former grant recipients also accumulate funds through receipt of program income. Local sponsors have considerable flexibility in developing the affordable housing opportunities that are most needed in their respective communities.
- **Wisconsin Main Street Program** - Is a comprehensive revitalization program designed to promote the historic and economic redevelopment of traditional business districts in Wisconsin. Communities are selected to participate on an annual basis and are judged on a submitted application. These communities receive technical support and training needed to restore their main streets to centers of community activity and commerce.

Additional information regarding the brownfields or CDBG programs can be found at <http://www.commerce.state.wi.us/MT/MT-COM-4200.html>. Information regarding the Wisconsin Main Street Program can be found at <http://commerce.state.wi.us/CD/CD-bdd-overview.html>. The Wisconsin Department of Commerce Area Development

Manager (Region 3 in Brown County) or Bay-Lake Regional Planning Commission can also answer questions about these programs.

Wisconsin Department of Natural Resources

The Wisconsin Department of Natural Resources offers a number of grant programs that can be used to provide additional recreational opportunities to residents of the Town of Humboldt. The Town should contact the Northeast Region office of the WDNR to determine eligibility and availability if the Town decides to pursue any of the following grant programs:

Stewardship – Aid for the Acquisition and Development of Local Parks (ADLP)

The ADLP program funds are available to acquire land, rights in land, and develop public outdoor recreation areas for nature-based outdoor recreation purposes. Funds are allocated on a DNR regional basis so applicants compete only against other applicants located in their region.

Stewardship – Urban Rivers

Funds are available to acquire land, rights in land, or develop shoreline enhancements on or adjacent to rivers that flow through urban or urbanizing areas in order to preserve or restore urban rivers or riverfronts for the purposes of economic revitalization and nature-based outdoor recreation activities. Funds are allocated statewide so applicants compete against other applicants statewide in the project selection process.

Land and Water Conservation Fund (LAWCON)

LAWCON is a federal program administered through the WDNR. Unlike the Stewardship program, projects funded under LAWCON are not restricted to nature-based outdoor recreation projects. Eligible projects include:

- Land acquisition.
- Development of recreational facilities.

Recreational Trails Act (RTA)

RTA is also a federal program administered through the WDNR. RTA funds may only be used on trails which have been identified in or which further a specific goal of a local, county, or state trail plan included or referenced in a statewide comprehensive outdoor recreation plan required by the federal LAWCON program. Eligible projects in order of priority are maintenance and restoration of existing trails, development and rehabilitation of trailside and trailhead facilities and trail linkages, construction of new trails (with certain restrictions on federal lands), and acquisition of easements or property for trails.

The WDNR Bureau of Community Financial Assistance (CFA) website, <http://www.dnr.state.wi.us/org/caer/cfa/cfindex.html>, provides more information regarding community assistance programs.

Wisconsin Department of Transportation

In addition to the Local Road Aids Program, which the Town already participates in, the Wisconsin Department of Transportation has other programs to help fund transportation activities in the Town.

- **Local Roads Improvement Program (LRIP)** – Assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. As a reimbursement program, LRIP pays up to 50 percent of total eligible costs, with local governments providing the balance.
- **Surface Transportation Program-Rural (STP-R)** – Allocates federal funds to complete a variety of improvements to rural highways eligible for federal aid (primarily county highways classified higher than rural minor collector).
- **Flood Damage Aids** – Assist local governments with improving or replacing roads and roadway structures that have sustained major damage from flooding. The program helps defray the costs of repairing major flood damage to any public highway, street, alley, or bridge not located on the State Trunk Highway System.
- **Wisconsin Information System for Local Roads (WISLR)** – Ongoing effort that provides WisDOT and local governments convenient and secure access to comprehensive geographic information system data on Wisconsin's road network. Local units of government and counties are required to submit pavement ratings to WisDOT on a biennial basis.

Additional information regarding grant programs and other resources administered by the Wisconsin Department of Transportation can be found at the Programs for Local Governments web page at <http://www.dot.state.wi.us/localgov/index.htm>.

U.S. Department of Agriculture-Rural Development (USDA-RD)

The USDA-RD has a number of programs available to aid rural communities located outside of urbanized areas. Information regarding USDA-RD programs is available from the USDA-RD Wisconsin office at <http://www.rurdev.usda.gov/wi/>.

U. S. Department of Interior and Treasury

Federal historic preservation tax credits are available to any project that the Secretary of the Interior designates as a certified rehabilitation of a certified historic structure. A certified historic structure is a building that is listed individually in the National Register of Historic Places. The program is administered by the National Park Service in partnership with the Internal Revenue Service and with State Historic Preservation officers.

APPENDIX A - PUBLIC PARTICIPATION PROCESS FOR THE TOWN OF HUMBOLDT COMPREHENSIVE PLAN

PUBLIC PARTICIPATION PROCESS FOR THE TOWN OF HUMBOLDT COMPREHENSIVE PLAN

The Town of Humboldt Comprehensive Plan will include several public participation components. These components are summarized below:

Citizens Advisory Committee

At the beginning of the plan development process, the Town will appoint representatives to a citizens advisory committee. The advisory committee will advise staff during the plan development process, review plan recommendations, discuss the plan elements with public meeting participants, and recommend a final draft of the comprehensive plan to the Town's planning commission and board. All meetings will be open to the public.

Flier

To officially start the planning process, a flier will be mailed to each Town of Humboldt household that summarizes the process and provides survey questions for people to answer to get them thinking about planning issues. The flier will also invite residents to a community visioning session that will occur at the beginning of the planning process.

Community Visioning Session

Once the project is underway, a community visioning session will be held during an evening to establish many of the goals and objectives that will serve as the foundation of the comprehensive plan. All Town of Humboldt residents will be invited to attend the session to offer and discuss their ideas of how the Town should grow over the next several years.

Website Access

All draft chapters will be placed on the Brown County Planning Commission web page (www.co.brown.wi.us/planning) for public review and comment when they are mailed to the Citizens Advisory Committee members.

Public Open House Meeting

Once the draft plan has taken shape, at least one public open house meeting will be held to present various sections of the plan. Meeting participants will also have the opportunity to discuss the recommendations with planning staff and advisory committee members and to suggest modifications.

Planning Commission Meetings

Following the open house meeting, the Town Planning Commission will hold meetings to solicit public comment on the draft document and to ultimately pass a resolution recommending approval of the draft document to the Town Board with changes determined by the Planning Commission.

Public Hearing

Following the open house meeting, the approval of the draft document by the citizens advisory committee, the Town Planning Commission meetings to review the plan and receipt of the Town Planning Commission recommendation to the Town Board regarding the plan, a public hearing will be held before the Town Board to receive additional input from the public.

Town Board Meeting

Following the public hearing, the draft plan will be reviewed by the Town Board as well as citizen comment received at the open house, the Planning Commission meetings, the public hearing and the Planning Commission recommended changes to the plan. Any and all meetings will be open to the public and will be intended to discuss and adopt the plan.

APPENDIX B - RESOLUTION TOWN OF HUMBOLDT PLANNING COMMISSION

TOWN OF HUMBOLDT PLANNING COMMISSION

Resolution # ONE - 2006

WHEREAS, the Town of Humboldt Citizens Advisory Committee has developed the Town of Humboldt Comprehensive Plan to guide and coordinate decisions and development within the Town in accordance with Wis. Stat. 66.1001; and

WHEREAS, the comprehensive plan was prepared by the Brown County Planning Commission in accordance with the contract with the Town of Humboldt and State of Wisconsin; and

WHEREAS, several public meetings were held to obtain public input during the development of the comprehensive plan, and these meetings included a public visioning session on January 18, 2005, monthly citizens advisory committee meetings, an open house meeting on January 10, 2006, and Humboldt Planning Commission meetings on January 16, January 28, February 27, and March 16, of 2006.

NOW, THEREFORE, BE IT RESOLVED, that the Town of Humboldt Planning Commission recommends to the Town Board of the Town of Humboldt the adoption of the town of Humboldt Comprehensive Plan including changes, additions, and comments provided by Town residents which were reviewed by the Town of Humboldt Planning Commission, which are hereby attached as Exhibit A.

Approved this 17th day of March, 2006.


Signature 3/17/06 Date
Chairman
Town of Humboldt Planning Commission

CC: Town Board
Town Clerk
Commission Members

APPENDIX C - ORDINANCE TO ADOPT THE TOWN OF HUMBOLDT COMPREHENSIVE PLAN

AN ORDINANCE TO ADOPT THE 2006 TOWN OF HUMBOLDT
COMPREHENSIVE PLAN


The Town Board of the Town of Humboldt, Brown County, Wisconsin, on this 3rd day of April, 2006, does hereby ordain as follows:

Section 1. The Town Board of the Town of Humboldt, pursuant to Sections 66.1001, 60.22 (3) and 60.62 to promote the public health, safety and general welfare of the Town of Humboldt, does hereby repeal the Comprehensive Plan for the Town of Humboldt previously adopted on February 6, 1995, and does hereby adopt the Town of Humboldt Comprehensive Plan including all of the maps, figures and text contained therein, which shall henceforth be reproduced into a single document and have duly noted upon it that it was adopted on April 3, 2006.

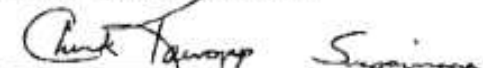
Section 2. This ordinance shall henceforth, until repealed, constitute a separate chapter in the General Code of Ordinances and remain part of the Municipal Code of the Town of Humboldt, Wisconsin. This ordinance shall take effect immediately.

Section 3. The Clerk shall disseminate copies of the Town of Humboldt Comprehensive Plan as required by Section 66.1001 and otherwise as instructed by the policies and procedures determined by the Town Board.

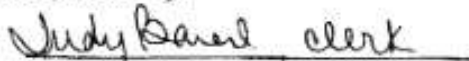
Adopted this 3rd day of April, 2006 by the Humboldt Town Board:


Norbert Dantine, Jr. Chairman


Merlin Vanden Plas, Supervisor


Chuck Karnopp, Supervisor

Approved, Attested By:


Judy Baierl, Town Clerk